

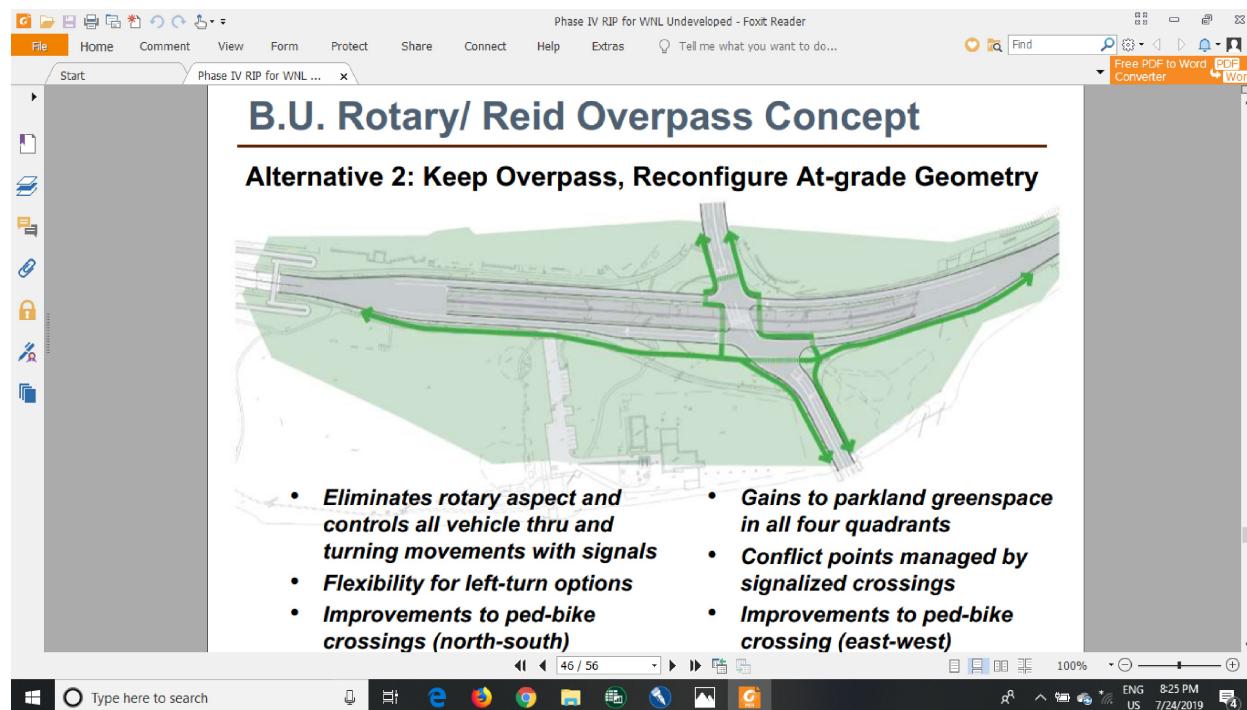
This is the key slide from the DCR's **FALSELY PUBLICIZED** presentation in which they change the definition of "BU Bridge" to include the Wild Area.

In this slide, the Wild Area is at the extreme right. Note that the colored line includes it as part of the "BU Bridge" which, physically, is the highway at the bottom.

The bay shown above is probably the inbound curve toward the right. In the destruction plan, it is probably the curve to the right of the Grand Junction.

All but one tree in the winter photo is planned to be destroyed by Cambridge and the DCR.

And the Cambridge City Council has praised this outrage with **skillfully deniable** praise.



3. The Stalking Horse, Part 2, official overview.

These plans and following plans are from the City of Cambridge's public plans on the internet for the stalking horse bike highway. The part of the bureaucracy responsible is the Cambridge Development Department.

This is what the well intended victims are shown as the overview of the project. "GLX" in green letters at the right indicates the Green Line Extension being constructed from Lechmere Station to Tufts University in Medford.



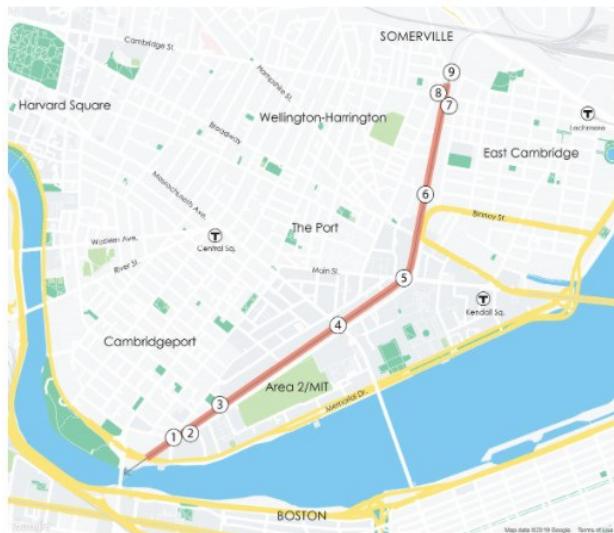
Here is the dirty part blown up as much as my application will allow. Note the stuff they are bragging about as compared to the really irresponsible terrible stuff they keep as secret as possible. The bottom of the green line is the point where the proposal goes from responsible to irresponsible.

Standard technique when you are dealing with the City of Cambridge and its friends is silence on the stuff they do not want the voters aware of.

Paul Dudley White/Mem Drive



Here is their map version, first the entire map with numbered explanation, then cropped to the southermost area with their points 1 and 2;



1. Waverly Street at Henry Street (Path End)
2. Waverly Street (Pocket Park Opportunity)
3. Fort Washington Park (Pocket Park Opportunity)
4. Massachusetts Avenue between Vassar Street and Albany Street (Path Crossing)
5. Main Street at Vassar Street and Galileo Galilei Way (Path Crossing)
6. "Little Binney" - portion of Binney Street west of Fulkerson (Path Crossing)
7. Cambridge Street (Pocket Park Opportunity)
8. Cambridge Street between Cardinal Medeiros Avenue and Lambert Street (Path Crossing)
9. Gore Street near Warren Street (Path End)

And here is the portion at the Charles.



Both this map version and the prior version are extremely general south of Memorial Drive. That portion has been HEAVILY PLANNED, but it is kept secret from people being suckered into the bad part by showing the much larger innocuous BUT TEMPORARY part.

MIT's map on page 26 shows part of what Cambridge's "planners" keep secret south of Memorial Drive.

Point 1 is the supposed terminus. Point 2 is the bike reroute to Memorial Drive. Note that the marked path continues to Memorial Drive, temporarily.

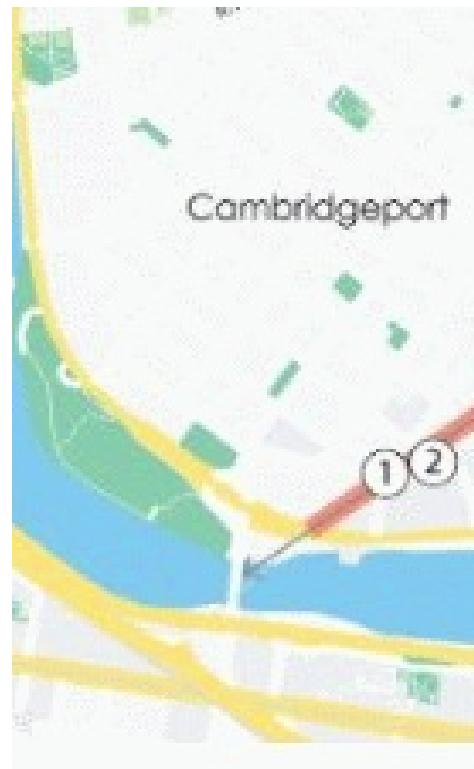
4. The Stalking Horse, part 3, temporary southern terminus of, if Cambridge had a responsible City Council, the permanent southern terminus..

Here again is our second still at the beginning for the overview at this level.



Here is the detailed part of the map overview again, because it is the only map I can find **from their presentation** showing where the bikes are supposedly being directed to.

Greater detail is provided on MIT's map on page 26.



The curved street coming out of point 1 is Waverly Street. It was created supposedly as access for planned development further up the Grand Junction. The plans included a very detailed tree planting schedule. The trees had spaces created in what otherwise was a very thick planting plan. To somebody familiar with the way plans are presented, these spaces allowed for access to Waverly Street from the off ramp coming from I90.

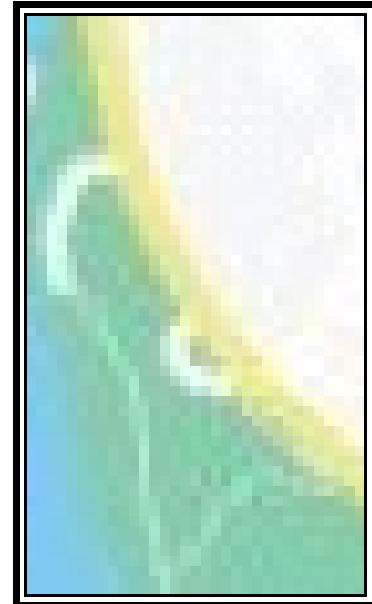
That connection on the left is a very key reason for running the “bike path” in the left part of the Grand Junction right of way.

This interconnection structure allows for connection of I90 traffic to Memorial Drive. Major tree destruction is ongoing along Memorial Drive to rearrange the Magazine Beach park to reduce access between the park and Memorial Drive and thus to speed up traffic on Memorial Drive for the benefit of the traffic coming off I90. The Cambridge City Council has put money on planning for the destruction of the excellent grove across from the MicroCenter parking lot.

The curved, C shaped, area in the left middle of this map is in Magazine Beach's beautiful park.

That curved area is being reduced to one curb cut with major tree destruction as part of this outrage, also part of speeding up traffic.

**The doomed thick MicroCenter / Bathhouse grove is a few hundred feet further west to the right of that curve..
See the hook shaped parking area which is to the grove's west and south.**



Destroying that grove allows access to Magazine Beach to be moved and relocated across from a public street which goes through the MicroCenter parking lot. In both cases, access curb cuts to the west would disappear (that hook shaped curve), further speeding up traffic on Memorial Drive.

The BU Bridge extends to neighborhood streets directly above it. This area is a traffic nightmare, especially when the Boston Red Sox have a home game on the Boston side of the BU Bridge.

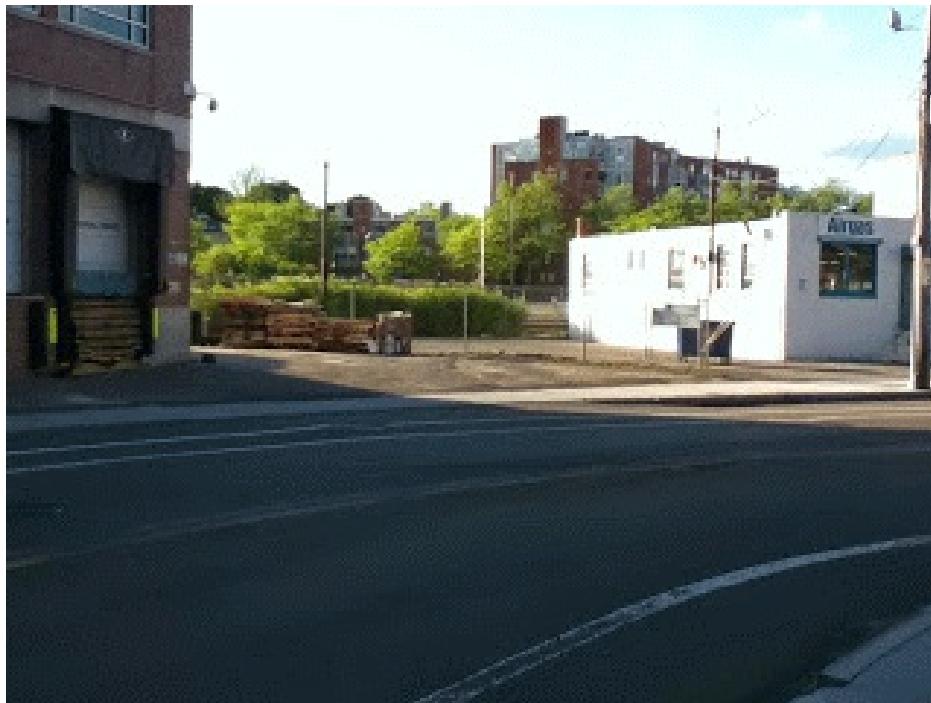
BIKE TRAFFIC IS BEING ROUTED INTO THIS TRAFFIC NIGHTMARE.

WHY?

Because the purpose is not a bike path, it is for creating access to Memorial Drive for traffic coming from I90. Routing bike traffic into a nightmare is a prepared excuse to kill the bike path.

Note on the map the street following the bike highway directly to its right and below it. That street, Vassar Street, is “coincidentally” blocked by the numbers 1 and 2. It turns and goes straight to Memorial Drive at the number 1, another “coincidentally” not shown reality.

Here is a photos of that side of the bike path. The photo is taken from the leg of Vassar Street toward Memorial Drive. Straight ahead is the corner of Vassar Street. The land between Vassar Street and the Grand Junction, the “wrong side” from the bike path IS UNDEVELOPED.



The land between Vassar Street and the “wrong side” of the Grand Junction is an obvious target for access to Vassar Street and then to Memorial Drive, short and simple, without the traffic nightmare built into the supposed plans.

This is VERY CLEAR from MIT’s map in the next section.

But, if you want a route which you can “suddenly” discover is too dangerous to route bikes, you use the dangerous side, to the left and up, and have an excuse to use the dangerous side for Memorial Drive access from I90.

Here is the Grand Junction side of that building. Note the abutment for parking at the corner, next to the building.



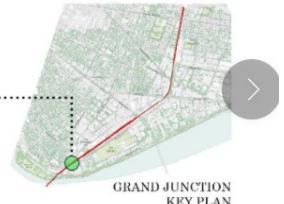
Here are Cambridge's lovely plans bragging about the southern terminus of the bike path with access on the wrong side from the safe side for bikes going to Memorial Drive.



② Pocket Park Opportunity: Path Entry at Waverly

The images to the right show the size and shape of the proposed pocket park location at the Waverly Street path entrance.

Pocket Park Opportunity at Waverly Street Entrance



I assume that 1 and 2 in the photo are the same as in the prior plan. The building below 1 and 2 is the one photographed above. The photo crop stops at the corner of the UNDEVELOPED LAND shown in the second prior photo.

Cambridge has been selling the responsible parts of this outrage for years. Standard con game. Get well intentioned folks sold, then stab them in the back.

The "bike path" will disappear for the off ramp when it is convenient for MIT. The suckers, AS USUAL, will be shocked.

This area shows in the first still above, as the thick trees above the BU Bridge on the Cambridge side. There is a very large former Ford Plant between the two.

Here is a good cropping of another representation in the plans.

Note the building in our two photos is toward the lower right corner. THIS PRESENTATION SHOWS ON THAT BUILDING'S LEFT THE UNDEVELOPED area which should be used for access to Vassar Street and Memorial Drive.



Once again, although it is there, the bend of Vassar Street is only minimally visible, but it is more than in the other plans. The route for bikes to take to the DANGEROUS Brookline Street is the curved street coming from the “park.” Brookline Street, to no surprise, is not shown. It is the next street after the vertical street and will be crucial in the “Oh Golly Gee” stage when MIT decides MIT wants the off ramp. It is very visible in MIT’s plan on page 26.

Where would the parking go from the strip taken for bike travel? The bottom right corner of this plan shows a corner of the Hyatt Regency Hotel complex. It or its neighbor off the plan has open lot parking to the left of the Hyatt Regency at this spot.

It would not be at all difficult to add a floor deck over that parking to accommodate the few cars parked in the area taken for bike access. Public taking with subsequent property division should really not be a big thing.

The bikes have much easier access to Memorial Drive than in the con game.

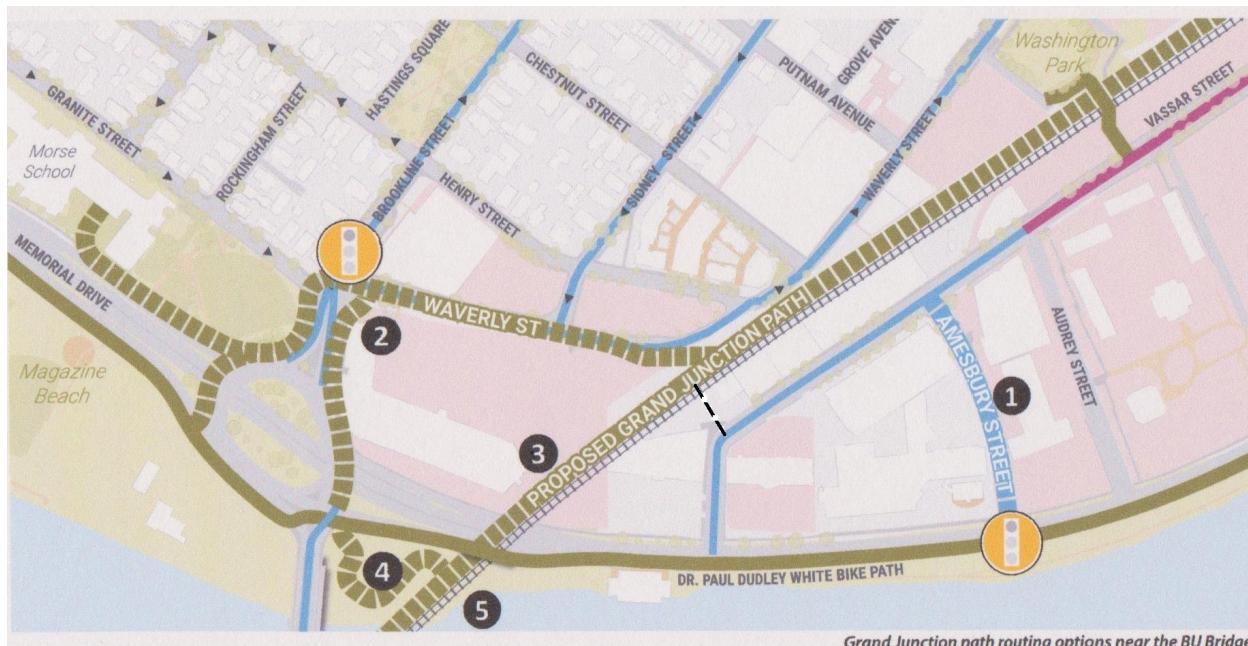
5. The Stalking Horse, part 4, MIT’s proposal for bike connection to Memorial Drive — The reality on the Charles.

Expanding the Cambridge analysis presented above to include Cambridge’s Point 3. Point 3 is Cambridge’s Fort Washington Park. Cambridge’s analysis calls for open space but does not mention the attractiveness of area next to the Park area for connection to Vassar Street.



MIT submitted to the Cambridge City Council an extended analysis of the area / Grand Junction Path dated October 2014. It has a lot of graphics.

Here is MIT's summary map of the options in the southern Grand Junction area. MIT's map is a LOT CLEARER than what the City of Cambridge is putting out now. I have marked on MIT's summary map a broken black line, the sensible connection we proposed in the prior section.



At the bottom of the map is Memorial Drive. Immediately above Memorial Drive and toward the right / east is Vassar Street. In contrast to the Cambridge presentations, the bend of Vassar Street is clearly shown. Above Vassar Street is the supposed "bike path." MIT's map shows the DANGEROUS bike access to Brookline Street (point 2) and which has the traffic nightmare KEPT SECRET in the Cambridge Analysis.

I have drawn the broken black line between the "bike path" and the bend of Vassar Street. This is the sensible connection I propose above. My proposed terminus and connection clearly goes straight ahead with a simple, fast connection to Memorial Drive.

Even ignoring traffic, connection to Memorial Drive by Cambridge's proposed route by way of Brookline Street is clearly vastly inferior. But the bike path FOR THE SUPERIOR BIKE ACCESS has to be on the lower, southern side of the Grand Junction. The responsible bike access to Memorial Drive for bikes cannot be simply modified to the I90 off ramp and connection of the I90 off ramp to Magazine Street and Memorial Drive.

MIT HAS ITS OWN PROPOSAL FOR A BIKE CONNECTION TO VASSAR STREET. It is the marking between the "bike path" and Vassar Street to the right and up from my proposed connector. MIT's access is at the point marked 3 in Cambridge's presentation of the "bike path" con.

The number 1 on MIT's map shows the route which MIT would take from the Fort Washington crossing to get to Memorial Drive. The route is simple although inferior to my proposal.

The MIT connection would cross over to Vassar Street from the Ft. Washington area, turn right and turn left. This is inferior to my proposal because MIT's "bike path" is on the northern side of the right of way (see next paragraph). It is also inferior because bicycles have a larger area shared with motor vehicles in the MIT alternative.

MIT's map also gives a sample of the outrage south of Memorial Drive which Cambridge keeps secret.

That is marked by number 4, DIRECTLY THROUGH the Nesting Area of the Charles River White Geese. The nesting area and the Wild Area at number 5 are the only areas available for free animals in this part of the Charles. Access requires the bike path (future I90 off ramp) to be on the left / western side of the Grand Junction.

Route 4 would destroy the Nesting Area to which the reprehensible DCR and Cambridge have confined the Charles River White Geese without food. The Destroyed Nesting Area is the last portion of the 40 year habitat of the Charles River White Geese which has not been destroyed to them. The Charles River White Geese are most definitely not the only free animals living south of Memorial Drive. They are simply the most visible and the residents who are clearly loved.

Once again, the MIT "bike path" is on the left / west for access to Brookline Street / Memorial Drive for I90 traffic if not through the Destroyed Nesting Area.

Additionally, the fence which Cambridge demands next to the bike path would destroy free animal access between the Destroyed Nesting Area and the Wild Area.

And we have shown more in section 2 above.

6. The Stalking Horse, part 5, Who knows?

The minimal point at which the off ramp from I90 will end is Massachusetts Avenue. In reality, this updated Inner Belt could end at any of the other major streets in the stalking horse maps. At the very northern end, a lot would depend on the receptivity of Somerville.

Here is Cambridge's key locations map cropped to the possible end points of the I90 off ramp / Inner Belt

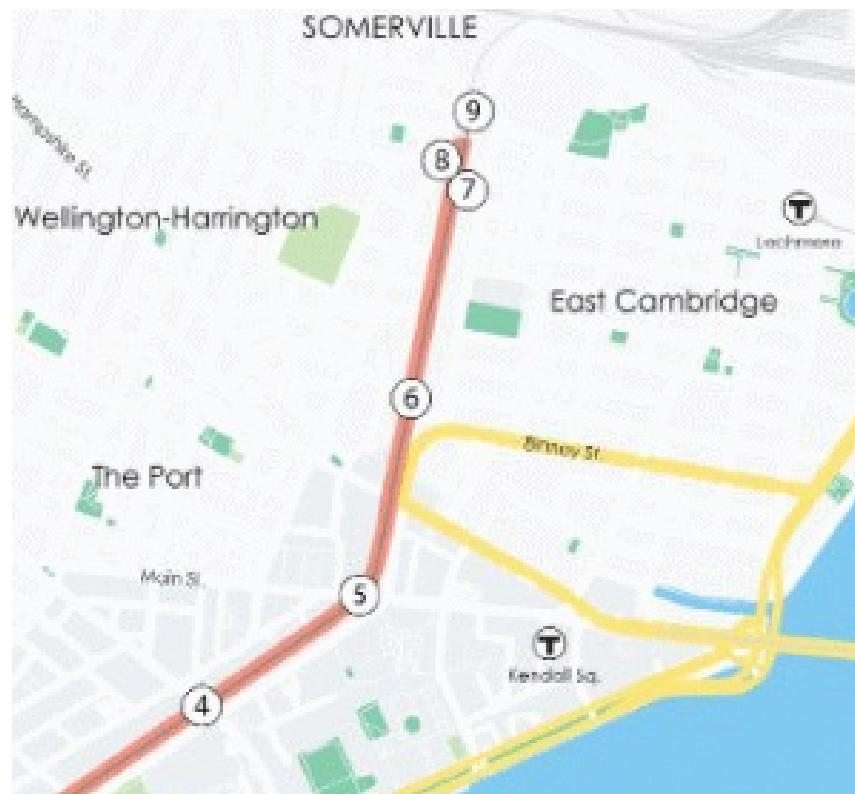
Key location 4 is Mass. Ave.

Key location 5 is Main Street.

Between 5 and 6 is Broadway, not numbered. Could this be the target? Keeping it secret is ominous dealing with Cambridge.

Key location 6 is Little Binney Street.

Key location 7 / 8 is Cambridge Street in East Cambridge.



Key location 9 is Gore Street, Cambridge / Medford Street, Somerville. To the left it directly connects to the McGrath / O'Brien Highway which is elevated at this point, but access already exists in the street structure. Somerville / the DCR have mentioned lowering the McGrath / O'Brien to ground level.

In another map, Cambridge notes that “GLX” is above the bike way. In this map, note the T annotation to the top right marked Lechmere. This is the current location of the Lechmere terminus on the Green Line. The Lechmere Station is being moved to the other side of McGrath / O’Brien Highway for the Green Line Extension to Tufts / Medford.

How far will the off ramp go? There is no telling. All that is clear is that Cambridge is running a con game calling it a “bike path” / other euphemism from the Charles River to Somerville.

III. On Line Reporting.

The segments of these reports may be viewed on line as follows.

Segment I: <https://www.blogger.com/blog/post/edit/19121262/6697413398555732422>
Segment II: <https://www.blogger.com/blog/post/edit/19121262/7990771314241769450>

Modifications have been made to fit this presentation and for clean up of the presentation.

Sincerely,

Robert J. La Trémouille
Chair, Friends of the White Geese