

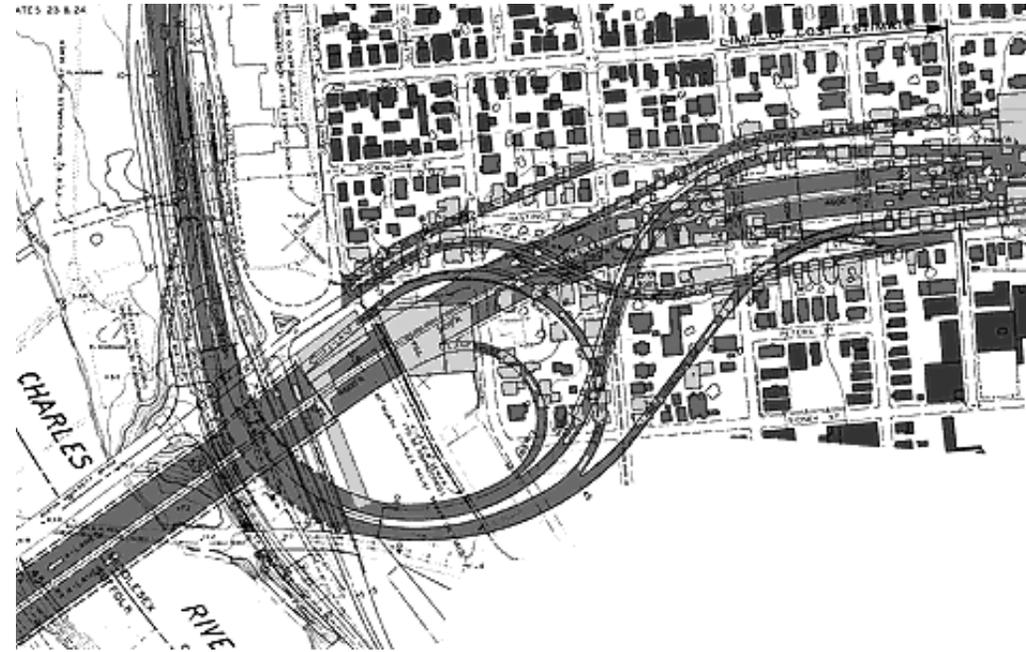
THE INNER BELT

Symposia

The CAMBRIDGE
HISTORICAL
SOCIETY



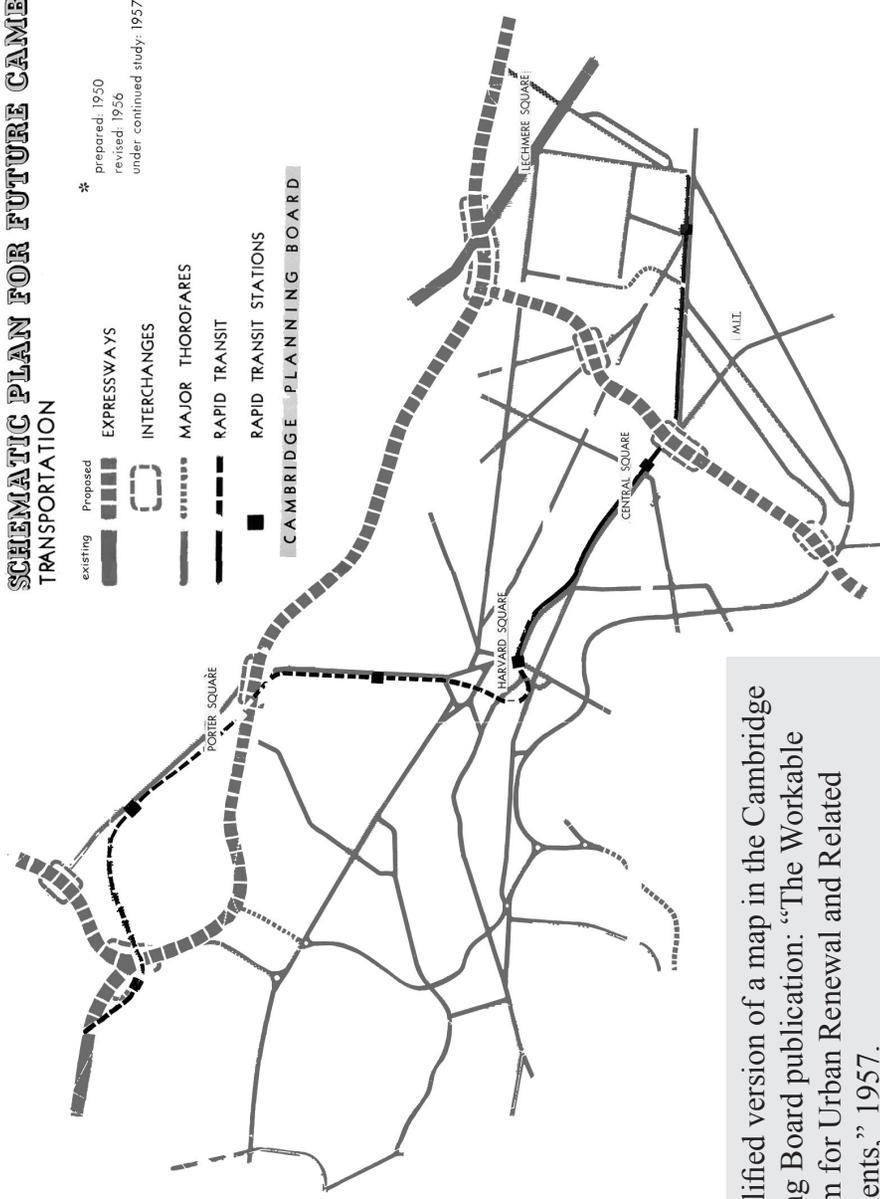
The Cambridge Historical Society is an independent, nonprofit organization. We rely on membership support and donations to produce programs like this. Please consider joining or making a contribution so that we will be able to continue to preserve Cambridge history, maintain our archives, and produce educational programs.



Program One:
The Role of Planners Working with
Community Groups

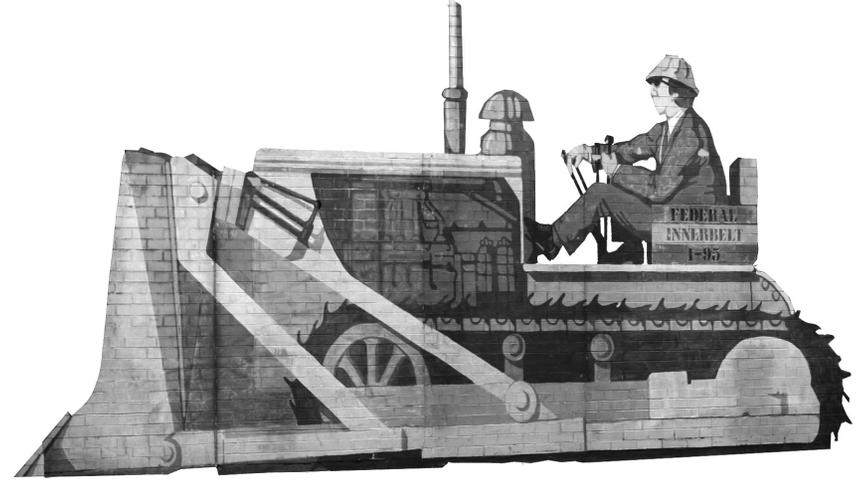
April 4, 2012

SCHEMATIC PLAN FOR FUTURE CAMBRIDGE TRANSPORTATION



A simplified version of a map in the Cambridge Planning Board publication: "The Workable Program for Urban Renewal and Related Documents," 1957.

As a result of community and political pressure, Governor Frank Sargent in early 1970 ordered a moratorium on plans for the expressway network and called instead for a three-year Restudy (The Boston Transportation Planning Review) of the proposed highways as well as the proposed transit extensions. The Restudy produced the first Environmental Impact Study in the country following the enactment in 1969 of the National Environmental Policy Act. The Restudy had a "technical assistance" component to help neighborhoods develop alternatives to the highways, as well as alternative alignments for transit extensions. In 1971 the governor rejected the Inner Belt; in 1972 he rejected the Southwest Expressway and I-95 North; and in 1973 he approved plans to extend the Red Line from Harvard Square to Alewife along a new route via Porter and Davis Squares. He also led the successful effort to change federal law so that funds designated for interstate highways could be used instead for transit -- funds that were used for the extensions at both ends of the Red Line and for the relocation of the Orange Line in Boston.



Section of *Beat the Belt* mural, 1980, by Bernard LaCasse

Cambridge played a major role in battling one highway for decades, and eventually sparking a process that led officials to remake transportation policy for the Boston area inside Route 128, with an emphasis on transit rather than highways for access to the inner core of the area. This policy had long been advocated by Governor Michael Dukakis, who succeeded Sargent as governor in 1974.

The Inner Belt was a proposed eight-lane expressway that would have begun at Route I-93 in Somerville and circled through Cambridge near Central Square, crossed the Charles River near the BU Bridge, touched a portion of Brookline, crossed the Fenway past the Museum of Fine Arts, and moved on through the Roxbury section of Boston to connect to the Southeast Expressway at the point where it joins the Central Artery heading toward downtown Boston. The Inner Belt and Central Artery thus would have been joined to create a ring road around and through the inner Boston area, with major intersections along the way: at a proposed extension of Route 2 from Alewife, at the Turnpike in Allston, at a proposed Southwest Expressway (I-95 South) originating in Dedham, at the Southeast Expressway, and at a new tunnel under Boston Harbor (I-95 North).

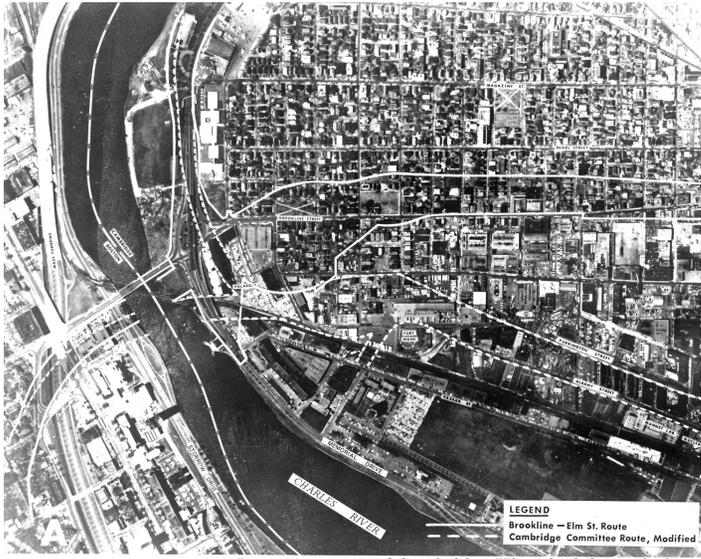


Image courtesy of Cambridge Historical Commission

Opposition to the Inner Belt had begun in the 1950s in Cambridge; opposition to the Southwest Expressway began with environmentalists in the outer suburbs and neighborhood activists in the inner city. A group of city planners, community activists, universities, and politicians formed a coalition that by 1969 had become a regional alliance that included groups and officials from Brookline, Cambridge, Dedham, Lynn, Milton, Needham, Revere, Saugus, Somerville, and Boston's East Boston, South Boston, Roxbury, Jamaica Plain, Hyde Park, and the South End.

THE INNER BELT Symposia

Program One:
The Role of Planners Working with
Community Groups

Hosted by
Mayor Henrietta Davis

Featuring
Robert Goodman
Tunney Lee
Fred Salvucci

The Stata Center
Massachusetts Institute of Technology
32 Vassar Street, Cambridge

April 4, 2012, 6:00-8:00 p.m.

Made possible by the support of
Irving House

Cosponsors

The Lincoln Institute of Land Policy
Livable Streets
Massachusetts Institute of Technology

This program was made possible through the
generous support of Irving House



IRVING
HOUSE
AT HARVARD

We would like to thank
Forest City Commercial Group
for its additional support.

Planning Committee

Karilyn Crockett
Richard Garver
Michael Kenney

Gavin Kleespies
Alyssa Pacy
Jim Peters

Robert Goodman, who received his B.Arch. from MIT, is emeritus professor of environmental design at Hampshire College. He has also taught urban planning and architecture at MIT, the University of California, Berkeley, and Columbia University. Mr. Goodman was a founder and the first president of Urban Planning Aid, which provided professional planning help to low-income communities, and his work includes helping community activists argue the case against the Inner Belt at various government forums. He is the author of *After the Planners*, an attack on the ways in which architects and planners contributed to the destruction of neighborhoods and failed to provide for people's needs. Mr. Goodman also wrote *The Luck Business: The Devastating Consequences and Broken Promises of America's Gambling Explosion* and *The Last Entrepreneurs: America's Regional Wars for Jobs and Dollars*. He is currently completing *Joy Ride: Reinventing American Transportation*.

Tunney Lee is a senior lecturer and professor emeritus at MIT. He was the head of the Department of Urban Studies and Planning at MIT from 1986 to 1990. He studies the experience of neighborhood and city planning in Boston and Hong Kong with a special interest in high-density urban settings. He was the chief of Planning and Design at the Boston Redevelopment Authority and the deputy commissioner for the Massachusetts Division of Capital Planning and Operations. At the early stages of the opposition to the Inner Belt, he worked with Fred Salvucci and other planners to provide technical assistance to neighborhood groups.

Fred Salvucci is a senior lecturer and senior research associate in Civil Engineering at MIT. He has worked as a civil engineer, specializing in transportation, with a particular interest in infrastructure, urban transportation, public transportation, and institutional development in decision-making. He served as transportation adviser to Mayor Kevin White of Boston between 1970 and 1974 and then as secretary of transportation of the Commonwealth of Massachusetts under Governor Michael Dukakis between 1975 and 1978 and again from 1983 to 1990. In those roles he participated in much of the transportation planning and policy formulation in the Boston urban area and the Commonwealth of Massachusetts over the past 35 years, with a particular emphasis on the expansion of the transit system and the development of the financial and political support for the Central Artery/Tunnel Project. Working with Tunney Lee and Robert Goodman, he provided technical assistance to community groups.