I
1, "the bombing, including the ramifications of the action, was a factor in Humphreys' late endorsement of Nixon, he declared as he wrote his letter to Nixon, putting him over the top. Study after study have since been carried out with the intent of finding a route that would minimize the deleterious effects of the construction. The investigation has now been turned over to Urban Planning Aid, a nonprofit community organization which will act as advocates for planners in all studies in the months to come.

Delicate Decision

The Inner Belt has long been a delicate matter with Cambridge residents as witnessed by the abundance of signs "Cambridge is a city, not a highway." Regardless of what route is chosen, some people will inevitably be affected. Governor Volpe has consistently disagreed with those who have called for further study of the belt problem because the Belt route has already been studied more than any comparable highway project. Furthermore, the governor is convinced that the belt is a necessary addition to the network of superhighways around Boston, and that further study will only delay its construction without appreciably reducing the problems which building the belt will cause.

Jim Moore, Executive Director of Urban Planning Aid, told The Tech that he envisioned the studies to be undertaken as basically technical. Working with "Save Our Cities," a community organization, the first task will be to once again try to determine whether the Inner Belt is really "A necessary addition to the maze of metropolitan routes already in operation. Assuming it is necessary, the second task would be to determine a route where it would do the least damage to the residents of four cities it will traverse, and to study what kinds of "joint developments," such as housing, schools, and small industry, would facilitate the construction and operation of the highway.

Proposed routes Three routes have been proposed thus far. The Brookline-Framingham Route, which cuts through the residential areas to the north of the fast track, has met with greatest approval, and includes the Portland-Albany Route which runs through the Institute, and the Railroad Route, along the right of way of the Boston and Albany Railroad which runs through the campus. The latter route, however, would have to be rejected after MIT emphasized to the state how detrimental such routes would be to the Institute, and in turn to national security since they would have gone through the MIT instrumentation labs.

Decision concerning the Inner Belt (please turn to page 10)