



**MASSACHUSETTS  
BAY  
TRANSPORTATION  
AUTHORITY**

50 High Street, Boston, Mass. 02110

May 18, 1981

Mr. James L. Sullivan  
City Manager  
City of Cambridge  
Cambridge, MA 02139

Dear Mr. Sullivan:

The Chairman's Office directed a copy of the February 23, 1981 Cambridge City Council Order to my attention.

First, please accept my apologies on behalf of the Authority for not informing the City of Cambridge in writing of the service changes that went into effect with the implementation of the Spring timetable. Because of the time constraints in the preparing and issuing the public hearing legal notice, it became impossible to distribute a separate communique to the local officials of the seventy-nine cities and towns in the MBTA district in a timely manner. In the past, it has been the policy of the Authority to contact both the community's Advisory Board representative and the local transportation office when a service change is contemplated to solicit the input of these individuals. I will direct my staff to continue to follow this practice in the future.

Because of the limited budget approved by the Advisory Board, the Authority has been, regretfully, required to reduce direct services in an attempt to stay within the budget. Several criteria were developed to ensure that service changes were equitable. One criteria is related to the distance between transit services; an area is considered served if transit services are provided to within at least one-half mile.

The above criteria was applied in the case of Route 72, Huron Avenue to Cambridge Common. The portion of Huron Avenue and Aberdeen Avenue served by the Route 72 is approximately one mile in total length. Most of the Route 72 ridership is, therefore, within a reasonable walk to one of four other local bus or trackless trolley routes including Route 71, Watertown Square to Harvard/Brattle; Route 73, Waverly Square to Harvard/Brattle; Route 74, Belmont Center to Harvard/Brattle; and Route 78, Pleasant Street to Harvard/Brattle. Excess capacity is available during the off peak hours on these four routes to accommodate the Route 72 ridership. However, these four routes operate at or near capacity during the peak hours. As a means to minimize the cost of peak hour service in this corridor, supplemental short trips along Aberdeen

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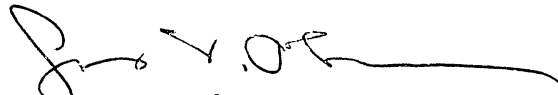
Mr. James L. Sullivan

-2-

and Huron Avenues were maintained. In addition, this solution dedicated capacity for the local Huron Avenue residents during this period of day.

I thank the Cambridge City Council and yourself for taking the time to express your concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'James F. O'Leary', with a long horizontal flourish extending to the right.

James F. O'Leary  
General Manager

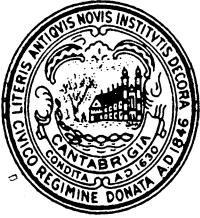
JFO/AHC/wmh

cc: J. J. White

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## CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139  
Tel. 498-9011

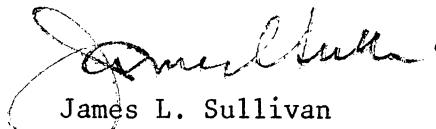
EXECUTIVE DEPARTMENT  
JAMES L. SULLIVAN  
City Manager

June 1, 1981

To the Honorable, the City Council:

With respect to City Council Order No. 3 of February 23, 1981 relative to termination or reduction in bus service, enclosed please find copy of a communication from James F. O'Leary, General Manager of the Massachusetts Bay Transportation Authority.

Very truly yours,



James L. Sullivan  
City Manager

JLS/mbf  
Enc. 1

Agenda # 4 *5-330*

Response to Council order #3 of Feb. 23, 1981  
re: to termination or reduction in MBTA bus  
service.

In City Council,

~~June 1, 1981~~

June 8, 1981

*Placed on File*