

JOINT POSITION ON PUBLIC TRANSPORTATION

ARLINGTON, CAMBRIDGE, SOMERVILLE

In the near future (August 21) decisions will be made by Governor Sargent regarding line haul transportation facilities in the Northwest Corridor. In view of the immediacy of these decisions, the Town of Arlington and the Cities of Cambridge and Somerville agree on the following position:

I. COMMON GOALS AND OBJECTIVES

- A. To seek State assumption of MBTA deficit
- B. To seek early implementation of high quality public transportation service at reasonable cost
- C. To minimize adverse impacts, during construction and operation, on neighborhoods, adjacent uses, open space, businesses, local streets, etc. (e. g., noise, safety, disruption)
- D. To seek compensation for adverse impacts of past transportation facilities (e. g., Route 2, pedestrian safety, Interstate 93)
- E. To work together, pooling technical resources, to solve common problems and acting together to influence public policy.
- F. To seek immediate action on the following:
 1. To improve the level of service on all existing public transportation modes, we propose the MBTA, DPW or other appropriate agencies act immediately in consultation with communities to:
 - a. reroute and reschedule as needed existing bus service so as to take into account clearly identifiable unmet demands
 - b. remove inequitable double and triple fares, whether through responsive rerouting or through institution of a free transfer policy.
 - c. to immediately improve station maintenance, i. e., stations should be free of leaks, cleaned daily, lighting, escalators, etc. should be in working order.
 - d. to install bus shelters where appropriate.

- e. to update, clarify and make readily and conspicuously available information regarding scheduling, routes, fares. Information should be available by phone, at all rapid transit stations and should be posted at all stations and stops.
2. Identified serious safety hazards should be immediately corrected. (e. g., Route 2 overpass, ROW hazards in North Cambridge and East Arlington, making approved TOPICS funding available, correcting safety hazards created by I-93 construction.)

II. INFORMATION NEEDED FROM BTPR FOR DECISION-MAKING

- A. Identify, with community input, public transportation needs of the Northwest subregion as a basis for designing and evaluating alternatives.
 1. Where are people going? Downtown and Cambridge, between cities, between neighborhoods, within neighborhoods?
 2. What are purposes of the trips? Work, shopping, services, recreation?
 3. Who and how many of what groups? Elderly, teenagers, students, workers, shoppers, etc?
 4. Who, how many and what kinds of trips are not being served?
 5. What is the future demand for trips?
- B. Design alternative transit systems and services to meet identified needs and compensate for deficiencies.
- C. Decision-making process:
 1. Develop a complete set of evaluation criteria, i. e., by what factors will various alternatives be measured? (e. g., Who is served? Who is not? What kinds of trips are and are not served? What are costs and benefits and to whom? What is impact on development, on environment, etc.?)
 2. Use criteria to evaluate the various alternatives.
 3. Alternatives having been evaluated, communities must choose course of action based on their own priorities.

III. OPTIONS TO BE STUDIED - LINE HAUL COMMUTER SERVICE

- A. Continuation of existing level of service while studying immediate and long-range improvement of frequency, fares, park and ride facilities, express bus and feeder bus.
- B. Connection to Downtown-Cambridge distribution system
- C. Phased upgrading as development and demand indicate
- D. Facilities to be studied should include:
 - 1. Green line extension through Somerville to West Medford and beyond via B & M New Hampshire ROW with a branch to Alewife via Davis Square.
 - 2. Red Line Extension to Alewife-Arlington with possible extension to Route 128 via the following alternative alignments (deep bore or cut and cover):
 - Garden Street
 - Porter Square and Fitchburg ROW
 - Porter Square and Davis Square via B&M freight cut-off.
 - 3. Identification of various kinds of crosstown travel demand (e.g., Somerville to Cambridge; Arlington, Cambridge, Somerville to Fenway (and vice versa) and design of routes, services and/or facilities to meet these demands.
 - 4. Eliminate from further consideration the Green Line Extension to Alewife via the Fitchburg ROW.

City Council May 1, 1972

Adopted by the affirmative vote

of 8 members

Paul E. Healey
City Clerk



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
Tel. 876-6800

EXECUTIVE DEPARTMENT
JOHN H. CORCORAN
City Manager

May 1, 1972

To the Honorable, the City Council:

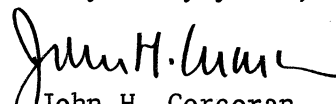
The attached draft of a joint Arlington-Cambridge-Somerville statement on public transportation has been prepared by the staffs of the three jurisdictions for signature by their respective mayors and chief executives and transmittal to the Boston Transportation Planning Review.

The statement has been requested by the Boston Transportation Planning Review staff member in charge of Northwest Corridor planning. The basis for the request is the widely-held view that to date the BTPR program has not placed sufficient resources in the area of public transportation improvement studies -- particularly in the Northwest Corridor, where unusually strong citizen support exists for trying to meet current and future transportation needs without the construction of additional urban highways.

It is intended that the joint statement be forwarded to the Planning Review on May 2nd or 3rd together with a single transmittal letter signed by the three jurisdictions. We will also enclose separate letters from each of the three jurisdictions to cover such additions to the statement as each may want to make.

Review of the draft statement is respectfully requested. Comments, suggested additions, etc., should reach me or my staff on May 1st or 2nd, as Arlington and Somerville are prepared to make an immediate transmittal to the Planning Review.

Very truly yours,


John H. Corcoran
City Manager

JHC/b

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COMMUNICATION
from the City Manager trans-
mitting ~~one form~~

Proposed Arlington, Cambridge, Somerville
proposal to the Boston Transportation
Planning Review.

May 1, 1972