



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
Tel. 498-9011

March 6, 1981

EXECUTIVE DEPARTMENT
JAMES L. SULLIVAN
City Manager

Mr. Barry M. Locke, Chairman
Massachusetts Bay Transportation Authority
50 High Street
Boston, Massachusetts 02110

Dear Chairman Locke:

I am writing in reference to your proposed service cuts scheduled to take place on March 21, 1981. As previously discussed with you, I realize that some reduction in service is required given the availability of money. However, a 25 percent reduction in service does not seem justified as a result of a two percent budget reduction.

Of particular concern to Cambridge is the scheduled elimination of all but rush hour service on Route #72 (Huron Avenue). I would suggest that some vehicles from either Route #71 (Watertown Square) or #73 (Waverley Square) could be rerouted over the Huron Avenue route at no additional cost to the MBTA. This would continue service to the Huron Avenue riders without significantly disrupting service from Watertown Square and Waverley Square to Harvard Square Station. The poles, wires and switchers for this alternative are already in use so that capitol money would not be required.

Also of concern is the operation of Route #700 (the Burlington Bus). You have proposed that the route terminate at Kendall Square rather than continue on to Park Square in Boston. This change will probably result in some small cost savings but more significant savings could result if the route were rerouted to Harvard Square. The major time delays on the route currently occur between Porter Square and Kendall Square, whereas traffic on Massachusetts Avenue flows fairly well between Porter and Harvard Squares.

At the other end of the route you should consider rerouting the buses in Burlington from Cambridge Street (Route 3A) to Mall Road. This change would then serve the Leahy Clinic, Burlington Mall and the numerous office buildings which have been constructed in the area. This would greatly increase the potential for reverse riding and thus increase income.

Even If these suggested changes to Route #700 prove unfeasible, a change in the use of the prepaid passes is in order. Currently, the 50 cent "B" pass is honored in Arlington at the Lake Street and Arlington Center stops. This results in a 25 cent reduction in the fare to Boston over the alternative of taking the Arlington Heights bus (Route #77) to Harvard Square and changing to the Red Line. As a result the MBTA is

Mr. Barry M. Locke, Chairman

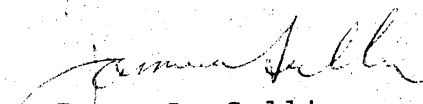
-2-

Msrch 6, 1981

losing income and the buses are overly crowded at the expense of those people living beyond Arlington Center who have no choice but to use Route #700. I would suggest then that the MBTA no longer honor the 50 cent "B" pass but require all riders to use the 75 cent "D" pass, thus increasing income and probably reducing the overcrowding.

Thank you for your consideration of these requests. If you have any questions, please contact me or my staff at any time.

Very truly yours,



James L. Sullivan
City Manager

JLS:jp

cc: Cambridge City Council



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
Tel. 498-9011

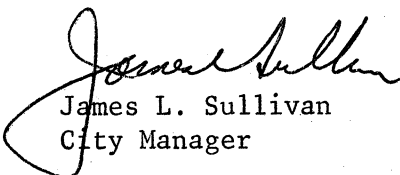
EXECUTIVE DEPARTMENT
JAMES L. SULLIVAN
City Manager

March 9, 1981

To the Honorable, the City Council:

With respect to Awaiting Report Item No. 4 relative to the termination or reduction in the Huron Avenue to Harvard Square bus service, enclosed please find copy of a communication which I have sent to Barry M. Locke, Chairman of the Massachusetts Bay Transportation Authority.

Very truly yours,


James L. Sullivan
City Manager

JLS/mbf
Enc.

Agenda # 5

133

Response to Awaiting Report Item No. 4
relative to the termination or reduction
in the Huron Avenue to Harvard Square bus
service.

In City Council,

March 9, 1981

2/9/1981

Placed on File-