



COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, BOSTON 02133-1053

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CAMBRIDGE, MA

SENATOR WARREN E. TOLMAN

MIDDLESEX AND SUFFOLK
DISTRICT

ROOM 424

TEL. (617) 722-1280

FAX (617) 722-1069

COMMITTEES:
TAXATION (CHAIR)
BANKS AND BANKING
POST AUDIT AND OVERSIGHT
STATE ADMINISTRATION

1 December 1997

The Honorable City Council
Office of the City Clerk
City Hall
Cambridge, MA 02139

Dear Councillors:

I recently received a copy of your order of November 24 about proposed changes in MBTA service. As someone who has long been concerned with maintaining adequate T service, I share your worries about the potential effect of the cuts on residents of Cambridge.

Representatives from my office have attended the hearings on the T's proposal, and I have also heard from a number of constituents who will be affected by the changes; based on that information, I have sent comments on the plan to the T's General Manager (copy enclosed). In the meantime, I will be happy to work with you in order to ensure that Cambridge residents are not adversely affected by the T's plan.

Thank you again for forwarding your order to me.

Sincerely,

Warren E. Tolman

cc: Kathleen Born
Henrietta Davis
Frank Duehay
Anthony Galluccio
Kenneth Reeves
Michael Sullivan
Timothy Toomey
Katherine Triantafillou

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28 November 1997

Robert H. Prince
General Manager
Massachusetts Bay Transportation Authority
10 Park Plaza
Boston, MA 02116-3974

Dear Mr. Prince:

I am writing in response to the service changes proposed in the MBTA's Preliminary Fiscal Year 1998 Annual Service Plan. I want to commend you and everyone at the MBTA on the work you have done to evaluate current bus service and make changes that will improve it and increase the number of bus trips without additional expense to the taxpayers.

As you know, I represent the communities of Watertown, Belmont, Allston-Brighton and parts of Waltham and Cambridge. Residents of my district—many of them senior citizens and students without cars—rely heavily on bus service to get to school, work and church, to visit friends, to get to medical appointments and so forth. While I am happy to see that service will be expanded on a number of bus routes, I am concerned about the following changes:

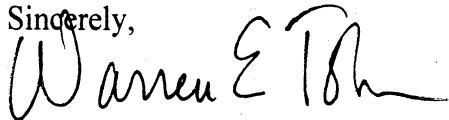
- Elimination of Sunday service on the #72 and #75 routes. These routes serve Huron Towers, a complex which houses over 300 residents. Roughly half of the residents of Huron Towers are senior citizens, as are many other residents of the area, and rely on Sunday bus service to get to Mass at St. Peters (located some distance away at the intersection of Concord and Huron) or to visit family and friends in other parts of Cambridge. While it may be that there are fewer Sunday riders on this route, those who do use the bus often have no other alternative, and I hope that you will not entirely eliminate Sunday service.

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- Elimination of Sunday service on the #78. This route runs from Harvard Sq. to Arlmont Village, passing through parts of Belmont. I have been contacted by a number of constituents who live in Belmont, including one is blind and recently bought her home precisely because it was on the bus line. Again, while the number of riders may drop on Sunday, those who do ride the bus do not have alternative means of transportation.
- Service between Kendall Square and Harvard Square, via Broadway. I am pleased that bus service will be restored on Broadway when the CT2 route is extended, and hope that the number of stops along this portion of the route will be sufficient to allow elderly passengers to use the bus without the inconvenience of walking several blocks to a stop.
- Finally, although service on the #83 bus is not addressed in the Service Plan, I would like to remind you of the city of Cambridge's request for extension of the bus from the Russell Field terminal to the Fresh Pond Shopping Center. The request was denied, partly on the grounds that there would be too small a number of riders, and I hope you will reconsider it. Again, while the number of riders may be small, there are many residents of North Cambridge, particularly those who live in the Jefferson Park and Rindge Towers housing developments, who do not own cars. Given the fact that the #72, #74/75, #78 and #83 all serve the greater Fresh Pond area, it seems to me that it would be worthwhile to examine the possibility of reconfiguring routes so that these routes could serve a maximum number of riders on every day of the week.

Thank you for your attention to these comments. I will be glad to work with your office as you finalize this service plan.

Sincerely,



Warren E. Tolman

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Consent Communication #18

S-755

Communication was received from Senator Warren E. Tolman, transmitting receipt of a City Council order of November 24th regarding proposed changes in MBTA service.

In City Council December 15, 1997

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