



**MASSACHUSETTS  
BAY  
TRANSPORTATION  
AUTHORITY**

James E. Rooney  
Acting General Manager  
Transportation Building  
Ten Park Plaza  
Boston, Massachusetts 02116

July 29, 1991

Mr. Robert W. Healy  
City Manager  
City of Cambridge  
Cambridge, MA 02139

Dear Mr. Healy:

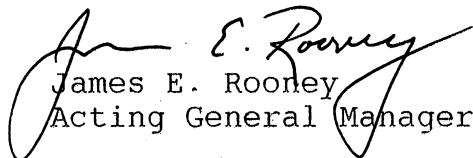
I appreciate receiving your letter of May 16, 1991 regarding the turnstiles at the Central Square and Kendall Square Stations.

Per my correspondence of November 16, 1990, copy attached, the process to effectively reactivate the equipment involves several issues. A modification must occur to prevent future equipment failure due to vandalism. This redesign has been completed and parts have been ordered, some of which we have not yet received.

Once these components arrive, the Engineering and Maintenance Department can complete building a prototype. This modified turnstile will be implemented at Central Square Station to test the design and durability of the equipment. We anticipate installing this prototype by August 31, 1991. After a brief test period of about four weeks, we will make any necessary adjustments in the design and then proceed to assemble the remaining units.

We regret not being able to meet our original target date. Please call William H. Bregoli, Jr., (722-5454) Acting Chief Engineer, if you have any additional questions.

Sincerely,

  
James E. Rooney  
Acting General Manager

RECEIVED  
91 AUG -5 AM 9:49  
OFFICE OF THE CITY MANAGER



# City of Cambridge

*Rooney*

13.

IN CITY COUNCIL  
May 13, 1991

COUNCILLOR DUEHAY

WHEREAS: The Cambridge City Council has repeatedly requested the MBTA to open the token-operated turnstiles at the Central and Kendall Square T stations for the convenience of the public (hundreds of people each week have to cross the dangerous crossing at Prospect Street and Massachusetts Avenue because they cannot enter the system through those never-usable token-operated turnstiles); and

WHEREAS: At the time of renovation of these two stations, millions of dollars of taxpayer money was spent to improve access to them, thus encouraging patrons to utilize public transportation; and

WHEREAS: Public transportation systems in urban areas around the country seem to have overcome the sort of obstacle the MBTA alleges it encounters; and

WHEREAS: Acting General Manager James Rooney promised in a letter dated November 16, 1990 to City Manager Robert Healy that a three month trial period would be established for the entrance turnstiles commencing on February 1, 1991; and

WHEREAS: This trial period has not materialized; now therefore be it

RESOLVED: That this City Council protest this cavalier treatment of its government and citizens in the strongest possible terms; and be it further

RESOLVED; That this City Council remind the General Manager of the MBTA that Cambridge is the second largest municipal contributor to the MBTA budget and expects that its requests will be promptly and expeditiously adhered to; and be it further

RESOLVED: That the Cambridge delegation be requested to intensify its efforts to demand that the access to the Cambridge Central and Kendall Square stations be immediately improved by opening the token-operated turnstile entrances; and be it further

RESOLVED: That the City Manager be and hereby is requested to intensify his efforts to correct this situation and that he report weekly to the City Council until the problem is remedied.

In City Council May 13, 1991.

Adopted by the affirmative vote of nine members.

Attest:- Joseph E. Connarton, City Clerk.

A true copy;

ATTEST:-

*Joseph E. Connarton*

Joseph E. Connarton, City Clerk

MASSACHUSETTS  
RAY  
TRANSPORTATION  
AUTHORITY

James E. Rooney  
Chief Engineering & Maintenance Officer  
Engineering & Maintenance Department  
500 Arborway  
Jamaica Plain, Massachusetts 02130

90 NOV 18 PM 3:41

OFFICE OF THE ATTORNEY GENERAL

November 16, 1990

Mr. Robert W. Healy  
City Manager  
City of Cambridge  
Cambridge, MA 02139

Dear Mr. Healy:

Thank you for your recent letter to General Manager Thomas P. Glynn, regarding exit and entrance turnstiles at Central Station in Cambridge. I am pleased to report that the exit turnstiles on the Harvard Square end of both platforms have been replaced and are now available to customers exiting the station. As you know, the stainless steel turnstiles which were originally installed during the station modernization program, were recently vandalized beyond repair. The Authority's Engineering and Maintenance Department has installed heavier, solid steel turnstiles at each location.

The four token operated entrance turnstiles at the ends of each platform have also been inspected by the Engineering and Maintenance Department. As you stated, these units have not been activated since their installation several years ago. It is my understanding that these units were not activated for three reasons:

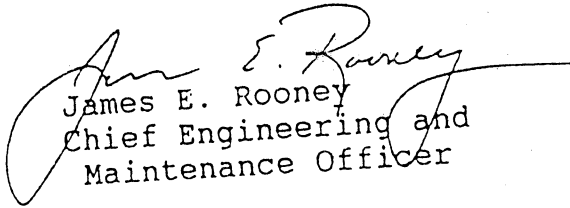
- Concern among MBTA Operations personnel that the equipment may be vandalized;
- Fear that because the machines are in remote locations at the station, our revenue collection agents who retrieve money from the machines vaults would be endangered when performing their duties;
- The machines accept full fares only and would thus not be available for use by customers paying elderly, handicapped and student fares.

During our engineer's inspection, these machines were found to be heavily vandalized, apparently by individuals who assumed they contained money. Required repairs and security enhancements to the four machines at Central and the two machines at Kendall will take approximately twelve weeks, most of which involves the procurement and fabrication of required parts.

Our current plan is to activate the token operated entrance turnstiles at Central Station and Kendall/MIT on or about February 1, 1991, for a 90-day test period. The use of this equipment by customers and the maintenance requirements, including vandalism repairs, will be evaluated over this 90-day period. Appropriate signage will be installed alerting elderly, student, and handicapped fare customers of the full fare requirement at the automatic turnstiles.

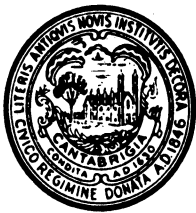
I trust that this response addresses the Cambridge City Council's concerns and I am pleased that the MBTA has been able to play a role in the revitalization of Central Square.

Sincerely,

  
James E. Rooney  
Chief Engineering and  
Maintenance Officer

JER:mc

cc: R. MacKay  
P. Lennon  
M. DeAngelis  
D. Breen



## CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139

TEL. 349-4300

FAX. 349-4307

EXECUTIVE DEPARTMENT

ROBERT W. HEALY

City Manager

RICHARD C. ROSSI

Deputy City Manager

September 16, 1991

To The Honorable, The City Council:

With regard to Awaiting Report Item No. 23, relative to the opening of the turnstiles at the Central Square and Kendall Square T Stations, please find attached a response from James E. Rooney, Acting General Manager of the Massachusetts Bay Transportation Authority, concerning this matter.

Very truly yours,

Robert W. Healy  
City Manager

RWH/mev  
attachment

Consent Agenda # 11

5-977

Awaiting Report Item Number 23, regarding  
the turnstiles at the Central Square and  
Kendall Square Stations.

In City Council,

Sept. 16, 1991

*Placed on file*