

City of Cambridge

In City Council,

May 7, 1962.

THE SPECIAL COMMITTEE of three members of the Cambridge City Council appointed by His Honor the Mayor, namely, Councillor Hayes, Chairman, and Councillors Sullivan and Goldberg, to investigate and report back to the City Council their findings concerning the request of the Metropolitan Transit Authority for approval by the City of Cambridge for the removal of trackless trolleys on Massachusetts Avenue, between Harvard Square and North Cambridge

REPORTS, as follows:-

Three meetings were held, and on invitation of Chairman Daniel Hayes, the rest of the members of the City Council were invited to participate in the first meeting, and some did participate. These meetings were held on April 24, 1962, April 30, 1962 and a final meeting on May 1, 1962 at which time a view was taken of the area to be affected by this request. Basically this request was for permission to remove trackless trolleys from Mass. Ave., between Harvard Square and North Cambridge. Subsequently, on April 26, 1962, a communication was received from the Metropolitan Transit Authority requesting permission to lengthen the existing inbound bus stop on Massachusetts Avenue at Holyoke Street and for permission to establish a 100 foot bus stop on the outbound side of Massachusetts Avenue opposite Holyoke Street. This petition was presented as part of the whole program for the elimination of trackless trolleys on Massachusetts Avenue.

The Committee feels that the elimination of these trackless trolleys will result in an increased passenger load requiring many more buses and the Committee also feels that there is not sufficient protection against the elements at the proposed bus stop. The Committee is firmly convinced that the eventual solution of the transportation problem in this particular area rests in the eventual use of the Harvard Square Subway by buses, whenever the problem of ventilation and whatever other deterrents now exist, are overcome. This however does not seem to be in the foreseeable future and therefore unless this or a more feasible plan can be presented, the Committee does not feel that it can approve either petition by the Metropolitan Transit Authority.

City of Cambridge

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However, during the reconstruction of Massachusetts Avenue the Committee would not be opposed to whatever temporary arrangement must be made to take care of the transportation of persons to and from North Cambridge. The Committee in its deliberations considered the fact that the reconstruction of Massachusetts Avenue and the retention of trackless trolleys on Massachusetts Avenue will entail a considerable expenditure of city funds but it is the opinion of the Committee that this expenditure of money is justified for the reason that it will insure a more comfortable and efficient transportation of commuters to and from Harvard Square to the North Cambridge Car barns.

The Committee therefore recommends that these petitions be reported unfavorably.

For the Committee,

/s/ DANIEL J. HAYES

Metropolitan Transit Authority

BOARD OF TRUSTEES

PARK SQUARE BUILDING

BOSTON 16, MASSACHUSETTS

April 26, 1962

To the Honorable Cambridge City Council
City Hall
Cambridge, Massachusetts

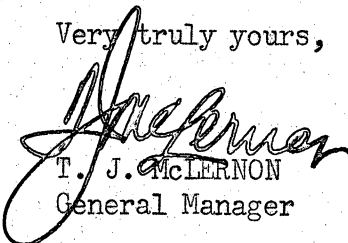
Gentlemen:

The Metropolitan Transit Authority respectfully petitions for permission to lengthen the existing unloading inbound bus stop on Massachusetts Avenue at Holyoke Street, which now accommodates two buses, so as to allow three buses to unload simultaneously.

The Authority also petitions for permission to establish a 100 ft. bus stop and to erect stanchions with signs reading, "Bus Stop - No Parking," on the outbound side of Massachusetts Avenue opposite Holyoke Street.

These petitions are necessary to accommodate the buses which will operate between North Cambridge and Harvard Square, commencing on June 23, 1962.

Very truly yours,


T. J. McLERNON
General Manager

Comm
MTA

requesting permission to lengthen
inbound bus stop on Mass.Ave.at
Holyoke St. and to erect a 100 foot
bus stop on Mass.Ave.opposite
Holyoke St.

in City Council April 30, 1962

^{Special}
Referred to the Committee appointed

To study Matter of buses on
Mass Ave from Haverly St. to No.

Thomas M. McNamee

City Clerk

SC MTA

File with LA

on MTA

Metropolitan Transit Authority

PARK SQUARE BUILDING

BOSTON 16, MASSACHUSETTS

April 10, 1962

Mr. John J. Curry
City Manager
Cambridge, Mass.

Dear Mr. Curry:

For the purpose of resolving the problem of the removal of trackless trolleys on Massachusetts Avenue between Harvard Square and North Cambridge in order that the City of Cambridge can proceed with the widening and repaving of Massachusetts Avenue between Porter Square and North Cambridge, about which you wrote me on March 29, 1962, I would suggest that the City of Cambridge authorize the Authority to operate a bus service between the North Cambridge Carhouse and Quincy Square, Cambridge, for the period from June 23 to September 8, 1962, only.

The service between Harvard Square and Watertown and between Harvard Square and Waverley would continue to be operated with trackless trolleys, with these vehicles turning back on Massachusetts Avenue at the West Portal.

The summer season is the period of our lightest riding and, in our opinion, the operation of the above bus service during the two mid-summer months would add few trips to the number normally operated through Harvard Square by the Authority during the other months of the year.

For example, with the spring timetables, which became effective last Saturday, April 7, the total number of buses, inbound and outbound, that are being operated through Harvard Square on weekdays, Monday through Friday, for the "peak" hours are as follows:

7:00 A.M. to 8:00 A.M.	104
8:00 A.M. to 9:00 A.M.	117
4:00 P.M. to 5:00 P.M.	93
5:00 P.M. to 6:00 P.M.	110

During the summer of 1962, the operation of the established service through Harvard Square on weekdays, Monday through Friday, will be as follows:

From 7:00 A.M. to 8:00 A.M.	81
8:00 A.M. to 9:00 A.M.	87
4:00 P.M. to 5:00 P.M.	81
5:00 P.M. to 6:00 P.M.	93

During the rush hours, the service that we would operate between North Cambridge and Quincy Square would be at not more frequent intervals than on a three-minute time during the "peaks" and would result in not more than 20 additional round trips through Harvard Square in any rush hour.

With respect to the ventilation about which you write, by means of the tests which are now in process we shall have determined by mid-summer whether or not the operation of buses in the Harvard Square subway is feasible. If the outcome be favorable, then the Authority, and the cities and towns which comprise it, will have been saved the substantial expense of unnecessarily relocating trackless trolley poles along Massachusetts Avenue between Porter Square and North Cambridge.

May we point out, also, that from the viewpoint of the general movement of all traffic and of the progress of your widening and repaving project, the operation of buses during this period of construction would be much more desirable than the continued operation of trackless trolleys.

If the City of Cambridge looks with favor upon the above proposal, we must receive approval thereof very shortly since the Authority is now in the process of preparing the summer timetables and we shall have to know within a few days which service is to be operated - the above combination of bus and trackless trolley service, or a continuation of the present trackless trolley service.

Upon receipt of information from you that the City Council favors the operation of buses between North Cambridge Carhouse and Quincy Square, the Authority will then petition the Council for an extension of the existing bus stop at Harvard Square by at least the length of one bus in order to accommodate the Cambridge riders.

Do you think there is any chance that the widening and repaving project will not be started until September? If that were to be the case, then the present character of service could be continued at least until then.

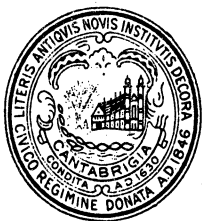
Very sincerely yours,


Thomas J. McLernon
General Manager

CITY MANAGER
OFFICE OF THE

APR 11 8 24 AM '62

RECEIVED



CITY OF CAMBRIDGE
MASSACHUSETTS
EXECUTIVE DEPARTMENT

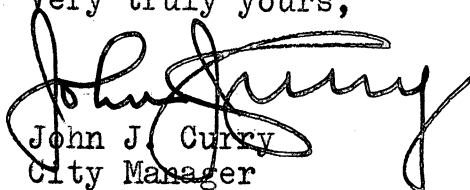
JOHN J. CURRY
CITY MANAGER

April 16, 1962

To the Honorable, the City Council:

I transmit herewith communication from
Metropolitan Transit Authority re: buses
on Massachusetts Avenue from Harvard Square
to the M.T.A. terminal in North Cambridge,
June 23 to September 8, 1962.

Very truly yours,


John J. Curry
City Manager

JJC/M

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COMMUNICATION
from the City Manager trans-
mitting one from the Metropolitan
Transit Authority concerning buses
on Mass.Ave.from Harvard Square to
the M.T.A.terminal in North Cam-
bridge

to City Council April 16, 1962

Referred to the Committee on

Sub Committee appointed
Councillors Hayes, Sullivan & Edley

Thomas M. McNamara
City Clerk

April 16, 1962

Order by C. Hayes

Common
Hayes
Sullivan
Edley

City of Cambridge

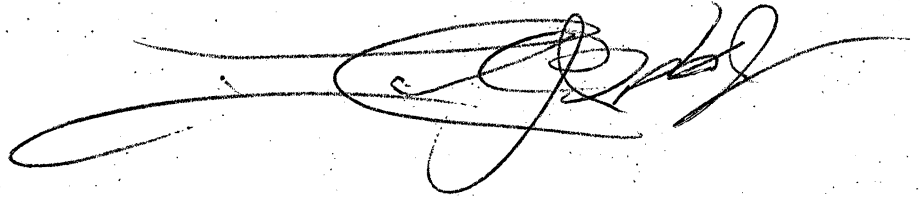
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convinced that the eventual solution of the transportation problem in this particular area rests in the eventual use of the Harvard Square Subway by buses, whenever the problem of ventilation and whatever other deterrents now exist, are overcome. This however does not seem to be in the foreseeable future and therefore unless this or a more feasible plan can be presented, the Committee does not feel that it can approve either petition by the Metropolitan Transit Authority.

However, during the reconstruction of Massachusetts Avenue the Committee would not be opposed to whatever temporary arrangement must be made to take care of the transportation of persons to and from North Cambridge. The Committee in its deliberations considered the fact that the reconstruction of Massachusetts Avenue and the retention of trackless trolleys on Massachusetts Avenue will entail a considerable expenditure of city funds but it is the opinion of the Committee that this expenditure of money is justified for the reason that it will insure a more comfortable and efficient transportation of commuters to and from Harvard Square to the North Cambridge Car barns.

The Committee therefore recommends that these petitions be reported unfavorably.

For the Committee,

A large, stylized handwritten signature in dark ink, likely belonging to a member of the City of Cambridge Committee.

City of Cambridge

In City Council..... May 7, 1962.

The Special **Committee** of three members of the Cambridge City Council appointed by His Honor the Mayor, namely, Councillor Hayes, Chairman, and Councillors Sullivan and Goldberg, to ~~to which~~ investigate and report back to the City Council their findings concerning the request of the Metropolitan Transit Authority for approval by the City of Cambridge for the removal of trackless trolleys on Massachusetts Avenue, between Harvard Square and North Cambridge,

Reports, as follows:-

Three meetings were held, and on invitation of Chairman Daniel Hayes the rest of the members of the City Council were invited to participate in the first meeting, and some did participate. These meetings were held on April 24, 1962, April 30, 1962 and a final meeting on May 1, 1962 at which time a view was taken of the area to be affected by this request. Basically this request was for permission to remove trackless trolleys from Mass. Ave., between Harvard Square and North Cambridge. Subsequently on April 26, 1962 a communication was received from the Metropolitan Transit Authority requesting permission to lengthen the existing inbound bus stop on Massachusetts Avenue at Holyoke Street and for permission to establish a 100 foot bus stop on the outbound side of Massachusetts Avenue opposite Holyoke Street. This petition was presented as part of the whole program for the **elimination** of trackless trolleys on Massachusetts Avenue.

The Committee feels that the elimination of these trackless trolleys will result in an increased passenger load requiring many more buses and the **Committee** also feels that there is not sufficient protection against the elements at the proposed bus stop. The Committee is firmly

REPORT

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Special

Committee on

request of M. T. A.
for approval by the City Council
for removal of trackless trolleys
on Mass. Ave. bet. Harvard Sq.
and North Cambridge

May 7, 1962