

April 12, 1976

To: The Honorable Mayor Vellucci.

From; The East Cambridge Teen Center Council.

We, the teen-agers of the East Cambridge Teen Center, due to the fact that our center at 644 Cambridge Street was badly damaged by fire on March 26, 1976, hereby request permission to use certain facilities at the Kennedy School on a temporary basis until 4/25/76, the tentative date for the teen center to go to the M.D.C. Skating Rink. The facilities in question are the gymnasium and the activity room A or B, whichever one is more convenient from the school administration's viewpoint. The Recreation Department will have at least four staff members present at all times with additional volunteers from the East Cambridge Community. The hours will be from Monday thru Thursday; 7 to 10 PM. and on Friday; 7 to 11 PM. The teen members only want to use the Kennedy School to keep themselves off the street and to keep themselves occupied. The only equipment we will need during our brief period of stay at the Kennedy School will be a couple of tables and chairs in the activity room so that the teens can play cards or a variety of other games and a couple of basketballs for the gym. The recreation staff will accept all responsibility for the maintenance and operation of the program. Please refer to City of Cambridge Ordinance #823 Sec. 6 & 7.

Respectfully submitted,
East Cambridge Teen Council

Maureen Ford President
Karen Silva, Vice President
Nancy Coluccio Sec



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
Tel. 876-6800

EXECUTIVE DEPARTMENT
JAMES L. SULLIVAN
City Manager

April 5, 1976

To the Honorable, the City Council:

On July 8, 1974, the MBTA established, on a trial basis, a route to serve the Huron Towers apartment complex at 700 Huron Avenue. This service was discontinued on September 6, 1975 due to the low ridership and high deficit associated with the route. On a yearly basis, the MBTA's Huron Towers Bus (Route 81) had a net loss of about \$50,000 with Cambridge paying over \$13,000 of the cost. Ridership on the bus was less than 50 fares per day (25 people) over the last few months of operation. Revenue was thus paying only seven percent of the cost of providing the service and resulted in a public subsidy of \$2.42 for every fare collected in 1974.

When the MBTA decided to discontinue the Huron Towers Bus, the Community Development Department investigated various alternatives for providing service to this facility. The several options studied are outlined as follows:

Option I: The City leaves the responsibility to the management of Huron Towers:

Ideally the management of Huron Towers would buy a small van, at a cost of about \$5,000, and run it to and from the Star Market on Mt. Auburn Street where connection can be made with two trackless trolley routes. Such vans, however, are not built for constant use and if a fare is charged, under present Department of Public Utilities regulations, the vehicle must meet safety specifications that could raise the cost to as much as \$11,000, substantially more than an old bus. Any motor vehicle used for the carriage of passengers "for hire" over a fixed route or between two points must pass DPU inspection. The management of Huron Towers and the residents have been opposed to such an arrangement.

Option II: Modifications of other MBTA routes:

A proposal was made to reroute some trips of the Belmont Center-Harvard Square Route (#74) to service Huron Towers. This was opposed by the Town of Belmont and has since been turned down by the MBTA.

Option III: The City provides only rush hour service:

While utilization of the buses on the Huron Towers Line was poor, the first two morning trips to Harvard Square and the last two from Harvard Square did get some patronage, up to 20 passengers per trip. On the basis

of observation of these trips, virtually the only ones with any significant ridership, it seems that they were used by some working senior citizens (eight according to a count in August, 1974) along with other passengers. It would cost the City at least \$15,000 annually for a bus company to provide such a service unless it were possible to tie the bus into some other operation of the carrier, thereby saving some labor and operating costs.

Option IV: The City uses school buses to provide non-rush hours service:

The Cambridge School Department has purchased a fleet of buses for the purpose of transporting students to and from school. When not used for school purposes, the School Department could make these buses available for special transit needs in the City.

The School Department uses its buses during the hours of 7:30 A. M. to 9:00 A. M. and 2:00 P. M. to 3:30 P. M. Therefore, there are two time blocks available to the City for the use of a school bus:

1. Morning and early afternoon - 9:00 A. M. to 2:00 P. M.
2. Late afternoon - 3:30 P. M. to 6:30 P. M.

Cost estimates for school bus uses are based on: average costs of \$10 per hour for 9:00 A. M. to 2:00 P. M. service and \$10.50 per hour for 3:30 P. M. to 6:30 P. M. service. This means that service to Huron Towers would cost \$47.50 per day or almost \$12,000 per year.

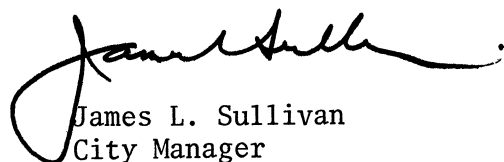
The provision of service under either Option III or IV is expensive and neither option alone provides service throughout the day. Moreover, if City operated service were provided to Huron Towers would the City be willing or financially able to provide similar service to other apartment complexes elsewhere in Cambridge?

One other possibility for service now presents itself. The current Block Grant application contains \$3500 to investigate the potential for an Elderly Intra-City Van Transportation System. Huron Towers will be one of the service locations contained in this study.

Recommended Future Action

Given the high cost for a service which will be used by a relatively few people and the reluctance of either the management or residents or Huron Towers to help defray the operating loss, I must recommend that the City not take on the burden of operating buses to 700 Huron Avenue. Future special service to the elderly population should be dependent upon the outcome of the Elderly Intra-City Van Transportation System Study to be conducted under the Block Grant Program.

Very truly yours,



James L. Sullivan
City Manager

JLS/mbf

Agenda #5 S-159

Re: to Bus Service to Huron Towers.

6/12/76

- Placed on File -

In City Council,
April 5, 1976

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