



City of Cambridge

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, City Clerk

MASSACHUSETTS
BAY
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:

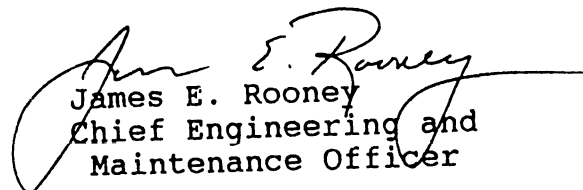
- Concern among MBTA Operations personnel that the equipment may be vandalized;
- Fear that because the machines are in remote locations at the station, our revenue collection agents who retrieve money from the machines vaults would be endangered when performing their duties;
- The machines accept full 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

Councillor Duehay

May 13, 1991

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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;

Whereas public transportation systems in urban areas around the country seem to have overcome the sort of obstacle the MBTA alleges it encounters;

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;

Whereas this trial period has not materialized;

Resolved that this City Council protest this cavalier treatment of its government and citizens in the strongest possible terms;

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;

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;

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.

enclosure: Letter of November 16, 1990 from James E. Rooney to City Manager Robert W. Healy

**MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY**

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

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OFFICE OF THE CITY MANAGER

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City of Cambridge
Cambridge, MA 02139

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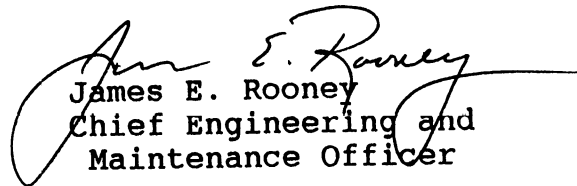
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Sincerely,


James E. Rooney
Chief Engineering and
Maintenance Officer

JER:mc

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

City Council MAY 13 1991

Adopted by the affirmative vote

of 9 members

Joseph E. Conner
City Clerk



City of Cambridge

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COUNCILLOR DUEHAY

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Order # 13

CONSENT

Councillor Duehay re: immediate opening
of the token operated turnstile entrances.

In City Council,

May 13, 1991

Order adopted