



# mass.transit

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## Arborway, Watertown Lines Face Uncertain Future

The MBTA is studying whether or not to reopen two branches of the Green Line where service has been "temporarily" suspended -- the Arborway ("E") and the Watertown ("A") lines.

Service on the Arborway line was curtailed last winter (Dec. 1985) to allow for the reconstruction of part of Huntington Ave. That work will not begin, however, until 1987, and will not be done until 1988. Meanwhile, streetcars operate only to Brigham Circle, and buses (MBTA route 39) operate from Copley Sq. to the Arborway terminus.

The Watertown line was closed in 1969 because not enough streetcars were available. Since then, the Watertown-Kenmore route, via Newton Corner, Brighton, and Allston, has been operated by T-Bus 57.

In both cases, riders who formerly had direct service into downtown Boston must now transfer between buses and the subway halfway along their trip. Both transfers require climbing stairs, and Watertown line riders must also pay an extra fare. In the 17 years since the Watertown line was bused, patronage has fallen by 38% -- compared with a 12% decrease for the remaining branches of the Green Line.

Non-binding referendum questions will be on the November ballot in neighborhoods served by both lines, asking whether voters prefer the existing buses or the return of streetcar service.

In addition, the MBTA's Arborway Transit Study is conducting a series of public meetings to solicit comment from riders and residents. A similar study of the Watertown line is also underway, but the public comment period has passed.

For more information, contact:

**\*\*Arborway Transit Study and Watertown Trolley Study**, c/o Service Planning, MBTA, 10 Park Plaza, Boston 02116, 722-5975 or 722-3430.

## State Tax Cap Threatens Transit Funding

Question 3, an initiative referendum on this year's Massachusetts ballot, poses a potential danger to Boston's transit funding and service if it is passed. The referendum, which will become law if it is approved by the voters on Nov. 4, would limit state tax revenues in future years according to a formula based on the growth of the state's economy.

Transit services in Massachusetts have historically been funded by a combination of local, state, and federal funds. Local and federal spending caps -- Proposition 2-1/2 and the Gramm-Rudman Act -- have drastically reduced transit funding in recent years, leaving the state budget the major source of transit dollars.

Question 3 would eliminate the flexibility that the state now has to make up for these lost federal and local moneys. If, as is likely, federal transit funds are cut further in the future, the state legislature might not be able to make up the difference. The result would be service cuts, fare increases, or both.

Also, in case of a recession, the state might not be able to find enough money to keep the T running at current levels. In either case, transit would have to compete with other programs, such as education, law enforcement, and welfare, for a shrinking pool of state dollars.

Unlike other tax cap proposals now in the legislature, Question 3 contains no way it can be overridden in case circumstances change in the future.

A.P.T. urges its members and friends to vote "no" on Question 3.

**\*\*The Arborway Committee**, c/o Paul Ruenzel, 4 Bishop St., Jamaica Plain 02130, 522-1053.

**\*\*Committee for Better Transit** (Brighton-Newton-Watertown), c/o Fred Maloney, 20 Montfern Ave., Brighton 02135, 782-4445.

## Traffic, Traffic Everywhere...

As every commuter knows, Boston's current prosperity has exacerbated its traffic problems. This issue was recently addressed by Mass. Secy. of Transportation Fred Salvucci, in a Boston Globe column entitled "Traffic, traffic everywhere, and ways to help it move." In order to keep the transportation system -- and the economy -- flowing, Secy. Salvucci recommended a better transit system and the better use of existing roadways.

The boom in Massachusetts means that more people are commuting to work. Instead of concentrating just on ways to move traffic, the state must find ways to move people. In other words, planners should focus on traffic demand, not traffic flow. Improvements to the road network need to be combined with alternate means of transportation and the incentives to use them.

Automobile traffic, like nature, abhors a vacuum. Road improvements meant to "solve" traffic congestion will fail in the end, because they will merely attract more vehicles. Soon congestion will be as bad as ever.

The best use of the existing roadways is thus a matter of keeping the number of cars on the road constant, while increasing vehicle occupancy.

A case in point is downtown Boston, whose crooked and narrow streets were laid out before cars were invented. Adjustments to traffic lights and parking regulations can only have a minor impact on their capacity. Meanwhile, new highway construction will bring even more vehicles into downtown.

The state's transportation agenda should be to provide more incentives for using public transport, carpools, and vanpools, and disincentives for using private cars during rush hours. With the roads less congested, they can be used to move more people, more quickly.

Traffic, traffic everywhere? What Boston needs is concrete proposals, not more concrete. To control the growth of rush-hour traffic, we must provide effective alternative forms of transportation.

## Welcome!

Welcome to the first issue of **Mass. Transit**, the quarterly newsletter of the Association for Public Transportation.

A.P.T. is a non-profit tax-exempt organization, founded in 1973 to encourage the use and improvement of public transit in the Boston area. We support public transit because it is ecologically sound, because it is less disruptive of neighborhoods and farmland, and because it the only transportation available for many people.

Our best-known project is "Car-Free in Boston," the guidebook to public transit in greater Boston and New England. This comprehensive, 160-page volume, now in its fifth edition, has sold over 90,000 copies since its first publication in 1977.

A.P.T. also provides a voice for the transit rider before the MBTA and other government agencies. We are especially concerned with issues such as service quality, equitable fares, and sensible long-range planning for transit facilities. Our members have often testified at public meetings, and in 1980 A.P.T. was instrumental in filing a lawsuit which forced the T to roll back its rapid transit fare from 75 to 60 cents.

Each issue of **Mass. Transit** will contain news and comment on transportation matters from the view of the transit user. Among the subjects we will cover are:

- \*\*Improving transit information services
- \*\*Extending MBTA service later at night
- \*\*Future use of the Route 128 commuter rail station
- \*\*Proposed new transit services, including people movers and ferries.

**Mass. Transit** will also contain updates on recent changes in transit service, as a way of keeping "Car-Free" current.

We welcome your ideas, comments, letters, and articles on transit issues. Please address them to **Mass. Transit**, c/o A.P.T., P. O. Box 192, Cambridge, MA 02238.

## "Car-Free" Available at Discount

A.P.T. members may purchase the new, 5th edition of "Car-Free in Boston" at a special price of \$3.00 per copy -- a savings of 24% off the regular retail price of \$3.95.

Copies of "Car-Free" make excellent gifts for Christmas or other occasions. Or, you may want to sell copies to your co-workers. As every "Car-Free" reader knows, the book is

an indispensable aid for navigating Boston's transit system. Whether you have a car or not, "Car-Free" comes in handy when you want to get around the city.

"Car-Free" copies may be ordered by mail, using the coupon on the next page. (There is a \$1.00 per order charge for postage and handling.) Or you may purchase copies at our monthly board meetings or at our office in Harvard Sq., Cambridge. Call 547-3332 or 354-0539 for more information.

### A.P.T. News

In recent months, A.P.T.'s board has been busy with publishing and marketing the new, 5th edition of "Car-Free in Boston," which was published in July.

This edition of "Car-Free" has been extremely successful. Favorable publicity in the Boston Globe "Calendar", as well as in the Phoenix and the Herald, has boosted sales far beyond those for previous editions.

So far, however, we have been unsuccessful in getting the MBTA to purchase copies of "Car-Free" for its employees' use.

The Board has also been active on issues such as the Watertown and Arborway line closings, and on the Route 128 commuter rail station, where the MBTA is proposing to sell the parking lot for a real-estate development. (An article on this will appear in a future issue of **Mass. Transit**.)

A.P.T.'s monthly board meetings are held in downtown Boston, usually on the 3rd or 4th Wednesday of the month. All A.P.T. members are encouraged to attend. The next meeting will be Wed., Nov. 19. If you would like to receive meeting notices and detailed minutes, please indicate on the form below, or call A.P.T.'s office at 547-3332.

### In the Next **mass.transit**

Is Boston facing a new transportation crisis?

Twenty years ago, Boston's politicians and planners were laying out designs for a massive system of new highways which would have destroyed neighborhoods and made traffic congestion worse than ever. After years of debate, these plans were shelved and replaced by equally ambitious proposals for new rapid transit lines.

Today, a decade of transit construction draws to a close. Government officials and planners are once again turning to highways as the solution to the area's transportation problems.

Our next issue will look at the arguments for transit, rather than highways, and at the role that public transit can play in Boston's future.



### Join Us!

A.P.T. depends on donations from its members and friends to continue its activities, including the publication of "Car-Free" and **Mass. Transit**. Membership is \$15.00 per year, \$5.00 for students and persons on fixed income. All contributions are tax-deductible.

Members receive **Mass. Transit** quarterly, as well as a free copy of the next edition of "Car-Free", in 1988. Members may also purchase "Car-Free" for \$3.00 per copy, and they are encouraged to attend A.P.T.'s monthly board meetings.

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#### Association for Public Transportation, Inc.

P.O. Box 192, Cambridge, MA 02238

I'd like to join A.P.T. Enclosed is my tax-deductible donation of \$15.00 (\$5.00 for students and persons on fixed income).....\$ \_\_\_\_\_  
 Please send \_\_\_\_\_ copies of "Car-Free in Boston" @ \$3.95 per copy (\$3.00 per copy for members), plus \$1.00 postage per order.....\$ \_\_\_\_\_  
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**Note:** If you are a current or former A.P.T. member, your membership expires on the date printed on the address label.

Following are changes in transit services since the 5th edition of "Car-Free in Boston" went to print last spring, as well as additions and corrections to "Car-Free" listings:

- Green Line-D** Weekday service now operates between Govt. Ctr. and Riverside. Weekday service to Lechmere is now operated by E-Brigham Circle trains.
- Green Line-E** **Service to Brigham Circle has been restored.** Streetcars operate **Brigham Circle-Lechmere** on weekdays and **Brigham Circle-Govt. Ctr.** on Sat. & Sun. Service operates until 12:14 am. Service beyond Brigham Circle continues to be operated by T-Bus 39.
- Reading Line** Trains now stop at **Malden** instead of Oak Grove.
- Fitchburg Line** Trains to Gardner make 1 trip on Sunday.
- Patriots Train** Special commuter rail trains operate this year to all New England Patriots home games at Sullivan Stadium, departing from South Sta., Readville, and Norwood Central. Call 482-4400 or 722-3200.
- T-Bus 14** **Roslindale-Dudley.** New service via Cummins Hwy., American Legion Hwy., Blue Hill Ave., Grove Hall, Warren St. Every 60 min. Mon.-Sat.
- T-Bus 39H** **Heath St.-Copley.** Service discontinued; use T-Bus 39.
- T-Bus 76** **Hanscom Field-Alewife.** Every 60 min. at night.
- T-Bus 79** **Arlington Hts.-Alewife.** Every 8 min. rush hours, 25 midday, 45 night.
- Amtrak** **Boston-New York (Inland Route):** Service to Wellesley is discontinued.
- Concord Community** **Concord-Maynard:** Service discontinued.
- Gray Line** **Boston-Lexington:** Service discontinued; use Hudson Bus.
- Greyhound** Now operates **Boston-Portland ME**; N. E. Transit service discontinued.
- Town of Hingham** A local bus connects with all rush-hour ferries. Call 749-6773.
- Hudson Bus** **Boston-Lexington:** Now operates additional rush hour service.  
**Boston-Peabody** via Lynnfield: 2 rush-hour trips.  
**Boston-Salem NH (express):** 1 rush-hour trip.
- Kinson Bus** **Boston-Seabrook NH** via Byfield MA: 3 rush-hour trips.
- Logan Express** **Quincy Adams-Logan Airport (express).** New service. Every 30-60 min., daily until 11:00 pm. Call 800-23-LOGAN.
- Peter Pan** **Boston-Hyannis:** New service via Riverside, Buzzards Bay; 3 trips daily.
- WHDH Express** **Boston-Saugus (express).** New service. Departs from park-and-ride at "The Palace" on Rte. 99 (off Rte. 1). Call 800-843-3977.

**TELEPHONE NUMBER CHANGES**

Kinson Bus....800-874-3377

Trailways Terminal (ABC, American Eagle, Bloom, Concord Trailways, Peter Pan)....426-7838



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