



mass.transit

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New T Passes Simpler, Cheaper; 3- and 7-Day Passes Offered

Monthly MBTA passes are now simpler to understand, and a better bargain too:

** Instead of 6 different passes, which riders and even T employees found confusing, there are now just 4 basic passes.

** For the first time, 3-day and 7-day passes are now available.

** On weekends in July and August, every T pass is valid for the entire T system, including commuter rail.

** And, in spite of the fare hike in May, some commuters now actually pay less for T passes than they did before.

The biggest change is in the old "C" pass -- now renamed the "Combo" pass. At \$40 per month (up from \$36), this pass is still valid for the entire subway, except Braintree and Quincy Adams. But while the old "C" pass was only valid on certain T-Buses, and just for a 50-cent fare, the new Combo pass is valid on every MBTA bus for up to \$1.25 fare.

Thus, subway commuters who also ride zone fare buses at 75 cents or more, or who take buses to Quincy Center, can use the \$40 Combo pass -- even though they previously bought the \$40 "D" pass or even the \$48 "E" pass.

Also, subway passes for Quincy Center, Quincy Adams, and Braintree stations are now valid on buses, at no extra charge.

Since there are relatively few riders in these special categories, the T hopes that the small amount of lost revenue will be made up by increased pass sales resulting from a simpler, more "user-friendly" pass program.

The "Subway" pass (the old "B" pass), has not changed except that the price is now \$27; the "Local Bus" pass (formerly the "A") is also unchanged at \$18. A fourth pass, the \$48 "Combo Plus," is meant for Quincy Adams and Braintree commuters.

The T's new "Boston Passport" visitor pass is equivalent to the Combo Plus pass; it costs \$8 for 3 days, or \$16 for 7 days.

Summer commuters will enjoy the "Sizzlin' Summer" trial offer, which makes every T pass into a system pass, good even on the longest

Where You Can't Go This Summer

When warm weather comes, everyone wants to get out of the city. The MBTA's "Sizzlin' Summer" offer makes it easier to go to some places; but the lack of Cod train service makes it harder to get to Cape Cod this summer.

A.P.T. would thus like to remind transit planners and tourism officials of the benefits of good recreational transit services.

Many urban residents, for example, get along very well without a car -- until they want to get out into the country. If there is adequate transit to beaches, parks, and historic areas, they may not buy a car.

On the other hand, lack of recreational transit can prompt city dwellers to purchase an auto. Once they are car owners, they may use the car to shop, or to go to work -- and soon they may not use transit at all.

And there are other recreational transit users, such as car owners who want to avoid summer traffic. Visitors from elsewhere, especially from abroad, often want to see the countryside without renting a car. And some transit operations, like ferries and trains, are tourist draws themselves.

A well-planned and well-promoted transit service, including connecting "trolleys" and shuttle buses, can bring tourist dollars into

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commuter rail route, on July and August weekends. On Sunday, you can even take a friend for free. MBTA officials told A.P.T. that this was an attempt to encourage both pass sales and off-peak transit ridership.

Besides these incentives, the T hopes to boost pass sales through increased promotion, more sales outlets, and longer sales periods. About a third of the MBTA's fare revenue now is from passes. Although this is the highest pass usage of any major U.S. transit system, the T hopes to increase it even further.

The new pass program is a great improvement, and the MBTA is to be commended for its use of marketing techniques.

[See "Car-Free Update" on page 4 for more details on all of these T passes.]

Summer

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the economy while reducing auto traffic in sensitive areas.

We therefore offer this list of places where better seasonal transit is needed. We invite other ideas from readers; and we urge transit operators, local officials, chambers of commerce, and business owners to look into the feasibility of these services.

Cape Cod. Planners should be working now to restore train service in summer 1990.

Martha's Vineyard and Nantucket. The Cape Cod & Hyannis Railroad (and Amtrak from New York) made good, inexpensive connections, including shuttle buses, to island ferries. The new ferries from Boston, at \$60 to \$90 for a round trip, are no substitute.

Cape Ann beaches. Until 1985, the Cape Ann Transit Authority (CATA) cooperated with the MBTA to run the "Beach Train." Regular T trains were met at Gloucester by special CATA buses to Good Harbor Beach. Today, a trip to the beach requires advance planning and sometimes a change of buses, and there aren't any buses on Sunday.

Crane's Beach, Ipswich. The Ipswich rail station is 4 miles away; there are no buses, and no Sunday trains.

Newburyport. A very few rush hour commuter buses stop in town, but the regular bus stop is on I-95 -- 3 miles from the historic area and 6 miles from Plum Island.

Historic Plymouth and Plimoth Plantation. Plymouth & Brockton buses to Plymouth Center now run just on weekdays. Weekend buses stop on Industrial Park Road, 2-1/2 miles from the historic sites; the local "trolley" shuttle doesn't serve the bus station.

Mystic CT. Amtrak trains stop very close to Mystic Seaport; but only a few trains make the stop and the schedule is poorly timed for travelers from Boston.

Historic Deerfield. The only service is Friday and Sunday nights during school terms.

Where there is already good transit from Boston, a well-planned local shuttle service can enhance transit use and make visits more enjoyable. Such a shuttle would be useful in Concord and Gloucester. Lowell and Salem already have shuttles, but their connections to commuter trains ought to be improved.

Finally, it's the wrong season for snow, but what became of the Ski Train? Until 1984 commuter trains were met at Fitchburg by a bus to ski slopes. The successful service ended when trains were disrupted by a fire at North Station, and it never came back.

Fare Policy Review Is Needed

The MBTA's recent fare increases raised several questions deserving of further study. There was not time to examine these issues before the fare increases were effective; but over the next year the T will prepare a "Revenue and Service Environmental Impact Report" for the state Environmental Affairs office. This study presents an excellent opportunity to consider MBTA fare policies and finances.

T fares were last reviewed as a system in 1981. This year's changes may have distorted that system's equity; and it is appropriate to examine the current fare structure as well as options for future changes.

Since 1961, Boston transit has required riders to pay a double fare when they transfer between buses or between bus and train. Yet virtually every other transit system in America allows either free or low-cost transfers. With the T planning improved circumferential ("crosstown") transit, it is time to reconsider this transfer policy, which is a marketing policy as well as a fare issue.

It has also been suggested that the MBTA adopt a distance-based fare structure similar to that used in Washington DC. The benefits and costs of such a system merit examination.

And with some cash fares approaching \$2.00, the T ought to consider alternatives to its exact-change, coins-only policy.

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Cape Cod Service Update

The Cape Cod & Hyannis Railroad is gone, but you can still get to Cape Cod; and there are even some trains to and on the Cape.

From Boston, **Plymouth & Brockton** buses go to Hyannis, Chatham and Provincetown; **Bonanza** buses go to Bourne, Falmouth, and Woods Hole. Both companies depart from Boston's Greyhound terminal; P&B also stops at the Peter Pan terminal near South Station. Call 773-9400 for P&B or 423-5810 for Bonanza.

The **Mystic Valley Railway Society** is running a one-day special train to Hyannis from Boston's South Station, on Sunday, July 30. Reservations are required; call 361-4445.

Amtrak has weekend trains to Hyannis from New York, Providence, and Taunton. But same-day round trips aren't possible, and connections from Boston require a long stopover in Providence. Call 800-USA-RAIL.

And the **Cape Cod Scenic Railroad** operates between Hyannis, Sandwich, and Sagamore, with 3 trains on Tuesday, Wednesday, Thursday, and Sunday until October 22. Call 508-866-4526.

Arborway Line: No News

What's happening on the Arborway Line? Many Jamaica Plain residents and commuters would like to know.

Track is now being replaced on Huntington Ave. beyond Brigham Circle, where it had been removed for road construction; and new tracks are also being installed at Forest Hills. In May, the MBTA Board of Directors authorized work to upgrade overhead power wires between Brigham Circle and Heath St.

But there is no assurance that these investments will ever be used, since the T has not said whether it will operate Green Line-E streetcars beyond their "temporary" terminus at Brigham Circle.

Behind the scenes, state Transportation Secretary Frederick Salvucci, Boston Transportation Commissioner Richard Dimino, and legislators are negotiating the future of the line. City officials, legislators, business owners, and voters -- by a 2-1 margin in a 1986 referendum -- want streetcars back; but the state and the T oppose them.

The city has offered to make signal and curbing changes to improve streetcar operations, if state officials will agree to bring the cars back. The state, on the other hand, wants the city to build the improvements but refuses to make any commitments.

State officials have raised numerous objections to streetcars; but some of these are technical issues for which solutions probably exist. Other state arguments focus on money. Federal funds are not likely to be available; and it appears that Secy. Salvucci wants to conserve all possible state transportation money for the Central Artery and related projects, including Old Colony commuter rail.

Fare Policy

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But the farebox is not the T's only revenue source; and fares must be considered in the context of overall MBTA finances. Should fares cover a third of the operating costs, as the MBTA Advisory Board has suggested, or is another ratio appropriate? Should there be small, frequent fare increases to keep up with inflation, or larger increases several years apart?

With the MBTA's new concerns for customer relations, A.P.T. hopes that fare issues can be handled in a more open, coherent, and thoughtful manner. We have been invited to participate in the environmental review, and we look forward to working with the Environmental Affairs office and the T. Anyone interested in working on this project is urged to call A.P.T. at 547-3332.

Which Zone Was That?

We're glad to see that, for the first time in recent memory, the MBTA has issued a pocket size card with full details of subway and bus fares, as well as a description of the T's new monthly pass program.

However, the card describes 3 different, and conflicting, sets of "zones." A "Zone 1" pass, for example, is valid on "Zone 2" express buses and on "Zone 5" local buses.

It seems somewhat reminiscent of October, 1974, when the MBTA tried to eliminate Arborway service. Boston city officials urged the T to keep the streetcars and to consult residents about transit issues. Representing the city in those negotiations was Mayor White's transportation advisor, Frederick Salvucci.

Join Us!

Mass. Transit is published quarterly by the Association for Public Transportation, Inc. (A.P.T.), a non-profit tax-exempt organization founded in 1973 to encourage the use and improvement of public transit in Boston. We support transit because it is ecologically sound, because it is less disruptive of neighborhoods, and because it is the only transportation available for many people.

We also publish "Car-Free in Boston," the guidebook to public transit in greater Boston and New England.

A.P.T. depends on donations from its members and friends to continue its activities. Membership is \$15 a year, or \$5 for students and persons on fixed incomes. Members receive Mass. Transit, as well as a copy of the next edition of "Car-Free" when it is published. All contributions are tax-deductible.

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

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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)..\$ _____

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Car-Free® Update #12

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A.P.T.'s guidebook "Car-Free in Boston" contains complete listings of all Boston-area transit services. "Car-Free" is sold at bookstores and newsstands, or use the mail order coupon in this newsletter. Below are transit service changes since Update #11 in April. For a copy of Updates #8-11, send a self-addressed, stamped envelope to A.P.T.

- Red Sox Trains** Special T-Commuter Rail trains to all games from Framingham, W. Natick, Natick, Wellesley Sq.; and to weekend games from Wellesley Hills, Wellesley Farms, Auburndale, W. Newton, Newtonville, Attleboro, Mansfield, Sharon, Canton Jct., Route 128 Sta., Fairmount, Morton St., Uphams Corner.
- T-Bus 64** (Oak Sq.-Central). Now operates Oak Sq.-Kendall, via Central, Mon.-Fri.
- Antrak** "Montrealer" (Washington DC-Montreal PQ). New service starts July 18, overnight via New Haven CT, New London CT, Amherst MA, VT & NH points.
- Bay State Cruises** (Boston-Nantucket). New service, 1 trip daily from Commonwealth Pier.
- Hy-Line** (Martha's Vineyard [Oak Bluffs]-Nantucket). New service, 3 trips daily.
- Mass. Bay Lines** (Boston-Georges I.) service discontinued. (Other services still operate.)
- Concord Trailways** (Boston-Colebrook NH). New stop added at The Balsams, Dixville Notch NH.
- Merrimack Transp.** (Boston-Lawrence-N. Andover). Now operated by Trombly Commuter Lines; call 508-686-9577. (No change in schedule.)

----- NEW MBTA MONTHLY PASSES -----

- .50 Local Bus - \$18. Valid for 50c fare on all buses; 75c or 90c Green Line fare; Red Line between Mattapan and Ashmont only.
- .75 Subway - \$27. Valid at all rapid transit stations except Quincy Ctr., Quincy Adams, Braintree, and Chestnut Hill-Riverside inclusive; commuter rail zones 1A, 1B.
- 1.25 Combo - \$40. Valid at all rapid transit stations except Quincy Adams and Braintree; all buses up to \$1.25.
- 1.50 Combo Plus - \$48. Valid at all rapid transit stations; all buses up to \$1.50.
- Commuter rail passes are valid on all subway and local bus routes; "Zone 1" passes (\$52) for up to \$1.65 express buses; "zone 2" (\$65) and higher passes for all express buses. Additional fare, if any, can be paid in cash on buses, but not on subway or commuter rail.
- "Boston Passport" - 3-day pass for \$8 (children \$4); 7-day pass for \$16 (children \$8). Same validity as "Combo Plus." Sold at North Sta., South Sta., Back Bay Sta., Logan Airport (MBTA station and Bay Bank currency exchanges), Harvard station; at Visitor Centers at Boston Common, Prudential Ctr., and 15 State St.; and at some hotels.
- Any MBTA pass is valid on entire system (including commuter rail), weekends in July & Aug. On Sundays, you can also take a guest with you at no charge.

Where you CAN go this summer -- Salem, Provincetown, Great Woods, Singing Beach, Newport, Hampton Beach, Lowell, Rockport, Sturbridge, and more. See A.P.T.'s guidebook "Car-Free in Boston" for full details.

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FIRST CLASS