



# mass.transit

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## New Transit Projects Are Under Consideration

With the opening of the Red Line to Alewife and the new Orange Line-Southwest Corridor, the two largest construction projects in Boston transit history have now been completed. However, several smaller projects are still being considered. Here is an update on current plans:

**Old Colony Commuter Rail:** This project would restore commuter trains to 14 South Shore towns, in suburban Boston's fastest-growing area. Tracks would be built alongside the Red Line, from South Station to Braintree. At Braintree, the line would split into 3 branches:

--The Greenbush Line to Weymouth, Hingham, Cohasset, and Scituate;

--The Plymouth Line to South Weymouth, Abington, Whitman, Hanson, Halifax, Kingston, and Plymouth; and

--The Middleboro Line to Holbrook, Brockton, Bridgewater, and Middleboro, the route now used by the Cape Cod & Hyannis Railroad.

State officials are now pushing for funding of the entire Old Colony system, despite earlier reports that only part of it would be built. The high project cost (\$387 million) and community opposition in Hingham and Quincy, however, remain as obstacles to full approval. The T hopes to open service to Braintree from South Hanson and Middleboro by 1991, and to South Station by 1994.

**Commuter Rail Extensions:** Four extensions will open in the next few months:

--Needham Line, to Roslindale, West Roxbury, and Needham, opening this fall as part of the Southwest Corridor Project.

--Midlands Branch, with local service to Dorchester and Hyde Park, opening this fall.

--Attleboro Line, to South Attleboro MA and Providence RI, opening this fall.

--Franklin Line, to Forge Park (at Routes 495 and 140), opening early next year with a 900-car parking garage.

## Commuter Rail to Back Bay May Begin August 31

Monday, August 31, has been tentatively set for the opening of commuter rail service to the MBTA's Southwest Corridor Project. This date is subject to change, depending on construction progress.

Most trains on the Attleboro, Stoughton, and Franklin Lines will use the new route via Back Bay Station, with some trains also stopping at Forest Hills and Ruggles. The new route will offer the first direct service to the Copley Square area since 1979, and will eliminate the need for shuttle trains between South Station and Back Bay.

Some trains may continue to use the old "Midland route" via Dorchester, and local service will be provided along that route.

Service on the Needham Line, and Amtrak service to Back Bay Station, will also resume this fall, at dates to be announced.

Full details on all of these changes will be in the next Mass. Transit.

The cities of Newburyport MA (Ipswich Line) and Nashua NH (Lowell Line) have also expressed interest in commuter rail if funding can be arranged.

**Blue Line-Red Line Connector:** The MBTA wants to extend the Blue Line subway from Bowdoin station, under Cambridge St., to meet the Red Line at Charles. This would improve access from Red Line points, such as Quincy and Cambridge, to Logan Airport. The proposal is opposed by some Beacon Hill residents, and no final decision has been made.

**Seaport Access Study:** New office towers planned for the Fan Piers in South Boston (near the Children's Museum and Anthony's Pier 4) will require improved transit. The MBTA is studying the possibility of rerouting the Red Line, adding a new stop between South Station and Broadway. Another alternative, also under study, is a light-rail "people

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## Crosstown Bus Improvements Are Needed

Riders on the #1 Harvard-Dudley bus -- one of the MBTA's busiest lines -- were surprised when its route was changed on May 2, with practically no advance notice. The bus now crosses the Charles River on the Harvard (Mass. Ave.) Bridge, instead of going via Kenmore Square and Boston University.

The B.U. Bridge "detour" began in 1983, after structural deficiencies were found in the Harvard Bridge. That bridge has now been strengthened enough for buses to use it again (although repairs will continue for several years). The direct route over the Mass. Ave. bridge saves about 2 miles and 13 minutes per trip, giving most riders a shorter commute.

For about 1,000 daily riders, however, the change is a severe inconvenience. The Harvard-Dudley "detour" was the only direct transit service to Kenmore Square from either Cambridge or Roxbury. With the bus restored to its original route, these commuters must now find another way to go to work or school. One B.U. employee, quoted in *The Tab*, says it now takes her about the same time to walk to

work from Harvard Square (2 miles) as it does to take the T (6 miles via Park St.).

The Harvard-Dudley change is just one example, of many, where MBTA crosstown services need improvement. Most crosstown buses run infrequently and make poor connections with other routes. In other places there is no crosstown transit at all, such as between Somerville and Malden, or between Brookline and Jamaica Plain.

Sometimes minor changes would greatly improve service. For example, buses #86 (Sullivan-Allston) and #66 (Allston-Dudley) could easily be combined into one route, allowing direct service from Cambridge to Brookline for the first time.

The lack of adequate crosstown service forces T riders to travel via downtown Boston, even though it may be out of their way, and adds to congestion on the central subway lines. Poor crosstown services are a deterrent to transit use, and encourage commuters to drive instead.

The MBTA has recently begun a "Circumferential Transit Feasibility Study." A.P.T. hopes that this study will look carefully at the existing crosstown bus services and at ways they can be improved.

## Updated "Car-Free" Available

The Updated 5th Edition (2nd printing) of A.P.T.'s guidebook "Car-Free in Boston" is now on sale at greater Boston bookstores and newsstands. This new printing features a revised Chapter 2, "What's New at the T," covering the new Orange Line, as well as an updated Chapter 6 on "Logan Airport."

Most "Car-Free" sections, such as Destination Listings and Routes and Schedules, were not changed for this printing. The entire book will be thoroughly revised for the next, 6th edition.

A free copy of the updated "Car-Free" will be sent to all A.P.T. members who request it. Just send a card or letter to A.P.T., Box 192, Cambridge MA 02238. Books will be mailed in late August.

Copies of "Car-Free's" 6th edition will be mailed automatically to all A.P.T. members when it is published, probably next summer.

Non-A.P.T. members may use the coupon on page 3 to order copies by mail.

A.P.T. is also offering special prices on bulk orders of "Car-Free," up to 50% off for 100 copies or more, if orders are received by September 1. Lesser discounts are available on smaller orders. Call 547-3332 or 354-0539 for information.

## A.P.T. News

A.P.T.'s Board of Directors has recently heard presentations from the Massachusetts Coalition of Citizens with Disabilities, on wheelchair access to MBTA services, and from the Codman Square Community Development Corporation, on proposals for transit service on the Midlands Branch through Dorchester.

Members of the board have also been extremely concerned about the MBTA's proposal to lease the Route 128 commuter rail station to a private developer for a hotel/ballroom/office project, and they have met with state officials to express their concerns. For more information on this issue, see *Mass. Transit* #3, Spring 1987.

All A.P.T. members are encouraged to attend board meetings, which are usually held in Kendall Square, Cambridge, on the last Wednesday of the month. For more details, or to be put on the mailing list for notices, write A.P.T. at P. O. Box 192, Cambridge MA 02238; or call 547-3332 or 354-0539.

**New Projects ...continued from page 1**  
mover," either elevated or underground, from South Station to the Fan Piers area.

**Orange Line Replacement Service:** As reported earlier in **Mass. Transit**, the MBTA may extend the Green Line south from Boylston, as a surface line along Washington St. to Dudley Square. Regular diesel buses, trackless trolleys, and guided buses which could go into the subway are also under consideration for this transit link.

**Red Line--JFK/UMass:** This station is being remodeled and will have platforms for both Ashmont and Braintree trains. Work has already begun.

**Green Line--Lechmere/north:** A new Lechmere station will be built on the north side of the O'Brien Highway, across from the present station. The T may also eventually extend the Green Line north from Lechmere, following the B&M Railroad into Somerville, to either Union Sq. or Ball Sq.

**Green Line--North Station:** Long-range plans are to build a new Green Line subway, replacing the elevated viaduct. Final design will depend on plans for the replacement or renovation of the adjacent Boston Garden.

**Circumferential Transit:** An MBTA study, now underway, is looking at possible routes for a potential new transit line which would circle the city.

**Blue Line to Lynn:** This transit link remains a long-term possibility, although no work is being done at present.

Details on many of these projects will be given in future issues of **Mass. Transit**.

## Quote in the News

"If ever there was proof that investment in transit is the way to invest in healthy cities, this is it. We've seen that all over the country. If I'm elected President, we're going to have transit investment in this country which not only makes it possible for people to move around, move from home to work and back again, and enjoy the benefits of good public transportation, but this is such a clear example of how investing in transit helps to make cities healthy again that it seems to me this ought to be our policy in this country. It is certainly going to be my policy if I'm elected to the Presidency."

--Massachusetts governor Michael Dukakis, after riding the new light rail transit system in Portland, Oregon, on May 19.

## Short Items...

The merger of Greyhound and Trailways will have no effect in New England, since Trailways, Inc. dropped all service north of New York City this spring. These routes are now being operated by Peter Pan (Boston-New York) and by Concord Trailways (Boston-New Hampshire). The former Trailways terminal on Atlantic Avenue, across from South Station, is now called the "Peter Pan terminal."

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The Boston Area Bicycle Coalition reports that the MBTA is actively considering a Bikes on Commuter Rail program, similar to the plan now in operation on the Red, Orange, and Blue Lines. For more information, call the BABC at 491-RIDE.

## 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.

### Association for Public Transportation, Inc.

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## "Car-Free" Update #4

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 #3 in April. For a copy of Updates #1-3, send a self-addressed, stamped envelope to A.P.T.

MBTA monthly passes (A-F) are now available by mail. Call 722-5219 for information.

- Red Line** Substitute buses now operate between **Kendall** and **South Station**, Mon-Fri after 9:00 pm, until further notice.
- Green Line-D (Riverside Line)**. Now operates **Riverside-Gov't. Ctr.** at all times.
- Green Line-E (Arborway Line)**. Substitute buses now marked **#39 Forest Hills-Copley**.
- T-Buses 32, 34, 34E, 35, 36, 36A, 37, 39, 40, 42, 50, 51**: Now operate to/from **Forest Hills** instead of **Arborway**. **Arborway yard** is no longer a passenger stop.
- Airport Water Shuttle** **Rowes Wharf-Logan Airport**. Year-round service: Mon-Fri every 15 min.; Sat-Sun afternoons, every 30 min. Call 800-23-LOGAN.
- Amtrak** **Montrealer**. Trains discontinued, **Springfield MA-Montreal PQ**, due to poor track. Substitute bus operates **Springfield MA-Burlington VT**.
- Boston Harbor Cruises** **Navy Yard Shuttle, Long Wharf-Pier 4, Charlestown Navy Yard**. New service. Year-round, rush hour only (both directions).
- Harbour Crossing** **Boston-N. Quincy**. Now operates rush hour only.
- MART** Now operates local bus service in **Gardner MA**, call 1-632-7373.
- Peter Pan** Now serves **Danbury and Waterbury CT** direct from Boston.
- Plymouth & Brockton** **Boston-Hyannis**. All trips now leave from **Peter Pan (Trailways)** terminal as well as from **Greyhound**. **South Station stop** is discontinued. (Commuter buses still stop at **South Station** until 7:00 pm Mon-Fri.)
- Sea Shore Transp.** **Quincy Ctr.-Hull**. Service now operated by MBTA until further notice.

### SEASONAL SUMMER SERVICE CHANGES:

- Amtrak** **New York-Hyannis** via **Attleboro, Taunton**. Fri-Sat-Sun until Sept. 13.
- Cape Cod & Hyannis RR.** **Braintree-Hyannis**. 2-5 trips/day, daily until Sept. 7, then daily except Mon. until Oct. 18. Trip time, 2 hours.
- Braintree-Falmouth**. Service suspended until 1988.
- Braintree-Oak Bluffs, Martha's Vineyard**. Tues-Wed-Thurs until Aug. 27. Ticket includes train, shuttle bus, ferry. Trip time, 3-1/2 hours.
- Island Transport** Also operates **Martha's Vineyard Airport-Edgartown-Vineyard Haven**.
- KISS Bus** **Great Woods Express** to selected concerts at **Great Woods**. Call 262-7070.
- Lower Cape Bus** Also operates hourly service, **Provincetown-Truro**.

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