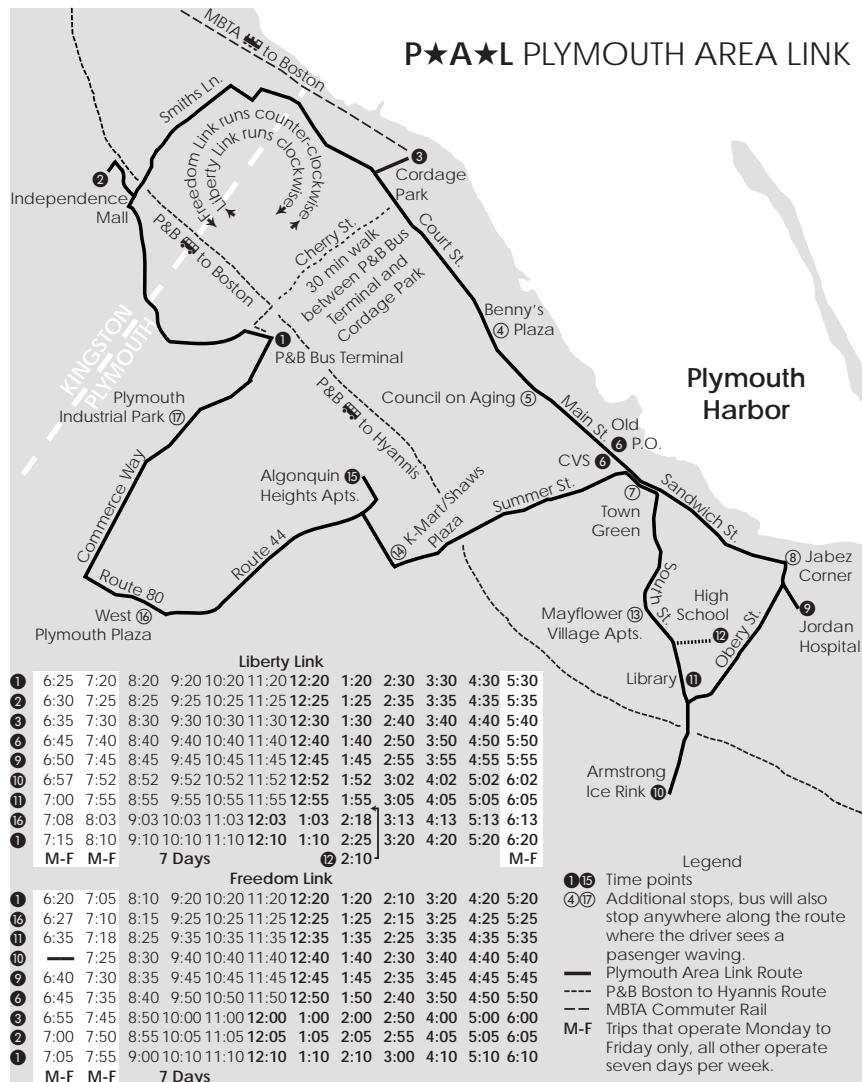


New Services Coming Slowly to Old Colony Corridor

The Greater Attleboro Taunton Regional Transit Authority (GATRA) has teamed-up with the Plymouth & Brockton Street Railway Company (P&B) to offer an hourly loop around Plymouth and into part of Kingston.

With two modern buses that even have bicycle racks, P&B does a very nice job of bringing local service to its namesake community. The few irregularities in the schedule improve connection times with new Old Colony trains to Boston and P&B's long time Boston/Plymouth/Sagamore/Hyannis bus. For an adventure you can take the train from Boston to Plymouth/Cordage Park, then the Freedom Link to the P&B terminal, and finally continue on the P&B bus to Hyannis. It will save you a dollar, and take at least twenty minutes more. However if you're traveling between the South Shore and Cape Cod, this will save you a trip into Boston.

The Association for Public Transportation is working with the MBTA and the other Regional Transit Authorities to bring more local service to the Old Colony Corridor.



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President's Welcome

Peter Roudebush

Thanks to Stuart Salzer, who has volunteered to help bring us into the computer age, we are publishing our Association for Public Transportation Newsletter in a new format.

Membership is our invitation to you to participate in our efforts to make Boston car free.

We invite you to come to our meetings and to send all kinds of observations and ideas to us. My good friend Guy Rosmarin, who was Governor Francis Sargent's transportation advisor offers this advice: an ounce of honey is a thousand times more effective than a ton of vinegar. We are all struggling to comprehend a booming economy. We often are working so hard to resolve complaints, that we don't see the big picture. In fact, Governor Sargent's transportation master plan, which has been being implemented for twenty-five years, will be complete when we build the North-South Rail Link and the Urban Ring. Now it's time to start thinking about a new master plan that is even more convenient, cost effective, efficient, and fun.

We welcome your comments.

Still Waiting on Washington Street

John Kyper

After insisting for years that an electric trolleybus could fulfill its promise to serve the communities of Chinatown, the South End, and the Dudley Square area of Roxbury equally as well as the line that had been abandoned in 1987, the MBTA now echoes the arguments of the Washington Street Corridor Coalition, challenging the viability of deploying a trolleybus on this route. Instead, they now propose an "alternative fuel bus" that, for all its bells and whistles, would not offer any-

thing significantly different from the existing diesel buses on route 49.

The issue of Washington Street replacement service is the MBTA's oldest piece of unfinished business left from the completion of the Southeast Corridor project in 1987. The coalition strongly believes that current plans to run a bus between Dudley Square and downtown would not provide adequate service to the neighborhoods isolated by the removal of the El, since it would not replicate the formerly existing direct, *underground* access into the rest of the rapid transit system. It contends, furthermore, that a light rail connection via Boylston Station and the unused Tremont Street tunnel would be the most cost-effective and practical means of accomplishing this end, as was officially concluded a generation ago.

In 1972 the Boston Transportation Planning Review (BTPR) scrapped the proposed Southwest Expressway and directed moving the Orange Line into the already cleared land. To replace service lost along Washington Street, the BTPR recommended building a new branch of the Green Line from Boylston Street to Dudley, and eventually extending it to Mattapan Square, serving an area the BTPR termed "the most transit-dependent corridor in the region based on density of population, income and automobile ownership." The BTPR also said: "To avoid degrading service in the corridor, new service should be available before the existing service is terminated. When the Washington Street Elevated is removed, there must be improved transit service in operation, at least between downtown and Dudley Station."

As there is considerable opposition to stringing wires for the trolleybus over downtown streets in Phase I, authorities proposed using a battery powered bus with off-wire capabilities—a vehicle that is not yet commercially available. Any alternative fuel bus, whether compressed natural gas (CNG) or bio-diesel,

would be too hazardous to run through the tunnel; and the 60 ton, dual-powered trolley/diesel bus currently used in Seattle has led to complaints that its excessive weight is destroying that city's streets. To the coalition, abandonment of the trolleybus concept signified that the bus will stay above ground.

In December state transportation secretary Patrick Moynihan publicly reaffirmed the commitment to an underground connection for the service—but with each official pronouncement its construction date retreats farther into the indefinite future.

At a series of meetings during the fall, the "transit reservation" also turned out to be something less than promised: Purportedly exclusive bus lanes would line each side of the street, separating the travel lanes from the on-street parking and distinguished only by pavement markings and a different color or type of surface. A wire loop in the pavement was the planners' idea for the transit priority at intersections and, when pressed, they admitted that, short of aggressive enforcement, there was *nothing* to prevent unauthorized vehicles from traveling in the lane and setting off the signals. Even under the best of circumstances, cars pulling in and out of the parking spaces would interfere with the transit vehicles. Inevitably, the automotive traffic would annex the "reservation" and turn the street into a commuter blastway. This, in short is a *highway* project, not a transit improvement.

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From Ottawa: Lessons for Washington Street

Stuart R Salzer

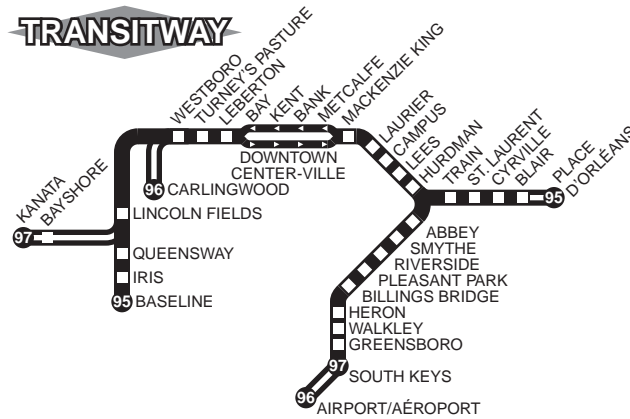
Canada's capital loves buses. OC Transpo operates 155 routes serving 265,000 riders daily. No rail line could hope to match the quality of service buses provide the people of Ottawa-Carleton.

Each of the 5160 bus stops has a special "560-" telephone number that tells passengers when their next bus will arrive. Routes also tend to go to useful destinations, like downtown, merging along the way to provide more frequent service, and fewer transfers. All very important when you live in the world's second coldest capital city.

Most of these routes merge along the "Transitway", a network of 45 kilometers (28 miles) of limited stop bus routes with 34 stations. Two-thirds of this system looks like the Highland branch of our Green Line, a two lane bus only roadway running through parkland, along rivers, and adjacent to major roads. The roadway widens at intervals with multiple boarding bays for stops that look like real transit stations, with lighting and information kiosks. At peak hours, a constant stream of buses leap-frog each other along the "Transitway". Two tracks with long trains

could move more people, but they wouldn't enjoy waiting for a transfer for the last few kilometers downtown.

A quarter of the system, mostly downtown, operates in dedicated lanes along mixed-use streets where parking is restricted, including eight blocks of two parallel one way streets that form a downtown mall. The remaining bit operates in unrestricted lanes of major highways. At \$300 million (US) their "Transitway"



can only be described as a bargain. OC Transpo proves that a bus based "Transitway" can provide an effective alternative to rail rapid transit, especially in a medium sized city where reasonable trip lengths don't outweigh short waiting times. Unfortunately the MBTA vision of a transitway falls short of the OC Transpo model. The short 4 kilometer (2.5 mile) high capacity shuttle bus between Dudley and Downtown

Crossing promises many riders two transfers. It will never generate the service frequencies that would warrant giving the line a color on the schematic map.

To build a better transitway, the MBTA could restrict traffic along Washington Street, separating the parking from the transitway. In wide areas, the MBTA could use the center of the street for buses with boarding islands, or run along the edge of the street and create a centered parking zone, but as the street narrows, they would have to ban parking, and in the narrowest area, restrict all automobiles or operate one way with reverse trips using either Shawmut or Harrison Avenue.

The MBTA could direct many of the routes entering Dudley Square down Washington Street. Combining routes 14, 15, 19, 23, 28, 41, 42, 44, 45, 46, and 66 at their current service frequencies would yield headways from 1 minute during rush hour to 5 minutes on Sundays.

This would give a one-seat ride downtown to most of the people of Roxbury, and a single transfer to many other destinations. It would use the hundred year old operational philosophy of trolleys with modern buses, and would deserve the title "Rubber tire rapid transit" along the common transitway.

Letters

I'm delighted to find out about the APT. I've used *Car-Free* for years, but never had the initiative to follow up on the fine print.

I don't have or use a car, travelling instead by MBTA, or other shared transport modes, and very often on foot. It's a sociable, interesting and healthy way to go.

Here with a hearty endorsement of your (and my) goals.

Roberta G Selleck

Silver for the Silver Line

Peter Roudebush

The demand for public transportation in Boston is huge and the money coming into Boston because of Boston's globally respected business and technological research and development is huge. Unfortunately, the MBTA can't now access this money. To access this money, the Massachusetts Legislature needs to create a public-private partnership law like the ones being used in Virginia, Flor-

ida, and California. These enable agencies like the MBTA to procure capitalize-build-operate and maintain facilities contracts. With these kinds of procurements, the MBTA could have international companies like Bombardier and Siemens competing to capitalize and build truly seamless intermodal transportation systems here in Boston.

Car-Free in Boston

The 10th edition of our flagship book, *Car-Free in Boston*, is in final production. Expect to see the new edition on Newsstand shelves sometime in May.

The new book is a significant rewrite with many new maps.

Annual Meeting

Our Annual Meeting will be on May 21st at 5:30 p.m. at the Appalachian Mountain Club, 5 Joy St., Boston (Beacon Hill). Representative Anne Paulsen will be our guest speaker. She is a member of the Massachusetts House Transportation Committee, Co-Chair of the North-South Rail Link

Caucus, a strong public transportation advocate and bicycle enthusiast.

Our Annual Meeting is an opportunity to meet many people advocating public transportation in Boston. We will elect a Board of Directors for next year, and welcome your participation. Please call Carolyn Mieth at (617) 864-6751 to recommend someone to the nominating committee.

What is APT?

The Association for Public Transportation is a non-profit organization founded in 1973 to promote public transportation in and around Boston. APT also publishes *Car-Free in Boston*, the guidebook to public transportation in Greater Boston and New England.

APT depends on its members for information on how to improve transit. Becoming a member of APT gives you a voice in improving transit services. Questions or comments? ☎ (617) 482-0282.

Member benefits include:

- Copy of *Car-Free in Boston*.
- APT Newsletter, "Mass. Transit News".
- Meetings with guest "transit" speakers ... and more!

Join APT!

I want to support transit by joining APT.

- \$25 Regular
- \$15 Seniors/Students
- \$35 Conductor
- \$50 Dispatcher
- \$100 Friend of Charlie on the MTA

Name _____

Address _____

City _____ State _____

Zip Code _____

☎ _____

e-mail _____

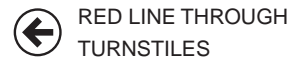
What public transportation do you use regularly? _____

Mail to: Association for Public Transportation
P. O. Box 1029
Boston, MA 02205-1029

Silly Signs

Stuart R Salzer

On the wall at the southern end of the northbound Orange Line platform of Downtown Crossing Station you can find this beauty at the top of the right most of three panels:



It may direct wheelchair users though the turnstiles, as this is the only way to move a wheelchair to the Red Line. Unfortunately, anyone who acts upon the first sign they see will wonder about free transfers.



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