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MEETINGS - Meetings of the Boston Street Railway Association are held on the first Saturday of each month except when it falls on a holiday weekend, then the meeting date is advanced one week. This schedule will be adhered to unless notification, by mail or as announced in ROLLSIGN, is given to the contrary. Meetings are held at 8:15 p.m. in the Exeter Room of the Hotel Lenox, Copley Square, Boston. The hotel is located one block from the Prudential Tower building and one block from Copley Station on the Green Line.

FEBRUARY MEETING-----February 3, 1973

MARCH MEETING-----March 8, 1973

APRIL MEETING-----April 7, 1973

MAY MEETING-----May 5, 1973

JUNE MEETING-----June 2, 1973

JULY MEETING-----July 7, 1973

ADDRESS CHANGE - Change of address notices should be sent promptly; provide old as well as new address; include ZIP code or postal code. If possible, attach label from a recent issue. Please allow one month for a change of address to become effective.

FRONT COVER - Boston and Maine "Budd" cars in passenger service on the Reading Branch now use the recently completed rapid transit bridge over the Mystic River instead of the old unsafe wooden one. The bridge was designed for MBTA trains on the Authority's Haymarket-North extension.

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THE GOVERNOR'S TRANSPORTATION PROGRAM

On November 30, 1972, Massachusetts Governor Francis W. Sargent introduced a \$2 billion public transportation program for Greater Boston that eliminates two major highway projects and concentrates on the development of an expanded mass transit system.

In a 15-minute statewide television address, Gov. Sargent eliminated construction of any expressways within Route 128, including the Southwest Expressway, Route I-95 North, and a six lane Boston Harbor tunnel.

He proposed that a mass transportation system projected to cost around \$2 billion be constructed over the next two decades with approximately \$400 million allocated for highway improvements within Route 128, and equal amount for improved parking facilities and traffic management, and construction of a limited use, two lane, express tunnel between South Station and Logan Airport.

As for the transit projects, the Governor first wants the state to assume one-half the operating deficit of the MBTA. He then recommended modernization projects authorized under the 1971 bond issue at a cost of \$243 million. Modernization projects for rapid transit and bus service in addition to those authorized under the 1971 bond issue at a cost of \$250 million were recommended. Also, \$70 million is to be spent on modernization of commuter rail. The MBTA Orange Line should be relocated from South Cove via Forest Hills to both Needham and Canton, with consideration given to place the section from Ruggles Street to Forest Hills on the existing Penn Central embankment or depress it at a cost of \$240 million. A replacement of Orange Line service for

the Washington Street area through the South End, Roxbury, Dorchester, and Mattapan is recommended at the cost of \$274 million. An inner Circumferential Transit Line was recommended at an estimated cost of \$254 million. Also proposed was spending \$10 million for improvements to the Blue Line and \$10 million to construct an extension from Quincy Center to South Quincy. An extension of the Green Line from Lechmere to Somerville is under study. Also proposed is a \$200 million extension of the Red Line from Harvard Square to Alewife Brook Parkway or to Arlington Hgts.

TEXT OF GOVERNOR SARGENT'S SPEECH

Following is the full text of Gov. Sargent's remarks on transportation:

I present to you tonight decisions touching the lives of all of us. I will ask that you share the risks. I will show you the opportunities.

The problems of transportation have held us prisoner for 40 years, and, recently, that captivity has become intolerable.

You, your family, your neighbors have been caught in a system that has fouled our air, ravaged our cities, choked our economy, and frustrated every one of us.

To move ourselves, our goods, and our services, we have built more and bigger and better highway and expressways. They seemed the easiest, the obvious answer to our multiplying needs. What we misunderstood was what those highways would create: massive traffic congestion,

We found that we had defeated our own purpose, and that we had been caught in a vicious cycle. More cars meant more highways, which meant more traffic jams, more traffic jams meant the need for more highways, which meant more traffic jams - and the need for super highways.

The result today? Miles and miles of bumper to bumper traffic, creeping along hopelessly crowded highways. The side effect? Billions of dollars spent, more and more cities torn apart, more and more families uprooted and displaced. Worst of all - failure to solve the problem that started it all: how best to get from one place to another.

Massachusetts, indeed America, confronts that same old problem, now complicated by a growing paralysis on our super highways. The old system has us imprisoned; we have become the slaves and not the master of the method we chose to meet our needs.

How do we break loose from a system that doesn't work?

Two years ago, we faced a similar problem. Then, the system we sought to escape was the old and costly method of auto insurance. We found a way out - no-fault insurance, a bold and risky step, imaginative but hazardous. We took the risks because the greater risk was to stand still, caught in an old system. The gamble paid off.

So it is today. And so, today, I propose another bold and imaginative step.

We are fortunate to have the chance to go a new way. Many states cannot, so close to completion are they of an interstate highway system tearing through densely-populated urban areas. We had the sense, nearly three years ago, to pause, to review, to take another look at where we were going in Massachusetts.

In February of 1970, I spoke to you on television to declare that it was becoming clear super highways and some of our old transit plans were not doing the job. I called a halt to most of the highway construction within the Route 128 area. I called a halt to transit expansion plans developed years ago. I called for a complete review and then for the development of plans suitable to the space age

we have entered, plans providing a balance of transportation for the years ahead.

The study we undertook - a balanced transportation planning review - was the first such in America, and became the most comprehensive the nation has yet seen - embracing the Southwest Expressway corridor, part of the Massachusetts North Shore, and the economic life of the capital city, Boston.

It is 33 months since that study began. The facts are in, the analysis has been made, the decisions before us for resolution. Tonight I announce those decisions - and tonight I show the way to a different direction, a bold new way of solving some of our oldest problems.

Shall we build more expressways through cities? Shall we forge new chains to shackle us to the mistakes of the past.

No. We will not repeat history. We shall learn from it. We will not build expressways. Instead, we will embark on a nearly \$2 billion program blending the best interests of our state, not merely in transportation but in our economy, and, most important in the quality of our lives from now to beyond the start of a new century.

Instead of a Southwest Expressway, forever ruining the cherished Foul Meadow area and further ravaging an already devastated section of the city, we shall build a transit and commuter rail system that will move people faster than rubber tire vehicles can move them.

Instead of an interstate highway system on the North Shore, we will improve the existing commuter rail and transit system there, and build a feeder road in Revere to improve access to that system. Instead of choking the economy of Boston with more and more traffic congestion, instead of snarling goods entering and leaving the city in motor vehicle traffic, we will improve the value of one of our most important assets, Logan Airport, not by building a huge cavern for cars, but by building a two-lane special purpose new tunnel to Logan, toll-free to trucks, emergency vehicles, buses and limousines that speed air-travelers to and from satellite parking terminals on the outskirts of Greater Boston.

There are important footnotes to those decisions. While we aid the Massachusetts Port Authority by improving access with the construction of a special new tunnel, we must remind the Port that it does not live in splendid isolation above the interests of the rest of the community. Logan's assets must blend with the needs of its neighbors.

The state has already acquired three-quarters of the Southwest Corridor land. Today that cleared land is a waste land. Tomorrow it must become a valuable resource for economic, industrial and community development, for park land for a better life for people. Four hundred families and 800 jobs will not be disrupted by highway construction. That is the nucleus around which we must work with the City of Boston in a cooperative effort of mutual benefit.

Though we reject expressways, the North Shore must have a decent highway system for local trips and commercial vehicles, and for that reason and to improve highway safety, we will make major improvements in Route 1, planned with local assistance.

Because, let there be no doubt, while we have set a course of halting expressways in urban centers we have not halted highway building that makes sense. We will invest over 400 million dollars in local street improvements, in parking for transit, and in stimulating highway building outside the metropolitan area, for, of course, we must have combined transit and highway investment, planned together, working together.

But I have told only half the story. The other half is the story of the transit system of the future, and the commitment we must make to that system.

We tend to think of transit as dirty, inefficient system that takes too few people not quite where they want to go. It needn't be that - the new Quincy transit extension line demonstrates that,



Tonight I declare an end to all of that.

Contained here is the documentation for what will become the most imaginative and creative new system of "people transportation" to be seen anywhere in this country. We will improve existing public transportation. We will build new public transportation. We will buy new cars, improve railway beds and signal systems and lay out new transit routes to take people where they want to go. I propose a series of transit lines from downtown Boston to Route 128 where parking facilities will allow a motorist to leave his car and speed into the city. I propose major transit lines in the Southwest Corridor out to Canton and Needham.

I propose an entirely new system to permit connection of sections of Boston and Cambridge.

I propose a new service between Mattapan and the Dudley Street Station.

I propose - and this is the most innovative of the plans we have developed and will make maximum use of modern, computer technology - a transit system around, not just within, the city of Boston, a circumferential system unlike anything so far imagined.

We are still considering another plan developed in our study - depressing the central artery and providing a rail connection between North and South Station. It is an interesting plan, but it is a late-comer and requires more analysis. We will pursue our study.

Each of the projects I have explained will pour money into our economy over the next decade by creating thousands of jobs for our people.

Four hundred million for transit improvement, 70 million of it for commuter rail; 800 million for construction of new public transit; over 400 million for road building. In the end, we will have invested nearly \$2 billion. And we have created a real and workable alternative to the increasingly damaging use of the automobile.

What of the rest of Massachusetts? How do these plans touch upon Worcester and Springfield, Lowell, Lawrence, New Bedford, and Fall River?

I will propose creation of a local aid plan for mass transportation. Within the MBTA area, I propose we increase state support of the MBTA deficit to 50 percent. Outside that area, I propose that local areas get a larger share of highway dollars that won't be spent in the Route 128 region.

I propose again, a regional transit bill to provide one to \$2 million to regions beyond the MBTA area that see the value of developing public transportation, bus or rail.

These are the opportunities that I see for the years ahead. But I spoke of risks - and they are very real. What I propose cannot be done without the Massachusetts Legislature and without the active help of the City of Boston - particularly regarding the Southwest Corridor development. The mayor of Boston has pledged his cooperation there and I am depending on his word. Further, to encourage transit use and to end the strangulation of downtown Boston in auto congestion, I expect to sign an agreement with the mayor freezing the number of parking spaces in the city.

What I propose tonight cannot be done without the help of Washington - and I must go to the Congress and the bureaus and agencies of the federal government to ask for that help.

Most of all, naturally, what I propose cannot be done without your help. You must join with me in this massive endeavor. You have done so before, in other major undertakings, and we have won the gambles we have taken. We can do so again - and there is this to remember, as we begin.

The risks we take come down to betting on ourselves - on people versus things, on people versus automobiles, on people versus the reckless destruction of our homes, our environment, the very quality of our lives - all in the false name of progress.

The only real progress is the progress of people. I don't think we can go wrong when we put our money on ourselves. I've counted on your help before - and it's been there. I call upon you once again. And I am sure you will answer that call.

Reaction to the Governor's decision to kill the state's planned expressways and develop a transit system and road improvements were received with simultaneous delight and anger. Construction trade unions, the Boston Chamber of Commerce, and Senate President Kevin Harrington led the dissent to Sargent's decision. Boston's Mayor, Kevin White, and all politicians whose city or town was in the path of the expressways expressed support of the Governor's plan.

Opposition to the plan came from House Transportation Committee Chairman Raymond Rourke of Lowell who indicated Gov. Sargent would have a strong fight in the Legislature. He also said Gov. Sargent "showed a great deal of weakness", and gave into "the political activists who don't contribute to the economy of the state." Rourke said he was not opposed to transit and would support the Alewife extension but could not support the Southwest corridor project unless the expressway is built.

Former Boston Mayor and the present head of the Greater Boston Chamber of Commerce, John Collins, said "Governor Sargent was abandoning badly needed road improvements in favor of a highly speculative and illusory policy of expanded public transportation and had caved in to narrow neighborhood groups." He also repeated the standard statement, "It means that we're forfeiting our eligibility for several hundred million dollars of interstate highway funds." "This money comes from the federal highway fund - to which Massachusetts motorists contribute at the rate of \$100 million a year."

Statements of support also continue to pour in for the governor's plan. John McGlennon, regional administrator for the U.S. Environmental Protection Agency, called the proposal "the most critical and courageous decision ever made by a governor of the Commonwealth" and pledged to work towards securing federal funding. General Manager of the MBTA, Joseph Kelly, was delighted with the decision and was "ready, willing, and able to move forward as fast as possible" with improvement and expansion plans.

The Route I Businessmen's Association held a victory celebration after the Governor's speech in which the proposed shunting I-95 over Rte. 128 rather than tear up their 75 stores and restaurants. The president of the group announced: "This is the most pleasant evening in the lives of business people on Rte. 1. The highway would have cut right through us. It is a great moment."

Allan Sloan, Director of Community Liaison in the Boston Transportation Planning Review, credited the Greater Boston Committee on the Transportation Crisis (GBCTC) and the Boston, Cambridge, and Milton chapters of the League of Women Voters as having the most impact on the planners.

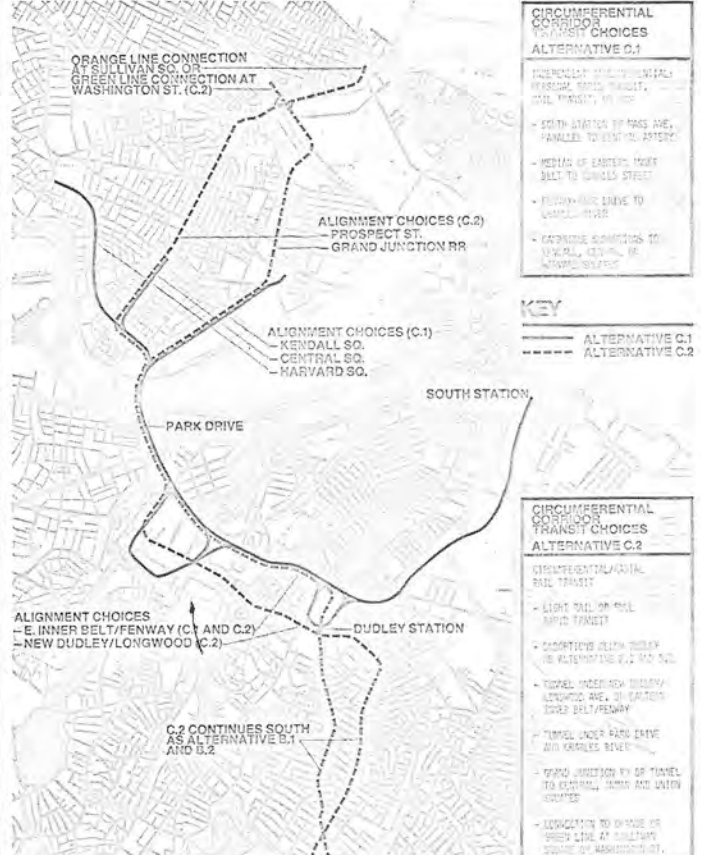
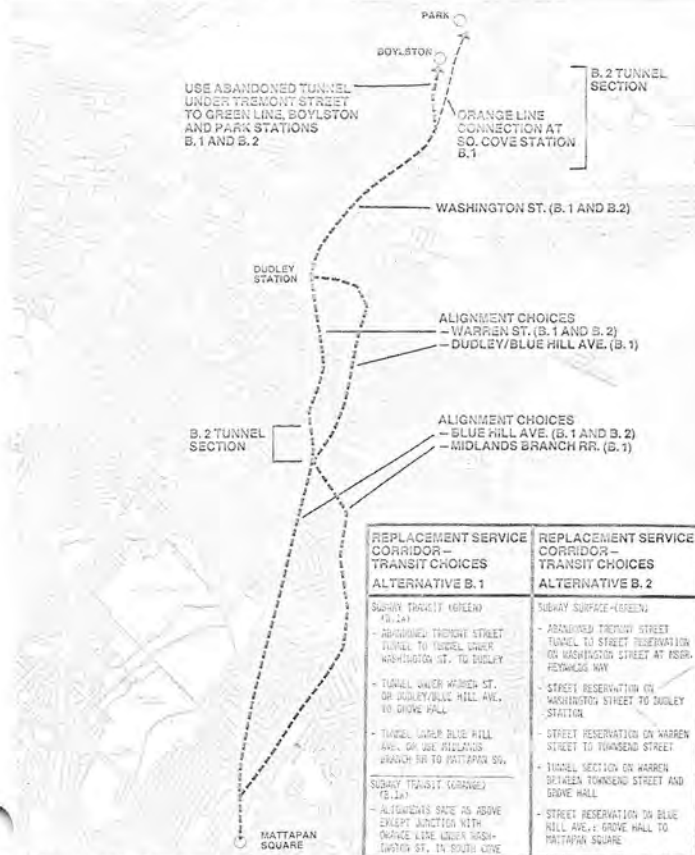
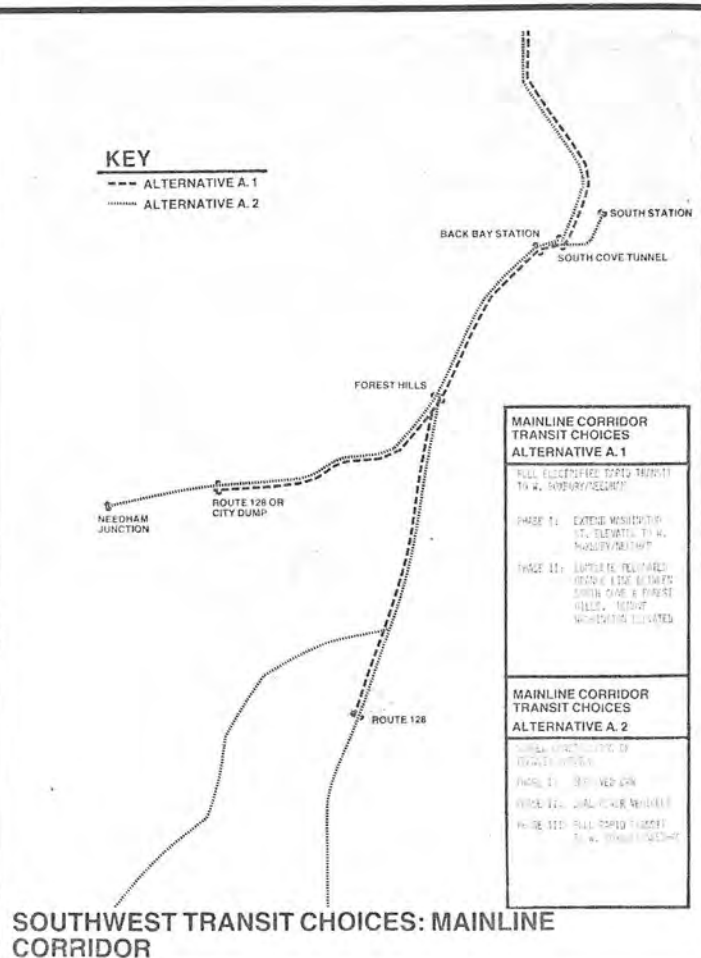
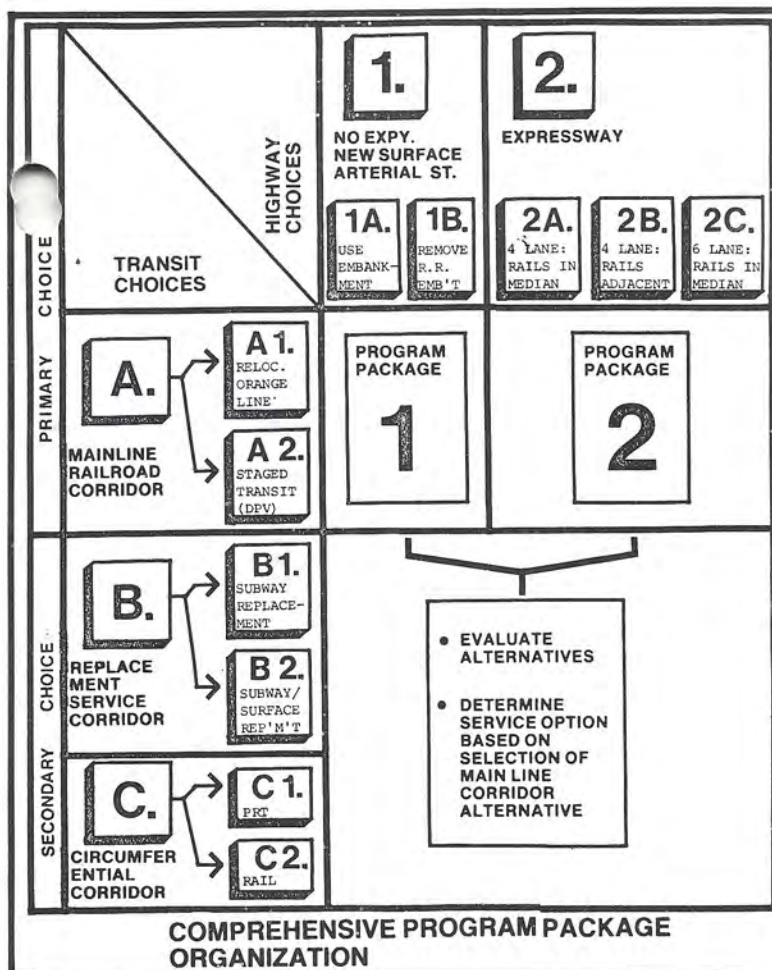
Chuck Turner, spokesman for the GBCTC, commended Sargent's "bold leadership" and the work done by citizens over the past 10 years in creating a political climate opposed to highways was successful.

Birge Albright, chairman of the Boston chapter of the Sierra Club, a nationwide Conservation organization, applauded the no-expressway decision and stated: "We pledge our support to the Governor and State Transportation Secretary Alan Altshuler, and to all government officials, private groups, and individuals working together to achieve such a system."

SOUTHWEST CORRIDOR EVALUATION REPORT

The Boston Transportation Planning Review (BTPR) is a study undertaken for the Commonwealth of Massachusetts and is a description of alternatives from among which the State will develop its policy.

The Southwest Report deals with highways and transit, with localized impacts and region-wide concerns, with present needs and future directions, and with existing statutory constraints and possible statutory changes. From this and other reports Governor Sargent based his decisions for a balanced and integrated approach to major transportation policies. Our concern here will be primarily to report on the transit alternatives of this study.



Early in 1970, Gov. Sargent halted work on a number of controversial highway projects in the Boston area. He established the (BTPR) to advise him on these controversies and directed that they be reviewed together as part of a balanced transportation program responding to the full range of metropolitan values. The Governor emphasized that he wished the (BTPR) give high priority to the following objectives:

1. Integration of expressway planning with planning for arterial and local streets, parking, and transit.
2. Integration of transportation planning with planning for housing, neighborhood amenity, environmental protection, and economic development.
3. Maximal local government and public participation in the planning process.

BTPR STUDY CORRIDORS

The area within Route 128 was divided into subregions for the purpose of studying transportation corridor problems in these areas.

1. North Shore (completed and to be reported on later)
2. Southwest (completed and reported here)
3. Northwest (Under study)

TRANSPORTATION CHOICES

Analysis of the transportation problems in the Southwest was carried out on a systematic basis for the mainline/Penn. Central Railroad Corridor, the Washington Street/Warren/Blue Hill area corridor, a circumferential corridor at the perimeter of the Boston core, and at other locations as appropriate. Analysis was carried out for both highway and transit options.

The basic transportation improvement alternatives provide choices of whether or not to build a Southwest Expressway and how to coordinate the stage associated transit improvements to both the suburbs and the inner city. These choices are as follows:

1. Mainline Corridor

- Expressway vs. surface arterial in the mainline corridor.
- Staged or full electrified rapid transit relocated from the El to the mainline corridor, along with commuter and inter-city railroad.

2. Replacement Corridor

- New subway or subway-surface replacing the deteriorated Washington Street El, possibly extended southeastward to Mattapan.

3. Circumferential Corridor

- New circumferential transit service between South Station and Kendall (or Harvard) Square.

TRANSIT CHOICES

MAINLINE CORRIDOR

Alternative A1: Full Electrified Rapid Transit

- Improve commuter railroad service in Penn Central Mainline and Franklin branches to provide service from existing stations beyond Route 128, Route 128 Canton, Back Bay and South Station.
- Extend Orange Line rapid transit service from Forest Hills via Needham Branch railroad right-of-way to West Roxbury and Needham.

—Reconstruct Back Bay Station to include two MBTA tracks and platform in addition to railroad facilities.

—Relocate the existing Washington Street Elevated (Orange Line) to the Penn Central Mainline from South Cove Tunnel to Forest Hills.

—Construct new MBTA stations at Mass. Ave., Northeastern, Roxbury Crossing, Jackson Square, Boylston Street, Green Street, Forest Hills, Roslindale, West Roxbury, Temple Street, and City Dump or Route 128.

—Remove Washington Street Elevated when new replacement service is in operation.

Alternative A2: Staged Construction of Electrified Rapid Transit Utilizing Dual Power Vehicles with Commuter Railroad Improvements

—Improve commuter rail service on Penn Central Mainline and all branches (Needham and Franklin)

—Extend electrification from South Cove to Northeastern.

—Install dual power vehicles and storage sidings for special powered car trailers.

—Construct new stations at Northeastern, Jackson Square, Forest Hills, Roslindale, West Roxbury, Cummins Highway and Cleary Sq.

—Remove Washington Street El when new replacement service is in operation.

—Completion of all intermediate stations between Northeastern and Route 128 Needham (Needham Branch).

—Extend full electrification from Northeastern to Roslindale or Route 128, Needham.

REPLACEMENT CORRIDOR

Alternative B1: Subway Replacement Service—Light Rail or Rapid Transit

—Construction of a new subway from the Mass. Turnpike through Dudley Station, and Grove Hall to Mattapan. Service would connect with the Green or Orange Line System at Boylston Street by utilizing the abandoned Green Line tunnel under Tremont Street.

—A series of alternative alignments exist throughout the corridor which have been studied.

Alternative B2: Subway/Surface Light Rail Replacement Service

—Construct a new light rail facility between Boylston Street and Mattapan via Dudley Station and Grove Hall. For the most part, this service would operate in the median of existing surface streets similar to the Green Line operation on Beacon Street. In areas where street right-of-way conditions restrict or prohibit both automobile and transit operation, the transit system would be tunneled. These tunnel sections vary with the alignment chosen.

CIRCUMFERENTIAL CORRIDOR

Alternative C1: Personal Rapid Transit (PRT)

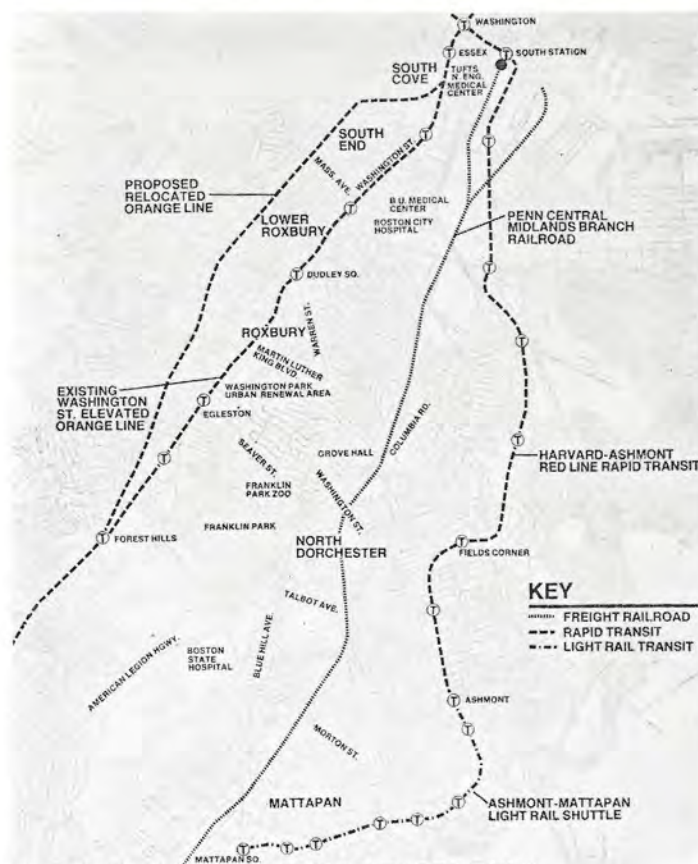
—A fully grade-separated system utilizing a new technology, personal rapid transit as the primary mode of travel.

—New Stations on the PRT at all intersections with existing radial transit lines serving downtown Boston and Cambridge.

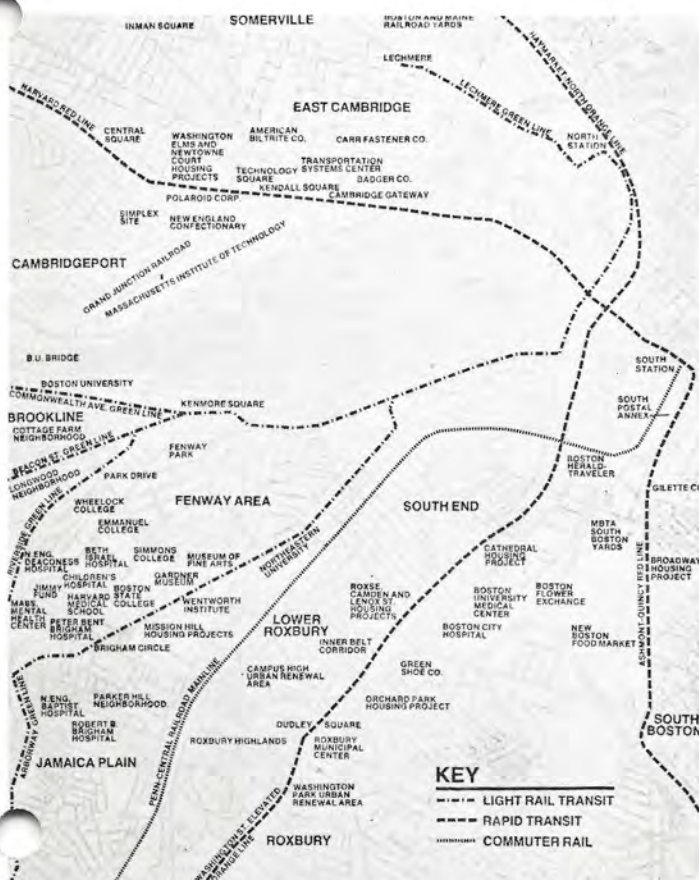
—Additional stations where demand levels are highest, particularly in the hospital and educational facility complexes in Back Bay and Cambridge.



MAINLINE CORRIDOR DESCRIPTION

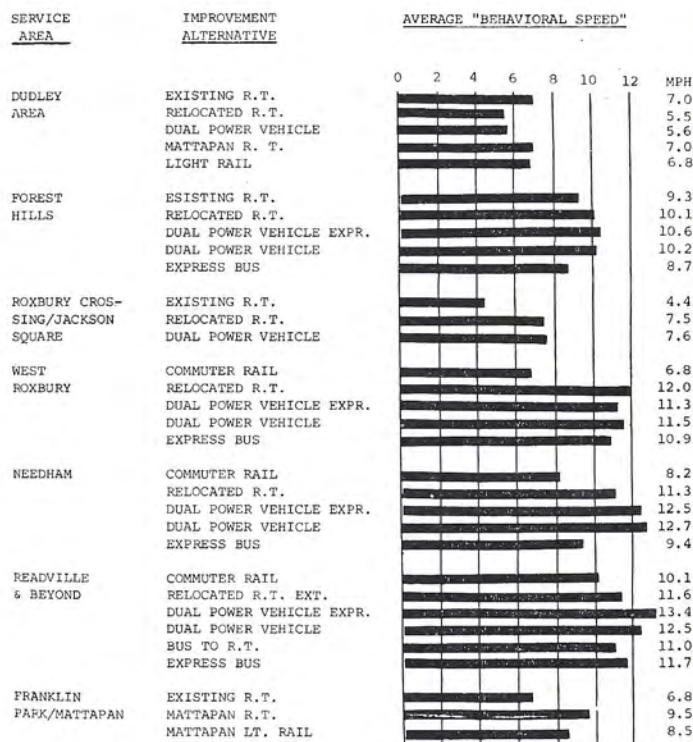


REPLACEMENT CORRIDOR DESCRIPTION



CIRCUMFERENTIAL CORRIDOR DESCRIPTION

FIG. III-11 PERCEIVED TRAVEL SPEEDS FOR SOUTHWEST TRANSIT ALTERNATIVES



KEY ACTIONS

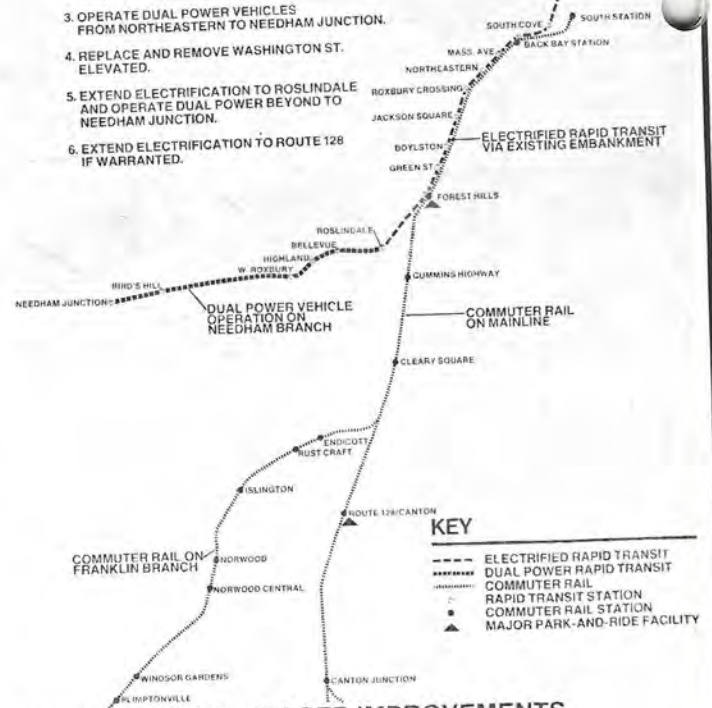
1. EXTEND WASHINGTON ST. ELEVATED TO W. ROXBURY/NEEDHAM.
2. IMPROVE COMMUTER RAIL SERVICE IN MAINLINE.
3. CONSTRUCT NEW LINE IN RAILROAD CORRIDOR FROM BACK BAY TO FOREST HILLS.
4. COMPLETE SOUTH COVE TUNNEL.
5. REPLACE AND REMOVE WASHINGTON ST. ELEVATED.
6. EXTEND RAPID TRANSIT VIA MAINLINE TO ROUTE 128.



ALTERNATIVE A.1: FULL RAPID TRANSIT

KEY ACTIONS

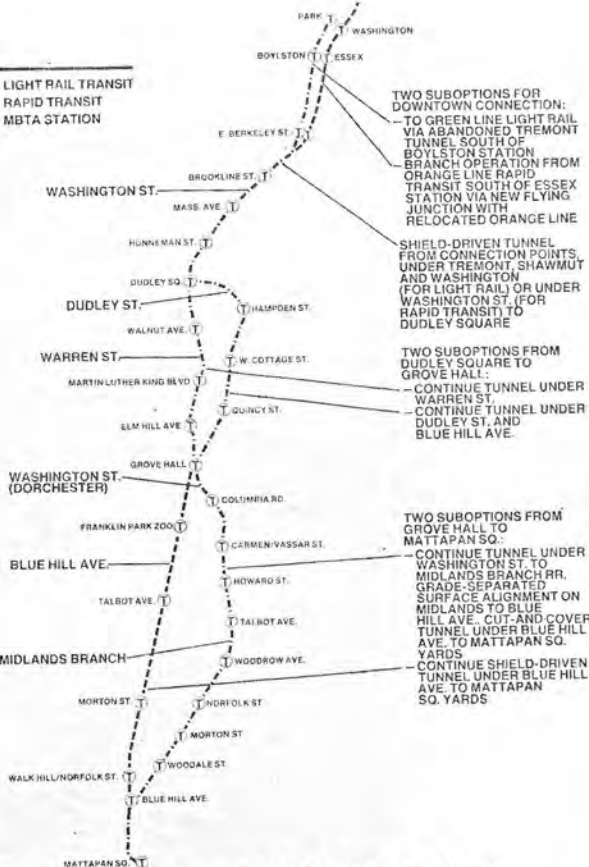
1. IMPROVE COMMUTER RAIL SERVICE IN MAINLINE (UTILIZING EXISTING EMBANKMENT), NEEDHAM BRANCH, AND FRANKLIN BRANCH.
2. COMPLETE SOUTH COVE TUNNEL AND EXTEND ELECTRIFICATION TO NORTHEASTERN.
3. OPERATE DUAL POWER VEHICLES FROM NORTHEASTERN TO NEEDHAM JUNCTION.
4. REPLACE AND REMOVE WASHINGTON ST. ELEVATED.
5. EXTEND ELECTRIFICATION TO ROSLINDALE AND OPERATE DUAL POWER BEYOND TO NEEDHAM JUNCTION.
6. EXTEND ELECTRIFICATION TO ROUTE 128 IF WARRANTED.



ALTERNATIVE A.2: STAGED IMPROVEMENTS TO SOUTHWEST TRANSIT

KEY

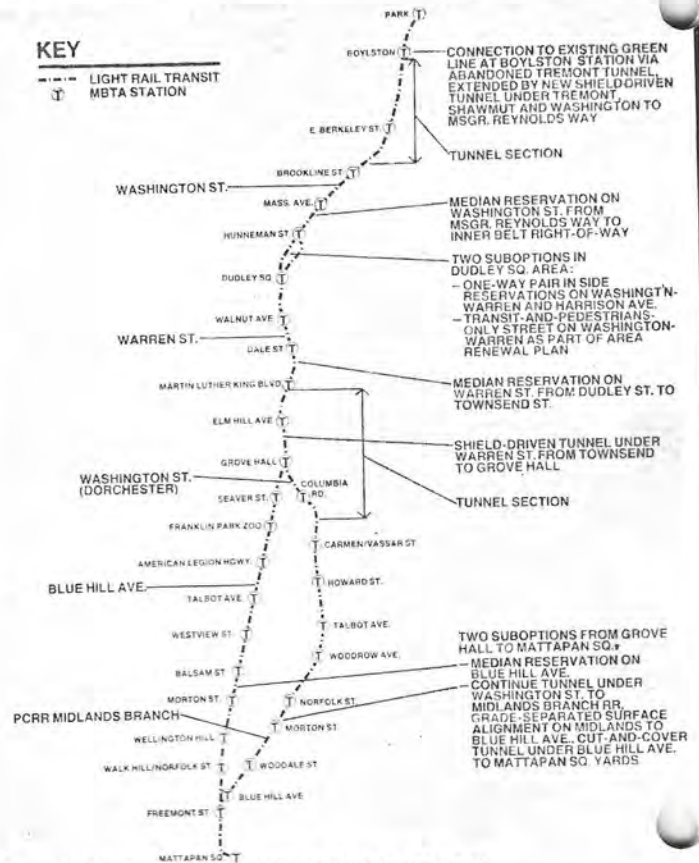
- LIGHT RAIL TRANSIT
- RAPID TRANSIT
- ⊕ MBTA STATION



ALTERNATIVE B.1: GRADE-SEPARATED RAIL TRANSIT REPLACEMENT SERVICE

KEY

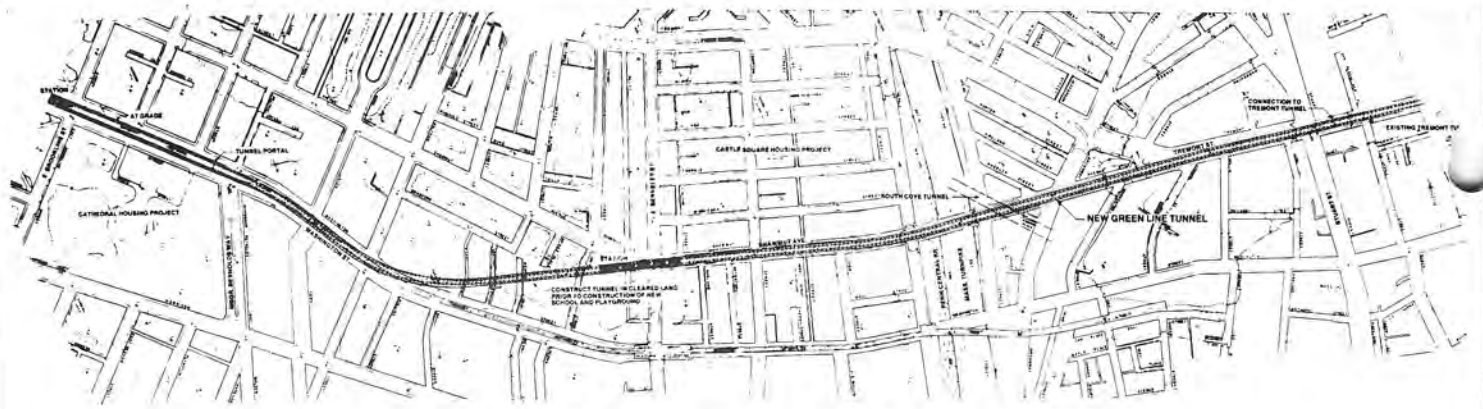
- LIGHT RAIL TRANSIT
- ⊕ MBTA STATION



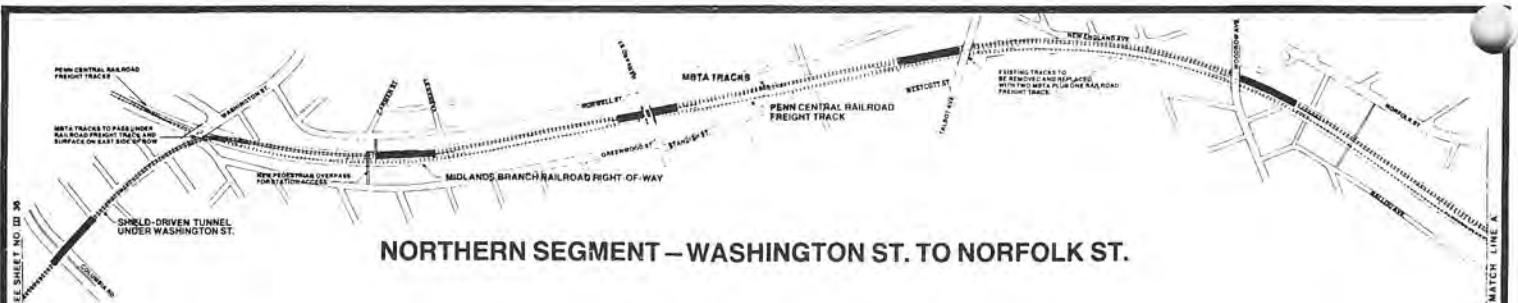
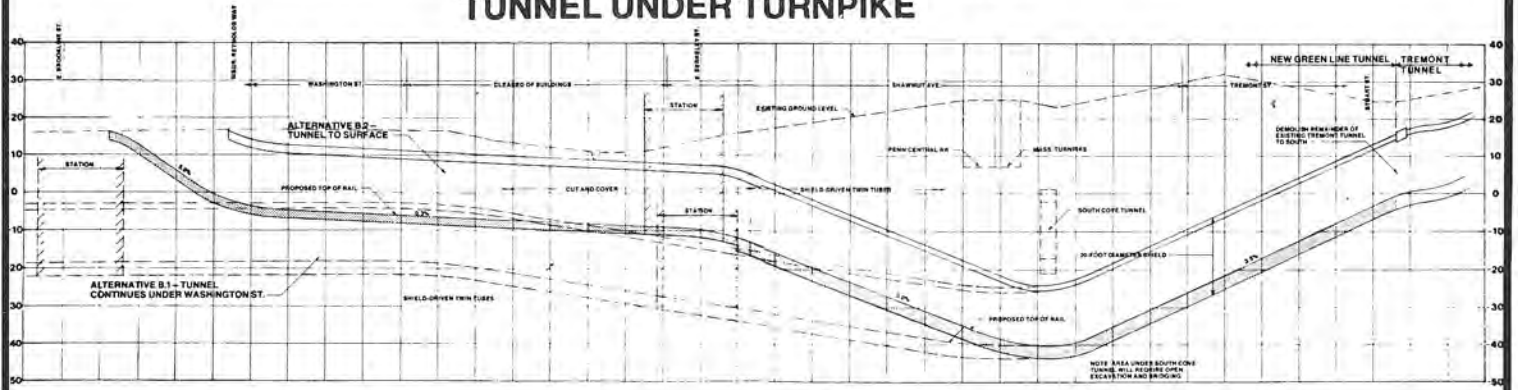
ALTERNATIVE B.2: SUBWAY/SURFACE LIGHT RAIL REPLACEMENT SERVICE



The Tremont Street tunnel between Boylston St. and Broadway has been abandoned for several years since the trolley service on Tremont St. and City Point lines was terminated. The tunnel contains two tracks with a grade-separated junction between these tracks and the tracks serving Commonwealth, Beacon St, Riverside and Arborway Lines at Boulster St

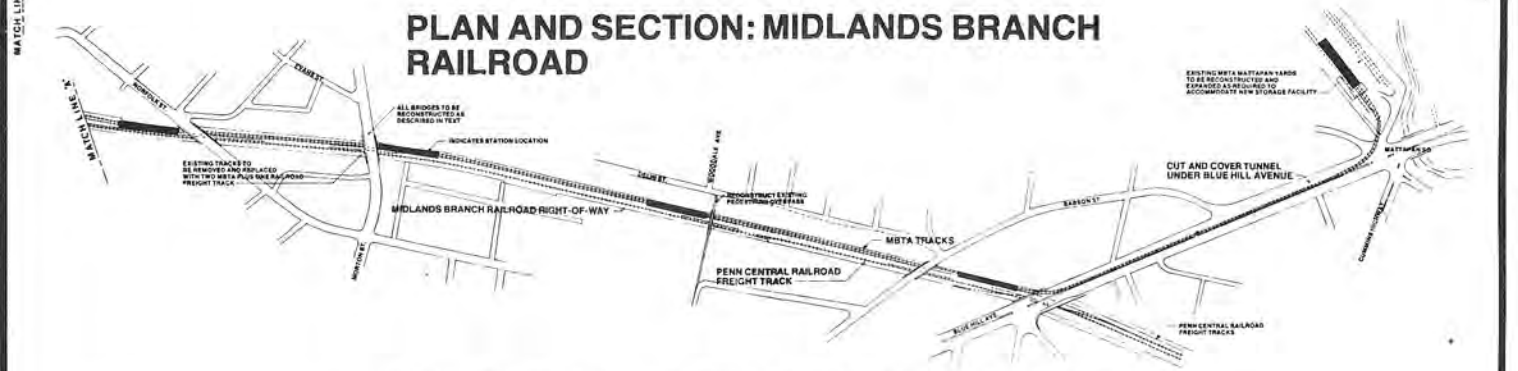


PLAN AND PROFILE: GREEN LINE TUNNEL UNDER TURNPIKE

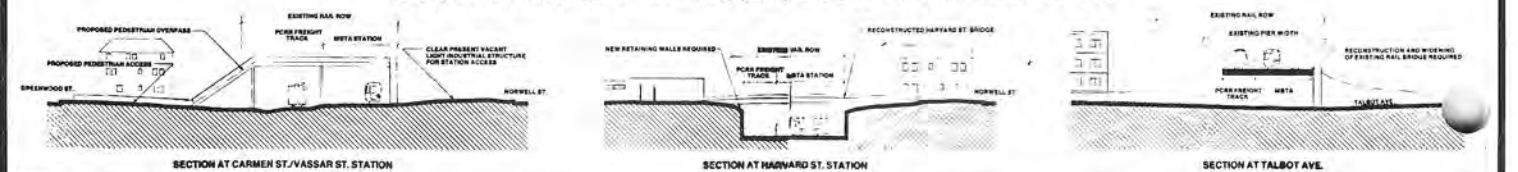


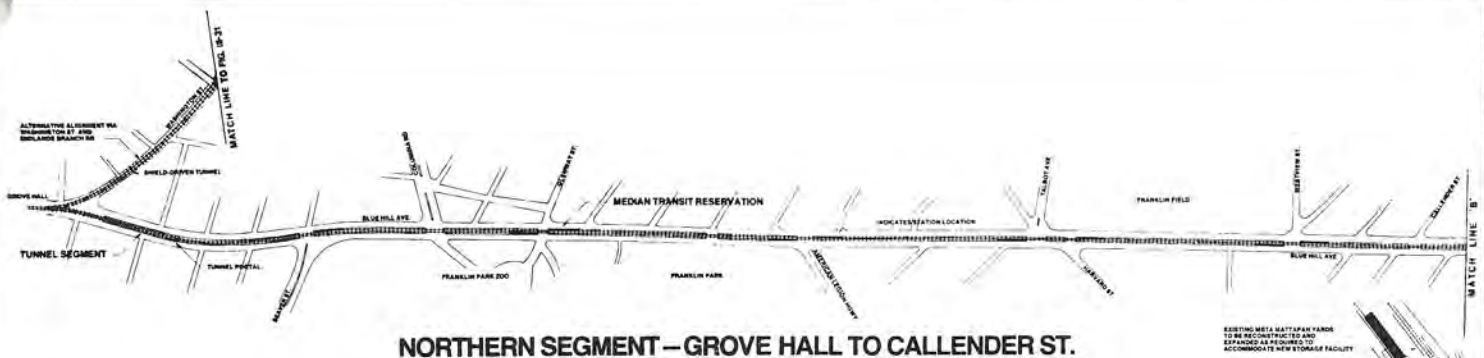
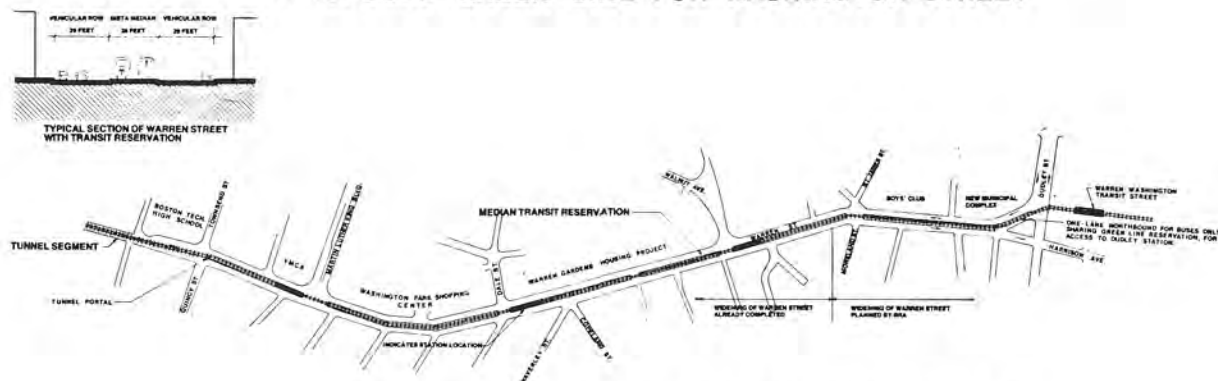
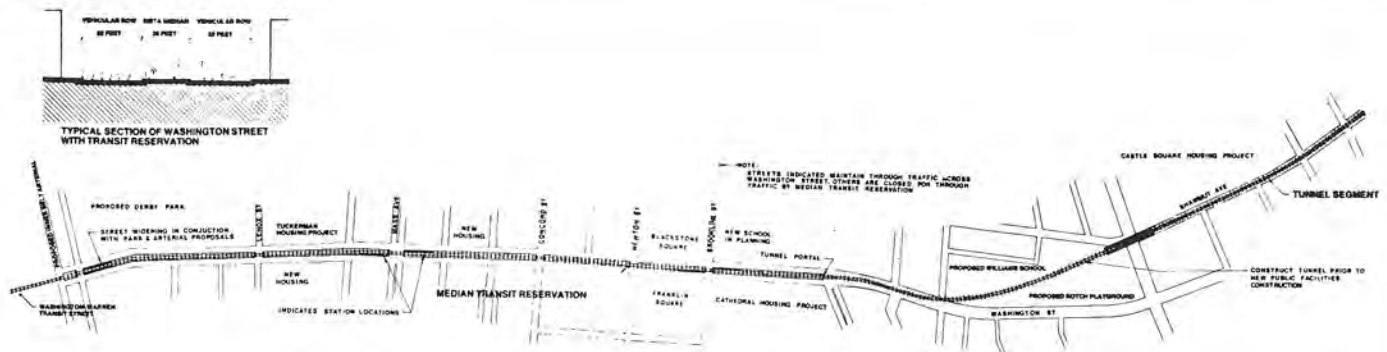
NORTHERN SEGMENT – WASHINGTON ST. TO NORFOLK ST.

PLAN AND SECTION: MIDLANDS BRANCH RAILROAD

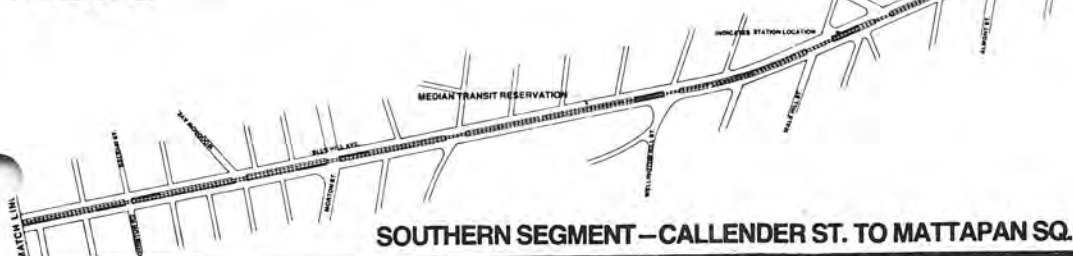


SOUTHERN SEGMENT – NORFOLK ST. TO MATTAPAN SQ.





PLAN AND SECTION: BLUE HILL AVENUE



Park Street exists to institute this service through full utilization of the four tracks existing from Boylston to Park Street. The abandoned tunnel would be extended beneath Shawmut Avenue south of Stuart Street, under the Mass. Turnpike to Washington Street where it would continue in Subway to Dudley Station. A shield driven tunnel can be constructed under Washington Street, while the Elevated Orange Line structure remains in operation, as there are no piers under the existing elevated structure to interfere with tunnel construction operations. At Dudley Station, the tunnel would be extended under Warren Street to Grove Hall. This tunnel section would also be constructed using a shield-driven tunnel construction technique.

In the area South of Grove Hall, there are two options for the Location of the right-of-way:

- Via Washington Street, Dorchester, to the Midlands Division railroad, thence along the railroad to Blue Hill Avenue, thence via Blue Hill Avenue to Mattapan Square.
- Tunnel under Blue Hill Avenue from Grove Hall to Mattapan Square.

Rapid Transit Sub-Option

The second major sub-option is operating the replacement corridor subway as a branch of the Orange Line, diverging from the Relocated Orange Line just south of Stuart Street, as illustrated. This would require a flying junction necessary for maximum operating efficiency. The only major difference from the Green Line option would be in longer station spacing typical of Orange Line standards. Several operational differences between these Orange and Green subway options point in favor of the Green alternative. Operating two Orange Line branches south of Essex St. imbalances the Orange Line north of State St., causing the running of expensive excess capacity on the Haymarket-North Line. In contrast the Green Line offers the opportunity of a turnback at Park St. that allows service levels to be determined directly by the demand within the replacement corridor.

Option B.2 Subway/Surface Light Rail: South Cove — Mattapan Square

This option is similar in many respects to the Green Line option B.1. The total length of this line is 6.4 miles of which about 1.5 miles is subway. Light Rail Technology would be utilized as would the abandoned Tremont Street Tunnel. However, major portions of the route would be located in a transit reservation in the median of Washington and Warren Streets and Blue Hill Avenue rather than in subway.

One of the principal differences between this option and the Green Line tunnel Alternative B.1 is in the capital costs of the system. Having the majority of the alignment operate on the surface in street reservation reduces the length of expensive tunnel construction. The street operation also permits more frequent station placement and easier access to the surface stops, thus providing greater coverage for walk-on riders, and thus better serving the local service needs. Between Grove Hall and Mattapan Square there are two basic route options:

- Midlands Division Railroad, under conditions described in Option B.1.
- Blue Hill Avenue Street Reservation. Here the opportunity exists to reinstate the trolley reservation that once existed between Seaver St. and Mattapan Square.

Either alignment would appear to serve a similar number of potential riders (resident population) but Blue Hill Avenue is the historic spine

which much is in need of more intensive use. Placement of new transit access nodes on Blue Hill Avenue could promote this development and also serve potential trip destinations as well as origins, while new access along the Midlands Branch would tend to induce development in competition with Blue Hill Avenue.

THE CIRCUMFERENTIAL CORRIDOR

This group of options contains ways to institute new circumferential service in the high intensity fringe just outside the downtown core area between South Station, Dudley Station, the Fenway institutional area, and Cambridge. This corridor is now served only in part by bus routes. The alternatives included in this group includes:

- Independent Circumferential: Personal Rapid Transit (PRT), rail transit, or bus.
- Circumferential/Radial Rail Transit

Studies of circumferential transit have concentrated on Personal Rapid Transit (PRT) because of its promise as a useful technology for such a service and the need to develop a greater understanding of its true potential. The study results show that ample demand exists to support a major circumferential facility in the proposed corridor, and the PRT characteristics are appropriate to serve that demand.

The proposal for a circumferential transit originated in the concept of extension of core-level transit accessibility to an Expanded Core area. The "Fringe-of-Core" area that will be served already functions in part as an expansion of the regional core, with its heavy concentration of major regional commercial, institutional and educational facilities, which give the corridor an almost core level of travel demand, despite its present poor transit accessibility. Improvement of the level of transit service is essential for fulfillment of the potential for expansion of core intensity commercial development into this area, as well as for adequate service to existing functions. In addition to providing service to this fringe area, the transit circumferential would offer an alternative movement pattern to the strictly radial system now in existence. It would permit trips along the circumferential of the expanded regional core, bypassing the congested central subway system. The circumferential would intercept all the radial transit lines it crosses, allowing direct transfer. Its primary function would be as a distributor from these radial to the intense demand areas in the fringe, and only secondarily to serve circumferential corridor line haul and local movements. The paramount benefits of such a facility are to be seen in its operation as part of the overall transit network - in its decongestion of the core, and distribution improvement for the radial lines.

Option C.1a Personal Rapid Transit

Predominant effort has been given to developing the PRT option because this new technology seems especially promising and suited for the type of service demand in this corridor.

Option C.1b Bus or Light Rail in Exclusive Right-of-way

This option involves using existing rights-of-way and new arterial facilities already planned for other purposes but no new major construction for the transit circumferential per se.

Option C.1c Rail Transit in Subway

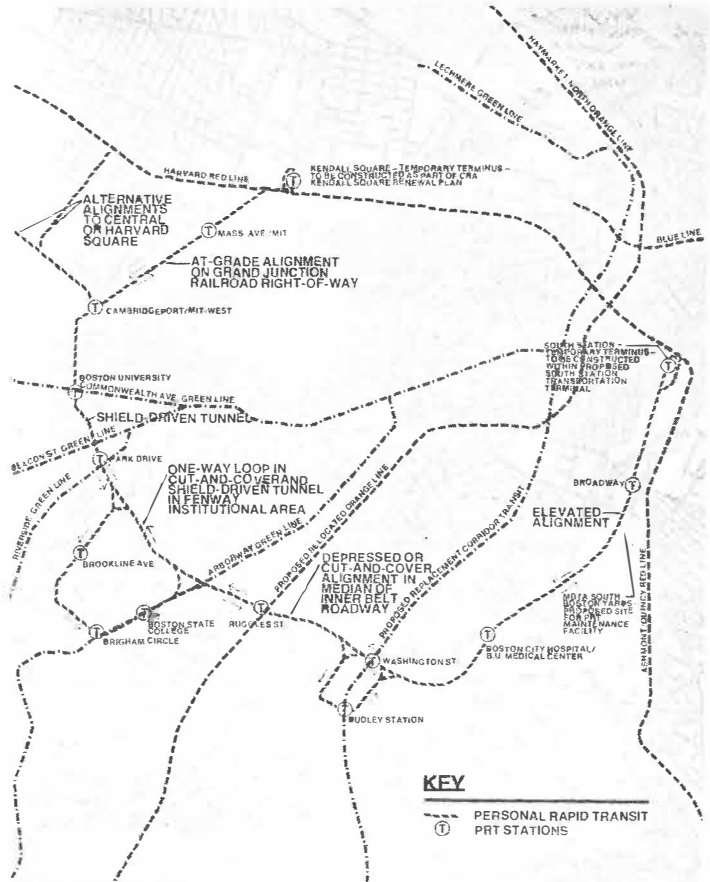
This option could be of either Light Rail or full Rapid Transit technology but would be predominantly underground to minimize environmental and safety impacts.

Option C.2 Circumferential/Radial Rail Transit

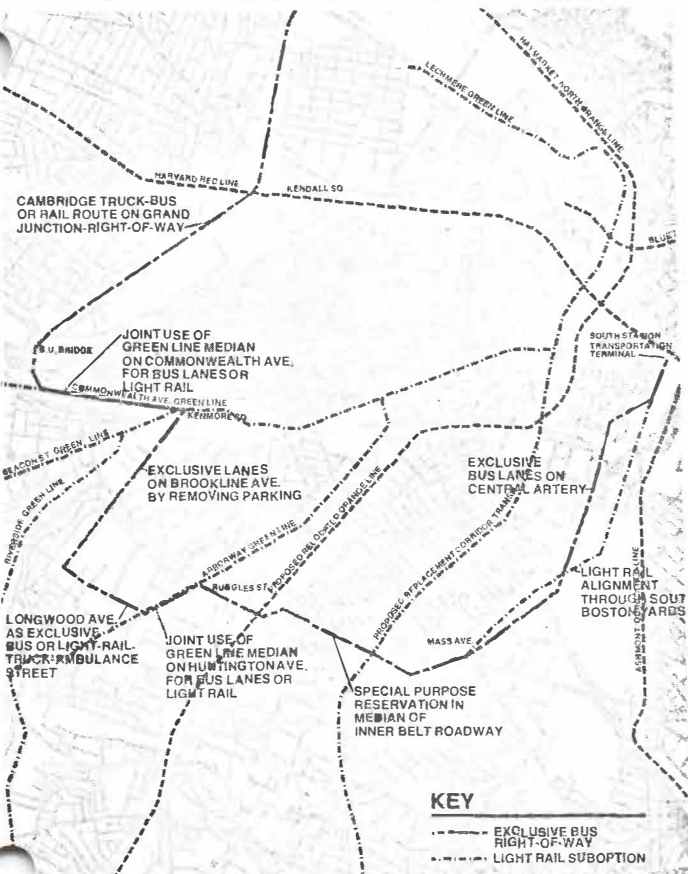
This option utilizes a rail transit approach to circumferential corridor movement and joins it as a single facility with service in the Replacement Corridor south of Dudley Square to Mattapan.



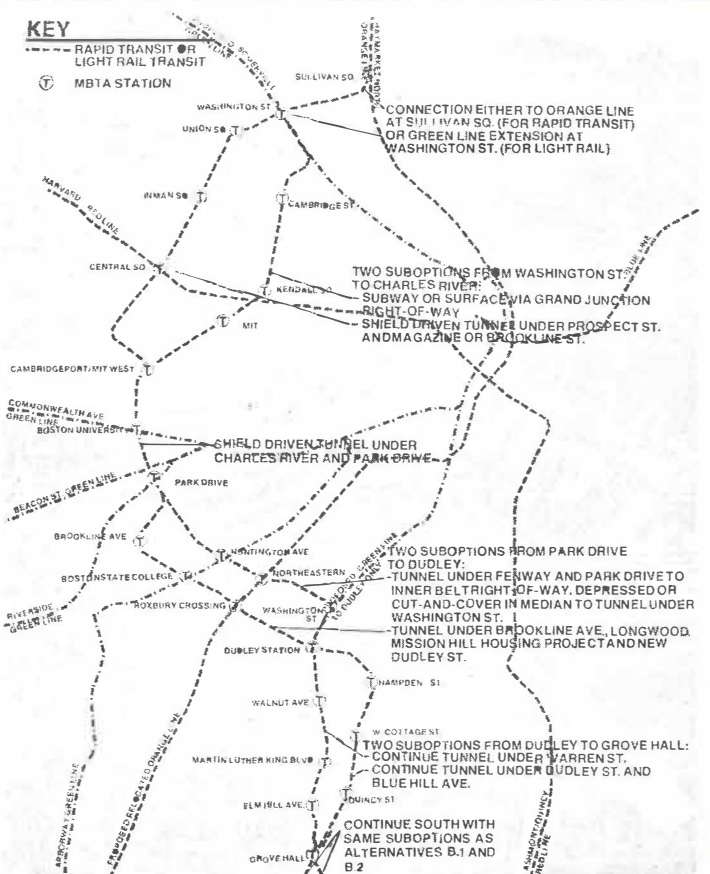
CIRCUMFERENTIAL TRANSIT CONCEPT PLAN



ALTERNATIVE C.1.a: PRT CIRCUMFERENTIAL



ALTERNATIVE C.1.b: BUS/LIGHT RAIL IN EXCLUSIVE RIGHT-OF-WAY CIRCUMFERENTIAL



ALTERNATIVE C.2: CIRCUMFERENTIAL/RADIAL RAIL TRANSIT

Light Rail Vehicles or Orange Line type Rapid Transit. This depends on whether the line is joined at its northern end to an extension of the Lechmere Green Line out the New Hampshire Division B&M tracks through Somerville (a proposal being considered on its own as part of the Northwest Corridor study), or to the Orange Line North at Sullivan Square. Comparison must be made of the branching problems and relative demand levels on these two radials. The Green Line technology does permit less-expensive at-grade alignments in several segments of this route. However, station-spacing would probably be similar with either technology, considering the great length of the entire run.

This circumferential/radial transit option has received considerable support from the community representatives in the Roxbury-North Dorchester-Mattapan area, as well as interest in Cambridge and Somerville. They view the circumferential destinations as quite important to residents of the Dudley-to-Mattapan corridor and do not object to the need to transfer to get to downtown destinations, as it still would be better service than exists at present. They feel that it is the best resolution proposed of the conflicting demands of the South End and the Dudley-Mattapan communities as to the type of service supplied in the Replacement Corridor.

The total length of this line is 10.0 miles of which about 8.0 is subway.

SURFACE LINE REPORT

On December 13, MBTA Board Chairman Henry Sears Lodge spoke at a Boston College sponsored "Citizens Seminar" at the State Street Bank Building. The Herald Traveler & Record American for the following day reported that the role of the streetcar has been re-evaluated by the Authority: "MBTA Chairman Lodge announced that 'the prosaic old streetcar' will surface in significant numbers in Boston in an experiment to improve service! Noting that buses 'become hopelessly clogged in traffic' and 'aren't working,' Lodge said, 'the MBTA is placing some hope now in streetcars'."

"The Board of Directors of the Authority has authorized the management to rebuild 200 of the best of our existing fleet over the next 2½ years", Lodge said. "This will allow us to continue existing service and also give us the capacity to try a dramatic new approach which has worked so well in many parts of Europe."

Another aspect of this speech reported in the Boston Globe stated that the MBTA is considering moving tracks from the paved street portion of Huntington Avenue to the curb lanes if the City and abutters will agree. The very fact that some 200 streetcars will be rebuilt indicates that most PCC cars will remain in service for years to come.

A series of proposals have been advanced to undertake a major rebuilding of Commonwealth Avenue from Brighton Avenue to Washington Street. The financing would be supported by the TOPICS highway funding program. More minor changes are possible for the entire distance from the subway portal at Blandford Street to Lake Street. Late in November a meeting was held in Brighton among local citizens, state DPW consultants and Boston Traffic Commissioner William T. Noonan.

Three alternative plans were revealed, ranging from minor changes in traffic flow to a complete change in the roadway with a considerably widened streetcar reservation relocated to the center of the main roadway. The consensus of those present, according to the Allston-Brighton Citizen-Item of November 30, favored "Alternative Three". This plan includes retention of the narrow service roads on each side of the boulevard, widening the streetcar reservation from 31 to 40 feet, and relocating it to serve as the median between inbound and outbound traffic. Trees would be planted on the reservation and traffic lights would be timed by streetcar movements. Car stops would be placed on the far side of intersections so that left turn



Eye appeal resulted when these two PCC's went through the MBTA's federally-aided program to refurbish 50 Green Line cars. Now, a directive has authorized the MBTA to rebuild 200 more PCC's over the next 2½ years. (MBTA)

Watertown bound PCC 3129, picks up speed on a blustery winter day in February 1966 on a deserted Commonwealth Ave. Prospects of a resumption of service on this line have brightened recently.

(Photo by P. Leahy)



lanes could be cut into the reservation where turns would be allowed. TOPICS money will pay for new rail, ties, ballast as well as for new car stop shelters like those just placed on Beacon St. Because of plans to re-open the Watertown line the DPW officials emphasized that no changes to present street railway facilities would be made at Commonwealth and Brighton Avenues under any of the proposed plans. Traffic Commissioner Noonan estimated that if the plan is accepted in the near future, construction could begin next spring and be completed in eighteen months.

In mid-December the MBTA made scientific testings of track conditions from Riverside to Lechmere in an operation sponsored by the U.S. Department of Transportation. Green picture window car 3294 had several seats removed and sophisticated electronic reading devices installed. According to the report in the Sunday Herald Traveler & Advertiser for December 10, the MBTA wanted to pinpoint all road-bed and vehicle problem areas that cause passenger discomfort and/or vehicle abuse. The electronic devices measured deviations in track gauge, profile and alignment. Such information will assist in the \$88 million Green Line modernization program. The methods of testing was a pilot program for possible general use on rapid transit systems.