

# TranSComm



**“It’s the most Wonderful Time of the Year...”**

**Winners of our Raffle!**

**... for going Green!**

## iPad Mini & Gift Cards Too

TranSComm thanks members of the BU/BMC community for participating in the DEP (Department of Environmental Protection) survey! This survey helps the Commonwealth gather information on the commuting practices of people across the state. Winners include: Mariuca Tuxbury (BMC) - iPad Mini, pictured above; Terrell Gibbs (BU) - \$50 Foodie’s Market gift card; Howard Cabral (BU) - \$25 REI gift card; Melissa Biondos (BU) - Trader Joe’s gift bag, pictured below.



The holiday season is here again! But for many people, it also means a hike in their energy bills. Why not take initiative – help your pocket *and* the environment by saving energy in these two areas where people tend to squander most.

1) Switch from traditional holiday lights to **LED lights**. Operating ten 100-bulb strings of lights for six hours per day will cost about \$13.50 per month. Though LED lights cost more initially, the same light count costs \$1.35 per month, using 10x less energy!

2) Holiday cooking: Use the **smallest appliance necessary!** Pick small burners and small saucepans if it will suffice. And keep those lids on – cooking pasta without the lid on can use triple the energy.

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## New at BUMC

### New Bike Cage in 710 Garage

TranSComm has built a new bike cage on the first floor of the 710 Albany parking garage.

It was a learning experience! Some of the lessons from our experience:

1.) **Plan before taking action:** The flooring within the bike cage is made out of hot top instead of cement – this created complications in installing the bike racks because the hot top material would *crumble* under the weight of the racks. Fortunately, Facility Management engineers found a way using rebars to support the bike racks safely.

2.) **Always prepare for the worst:** After our new bike cage was near completion, there remained about a 1.5 foot wide space between the top of the cage and the ceiling of the garage. Public Safety suggested that we close the gap to prevent unsavory characters from scaling the 9-foot tall bike cage, squeezing in, and stealing bikes.

Three members of the TranSComm team carefully assessed the situation and even did a partial test climb to determine if theft was possible. We finally concluded that a small, spry person indeed could get in to the bike cage.

So we promptly added a panel extension to the top of the cage. Now we can definitively say that no person, however small, can squeeze into the bike cage unwarranted.

The purpose of our bike cages is to provide members of the BMC/BUMC community a secure place to house their bikes – in fact, there has *never* been a bike stolen from within the bike cages. TranSComm will always do what we can to keep that status true, and keep those bikes safe.

~

*If you would like to house your bike in any of our bike cages, please visit the TranSComm office at 710 Albany St. The annual fee is \$20 and access will be added to your ID.*

## Menino Bike Cage Expanded

Waiting lists no more!

In response to the rising demand of bike cage access, we've expanded the Menino bike cage. Last fall, as some of you might remember, we had waiting lists for bikers who wanted access. With the Menino bike cage expansion and the new 710 garage bike cage, we hope that all cyclists in our community can have the option to safely house their bikes.

### Bike Locks

Forgot your bike lock? This is just a reminder that TranSComm has locks (brand-new **Kryptonite U-locks**) to borrow - up to 48 hours, for free! All you need is your BU/BMC ID.



## Discovering the MBTA Commuter Rail



Edna Travers, a Middleborough resident and BMC employee, is ready to make switch to the commuter rail.

She started working at BMC's Renal Department last summer and drives into work every day, but is growing increasingly frustrated with the commute.

"It takes two, two and a half hours on a *good* day to get here,"

she said. "When it's raining or if there's an accident, the drive will take four hours."

Due to lighter traffic in the summer months, Edna didn't initially realize how demanding the commute would become once the wave of students and additional faculty returned to campus.

"In September, my commute time doubled. Yesterday, it took 3 hours to get here," she said. "I was just frothing," she added with a good-natured grin.

Edna recalled a particularly tough commute when two accidents on the I-93 caused a jam.

"I was about to shoot myself in the foot so an ambulance would come and take me to work! Of course I'm joking," she said. "But it takes so long that by the time I'm here, I'm hot, stressed, and I feel like I've been through a battle."

Coworkers heard about Edna's drive and encouraged her to try the commuter rail.

"Everyone has been very helpful," she said. "I live in the middle of the suburbs and had never been on the T. When you aren't familiar with the system, it can be a bit intimidating."

But once Edna figured out which train and bus to take when, she was sold.

"I tested it out on a Saturday ~ it only took me 58 minutes to get to South Station. Then I get on the #10 bus and it drops me off right outside."

Edna used to drive 2,000 miles and spend \$250 per month on gas. Her Zone 8 commuter rail pass costs \$204.10 per month with BMC's 35 percent employee subsidy.

"The wear and tear on my car is gone, and the stress is gone," Edna said.

"I can use my laptop, read a book. That is my time now."



Lou D'Addario has worked at BMC for 41 years. And for 40 of those years, he drove in to work every day.

"I always drove,"

D'Addario said. "Every day, rush hour from Taunton. It took an hour 15 to an hour 30. If it rained, add 20 minutes. And if it snowed, add 2 hours."

Last summer, the D'Addario family moved from Taunton to Franklin, and together, he and his wife Arlene discovered the commuter rail.

"The move is what really spurred the switch," he says. "It would take the same time to drive here from Franklin as it did from Taunton. But now, we live close to the commuter rail station."

D'Addario and says the switch saves him and his wife not only time, but energy.

"The HOV lane was getting more and more crowded. Getting on and off, especially getting off in the morning - it was crazy."

"I see the traffic reports in the morning and oh boy," he said with a chuckle. "Sure glad we are not dealing with that any more."

Upon being asked if he would ever go back to driving, D'Addario readily declined the option.

"This is too easy," he said. "We get on the train, drink our coffee, read the paper. And in the evenings, we both read our Kindles."

The commuter rail and bus, or at least the ones on D'Addario's route, seem to have a strong track record.

"In this last year of commuting by MBTA, I can count on one hand the number of times I've had a problem," he said.

-Deedee Sun, reporting for TranSComm



Medical History Walking Tour



Discovery Roxbury Walking Tour



Additional Medical History Walking Tour, by popular demand!

## A Look Forward

### A Snowy Winter Ahead?



The 2012 Old Farmer's Almanac predicts a snowy

winter for Boston. Sarah Perault, senior editor of the Farmer's Almanac said on WBZ NewsRadio that areas in the Atlantic Corridor like Boston and Hartford should expect "near-normal temperatures, above normal snowfall."

The Old Farmer's Almanac predicted last winter's temperature and precipitation to 90% accuracy.

All the more reason to take the T!

### A "Nu" Way to Carpool :



As most of you know, NuRide is a free website and a tool brought on by MassDOT to reward travelers for taking green trips. However, many don't realize **it can also help you find a carpool partner**. Daniel Allalemdjian, Transportation Demand Coordinator at MassRides, further explains:

"NuRide is also our state's rideshare database. So anyone that's looking to car share if they can't catch a train, a bus, or ride their bus to work, they can also use NuRide as a way of finding colleagues, other students, or just people who work in their area to connect with each other hopefully carpool to work."

Travelers log their green trips on the website, and NuRide rewards people with **discounts to stores, restaurants, and even raffles**, such as Amazon.com gift cards. Users can also see how much money and how much they've reduced their carbon emissions.

Visit [www.nuride.com](http://www.nuride.com) to sign up with your BU/BMC email!



### Electric Vehicle Charging Stations at BUMC

TransComm installed two electric vehicle (EV) charging stations on the ground floor of the 710 Albany parking garage last spring. (One of them pictured, on the left.) Earlier this year, TransComm was one of 22 organizations to receive an EV grant offered by the Green Communities Division, which led to the addition of our two new EV charging stations.

These installments are significant because they serve as a pipeline for transforming the transportation sector towards an alternative energy base.

The BMC/BUMC community can charge their vehicles with free electricity, until February 2014. Interested in taking advantage of our electric vehicle charging stations? Visit our website at <http://www.bumc.bu.edu/transcomm/>, stop by our office or give us a call to learn more about the application process!

## Public Transit in Shanghai, China



BY LISA ZHANG, TRANSCOMM  
Boston University Work-Study Student Contributor

I spent four months in eastern China this past summer, taking part in a study abroad program in Shanghai and immersing myself in Chinese culture and language. It was undoubtedly one of the greatest experiences of my life. One of the most distinguishable and memorable features about Shanghai was its excellent public transportation system. For all of America's wealth and prosperity, I expected that we would operate under one of the world's top-notch transportation systems, but after experiencing Shanghai's, I found ours absolutely dreadful in comparison.

To go a little easier on ourselves, the rapid transit system in China only recently underwent extensive growth and expansion. Its metro systems are now faster and capable of traveling further than ever before. As of 2012, the Shanghai subway system could attest to 11 metro lines, 278 metro stations, and a combined operating route length of 434 kilometers (270 miles), making it one of the longest networks in the world! Moreover, trains are sleek and elegant in design, and passenger experience is excellent in both timeliness and comfort. Several stations also have platform screen doors with sliding acrylic glass at the platform edge to protect its passengers from getting hit by speedy trains.

Unlike Boston, the metro system in Shanghai takes advantage of a distance-based system, which measures train fares based on the distance traveled by passengers. Boston, on the other hand, continues to charge fares on a fixed rate basis, which surely offers no relief for the MBTA's everlasting deficit. In addition, instead of tapping a card to board a train, passengers must use their cards to exit metro stations. These methods

appear to be a more efficient and effective way to charge passengers equitably and to halt the commuters who attempt to cheat the system.

In addition, no passenger ever has to wait for longer than 5 minutes for the next train to arrive, with the same wait time for public buses – making public transit still great for those running late or even emergencies. Moreover, metro trains are absolutely spotless! Signage is posted everywhere on trains and buses, warning passengers they would be heavily fined if caught drinking, eating or littering. This is unheard of for Bostonians who tend to leave their trash everywhere and almost always require a cup of coffee in hand before falling into any daily routine.

Another cool aspect about Shanghai's transportation system is that passengers are allowed to load money on to a universal transportation card called the "Shanghai Public Transportation Card," which allows them to use it for trains, buses, *and* taxis! Now, how convenient is that?

A downside to Shanghai's transportation systems, however, is the amount of people that swarms its public buses and trains daily. With 23 million people living in Shanghai, it can get quite hazardous and discouraging for the modest individual who must battle with locals for a seat or even a standing spot on the train. Although its trains were designed for usage with the utmost comfort, it may not always be as comfortable as anticipated because of the vast number of people who take advantage of them.

Nevertheless, the city's transportation system is no doubt one of the best in the world – perhaps Boston should look towards Shanghai for an example of exemplary public transit.



## Up Next in 2013:

Keep your eyes open for emails about the following:

- ❖ New Bike Cage in the 710 Albany garage to open in January 2013
- ❖ Preparations for Bike Week activities in May will start taking place in February (yes, it takes that long!)
- ❖ Look forward to new guided walking tours in addition to our current Medical History, Discover Roxbury, and Southwest Corridor walks!
- ❖ TranSComm is developing a new Guaranteed Ride Home Program for carpoolers in 2013. Once instated, this program would ensure that when carpooling, you will have a ride home - no matter what arises.



## Story to Share?

Have you had a “green” transit experience you’d like to share? (Biking, walking, public transit, carpool, and hybrid!)

Questions or comments about this newsletter or transportation here at the medical center?

Please email us at:

[bumctranscomm@gmail.com](mailto:bumctranscomm@gmail.com)

## TranSComm wishes you and yours a happy winter season!

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