A Closer Look at A Safe Ride: Route and History

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8:12 p.m.: The van has dropped off all passengers in the first four stops. The only people left on the van for the remainder of the ride are the driver, a driver-in-training, and me.

Safe Ride drivers must have a Massachusetts driver's license in good standing, a good driving record, and no criminal background, Glavin said.

They must also complete a two-week in-house training program, she added, where they receive information about topics such as the Campus Police department, the MIT community, the routes, and crime prevention programs and services.

In addition, there is continuous training and a safety-related driving course which the drivers are required to attend, said driver G. Scott Mcgilligan. Drivers generally work four- to five-hour shifts per week, he said.

Each van is equipped with two two-way radios, one of which is portable, Glavin said. Communication between the drivers and the Campus Police is a “primary issue of concern,” she added. Drivers should report incidents immediately, but are not expected to act as police, Glavin said. She added that there have been no emergencies on A Safe Ride so far.

Fleming said she feels “no hazard being in the van by myself.”

8:30 p.m.: The Boston van arrives at 77 Massachusetts Ave. again, 25 minutes after it left. About a dozen people pack into the van. Once again, I wait at the bus stop, this time for the Cambridge van.

The average wait is 35 to 45 minutes for both routes, according to Glavin, adding that she is “too long.” The shortest wait is about 25 minutes. “We recognize that this is a problem with the system.”

Driver Anthony Chaves suggested that rush hour traffic contributes to the irregular schedules, especially on the Boston route.

Some other problems include the predictability of the vans, safety at some of the stops, and occasional instances when the van was full or didn’t stop at its designated areas, Immrman added.

Ali Alavi ’93, who rode on Wednesday night, suggested that A Safe Ride operate on a set schedule. He said he does not mind how long the route takes, “as long as there’s a certain time that I can be there.”

Both Enderson and Glavin agreed, saying that although the waiting times might be longer, “I can plan my schedule around it.” She also said that if Albany St. were lit better, she would not need a ride back to Edgerton House every night.

“It’s a nice service,” said Karl E. Keppeler ’95. He added that “It’s pretty fast going home” to Phi Sigma Kappa, about a five-minute ride. But because the ride back to campus can take up to 35 minutes, he said he usually walks.

“It’s better to have it than not to,” said John S. Piaskowski ’93, who rides the Boston van several times each week. However, he added, “I certainly don’t take it because of the safety.”

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