

**CITY OF CAMBRIDGE
TRANSIT ADVISORY COMMITTEE
MEETING NOTES**

Date, Time & Place:
MIT building E25, room 117
November 1, 2017, 5:30-7:30

Attendance

Committee Members

Miles Taylor, Arthur Strang, Devin Chausse, Chantal Eide, Saul Tannenbaum, Robert Ricchi, John Attanucci, Alexander Taylor, Jim Gascoigne, Joseph Beggan, Robert Fitzgerald

City of Cambridge

Tegin Teich Bennett and Greg Hanafin (Community Development), Adam Shulman (Traffic, Parking and Transportation), Lieutenant Rick Riley and Matt Nelson (Police)

Presenters, official entities, and members of the public

Phil Groth and Andy Smith (MBTA) were present, 7 members of the public were present

Committee Intros, administrative business, and updates

Tegin Teich Bennett described the meeting procedures to the guests. All meeting attendees introduced themselves. Tegin reminded the Committee that an orientation for new Committee members would be held on the evening of November 6.

There were not enough Committee members in attendance for quorum until later in the meeting.

Public Comment

A member of the public, who had previously been on the Bicycle Committee, advocated for members to attend the joint committee meeting in December, citing the usefulness of the joint committee meeting last year.

Bus Stop Enforcement

Lieutenant Rick Riley and Matt Nelson, from the Cambridge Police Department, presented to the Committee on police traffic enforcement, focusing on vehicles blocking bus stops. Lieutenant Riley said that blocked bus stops are serious issue for the Cambridge Police because if a bus cannot get to the curb then it is not accessible for all users.

Lieutenant Riley noted that 75% of all citations from the Cambridge Police come out of the Traffic Unit, of which he is the head. In 2016, 851 tickets were issued to people for being improperly in a bus stop (a \$100 ticket). The number is in the 600s so far for 2017. He said that the Police Department has become increasingly more attentive and responsive to traffic issues and complaints, and blocked bus stops and bike infrastructure are important to the residents of Cambridge. He recommended that people who see a vehicle improperly in a bus stop or a bike lane use See Click Fix to report it, and that they can also report it using the Police Department's non-emergency phone number. Reporting via See Click Fix will not result in an officer being sent immediately to the location, but it allows the police to monitor trends and problem areas, and helps them decide where to send their officers for regular enforcement.

Lieutenant Riley informed the Committee that a passenger car is allowed to temporarily occupy a bus stop if loading and unloading, as long there is no bus in or trying to access the bus stop. However, a passenger car cannot load or unload in a bicycle lane in Cambridge. A new state law allows officer to issue moving violations to drivers improperly in bicycle infrastructure. The difference between a moving violation and a regular citation is that a moving violation goes against the individual driving the vehicle, not against the vehicle registration. Many large companies do not care about citations going against their vehicles, but their drivers do care about citations going against themselves. Lieutenant Riley said that if Cambridge installs bus lanes then moving violations could be issued to drivers for improperly being in a bus lane.

Lieutenant Riley said that the Police Department is trying to get away from having officers randomly driving around, and is trying to use data to better inform where in the city officers should be for enforcement

purposes. Saul Tannenbaum noted that there is currently no reporting option for blocked bus stops in See Click Fix. Lieutenant Riley said that he will look into getting the options updated.

John Attanucci brought up the issue of private tour buses and university shuttles at Harvard and MIT laying over in the public bus stops. Lieutenant Riley agreed that the private tour buses present an issue that is difficult to solve. He said that the tour buses are mostly from New York and New Jersey and cannot be regulated by the Cambridge Police. Andy Smith suggested that the tour buses should not be allowed to park on public streets, and that they take away from the aesthetics of streets like Mt Auburn Street in Harvard Square. Tegin asked what can be done about tour buses parked in public bus stops, in addition to See Click Fix. Saul suggested that the police profusely ticket the tour buses. Joseph Beggan, the Harvard University representative on the Committee, mentioned that Harvard also has issues with the tour buses, and is not actively inviting their presence.

Jim Gascoigne said that he has noticed a positive change over time in how the police have dealt with bus stop issues. He asked Lieutenant Riley if vehicles can be towed for being parked in a bus stop, and said that he had been told in the past that he had to be present as a witness in order for a vehicle to be towed. Lieutenant Riley said that vehicles can be towed from a bus stop and that there does not need to be someone there to act as a witness. Lieutenant Riley noted that walking officers, such as those in Central Square and Harvard Square, also pay attention to traffic violations in addition their other responsibilities.

Officer Elections

Before moving onto the next agenda item, Tegin noted that enough Committee members had arrived at the meeting that there was a quorum. Minutes for the October meeting were approved after a motion, a second, and affirmative voice vote by Committee members.

Tegin informed the Committee that nobody new had expressed an interest in running for an officer position. Previous officers expressed an interest, but Charles Fineman would be stepping down from his role as the Committee Secretary. Devin Chausse agreed to move from his role as Co-Vice Chair to Secretary. John Attanucci and Katherine Rafferty agreed to continue on as Chair and Vice Chair, respectively. The Committee approved these officer appointments after a motion, a second, and affirmative voice vote by Committee members.

Tegin notified the Committee that a joint holiday meeting with the Bicycle and Pedestrian Committees would be held on December 13, 6-8 PM at 344 Broadway. The Committee decided they would like to hold the regular December Transit Advisory Committee meeting, in addition to the joint committee meeting.

Development Discussion

Tegin reminded the Committee of a previous discussion they had regarding writing a letter in response to the Volpe proposal. She said that at this point in the process there were other things that would be more influential than writing a letter. Saul suggested that the Committee write a framework about how to think about all future transit mitigation. Adam Shulman said that the Committee should frame zoning projects with goals and objectives, like the Strategic Plan. He said that it is useful to come up with some major concepts. The Committee decided that they would discuss forming a development subcommittee in January.

Service Planning

Tegin updated the Committee on the service planning subcommittee meeting that was held on October 24. John suggested that the Committee use the results of the service planning discussions to create a transit plan like the city's Bike Plan. Andy Smith said that the matrix provided for each service planning item is helpful for the MBTA. Robert Ricchi asked if the new Lechmere Station will have the same bus setup as the current station. City staff said those plans have not been finalized yet.

Tegin presented on the list of service planning ideas.

For the proposed rerouting of the 1 bus down Dunster Street, Tegin noted that city staff wanted to examine more closely the potential loss of highly used stops and the difficulty of turning left from Mass Ave onto

Dunster Street. Jim suggested a conversation with the Pedestrian Committee about making a left turn onto Dunster Street from Mass. Ave. given the large number of pedestrians that cross at that intersection.

In reference to the possibility of extending the 64 and 70 routes in to Kendall, Committee members expressed interest in knowing if high numbers of riders who are currently getting off at Central Square are then continuing on the Red Line to Kendall. Andy said that it would be easier to extend the 64 than the 70, and the Committee decided that it would be best to think about extending the 64 first because the 70/70A already has coordination issues with its current route.

Additional Updates and Final Public Comments

A member of the public announced that Transit Matters would be holding a "Beer and Transit" event at Stephi's in Southie.

There were no additional updates.

Adjourned at 7:30