

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

Date, Time & Place:
Citywide Senior Center, Ballroom
806 Massachusetts Avenue
March 7, 2018, 5:30-7:30

Attendance

Committee Members

John Attanucci, Devin Chausse, Chantal Eide, Jim Gascoigne, Mark Jensen, Katherine Rafferty, Neil Rodriguez, Saul Tannenbaum, Andrew Taylor, Miles Taylor

City of Cambridge

Tegin Teich and Greg Hanafin (Community Development), Adam Shulman (Traffic, Parking and Transportation)

Presenters, official entities, and members of the public

Andy Smith (MBTA), 2 members of the public were present

Committee Intros, administrative business, and updates

Committee members briefly introduced themselves.

There were not enough Committee members present for quorum; February notes were not voted on.

Public Comment

There was no public comment.

Report on the Joint Committee Meeting for the 5-Year Plan for Street and Sidewalk Reconstruction

Tegin Teich asked the Committee members who were at the Joint Committee Meeting to give an overview. Saul Tannenbaum said that the meeting was well-staffed and useful because the committees were able to go into depth on the 5-Year Plan. He added that the Plan booklet was lacking in transit references, such how transit re-routes are dealt with during construction. Alexander Taylor asked if there was a voice representing transit in the 5-Year Plan process. Tegin responded that one factor in project prioritization is proximity to bus lines and that DPW closely coordinates with the MBTA during projects.

Real-time Sign Pilot and Evaluation

Greg Hanafin gave a brief update on the real-time bus arrival sign pilot and an outline for an evaluation plan for feedback.

John Attanucci advocated for using only real-time information on the signs, not scheduled arrival times. Tegin confirmed that this is what is being done. For the evaluation, John suggested asking people if they use a mobile app for the same information. Neil Rodriguez suggested using QR codes as one option for allowing people to access the survey. Marc Ebuña (TransitMatters) asked if user experience will be factored into the evaluation. Tegin said that it will, and user input will go into decisions for future sign rollout. Andy Smith suggested that stops with high daily boardings be considered for future rollout. Tegin responded that this is an important factor, as well as stops near certain communities and services. For the evaluation, Mark Jensen suggested asking people what info they would like to see on the signs, and what other transit improvements they would like to see.

Meeting with City Manager to Present Transit Committee Priorities

John shared a draft presentation for presenting the Committee's priorities to the City Manager, and asked for input from the rest of the Committee.

Chantal Eide said that the "one-seat" concept (minimizing transfers along desire-lines) will resonate, and suggested including that in the presentation. Andy Smith said to stress the possible connections between major neighborhoods and centers. Adam Shulman said that one of the main points of the meeting will be to

tell the City Manager how important the Mt. Auburn Street project is, and that the Committee wants to do more projects like this.

Tegin said that City staff are in conversation about the use of the Transit Strategic funds for next year. The City is developing a supplemental transit planning process using public input, with the help of the Transit Committee. John added that transit riders have not been engaged very much, and outreach could help generate a lot of response.

Andy said that it is important to make connections to the service that bus routes can provide to areas that rail cannot. Tegin added that often people don't think about buses as much as the subway. Devin Chausse added that bus service improvements are the most local improvements that can be made. Andy encouraged pushing the message of how local bus service can be used to unify Cambridge neighborhoods.

John noted that the success of the Mt. Auburn Street project is dependent on DCR changes, and that there could be pushback on the whole project if there is negative response to the DCR project. He raised concerns that the bus lane will get tied to the DCR project.

MIT University Pass

There was not enough time to discuss this topic.

Additional Updates and Final Public Comments

Tegin announced that she will be adding the South Mass Ave Corridor Safety Improvement project to the regular list of additional projects. The project will be between Lafayette Square and Memorial Drive, with a possible bus lane between Vassar St and Memorial Drive. She said that it looked like there would likely be transit interests represented on the stakeholder group.

Tegin also announced that the MBTA reports that service planning stakeholders process will start soon.

Andy announced that the Red Line countdown timers have been changed to time ranges during delays. He also announced that the MBTA is probably adding more buses to route 47.

Tegin announced that there will be a Green Line Extension public meeting on March 21 and a Joint Committee Meeting to review the Mt. Auburn Street Pilot designs on March 26. She also announced that there will be an internal review for the Grand Junction Design Scope, looking at the multi-use path and the dual tracks.

Marc Ebuña had several announcements:

- The MBTA has authorized additional early-morning bus service to Cambridge
- TransitMatters has created a proposal for re-imagining regional rail, which can be found on organization's website
- Registration is now open for TransportationCamp on April 21

Adjourned at 7:30