

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

Date, Time & Place: January 8, 2014, 5:30-7:30 PM
Cambridge Citywide Senior Center

Attendance - City of Cambridge

Adam Shulman (Traffic, Parking and Transportation); Jeff Rosenblum (Community Development Department)

Welcome by Jeff Rosenblum

Review of notes from last committee meeting

General comments and questions

Committee Updates

- Terry Smith has moved on from the Cambridge Chamber of Commerce so will no longer be an official member of the committee.
- Miriam Cooper has resigned from the committee because of the need to attend to other commitments, though she indicated she is willing to continue to provide feedback to the committee's work.
- The "Low income housing representative" position remains unfilled.

Handout: Current committee schedule

Workshop: Developing planning objectives for Goal 3: Efficiency

Goal 3: Efficiency. Improve efficiency of transit trips, with travel times being equal to or less than driving.

Presentation: MBTA's Key Bus Route Improvement Program

Erik Scheier, Project Director for Operations, MBTA

The goal of the program is to improve the overall quality of service for customers on these Key Bus Routes by reducing trip times, enhancing customer comfort, convenience, safety, and accessibility, and making the bus service more reliable and cost-effective. The 15 routes to be improved are: 1, 15, 22, 23, 28, 32, 39, 57, 66, 71, 73, 77, 111, 116, and 117.

Handouts:

- *Key Bus Routes Map*
- *City Council Response re: #1 bus*
- *"MBTA to improve 15 heavily used bus routes", Boston Globe*
- *"How Manhattan Sped Up its Buses Without Rapid Transit", Atlantic Cities*
- *"Everything You Ever Wanted to Know About Bus Rapid Transit", Atlantic Cities*

Comments and discussion by the committee:

- Improve red line headways (creates capacity and increases trip speed)
 - Upgrade signal system to communication based system
- Create 'screen' doors at platforms to improve boarding
- Expedite new transit/subway car purchases
- Pursue transit signal priority (TSP) to preempt traffic signal sequences for buses
- Minimize the need for driver/passenger interactions to speed boarding
- Bus fares move to a fare pre-purchase system
 - Use multiple doors at boarding
 - Do more to allow for remote fare purchases – smartphones, QR codes
- Maximize RT info for bus, rapid transit, commuter rail

- Minimize need for interaction between bus riders and drivers
- Consolidate bus stops, expand key routes program
- Traffic rules e.g., yield to buses
- Bus/subway schedules – dynamically
- Bus/subway transfers closer
- Bus priority at intersections
- More aggressive use of real-time information
- Charlie card loading at key bus stops
- Bus design to improve efficiency – size, aisle size (e.g., silver line to airport)
- Integrate private/public – e.g., fare card for shuttles
- Honor payment system, allow any door – proof payment
- Dedicated bus lanes on key routes (or only at pinch points)
- MGT scorecard 0 reporting trip times
- Prioritize bus movements during street design projects
- Expedite new red/orange line car procurement
- Restrict carry-ons
- Better ETA real time schedule info
- Add service to meet goal of matching auto
- Express service x major stops
- Real time delay/perf date
- Utilize out-of-service home runs for passengers
- Eliminate payment queue at busy stops (pre-pay, off-bus)
- Post real time alternatives at multi-route/modal stops
- Override schedules when headways collide
- Improve commuter rail headway and travel time
- Add key route trip time to MBTA score card
- Use electronic schedule devices to allow service-related rescheduling (on as-needed basis)
- Coordinate bus to bus transfer times, same with bus to train (real time)
- Add reserve capacity to overcome breakdowns of all types
- Integrate public and private transit (M2, Harvard/MIT shuttles, EZ Ride)
 - Payment, trip planning, reserve capacity, etc.
- Provide machines at sites (to replace cash/tickets)
- Sensors at signals at tough intersections for buses to turn where there are lots of pedestrians (e.g. River/Mass Ave, Main/Ames, 1st/Cambridge). Prioritize buses and pedestrians over cars
- Bus Rapid Transit
 - Models can be emulated on select routes
- Larger buses/double-decker buses/better designed buses
- Less seating on buses; more access to back of buses – leaning seats (Barcelona) – fewer pinch points
- User awareness of importance of efficiency
- Cab signals for subway
- Eliminate bunching – bus/trains (better maintenance/supervision)
- Dedicated bus lanes on major routes
 - Dynamic lanes (hoV)
 - Pilot project for potential routes
- Notification on routes
- System integration
- QR codes every bus stop
- Location of bus stops –proximity to subway lines
- Rush hour direction priority
- Design solutions for traffic on key routes
- Queue jump
- Consider removing on-street parking for queue jumps
- Replace parking on street with off-street reallocation

- Major transit corridors
 - Increase ease of distribution of Charlie Cards
 - Link Charlie Card, EZ Pass systems
 - Pre-loaded Charlie Cards
 - Move bus stops to far side of intersection
 - Eliminating stops
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