Date, Time & Place: April 2, 2014, 5:30-7:30 PM
Cambridge Citywide Senior Center

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

Committee Updates

General Comments

Workshop: Developing planning objectives for Goal 4: Expansion

Comments:
- Clear channel contract is not the best and leaves money on the table. More advertisement
- State took Big Dig debt and put it on the MBTA. State needs to take that debt back
- The Big Dig is not finished until the North-South rail link is complete
- Regular fare increase by MBTA
- What are other areas doing to fund expansion? Find out about projects that worked and failed
- Tax increment financing
- Way Forward plan – South Coast Rail – not the best way
- Transit expansion needs to be spent in the city core
- Costs and benefits not shown
- Mass Ave bike lanes need refreshing
- What does the city contribute to EZ Ride? 2% of operating costs paid by city; 10% sponsorship
- Expansion of operating services – late night
  - Night owl in 2001 generated 3,000 trips per night. Last weekend: 9,000 trips per night. But, 3x more miles driven. How many didn’t ride earlier?
  - Keep things (e.g., businesses, events) open later to support late night service
  - Educate people to know about it
  - Late night movies
- Can use Charlie Cards on WRTA. Does it work the other way?
- What is the role of the NH government to coordinate with transit with the Commonwealth?
- Watertown – with development, pressure to improve transit. Need Key Bus Routes types of improvements on the Route 70 bus. Is Watertown requiring developers to provide funds for improving transit? Need Cambridge/Watertown communication on the matter.
- Sales taxes – revenue already goes to transit