

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

Date, Time & Place:
MIT building E25, room 117
October 4, 2017, 5:30-7:30

Attendance

Committee Members

Miles Taylor, Arthur Strang, Devin Chausse, Chantal Eide, Charles Fineman, Melissa Zampitella, Saul Tannenbaum, Robert Ricchi, Daniel Schofield-Bodt, John Attanucci, Katherine Rafferty, Andrew McFarland, Kelley Brown, Mark Jensen, Alexander Taylor, Jim Gascoigne, Joseph Beggan

City of Cambridge

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

Presenters, official entities, and members of the public

Phil Groth and Andrew Smith (MBTA) were present, 4 members of the public were present

Committee Intros, administrative business, and updates

Tegin Teich Bennett welcomed the new and returning members of the Committee. She reminded the Committee members that she had sent around the Committee bylaws to the members in an email. All Committee members introduced themselves and gave their affiliations.

Minutes for the September meeting were approved after a motion, a second, and affirmative voice vote by TAC members.

Tegin informed the committee that the City is in the process considering ways to memorialize Cleo Stoughton, including the possibility of dedicating a city bench to her.

Tegin updated the Committee on the Volpe zoning commitments proposed by MIT, including \$8.5 million for general transit improvement. John Attanucci expressed a desire for the public to be able to give input on how the money is spent, including the committee. Saul Tannenbaum volunteered to draft a letter in response to the proposal.

Public Comment

There were no comments.

New Members and Officer Elections

The new Committee members gave a quick summary of themselves and their reasons for joining the committee.

Tegin described the officer roles for the Committee, which include chair, vice-chair, and secretary. She asked the Committee members to think over the next month if they are interested in an officer role and to let her know so that officer elections can be planned. Tegin also asked members to think about if they would like to be on the development review committee.

Tegin informed the Committee that according to the official letters welcoming them to the committee, all members will need to get sworn in at the City's Manager's office at City Hall.

Tegin asked the Committee if there are any topics that they are interested in discussing at upcoming meetings. Members expressed interest in:

- The MBTA Emergency Response Plan, and how it can be communicated to the public
- Having the Cambridge Police Department talk about efforts to keep bus stops clear
- Working on filling in gaps in Committee actions

Tegin informed the Committee that she has not yet received a formal answer about the Barr Foundation's BostonBRT Grant.

There was also a discussion about whether there is a new dedicated bus lane on Mass. Avenue near Trolley Square. Tegin said she had seen the pavement marking plans and the markings may appear to look like a bus lane but it is most likely a bus stop and a bike lane in a shared space.

Recap of Joint Committee Meeting

Tegin gave a brief recap of the Joint Transit, Bicycle, and Pedestrian Committee meeting on September 25, 2017. The purpose of this meeting was to discuss process and possible improvements for the Brattle/Eliot loop in Harvard Square. A working group will be formed that will have a representative from each committee.

Real-time Information Pilot Evaluation

Tegin updated the committee on the Bus Service Real-time Information Pilot

- There has been a delay in getting the pilot under contract
- The pilot will have up to four signs total, utilizing two different technologies
- The City is talking with the MBTA about evaluation process
- Bus threshold and locations are determining factors for where the real-time signs will be
- Roll-out for the full project is planned for FY18

John recommended contacting the Dallas Area Rapid Transit, which recently rolled out a real-time information project.

Workshop on Committee Service Change Ideas

Tegin explained the strategic planning documents, which were given to the Committee members. These documents are used by the Committee to inform and keep track of service planning ideas. John suggested that the Committee put together a service plan soon, before the MBTA, so that the Committee's service plan can help inform the MBTA's plan.

Tegin said that the Committee can think about strategic planning in terms of improvements that help address gaps or deficiencies in service.

Alexander Taylor asked the Committee to think about where it can have the most impact. He suggested getting routing proposals to where the Committee wants them to be to give to the MBTA. Phil Groth reassured the committee that he is taking into consideration most of the routing changes that the Committee has proposed so far.

Saul said that the Committee needs to add more to the process. It should not just be the Committee communicating with the MBTA, but that the public and the City Manager should also be involved because service planning is a political issue. He also suggesting getting a plan in shape that has goals to give to the MBTA and others.

There was a discussion about the importance of setting goals to help get things done.

There was a discussion about the tiers proposed as part of the MBTA service planning process. A comment was made that having no new buses (having a resource constrained tier) is not appropriate. A comment was made that there should be a simple list of the costs for buses and operations.

Andrew McFarland added that his organization, LivableStreets, had created a questionnaire for the City Council candidates, which he would share with the Committee members. Tegin reminded the Committee that anyone on the Committee can approach a City Councilor as a private citizen to discuss transit improvements, but should not represent the Committee without consensus. Saul suggested that the Committee target the City

Council in January to try to set a transit agenda during their goal setting process. Katherine Rafferty volunteered to advocate to the City Council to set transit as one of its goals.

It was decided that the Committee will convene a detailed service planning sub-committee after about 4-5 members expressed interest in being on the sub-committee

Tegin discussed the Cambridge transit strategic planning implementation items and next steps with the Committee. Members asked about the timeline for the real-time transit displays, and Tegin confirmed that the pilot displays are required to be in by the end of January 2018 in the current contracting language. The evaluation is expected to be completed before the end of FY18. Tegin also confirmed that the city is currently piloting transit signal priority for the #1 Bus on Mass Ave and that the bus calls to the signal are working. The Committee asked for clarification on how signal priority works and suggested that a city staff member from the Traffic Department could explain at an upcoming meeting.

The Committee discussed how to publicize transit successes like signal priority, such as having a press event or a public celebration.

Final Public Comments

A member of the public from the Transit Matters organization had some comments

- Additional early morning for MBTA bus service on certain routes has been approved
- There are plans to talk about overnight MBTA bus service
- There is a general interest in placemaking around mobility hubs

Announcements

Tegin announced that the next separated bike lane project will be between Lafayette Square and Memorial Drive, and this will include consideration of bus priority.

Adjourned at 7:30