

City of Cambridge

Transit Advisory Committee

Abbreviated Meeting Notes

Wednesday, December 5, 2018

Ballroom, Citywide Senior Center, 806 Massachusetts Avenue

Attendance (13 people)

Members (8) John Attanucci (Chair); Devin Chausse; Jim Gascoine; Katherine Rafferty; Neil Rodriguez; Arthur Strang; Saul Tannenbaum; Alexander Taylor

City Staff (3) Tegin Teich, and Andrew Reker (CDD); Adam Shulman (TPT)

Others (2) Andy Smith (MBTA); 1 member of the public

This meeting of the Cambridge Transit Advisory Committee (TAC) began at approximately 5:30 PM. Tegin Teich (TT) opened the meeting with an overview of the meeting agenda. This was followed by self-introductions by TAC members, city staff, and members of the public

Public comment

No members of the public made a comment.

Workshop: City's Better Bus Project Supplemental Outreach

City staff handed out a spreadsheet of the twenty most popular ideas from the City's recent Better Bus Project supplemental outreach. After TT providing an overview of some of the outreach efforts and an overview of what is expected to happen moving forward, TAC members ask clarifying questions about:

- How to balance tradeoffs between previously-developed TAC ideas and new input ideas
- The state of origin-destination modeling and surveys
- Implementation costs and how they are calculated

- How the MBTA will balance proposals that are cost neutral and service negative ideas compared with cost neutral and service-neutral ideas, i.e. meeting service delivery policy guidelines
- Regional projects like Allston I-90 and Alewife garage reconstruction and City projects like the Alewife pedestrian bridge

The MBTA representative responded that any input from the public will be evaluated and the MBTA will share its own estimated costs and rationales for supporting proposed ideas.

TT also responded to the questions, stating:

- In the City's response to the MBTA's Better Bus Project process, discussions with the TAC do not aim to come to a consensus on identifying priorities, but rather to provide additional input to the MBTA.
- There is no expectation to use an origin-destination model to evaluate this set of ideas from the public. For items specific to the MBTA's BBP, the MBTA will analyze and figure out potential costs.
- Overall, the City is advocating for bus service planning to recognize that additional funding is often necessary.
- When it comes to bus service ideas that require additional service – other regional planning efforts like Network Redesign project are another area where the public can advocate for funding additional MBTA service.
- The City will send the universe of ideas to the MBTA and these ideas can also be folded into the City's transit strategic planning process which account for the other regional planning processes.

After the overview and some questions and answers, the TAC went through the list of Top 20 ideas.

In response to the idea Connections 1, TAC members felt that the City should advocate for a proactive approach to new large-scale developments and the GLX. For the idea Connections 2, TAC members wondered about how this idea relate to future construction required at Russel Field, the current terminus for route 83. In response to the Connections 3 idea, TAC members suggested that staff better understand the use case for this route.

For the schedule 3 to 6 ideas, TAC members stated that beyond adding buses to these routes and service hours, the City should evaluate infrastructure and operations improvements like transit signal priority, transit queue jumps.

For routing ideas, TAC members wondered if the MBTA would commit to use any service hours gained by bus priority for routes that have bus priority infrastructure and signal operation improvements instead of using the gained service hours elsewhere.

For bus stop ideas, TAC members noted the strong desire for bus service information.

Updates and announcements

Reminders: Joint committee meeting at 5:30 PM at 12/12 at 344 Broadway.

Project updates:

- Green Line Extension – City is reviewing designs for GLX and expect
- KSMTF – Recommendations are being incorporated into a new document.
- Grand Junction – Design contract is in the process of being signed; currently funded work includes design work that would lead to “100% design” drawings for a multi-use path and 2-track transit. Also, recently the City received a development proposal where Alexandria Real Estate would also commit to reserving space for the multiuse path and 2-track transit service
- River St – Contract is signed; working group is being filled out
- Participatory Budgeting – Voting this year continues until Friday 12/7;

TAC members requested an update on the participatory budgeting idea from 2015 for signal priority on Mass Ave. City staff will follow up with the Traffic Parking and Transportation department on scheduling an update presentation.

Public comment

No members of the public gave a public comment.

Version Information

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