

City of Cambridge

Transit Advisory Committee

Meeting Notes

Wednesday, February 6, 2018

Ballroom, Citywide Senior Center, 806 Massachusetts Avenue

Attendance (15 people)

Members (9) John Attanucci (Chair); Devin Chausse; Robert Fitzgerald; Kristiana Lachiusa; Katherine Rafferty; Arthur Strang; Saul Tannenbaum; Alexander Taylor; Melissa Zampitella

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

Others (3) Andy Smith (MBTA); 2 members of the public

This meeting of the Cambridge Transit Advisory Committee (TAC) began at approximately 5:31 PM. Tegin Teich (TT) introduced Melissa Dullea, MBTA who is presenting on the MBTA's Better Bus Project Recommendations. TT then introduced the agenda.

Public comment

No members of the public made a comment.

Report: Evaluation of Bus Priority in Cambridge

John Attanucci (JA) presented on results from early bus travel-time results for exclusive bus/bike lanes on Mount Auburn Street and South Massachusetts Avenue. In summary, the presentation included:

- Data from the MBTA's automated vehicle location systems
- Analysis of travel times for the routes in the Mount Auburn Bus Priority Pilot and the South Mass Ave Corridor Safety Improvements projects: MBTA Routes 1, CT1, 71, and 73.
- General conclusions appear to be that the Routes 71 and 73 appear to have had some travel time improvements and that the Route 1 appears to have had some increase to travel times

TAC members asked questions on the following topics:

- General traffic appears to have slowed down on Mass Ave.
- Would additional analysis before final implementation of Mass Ave. lanes helped?
- South Mass Ave's original goals bicycle safety at Mass Ave. at Vassar
- Bicycle safety with shared bus-bike lanes
- Shuttle operations and assessment for Mount Auburn St
- Modal splits in these corridors

City staff responded to say that:

- Additional analysis would be helpful after final set of changes on Mass Ave project are finished; in earlier stages of the project, additional traffic analysis and modeling may have helped
- It is difficult to know how much the bus lanes are helping with the travel time as there is not yet a clear analysis of travel times for other modes
- One of the goals for the South Mass Ave project was for bicycle safety and a separate, dedicated space for buses appeared to be a good idea to mitigate some of the expected impacts to travel times in the area
- Bicycle safety and comfort appears to be OK for the Mount Auburn project; however, a shared bus-bike lane in the South Mass Ave corridor appears to be not generally supported by design guidelines
- The city is working to reach out to operators of shuttles on both the Mount Auburn and South Mass Ave corridors.

[Discussion: MBTA Better Bus Project Recommendations](#)

Melissa Dullea (MD) from MBTA Service Planning started her presentation with a short self-introduction. She then presented about the Better Bus Project including the following information:

- Project goals, role of service delivery policy and standards, the changes that the MBTA is considering, outreach until now, and results of outreach
- Project process through current day including service changes and additions, service analysis, proposed changes currently, multi-year investment strategies, and future network redesigns

- Principles that guided the near-term changes and current public engagement strategies
- Specific proposals for:
 - Combining Route 1/CT1
 - Moving service in LMA for Route 47
 - Moving the bus transfer at Ruggles from Route 47 to the street
 - Extending Route 64 to Kendall in the midday and evenings

TAC asked for clarification on the following topics:

- Multi-year investment strategies for the Better Bus Project – MD explained some of the process that MBTA staff will go through in the conversation with the Fiscal Management and Control Board (FMCB)
- The methodology to estimate overall impacts
 - The new trip estimates – MD explained that the MBTA has its own method to estimate trips, ridership and revenue impacts
 - Walking distance estimates – MD responded that the MBTA estimated

TAC asked to clarify or better understand specific proposals:

- For the Route 1/CT1, Cambridge Rindge and Latin School students may use the stop near the Fogg Museum. TT shared that the City is going to also do some additional analysis about the Routes CT1/1 on Dunster St in Harvard Square
- For the Route 47, its shifting service from Louis Pasteur and Fenway to Longwood Avenue and Huntington Avenue on Route 47 going to save much time? MD responded that based on MBTA travel time estimates with the route CT2, it seems so.
- For the Route 47, is there an ability to put shelter at the transfer at Ruggles? MD responded that they can take the feedback.
- For the Route 64, even though the MBTA is not proposing to change the route in the peak hours, why is the peak-hour head way increasing to 25 minutes from the current 18 minutes – MD responded that the schedule makers are updating to run-time

- For the Route 75, is having better frequency in the off-peak than the peak service easy for riders to understand? MD responded that they understand the concern.
- For other routes like the 69 or 83 how come there are no proposals to change service? – MD responded that the MBTA evaluated the routes, but no proposals were developed that appeared to work in a cost-neutral way; Route profiles also allude to other changes that can be made.

Action: Approve December and January Minutes

Saul Tannenbaum (ST) made a move to approve December and January minutes; Kristiana Lachiusa (KL) seconded; a voice vote was held and there was a unanimous “aye” vote with zero “nays” and abstentions.

Discussion: MBTA Fare Increase Proposal

TT presented information that the MBTA has provided online with the proposed changes to fares. ST presented the free fare proposal from Michelle Wu, Boston City Councillor. TAC members asked:

- Clarification on how much revenue impacts
- Alignment with climate action plans, recent “Future of Transportation” reports
- Equity for transit-dependent riders and vulnerable populations
- Connection between increase in revenue and service
- Lack of additional funding for transit from congestion fees or fees on transportation network companies like Uber or Lyft

Public comment

There was no public comment.

Updates and Announcements

No updates.

Version Information

Draft: 2/9/2019 AR

Approval: 4/3/2019