

# Transit Advisory Committee

## November 2019

### Abbreviated meeting summaries

#### Attendance

##### Members

**Present** (12) John Attanucci (Chair), Devin Chausse, Matthew Coogan, Jim Gascoigne, Jackie Jones, Bill McAvinney, Margaret McKenna, Sylvia Parsons, Arthur Strang, Saul Tannenbaum, Alex Taylor, Melissa Zampitella

**Absent** (5) Joseph Beggan, Kelly Brown, Kristiana Lachiusa, Katherine Rafferty, Robert Ricchi

##### City staff (2)

Andrew Reker (CDD); Adam Shulman (TPT)

##### Others (2)

2 members of the public

#### Welcome

Andy Reker (AR) opened the meeting at 5:30 PM. Members of the Transit Advisory Committee (TAC) and public introduced themselves with their name, their affiliation, and a unique fact about themselves. The TAC then moved to approve the September and October meeting notes. The votes were unanimous for both month's meeting summaries.

#### Public comment

Roy Palmeri commented on his recent experiences commuting from Cambridge to Boston using various subway and bus route combinations. He shared his concerns about eliminating the Fogg Museum stop and traffic and transit operations on Dunster Street for Route 1 and moving bus stops on Route 47.

#### Workshop: Transit Strategic Plan

AR then started a presentation on the Transit Strategic Plan, the TAC-endorsed Implementation Plan, and draft project work plans. After review of the different types of plans and documents, AR invited discussion from the TAC about how to organize the TAC's work the best. TAC members discussed:

- *Formal or informal outreach for each project and communication.* Level of staff availability and effort for each project idea may make the possibility of creating project work plans for each individual not possible.
- *Dashboard and summaries of transit infrastructure.* Staff may have some availability to create these types of communication materials.
- *Prioritizing service planning ideas and other transit projects*
- *Additional evaluation of bus service ideas and infrastructure project proposals*
- *Advocating at the State-level is an important role for the TAC*

After some discussion, AR proposed that the TAC plan for 2 to 3 subcommittees to discuss specific topics that can be made up by a subset of TAC membership. The TAC proposed topics for these subcommittees. These are subcommittees for

- Bus service planning
- Street and infrastructure projects
- Policy development and research

## Discuss: Bus Service Updates

AR presented implementation updates on the MBTA's Better Bus Project. This included an update on bus service changes that will be implemented on December 22<sup>nd</sup> -- the West Cambridge route changes – Routes 72, 74, 75, and 78, Route 64, and Route 70/70A.

In addition, AR presented an update on the Route 1 using Dunster Street which is expected to be implemented in March 2020.

AR also presented proposed bus stop changes at Cambridge Street and Windsor Street for Routes 85, CT2, and 69. The timeline for this proposed change would be in December.

In addition, AR presented currently available public materials for the Green Line Extension closure of Lechmere and the Green Line-replacement bus shuttle plan. The members of the TAC discussed:

- *Possibility of bus lanes on Craigie Bridge*
- *Possibility of police escorts for buses on the diversion*
- *Alternative routings from Lechmere to other rapid transit lines like Community College on the Orange Line or Kendall on the Red Line*
- *Extension of the Route 80, 87, and 88 to alternative stations*
- *Concerns about finding private carriers who could have enough staff for a 12-month long project*
- *Concerns about signal priority and dedicated lanes for buses with state-owned streets*

## Present: TAC Updates and announcements

AR presented some initial plans for the agenda for the December TAC meeting.

## Public comment

A member of the public who lives on North Mass. Ave. is interested in a conversation about transit priority for North Mass Ave. The member of the public shared that in neighboring municipalities have had a lot of advancement for bus priority but North Mass Ave in Cambridge appears to be missing out. In addition, unregulated or unrestricted parking appears to be easy to repurpose for transit priority.

## Version Information

Draft: 11/11/2019 AR

Approval: 12/4/2019 on unanimous voice vote