

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

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
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