

# City of Cambridge

## Transit Advisory Committee

### Abbreviated Meeting Notes

Wednesday, March 6, 2018

Ballroom, Citywide Senior Center, 806 Massachusetts Avenue

#### Attendance (15 people)

**Members (8)** John Attanucci (Chair); Devin Chausse; Charles Fineman; Robert Fitzgerald; Robert Ricchi; Saul Tannenbaum; Alexander Taylor; Melissa Zampitella

**City Staff (3)** Susanne Rasmussen and Andrew Reker (CDD); Adam Shulman (TPT)

**Others (4)** Andy Smith (MBTA); 3 members of the public

This meeting of the Cambridge Transit Advisory Committee (TAC) began at approximately 5:35 PM. Andrew Reker (AR) introduced changes to the meeting agenda and shared an update on a future call for applications for this committee. TAC members did self-introductions. As there were not enough members present to establish a quorum, meeting notes were not voted on in this meeting.

#### Public comment

No members of the public made a comment.

#### Discussion: MBTA RailVision

Scott Hamwey (SH) from MassDOT presented on the MBTA RailVision process including the project timeline, advisory committee process, elements covered in RailVision service alternatives, station typology development, service alternatives and next steps including alternative evaluations

TAC members asked several questions related to the following, a summary of SH's general responses are in the sub-bullets:

- Clarifying the type of service on Grand Junction in the alternatives

- RailVision is doing a type of sensitivity analysis with shuttle type service on and off in the different alternatives
- Concern that interim steps would not have service without electrification on the Grand Junction before 2040
  - The current aim of the analysis will not preclude interim steps to achieve the final vision that the project team develops
- Clarifying the results of the analysis of diesel and electric alternatives, would they have different results for ridership
  - The results would show differences in travel time and perhaps indicate
- Is there a capacity constraint on North Station tracks and platforms?
  - As the alternatives are developed, some alternatives may envision a route that requires a forced transfer at Sullivan, Alewife, or Porter Square to continue to downtown Boston.
- Including strategic regional land-use planning, e.g. densification and transit-oriented development
  - Regional dynamic land use modeling will be used to see potential shifts in development demand. It is difficult to use this tool to guide land use at a local level, but there will be an analysis that shows what some of the impacts may be.
- Clarifying next steps
  - Results of the current “Tier 2” analysis will inform the development of a final vision and interim steps to achieve this vision
- Coordinating the communication of different long-term visioning processes – Better Bus Project, Bus Network Redesign, RailVision
  - An acknowledged challenge with several planning efforts trying to reach riders and non-riders
  - The MBTA already has a good idea of what existing conditions are for riders on the bus and commuter rail network, the focus will be to understand conditions for non-riders

### Discussion: Better Bus Project proposals in Cambridge

The TAC continued to discuss the MBTA’s Better Bus Project Proposals for MBTA Routes 1, CT1, 64, 70/70A, and 72/75/74. The TAC registered concern about “stretching headways” on route 1, route 64, and route 72/75. The TAC also

remained concerned about proposals for Route 72/74/75 and a feeling that the difficulty is not worth the potential benefit for the proposal.

### Updates and Announcements

As part of the discussion on the MBTA's fiscal year 2019-2020 operating budget, the FMCB is expected to action on the fare proposal on 3/11.

### Public comment

James Williamson shared a list of concerns with the lack of progress on specific concerns that he has brought up in previous meetings.

Roy Palmeri commented on the MBTA's Better Bus Project proposal for the route 72. For Roy, the proposal could make bus service unintelligible for riders who board at Huron Avenue: depending on the time of day the stop location would change. Roy's continued, a truly better situation would be to have consistent stopping locations on a Route 75 with same levels of service all-day with the abandonment of a Route 72 rather than the current hybrid. Roy closed with some history of bus routes on Aberdeen and Huron Avenue including cutbacks in the early 1980s and route changes resulting from red line extension work in Harvard Square.

### Version Information

Draft: 3/27/2019 AR

Approval: 4/6/2019