

Transit Advisory Committee

February 2020

Abbreviated meeting summary

Attendance

Members	Present (11) John Attanucci, Kelly Brown, Devin Chausse, Matthew Coogan, Bill McAvinney, Sylvia Parsons, Robert Ricchi, Arthur Strang, Saul Tannenbaum, Alex Taylor, Melissa Zampitella
	Absent (6) Joseph Beggan, Jim Gascoigne, Jackie Jones, Kristiana Lachiusa, Margaret McKenna, Katherine Rafferty,
City staff (2)	Andrew Reker (CDD); Adam Shulman (TPT)
Others (3)	3 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 and affiliation. *Note:* the summary for this meeting is heavily abbreviated for this meeting.

Presentation: River Street Reconstruction

AR presented the latest updates on the River Street Reconstruction project as it relates to transit service. The main topics of this presentation included:

- Review of the design approach for the corridor from Memorial Drive to Auburn Street
 - Including bus lane, separated bike lanes, curbside access
- Review of bus terminal area and Carl Barron Plaza design
 - Current design requires changes to routing for MBTA routes 47 and 64 and some operational changes for routes 83 and 91
- Discussion on public outreach for routing changes for Route 47 and 64
- Discussion on changing traffic circulation on Green Street between Magazine and River Streets

The members of the TAC posed the following questions:

- Would it be possible to provide realtime signage? *City will look into this.*
- How to address concerns of conflicts between pedestrians and cyclists in a sidewalk-level separated cycling facility? *City is looking into standard designs that will keep conflicts to a minimum.*
- Would it be possible to consider through-running some routes so that layovers do not happen in Central Square? *The project team is to create a design that will accommodate what will happen*

today, potential increases in bus service in the future. As a result, we need to plan for some amount of layover.

- Were the 47 to change locations to Green Street, how would you deal with people who have options between Cambridge and LMA with MASCO shuttles? *We will have to take a further look.*
- Would people cycling be able to cycle in both directions, in one direction this would be contra-flow, on Magazine? *We'll take a further look.*

The members of the TAC expressed the following opinions:

- For the changes to traffic circulation, the biggest complaints may come from restricting the small section of Green Street to bus and bike only.
- In addition, turning Franklin Street to be two-way between Western Avenue and Magazine Street looks like it will eliminate parking.
- Reducing the conflicts for cyclists on River Street by creating a bus-and bike-only block appears to be significant benefit

Presentation: Local and regional updates

AR presented updates on local and regional projects. The first presentation was about the CharlieCard distribution initiative.

TAC members asked:

- Why it has taken so long, 7 months, for this to be taken up? *City staff responded that staff changes and outages.*

AR presented additional updates on the Inner Mount Auburn, Glacken Field, and Belmont Street projects. TAC members asked:

- On Mount Auburn Street between Dewolfe Street and Putnam Avenue, is there an ability to consider shared bus-bike lanes with flex posts as a test? *AR responded that given the cross-sections that the city is considering, the MBTA's impression is that flex posts are not desirable. In addition, the MBTA would request that flexposts be installed in a way that allows for buses to pull out of the shared bus-bike lane in the case that the lane becomes blocked.*

AR also verbally presented updates on realtime bus information signs. A member of the TAC asked that the funds for the participatory budgeting project to install realtime bus information signs be used swiftly.

AR also presented on the latest from the MBTA's small fleet expansion which may allow for additional peak-hour bus service. A member of the TAC suggested that half of these buses be used on "middle-level" frequency routes that have headways of 15-20 minutes.

Public comment

A member of the public requested additional time be allotted to public comment. They then continued by stating:

- Transportation planning is focused primarily on bicycling in Cambridge

- Bus service has been getting qualitatively worse, while the MBTA's Better Bus project did not result in better buses. For example, the MBTA will be eliminating bus stops that are well used on Route 1.

Meeting was adjourned at 7:30 PM

Version Information

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