



City of Cambridge

Committee Report #1a

IN CITY COUNCIL

October 16, 2000

COUNCILLOR DAVIS

ORDERED: That the Committee meet in three months and that the Traffic, Parking and Transportation bring a mockup of the information that will be on the bus stop sign and a route map to be posted in Central Square.

In City Council October 16, 2000.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in black ink that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk



City of Cambridge

Committee Report #1b

IN CITY COUNCIL

October 16, 2000

COUNCILLOR DAVIS

ORDERED: That the City Manager be and hereby is requested to notify the MBTA that buses are not always pulling up to the curb at bus stops even when there are no illegally parked cars blocking bus access to the curb, and this failure creates a hardship and safety hazard, especially for seniors.

In City Council October 16, 2000.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in black ink that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk



City of Cambridge

Committee Report #1c

IN CITY COUNCIL

October 16, 2000

COUNCILLOR DAVIS

ORDERED: That the City Manager be and hereby is requested to confer with the Police Commissioner and the Traffic Department to direct additional enforcement efforts toward the problem of parking in bus stops.

In City Council March 20, 2000.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk



City of Cambridge

Committee Report #1d

IN CITY COUNCIL

October 16, 2000

COUNCILLOR DAVIS

RESOLVED: That the City Council commend the MBTA for extension of the CT 2 route and for the informative route signs at the CT 1 and 2 bus stops.

In City Council October 16, 2000.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk

Councillor Born asked if there will be more meetings after this one. Representative Barrios said that this is the second in a series of three meetings pursuant to the memorandum of understanding.

Councillor Davis then invited Susan Clippinger to talk about the regional truck study work to date. She submitted a press release regarding the upcoming October 3 meeting, **Attachment A**, and a report on Cambridge's truck count results which was submitted to the Regional Truck Study Subcommittee (**Attachment B**), and summarized the information therein.

She summarized the following areas of concern:

- Rapid increase in truck trips before 7 a.m.;
- Cardinal Medeiros Way residents unhappy with truck volume;
- Cardinal Medeiros Way is the only major street in that area route without a truck ban;
- Cameron Avenue and Warren Street have over 5% trucks. Both are small residential streets. The high percentage is inconsistent with the role of these streets in the city's street system;
- Kirkland and Gore Streets have over 600 daily trucks. These volumes seem inconsistent with the role these streets play.

Councillor Davis questioned the solid yellow line on one of the maps. Ms. Clippinger explained that the solid yellow line represents the study's best estimates of the routes, estimated from the points of highest counts.

Councillor Toomey asked whether Warren Street is a state highway. Sue Clippinger answered in the negative.

Councillor Toomey asked if there had been an attempt to put a truck restriction on Warren Street. Ms. Clippinger said not to her knowledge. Councillor Toomey said much of the traffic comes from one rubbish company.

Councillor Toomey asked the reason for high traffic volume on Gore Street. Ms. Clippinger stated that the high volume is related to the Cardinal Medeiros Avenue volume. The trucks are coming from Somerville, onto Lambert Street, then to Cambridge Street or Cardinal Medeiros Avenue.

Councillor Born asked if this information has been presented to the committee and Ms. Clippinger said that it has been.

Councillor Born asked if other communities are presenting this kind of information. Ms. Clippinger said that Somerville is doing some studies now, but no other community has presented any data.

Councillor Born asked what is Cambridge's recourse if the City doesn't like the conclusions of the study. Ms. Clippinger said that the effort right now is to achieve regional strategies. If the City Council is uncomfortable with the outcome, there is still the zoning ordinance.

Councillor Davis asked if the Truck Committee reports were passed on to the Study Committee. Ms. Clippinger answered in the affirmative.

Councillor Davis noted that large numbers of elected officials from other communities are coming to these meetings and talking about all of the truck problems in their communities. It is not unlikely that Cambridge, as a community, will find some recommendations with which it is not satisfied.

Councillor Davis requested advice on where best to put lobbying efforts. Ms. Clippinger stated that it is useful to emphasize nighttime traffic and through truck traffic, especially at sensitive times.

Councillor Davis then invited public comment.

Robert Travers, 54 Fulkerson Street, discussed the heavy early morning traffic on Fulkerson Street. There is less police enforcement lately. Trucks came from Twin City Mall and Medford Street. He urged people to attend these CTPS study public hearings.

Anita Byers, Concord Avenue, asked several questions on the following subjects:

1. Publicity. Has there been postcard notification?
2. Origin and destination studies?
3. Comparison of high truck traffic versus land use.
4. Is there a citizen advisory committee?
5. Was a speed study done along with the truck count study?
6. Related policy issues, for instance prioritizing maintenance on streets where there is high truck volume.

Ms. Clippinger said that Cambridge has not done origin/destination studies. That information is difficult to collect locally. Cambridge is urging that a regional truck study collect this data. She stated that Cambridge has not done a formal study of truck use versus land use, but land use assumptions have been used, based on general knowledge of the city. The regional truck study will include some density analysis.

Sandra Dimaio, Fulkerson Street, stated that she is very discouraged about ever getting relief from the truck traffic. There are no businesses left on Fulkerson Street; there is no reason for trucks to be on Fulkerson Street, but there are still trucks there.

The truck route is Medford Street to Gore to Fulkerson Street. It has been the same problem for sixty years.

Stash Horowitz, 12 Florence Street, stated that the study done by Rizzo Associates is excellent. He recommends that Transportation, Traffic and Parking Department do further analysis and report on it at the October 3 hearing. Data should be made available to the public as soon as possible so that the public can make intelligent comments on October 3. He stated that he recommends having a number as to how many through trucks travel on Cambridge streets for October. The City has done a very good job collecting this information and is entitled to make logical assumptions based on the data. He expressed his concern about intentional delay by the Massachusetts Highway Division and urged sticking to the one-year moratorium.

John Gintell, 9 West Street, urged the City to make a major effort to do a good job to publicize the October 3, 2000 hearing.

Councillor Davis stated that she will be submitting orders relating to publicity and presentation of material at the October 3 hearing.

After a brief recess, Councillor Davis moved to the issue of signage at bus stops.

Ms. Clippinger reported that the Traffic Department has acquired a new machine for making signs. It takes some time for staff to learn the process. She expects that the improved bus signs with more information will be available in approximately a year.

Councillor Davis requested a report back to the committee on what the signs will look like in two months. Ms. Clippinger said that she believes this could be produced in four months.

Ms. Clippinger distributed a copy of the MBTA signs for the CT 1 stops (**Attachment C**). The CT 1 and CT 2 routes do have information signs.

Councillor Davis then invited public comment.

John Gintell, 9 West Street, stated that the City has a tremendous opportunity to impact traffic and transportation through use of these signs. He believes that many more people would take buses if there were more readily available information about their routes.

Hedwig Pocius, Mt. Auburn Street, spoke in support of good, informative signs, but noted that the problem of cars and delivery trucks parking in bus stops must be solved. It is especially difficult for seniors to board buses when the buses cannot pull over; and also, sometimes bus drivers can't see people waiting at the bus stop.

When stepping off buses that have not pulled over, passengers also face a danger from bicyclists.

Robert Travers, 54 Fulkerson Street, stated that it is very difficult to get to the bus stop when the bus stops halfway out into the streets. Buses often do this even when cars are not blocking the space.

Councillor Davis moved that the Committee meet in three months and that the Traffic, Parking and Transportation bring a mockup of the information that will be on the bus stop sign and a route map to be posted in Central Square.

The order passed without objection.

Councillor Davis next moved that the City Manager be requested to notify the MBTA that buses are not always pulling up to the curb at bus stops even when there are no illegally parked cars blocking bus access to the curb, and this failure creates a hardship and safety hazard, especially for seniors.

The motion passed without objection.

Councillor Davis then moved that the City Manager be requested to confer with the Police Commissioner and the Traffic Department to direct additional enforcement efforts toward the problem of parking in bus stops.

The motion passed without objection.

Councillor Davis then made the following resolution:

RESOLVED: That the City Council commend the MBTA for extension of the CT 2 route and for the informative route signs at the CT 1 and 2 bus stops.

The motion passed without objection.

Councillor Davis then moved the discussion to the issue of shuttles and requested an update from staff.

Katherine Preston, PTDM Officer, and Joe Barr, PTDM Planner, reported on the Phase I Transportation Service Study – in a progress report on the shuttle study submitted by Rizzo Associates. The study identified the major gaps in coverage of Cambridge by bus service. In many areas, Cambridge is well covered by buses but not well served. The most underserved areas are:

- Cambridgeport

- Inman Square/mid Cambridge
- East Cambridge
- West Cambridge

Ms. Preston noted that attendance was sparse at the public meetings arranged to receive citizen comment. The first meeting was not advertised enough in advance, but for the others there was sufficient notice. Rizzo Associates also did telephone surveys, and they did achieve a statistically significant sample.

She summarized some of the most significant findings from the study. In general, people rated transit service to the city neighborhoods as acceptable and not in urgent need of attention. Cambridgeport seemed to be the most interested in improved service. The most frequently cited locations for improved service were Central Square, Fresh Pond Mall and the Galleria area, followed by Harvard Square, Inman Square and Kendall Square. The study found an express need for human services transportation, especially for the elderly and youth.

Joe Barr then described the scope of work for the second phase of the study and submitted a written description for the record (**Attachment D**). The second phase will be a service analyses consisting of five tasks:

1. Analysis of potential service
2. Analysis of public/private partnerships
3. Regulatory and legal issues
4. What funding is available
5. Recommendations based on analysis

Councillor Davis pointed out that in Cambridgeport there are lots of buses going by but they are not going far enough, they are terminating close by.

Councillor Davis then invited comments from other staff present.

Richard Scali, Deputy Director the License Commission stated that the License Commission is about to embark upon a study of adequacy of taxi service in Cambridge. The Commission hopes it will be completed in the fall and will help determine whether more medallions are needed or whether a new kind of medallion for short trip service is needed. Mr. Scali then described the License Commission's function in regulating shuttles. Mr. Scali noted that the License Commission licenses fixed route jitneys, which is what shuttle buses are.

Councillor Davis asked whether the regulations could include a requirement that fixed route shuttles open their doors to the public. Joe Barr pointed out that the process includes approval by the City Council.

Councillor Davis then invited public comment.

John Gintell, 9 West Street, encouraged the City to have a shuttle as a pilot project and publicize it. He believes there is unmet needs and dissatisfaction with the present public transportation options.

Joe Barr stated that the City has applied for and received a grant for shuttle service between North Station and Central Square. Charles River Transportation Management Association (TMA) is a partner. They hope to have it on the road by next spring.

Councillor Davis observed that this grant-funded shuttle will constitute a pilot.


In response to questions from Councillor Davis, Mr. Barr said that the fiscal details of the route are still being worked out. There will be private/public involvement.

Councillor Davis suggested involving Star Market and ensuring that the shuttle serve residents' needs as well as business needs.

Councillor Davis moved that the Transportation, Traffic and Parking Committee meet again for report on Phase II of the shuttle study in two months and that in the interim coordinating staff meet with the School Department, and also ensure that shuttle planning take into account the need of the residents.

The motion passed without objection on a voice vote.

Councillor Davis thanked those present for their participation. The meeting was adjourned at seven o'clock forty-seven minutes p.m.

For the Committee,

Councillor Henrietta Davis, Chair

COUNCILLOR DAVIS

ORDERED: That the Transportation, Traffic and Parking Committee meet in three months to continue discussion of new signage for bus stops and that the Transportation, Traffic and Parking Department bring a mockup of the information that will be on the bus stop sign and of a route map to be posted in Central Square.

COUNCILLOR DAVIS

ORDERED: That the City Manager be and hereby is requested to notify the MBTA that buses are not always pulling up the curb at bus stops even when there are no illegally parked cars blocking bus access to the curb, and that this failure creates a hardship and safety hazard, especially for seniors.

COUNCILLOR DAVIS

ORDERED: That the City Manager be and hereby is requested to confer with the Police Commissioner and the Director of Transportation, Traffic and Parking to direct additional enforcement resources to illegal parking in bus stops.

COUNCILLOR DAVIS

ORDERED: That the City Council go on record commending the MBTA for the extension of the CT2 bus route and for the informative route signs at the CT 1 and 2 bus stops.

COUNCILLOR DAVIS

ORDERED: That the Transportation, Traffic and Parking Committee meet in two months for a report on Phase II of the shuttle study, and that in the interim coordinating staff meet with the School Department to ensure that school-based needs for kids' transportation is taken into account, and further, take the necessary steps to ensure that residents' needs are taken into account in shuttle planning.



Metropolitan Area Planning Council

60 Temple Place, Boston, Massachusetts 02111 617/451-2770 Fax 617/482-7185

Serving 101 cities and towns in metropolitan Boston

PRESS RELEASE

FOR IMMEDIATE RELEASE

September 13, 2000

Contact: Tracy A. Lawrence

(617) 451-2770 ext. 2056

(617) 966-7995

CAMBRIDGE TO HOST A PUBLIC MEETING ON BOSTON REGION TRUCKING ISSUES AND CONCERNS

Meeting Scheduled for 7PM, Tuesday, October 3 at Cambridge City Hall

The City of Cambridge will host a public meeting to solicit input regarding trucking issues in Boston, Cambridge, Somerville, and the surrounding communities. The meeting is scheduled for Tuesday, October 3, 2000 at 7:00 PM at Cambridge City Hall, 795 Massachusetts Avenue in the City Council Chamber. The meeting has been called at the request of a Regional Truck Advisory Group to provide concerned citizens with an opportunity to participate in a study of regional truck issues. Meeting participants will be introduced to preliminary regional truck routing alternatives and be offered the opportunity to provide additional issues for consideration.

The Regional Truck Advisory Group is facilitated by the Metropolitan Area Planning Council (MAPC) and consists of representatives from the Office of Attorney General Tom Reilly, Boston, Cambridge, Somerville, Belmont, Arlington, Watertown, Massachusetts Motor Transportation Association, Metropolitan District Commission, Massachusetts Turnpike Authority, and the Massachusetts Highway Department.

The Regional Truck Study, sponsored by the Massachusetts Highway Department, will be conducted by The Central Transportation Planning Staff (CTPS) at the direction of the Advisory Group and will examine policy changes and roadway improvements that could create a regional trucking network to address both trucking and community interests. The study goal is to identify opportunities that reflect the common interests of addressing truck impacts in residential neighborhoods while retaining the ability of trucks to deliver commodities critical to the regional economy.

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At the October 3 meeting, the Office of Attorney General Tom Reilly will provide an overview of the study's purpose and process. CTPS will then present the analysis of preliminary regional truck routing alternatives. The remainder of the meeting will be devoted to listening to public comments regarding the alternatives.

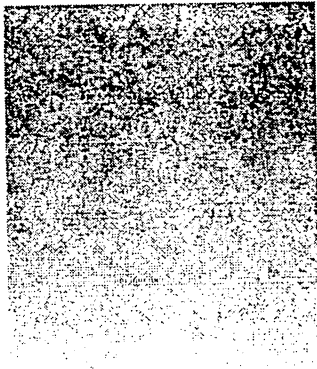
Anyone not able to attend can send comments and/or questions regarding the study and future meetings by contacting:

Study Contact


Barbara Lucas, MAPC
617-451-2770
blucas@mapc.org
Kenneth Miller, MassHighway
617-973-8064
kenneth.miller@state.ma.us

Local Contacts

Ned Codd, Boston	(617) 635-4606
Susan E. Clippinger, Cambridge	(617) 349-4743
William F. Lyons, Somerville	(617) 625-6600 x7900
Jeffrey Wheeler, Belmont	(617) 489-8221
Mark E. Boyle, Watertown	(617) 972-6417
Paul Coviello, Everett	(617) 394-2298
Alan McClennen, Arlington	(781) 316-3091



City of Cambridge Truck Count Program



Susan Clippinger

**Prepared for the Regional Truck Study
Technical Subcommittee meeting on July
20, 2000.**



Background

- 82 counts taken in May 1998 and 1999
- 7 day vehicle counts with classification of vehicles
- Hazardous material counts at 43 locations
- May 1998 - locations - cordon, west Cambridge, O'Brien/Gilmore
- May 1999- locations - Central Sq., Harvard Sq., Porter Sq., Mt Auburn cemetery area

General Findings

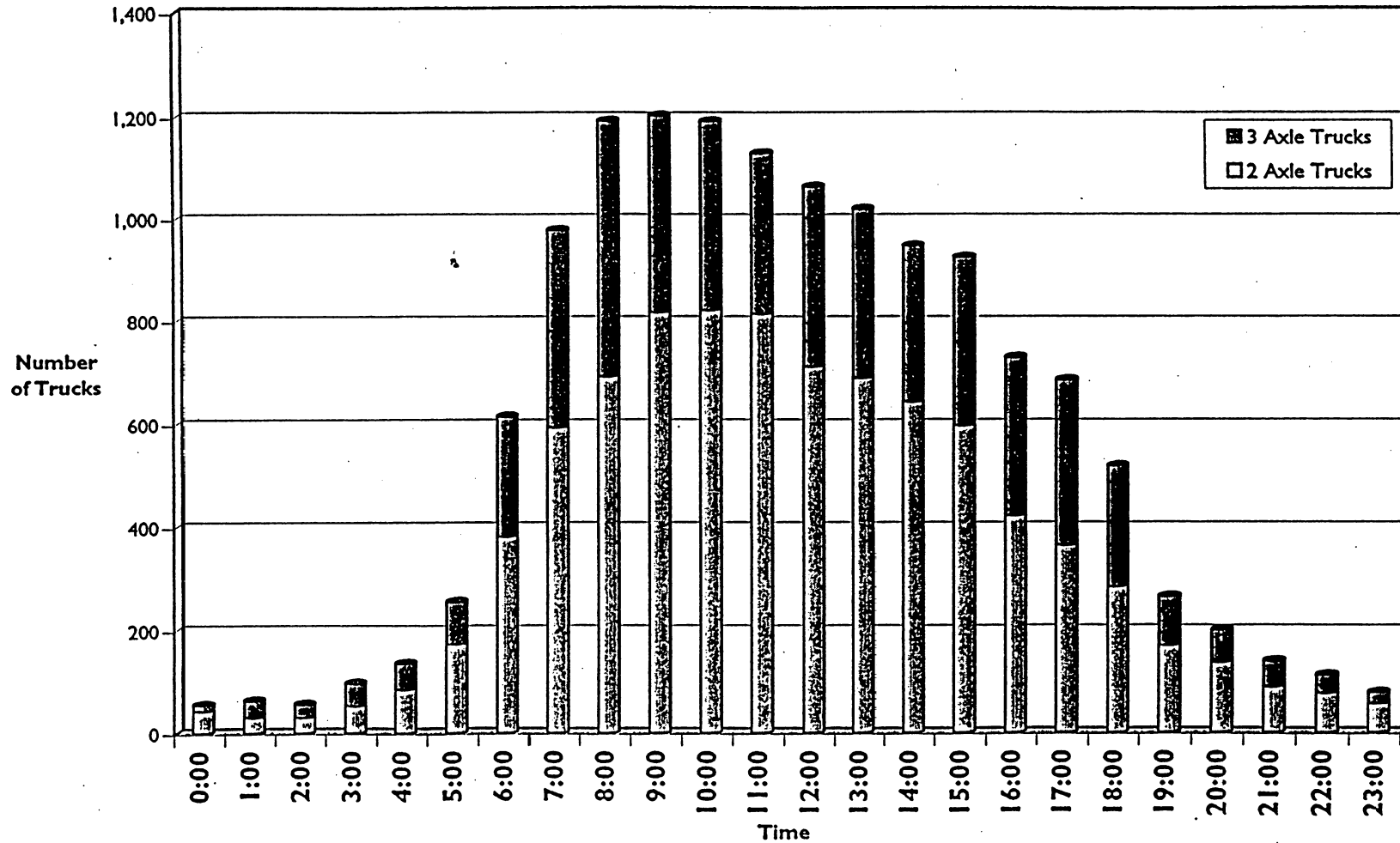
- **Truck volumes increase rapidly from 5 to 7 am**
- **Truck trips peak in the morning except in the Mt Auburn Cemetery area**
- **Night time trucks are a small percentage of total truck trips**
 - **7pm to 7am - 13% to 18% of daily trips**
 - **11pm to 6am - 5% to 10% of daily trips**

Truck volumes and peak

Truck volumes and peaks City of Cambridge						
Location	Total truck volume/day	Peak	7PM - 7AM	% of Total	11PM - 6AM	% of Total
Cordons (39 locations)	13,657	8-10 AM	1,809	13%	743	5%
Harvard Square	6,242	11:00 AM	1,045	16%	707	10%
Central Square	5,178	9:00 AM	919	18%	500	8%
Mt Auburn Cemetery area	2,190	2:00 PM	316	14%	226	9%
Porter Square	1,985	11-12 AM	284	14%	206	9%

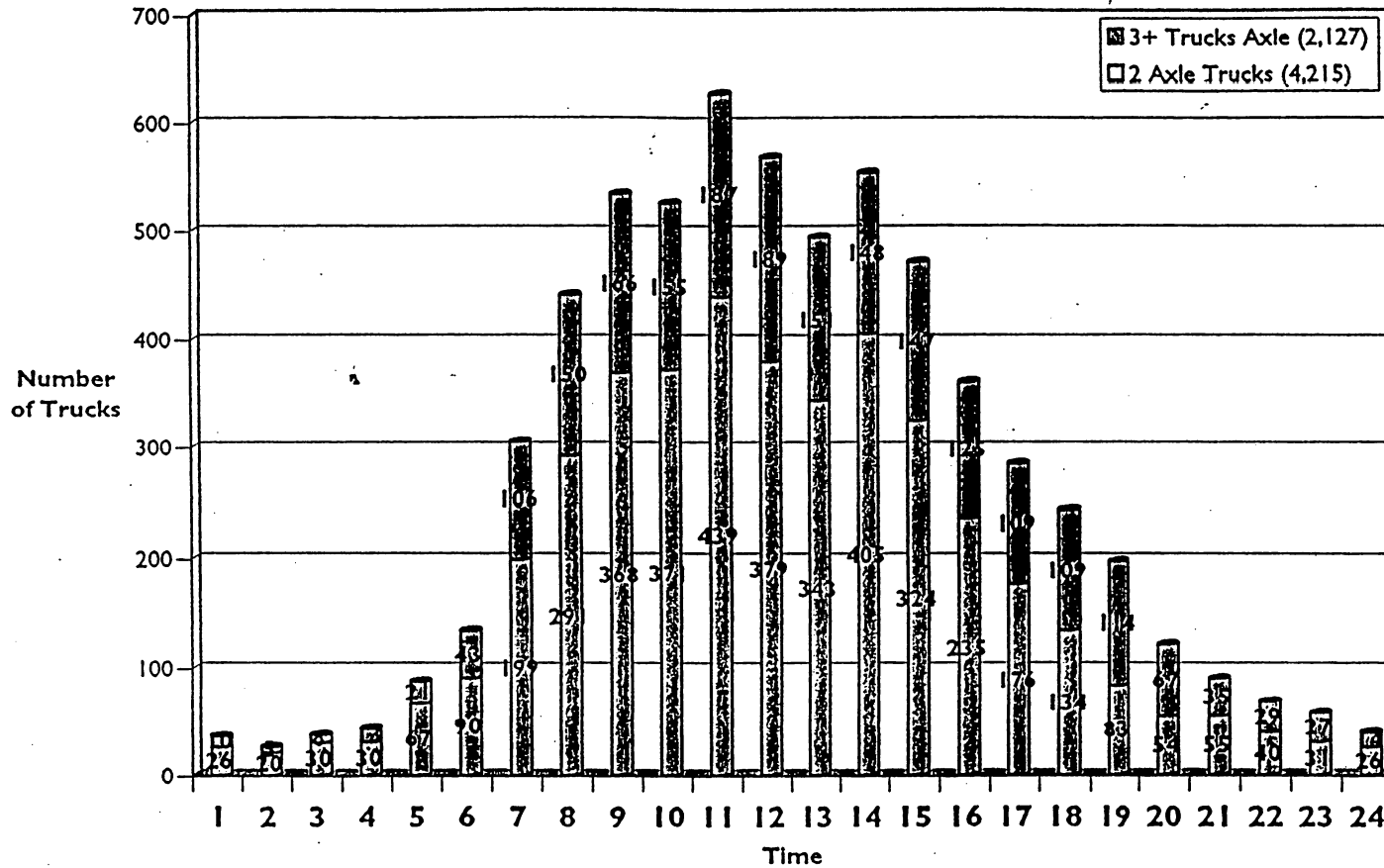
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**Total Daily Truck Volume for
39 Cordon Locations**



Total Truck Volume: 13,657 Trucks Per Day (tpd)
7pm to 7am - 13% of Total Truck Volume (1,809 tpd)
11pm to 6am - 5% of Total Truck Volume (743 tpd)
 Source: 1998 Citywide Traffic Count Program

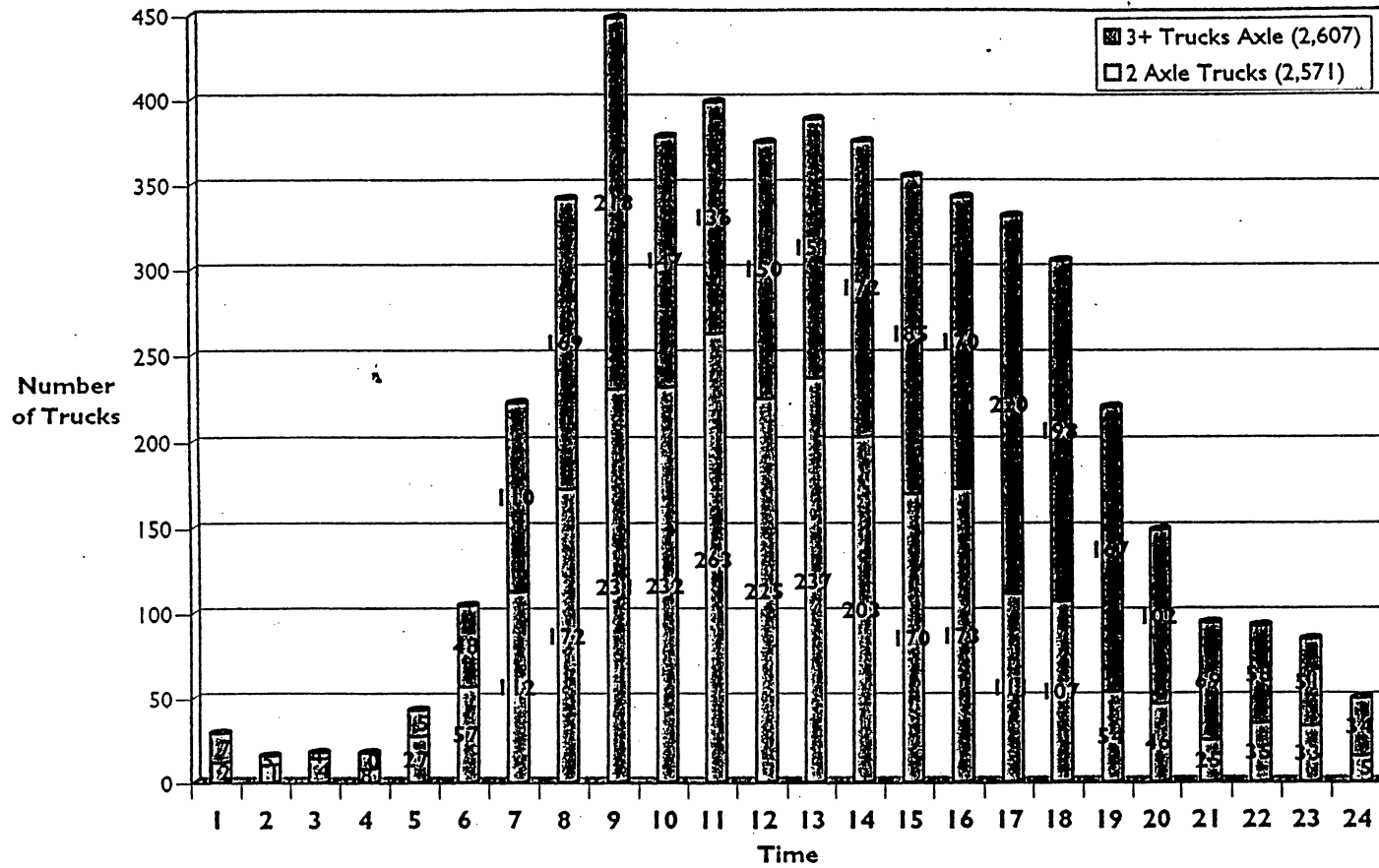
Harvard Square Area Total Daily Truck Traffic



Total Truck Volume: 6,242 Trucks Per Day (tpd)
7pm to 7am - 16% of Total Truck Volume (1,045 tpd)
11pm to 6am - 10% of Total Truck Volume (707 tpd)

Source: 1999 Traffic Count Data

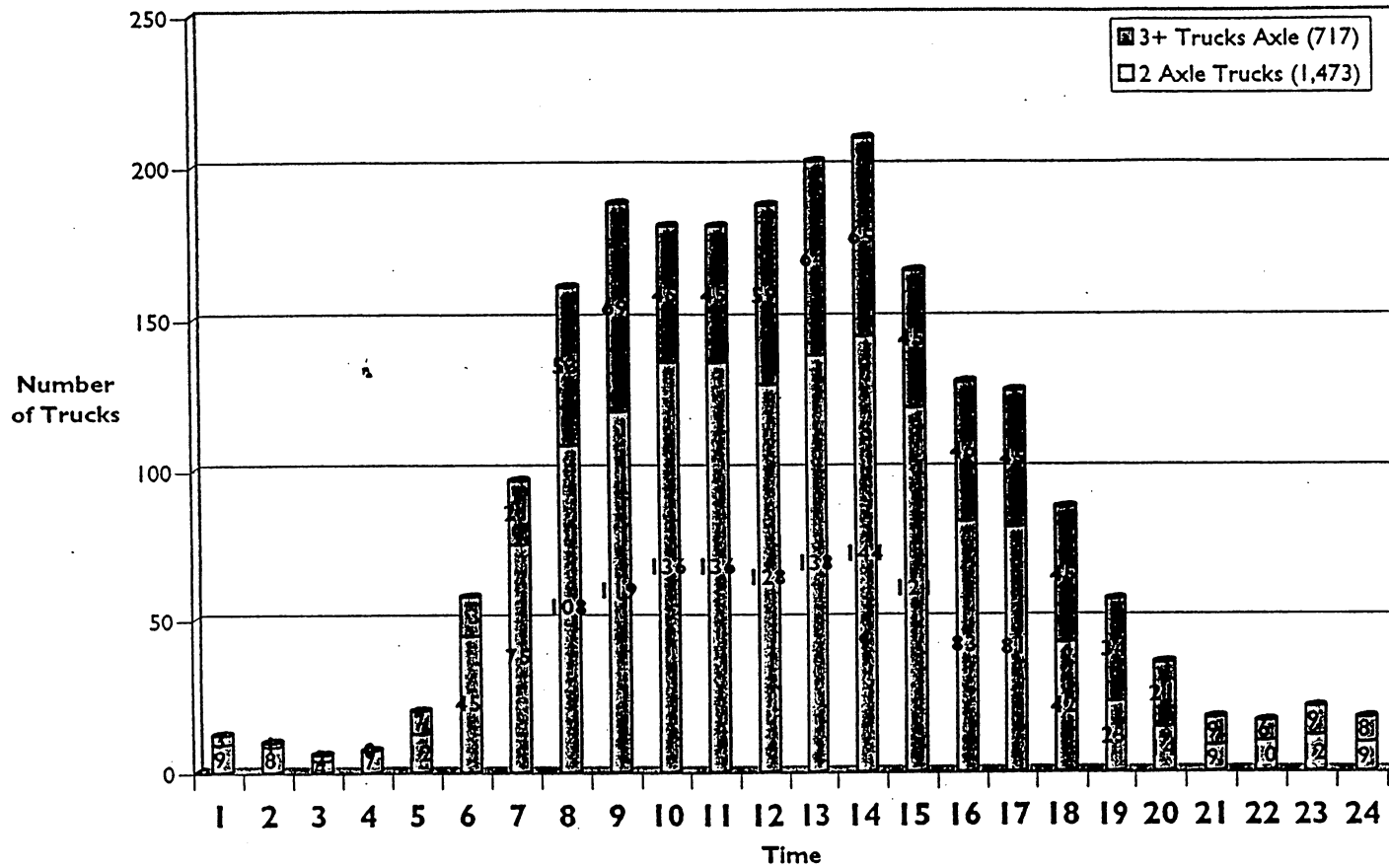
**Central Square Area
Total Daily Truck Traffic**



Total Truck Volume: 5,178 Trucks Per Day(tpd)
7pm to 7am - 18% of Total Truck Volume (919 tpd)
11pm to 6am - 8% of Total Truck Volume (500 tpd)
 Source: 1999 Traffic Count Data

B7

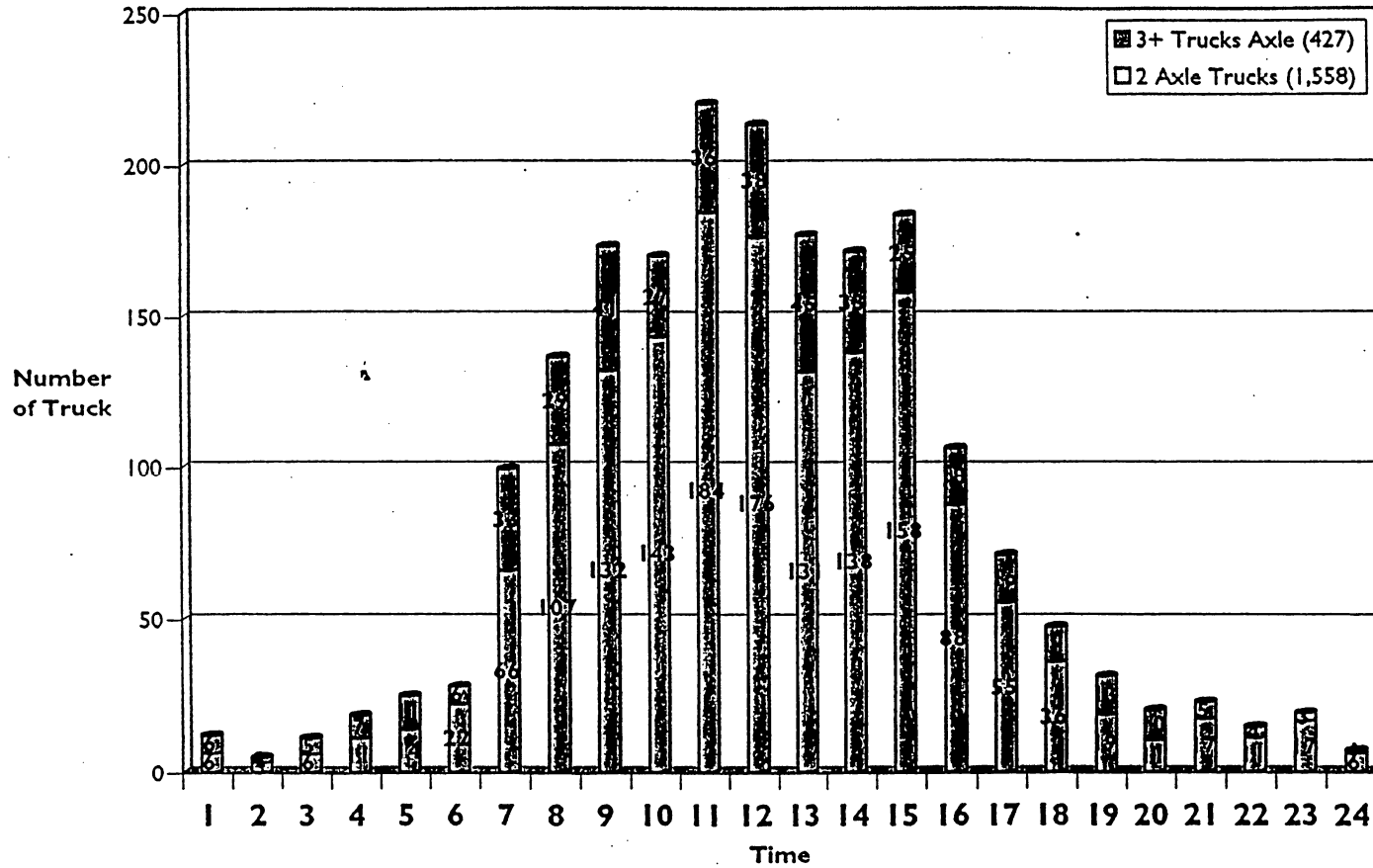
**Mt Auburn Cemetery Area
Total Daily Truck Traffic**



Total Truck Volume: 2,190 Trucks Per Day(tpd)
7pm to 7am - 14% of Total Truck Volume (316 tpd)
11pm to 6am - 9% of Total Truck Volume (226 tpd)
 Source: 1999 Traffic Count Data

B8

**Porter Square Area
Total Daily Truck Traffic**



Total Truck Volume: 1,985 Trucks Per Day(tpd)
7pm to 7am - 14% of Total Truck Volume (284 tpd)
11pm to 6am - 9% of Total Truck Volume (206 tpd)
 Source: 1999 Traffic Count Data

Cordon locations with >600 daily trucks

- Mass Ave west of Memorial Drive 1231
- Western and River combined north of Memorial Drive 970
- Cambridge east of First 878
- Concord Ave east of Sozio Rotary 777
- Main St west of Memorial Dr 750
- Mass Ave east of Alewife Brook Parkway 740
- Kirkland south of Beacon 718
- Gore at city line 643
- Binney west of Land Blvd 625

Count locations where trucks 5% or more of traffic continued

- **Central Square**

- Inman south of Bishop Allen - 428 - 7.7%
- Main east of Columbia - 649 - 7.6%
- Brookline north of Franklin - 383 - 6.7%
- Columbia south of Bishop Allen - 268 - 6%

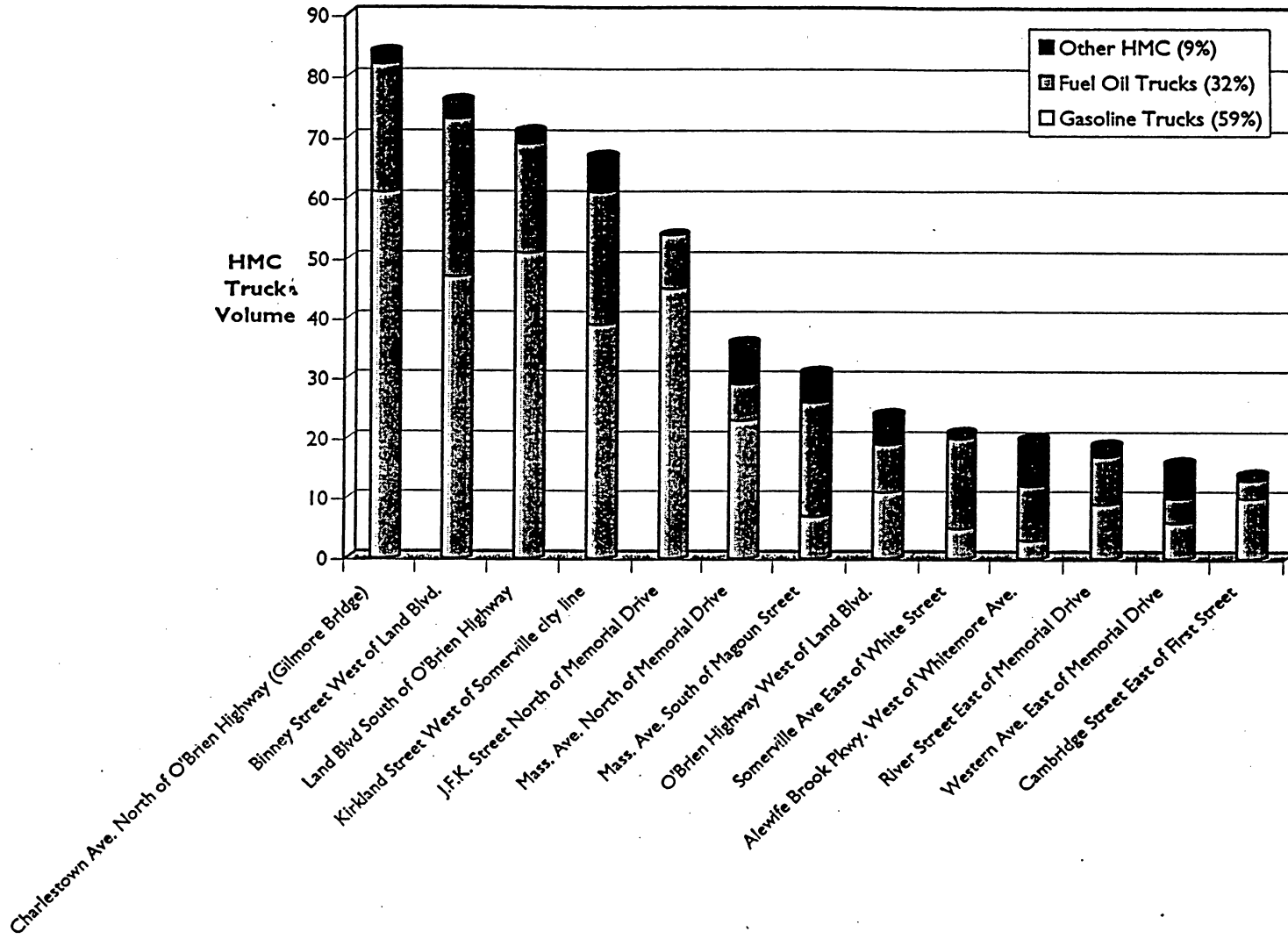
- **Harvard Square**

- Kirkland west of Summer - 649 - 5.8%
- Mass east of Bow - 617 - 5.4%
- Mt Auburn east of Dewolfe - 617 - 5.3%
- Garden east of Chauncy - 276 - 5.3%
- Concord east of Chauncy - 720 - 5.2%

Hazardous Materials Counts

- Counts were taken at 43 of the 82 locations.
- Counts were taken for 24 hours - 1 midweek day and 1 Saturday. Vehicle size and placard was recorded.
- The vast majority of the hazardous materials vehicles were fuel oil and gasoline carriers.
- The majority of gasoline carriers were tractor trailers. The majority of fuel oil carriers were single unit.
- Gasoline carrier trips peaked at 6am. Fuel oil carrier trips were generally spread throughout the day.
- The most heavily used corridors appeared to be:
 - JFK - Harvard Square - Kirkland
 - River/Western - Mass - Main - Binney - Land Boulevard

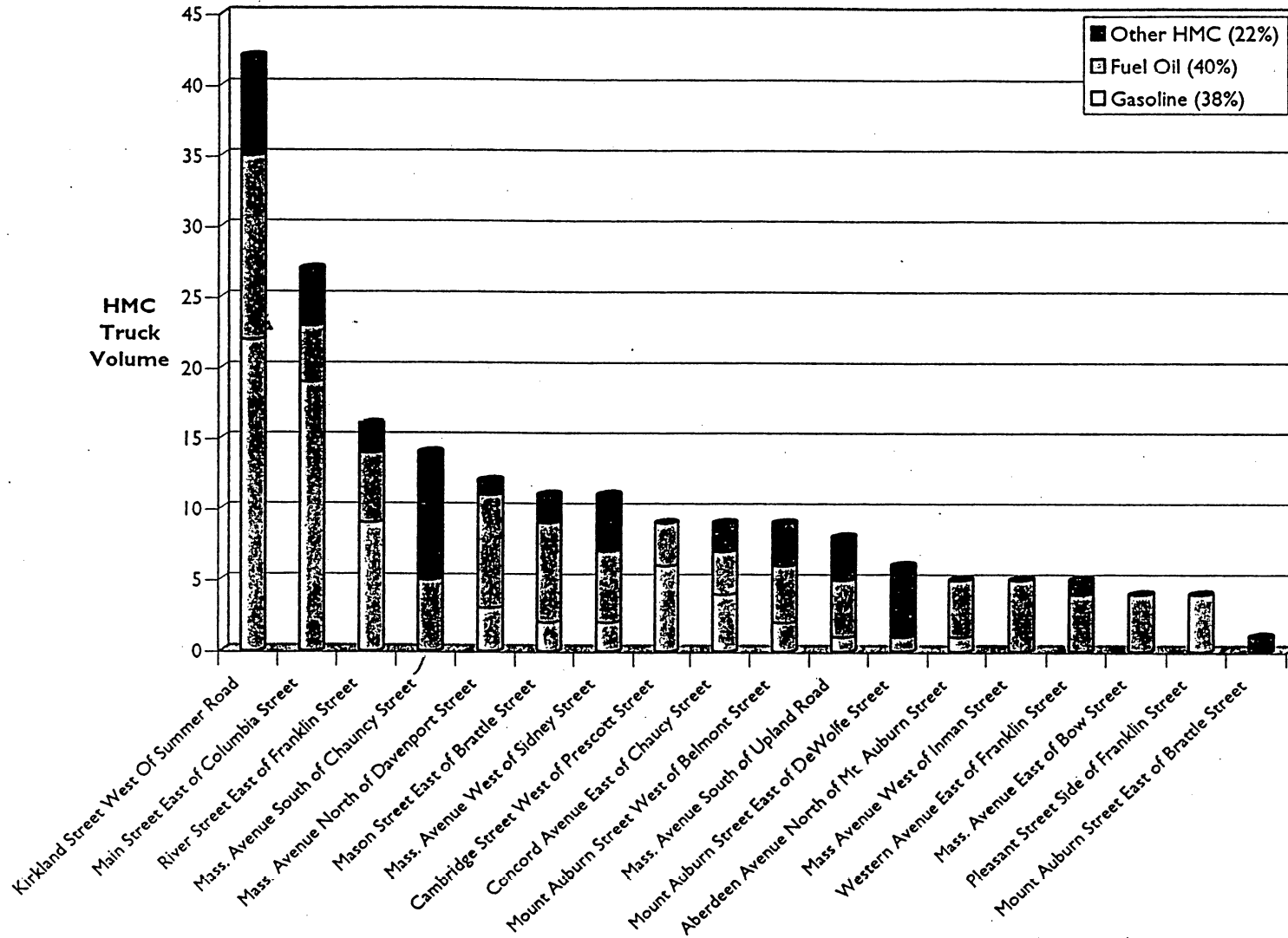
**Hazardous material carriers (HMC) Counts and Type
for Locations With >10 HMC Trucks Per Day**



Source: 1998 Citywide Traffic Count Program

B13

Hazardous Material Carriers (HMC) Counts and Type for Internal Count Locations



Hazmat Placards Observed During Study Period

Placard Text	Count		Placard Color	Count
8	1	NA	BLACK/WHITE	3
146	1	NA	BLUE	3
826	1	NA	GREEN	17
1073	2	Oxygen, refrigerated liquid (cryogenic liquid)	LIQUID NITRO	1
1075	6	Liquefied Petroleum Gas	ORANGE	3
1201	1	Fusel Oil	RED	830
1203	562	Gasoline	RED/GR/YELLOW	1
1219	1	Isopropyl Alcohol	RED/GREEN	6
1268	2	Petroleum Distillates	RED/WHITE	3
1270	1	Petroleum Oil	WHITE	5
1773	2	Iron Chloride	YELL/RED/GRN	1
1977	14	Liquid Nitrogen	YELLOW	10
1987	1	Alcohol	Unknown	1
1993	237	Fuel Oil / Diesel / Combustible Liquids	Total	884
1996	1	NA		
1997	1	NA		
3077	1	Hazardous Waste, solid		
3082	2	Other Regulated Substances		
CLASS 2	5			
CLASS 2 NONFLM	1			
CLASS 2 OXYG	3			
CLASS 2 POISON	1			
CLASS 3	3			
CLASS 4 DANGR	2			
CLASS 4 FLAME	2			
CLASS 8 CORR.	1			
FLAME	8			
FLAME/NONFLM	3			
FLAME/POISON	1			
FUEL/OIL	2			
FUEL/OIL 3	1			
GASOLINE	1			
LIQUID NITRO	2			
NON FLAME	3			
NONE	1			
NONFLAME	2			
O2	2			
O2/FLAME/NON	1			
Unknown	2			
Total	884			
Summary				
1203	562	Gasoline		
1993	237	Fuel Oil / Diesel / Combustible Liquids		
Other	85	Other HMC		
Total	884			

1998 counts

B15

HMC Count Summary for Internal Count Locations

Placard Text	Count	
2	5	NA
3	1	NA
8	1	NA
1073	1	Oxygen, refrigerated liquid (cryogenic liquid)
1075	3	Liquefied Petroleum Gas
1203	75	Gasoline
1219	3	Isopropyl Alcohol
1270	3	Petroleum Oil
1977	2	Liquid Nitrogen
1993	79	Fuel Oil / Diesel / Combustible Liquids
1996	1	NA
3187	1	NA
none	23	

198

1203	75	38%	Gasoline
1993	79	40%	Fuel Oil / Diesel / Combustible Liquids
Other/none	44	22%	Other HMC

198

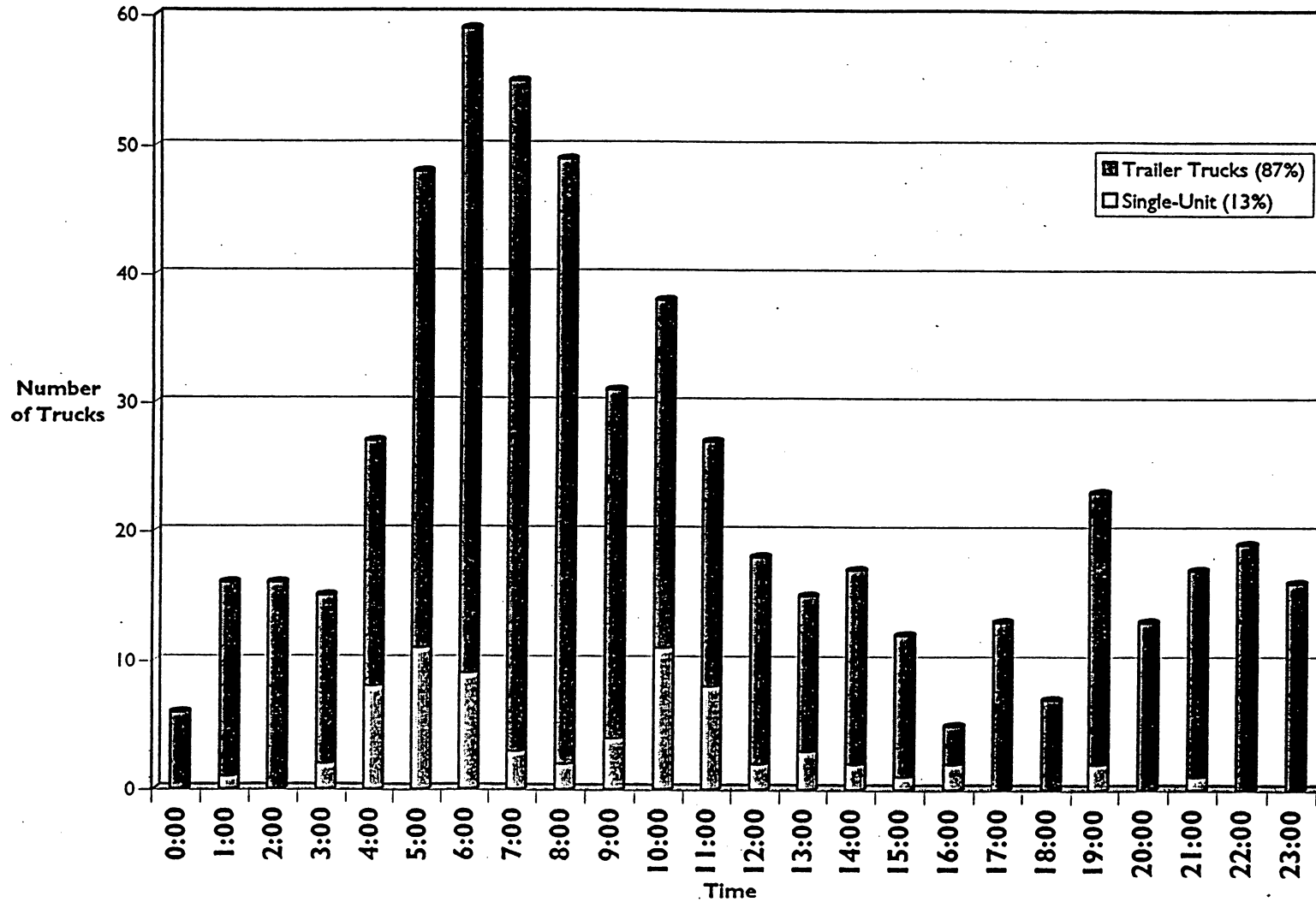
Placard Color	Count
BLACK	1
BLACK/WHITE	3
BLUE	1
GREEN	9
Red/Wh. Stripes	1
RED	172
RED/GREEN	8
YELLOW	3

198

1999 counts

B
16

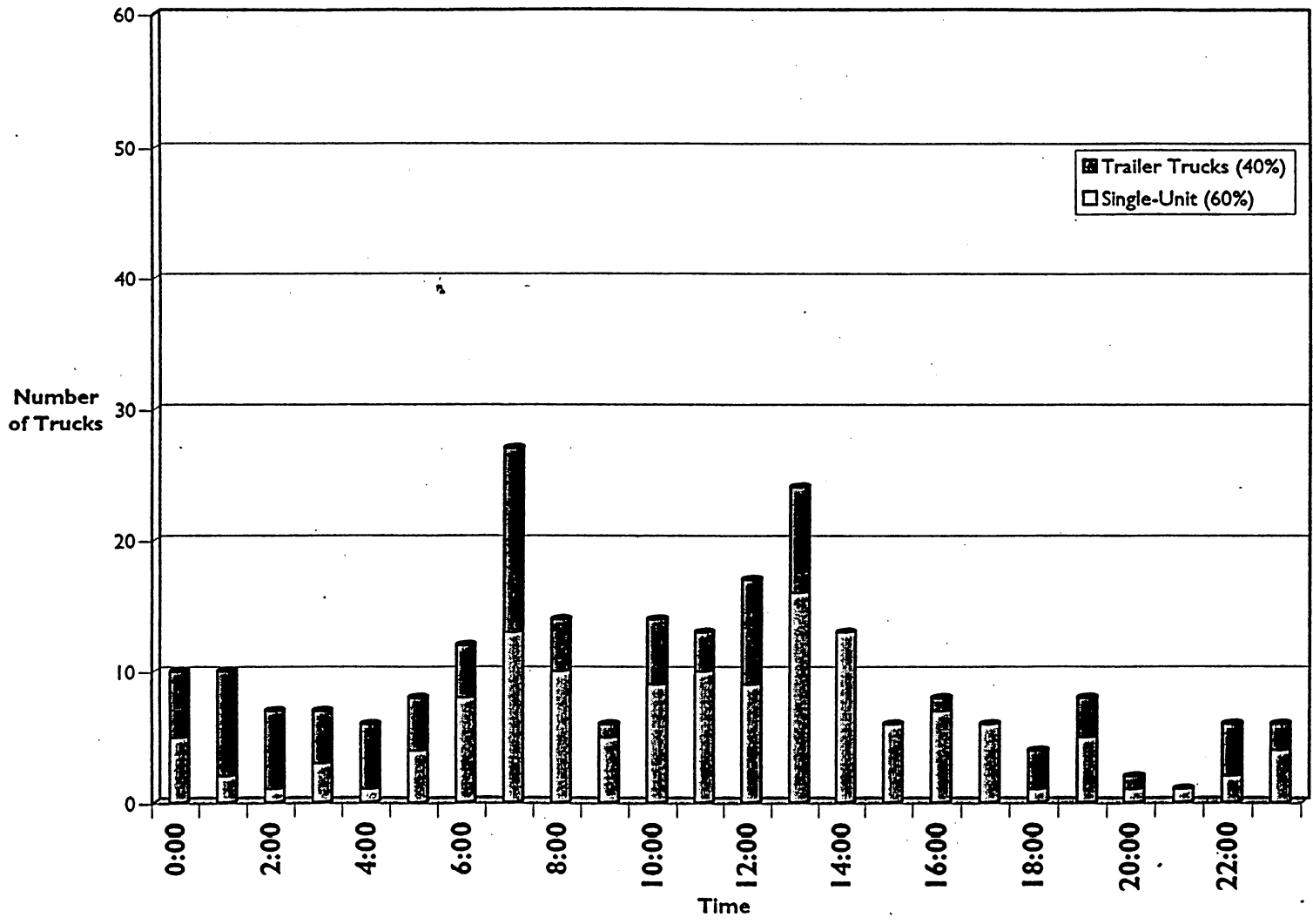
**Gasoline Carrier Daily Truck Volume
Total of 23 Locations**



Source: 1998 Citywide Traffic Count Program

B17

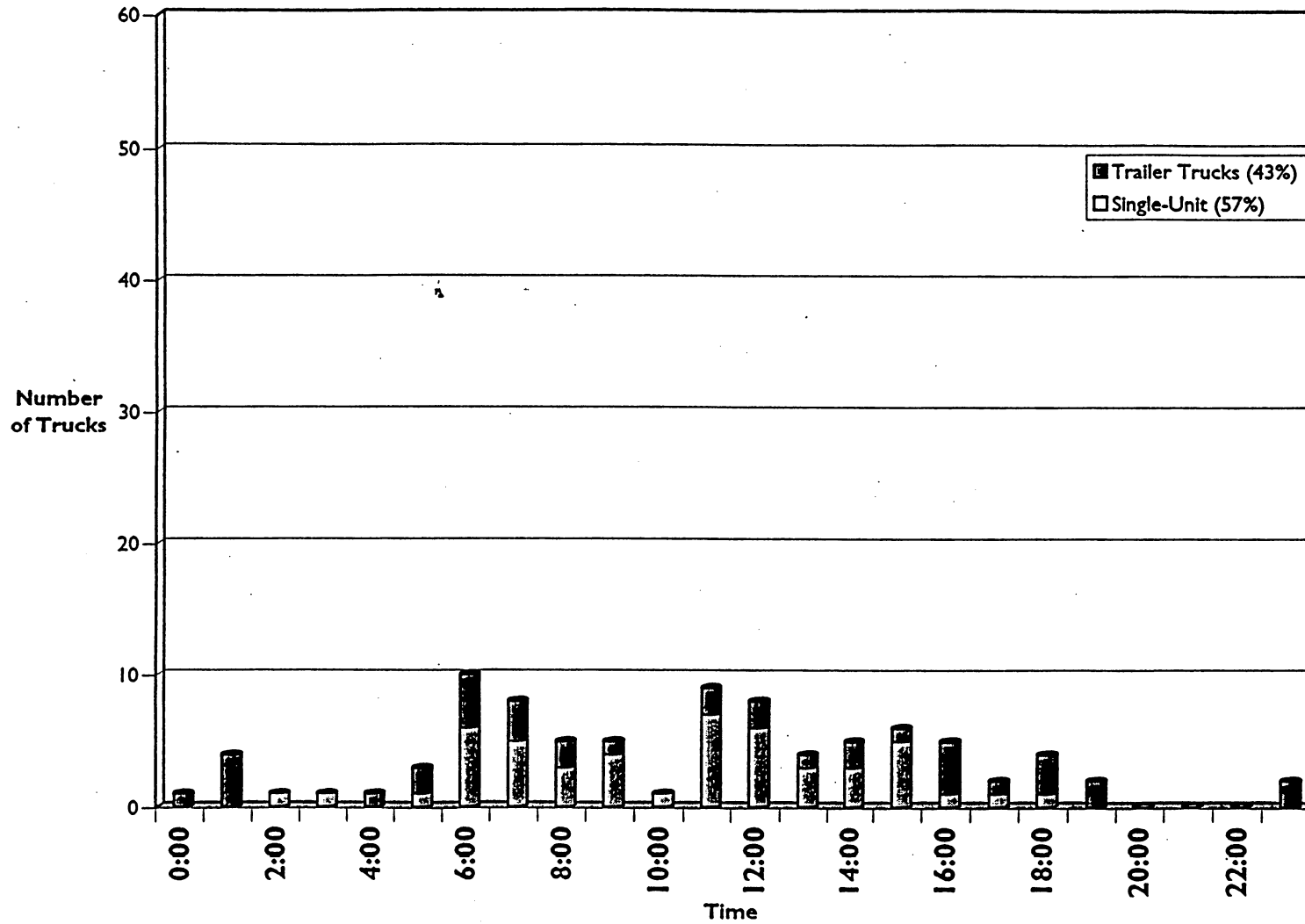
**Fuel Oil Carriers Daily Truck Volume
Total of 23 Locations**



Source: 1998 Citywide Traffic Count Program

B/S

**Other Hazardous Material Carriers Daily Truck Volume
Total of 23 Locations**



Source: 1998 Citywide Traffic Count Program

B
19

Areas of concern

- **The rapid increase in trips before 7am is a focus of concern for residents.**
- **Cardinal Mederios residents are very unhappy with the truck volumes on their street.**
- **Cameron and Warren have over 5% trucks. Cameron has a truck ban. Both are small residential streets. The high percentage of trucks is inconsistent with the role of these streets in the city's street system.**
- **Kirkland and Gore have over 600 daily trucks. Volumes seem inconsistent with the role these streets play in the city's street system.**

C

Route



CT1

Limited Stops Limited Stops

TO **Central Square,
Cambridge**

VIA: **Mass. Ave Station
Symphony Station
Hynes Convention Ctr./ICA Station
MIT
University Park**

Buses Stop Here

**Mon - Fri : 6:00AM - 6:30PM
(except holidays)**

Frequency

**Mon-Fri: Rush Hours 15 mins.
(except hol.) Midday 30 mins.**



INFO:

617-222-3200

617-222-5146 TTY

Or visit www.mbta.com

Travel times approximate, subject to traffic conditions.

Minutes
between
stops

Stops and Travel Times

2-3

**CENTRAL SQ. STATION
(Cambridge) (Red Line)**

1-3

University Park

4-6

MIT

2

**Hynes Convention Center/ICA
Station (Green Line B, C, D)**

2-3

Symphony Station (Green Line E)

3-6

**Mass. Ave Station
(Orange Line)**

1

Washington St & Mass. Ave

2-3

Harrison Ave & Mass. Ave

2

**East Newton St /
B. U. Medical Center**

**EAST CONCORD ST /
B. U. MEDICAL CENTER**

TOTAL TRAVEL TIME: 20-27 minutes

Cambridge Shuttle Study Phase II: Scope of Work

General Description: More detailed analysis to focus on the needs identified in Phase I that could justify City involvement, whether these involve improvements to existing service or new services. Analysis of other issues related to shuttles that have not been addressed previously.

Process: The service analysis will consist of five tasks:

- **Task 1 – Analysis of Potential Service:** More detailed analysis of the human services needs that were identified in Phase I, for both senior citizens and youth / recreation markets. This will include cataloguing existing services that are available, meeting with people who are knowledgeable in these areas (including those who plan and run these services and can provide feedback on users needs), to determine the need for expanded or new services, and making preliminary determinations about the demand for and cost of potential services.
- **Task 2 – Analysis of Public / Private Partnerships:** Catalog the options available for opening private shuttle services to the general public and analyze the positive and negative impacts. Issues include liability, service quality impacts, service design, and implementation mechanisms.
- **Task 3 – Regulatory and Legal Issues:** Provide answers to various legal and regulatory issues that have been raised in various discussions about shuttles. These include better defining the License Commission's regulatory authority, looking at other options for regulation and/or registration of shuttles, and clarifying the laws limiting competition with the MBTA.
- **Task 4 – Funding:** Identification and evaluation of funding options available for any financial contributions that need to be made by the City towards additional service. Options include federal Congestion Management and Air Quality funding, operating funding from the state, and direct funding from municipal revenues.
- **Task 5 – Recommendations:** Based on the first four tasks, this task will produce recommendations related to new and/or expanded services (if any) in which the City could become directly involved. It will also include other recommendations for making transit and shuttle service more attractive and available to the general public. These recommendations will then be used as a basis for future actions to enhance shuttle and transit service in Cambridge.

City of Cambridge

**TRANSPORTATION, TRAFFIC AND PARKING
COMMITTEE MEMBERS**

*Councillor Henrietta Davis, Chair
Councillor Jim Braude
Councillor Timothy J. Toomey, Jr.*

In City Council October 16, 2000

The Transportation, Traffic and Parking Committee held a public hearing on Wednesday, September 13, 2000, beginning at five o'clock and forty minutes p.m. in the Sullivan Chamber for the purpose of continuing discussion on the regional truck study, a shuttle update and the progress of signage of bus stops.

Present at the hearing were Councillor Henrietta Davis, Chair of the Committee, Councillor Kathleen L. Born, Councillor Jim Braude, Councillor Timothy J. Toomey, Jr., and City Clerk D. Margaret Drury. Also present were Susan Clippinger, Director of the Transportation, Traffic and Parking Department, Jason Schreiber, Transportation, Traffic and Parking Department, Cara Seiderman, Katherine Preston and Joe Barr, Transportation Division, Community Development Department, and Richard Scali, Deputy Director of the License Commission.

Councillor Davis convened the hearing and explained the purpose. She began the meeting the meeting with the issue of the regional truck study and introduced State Representative Jarrett Barrios, 28th Middlesex District, to talk about the truck study.

Representative Barrios described the efforts which led to funding in the State Transportation Bond Bill to fund a regional truck study to be done by the Central Transportation Planning Staff (CTPS) at the direction of the Regional Truck Advisory Group. The Advisory Group is made up of officials from Somerville, Everett, Boston, Arlington, Watertown and Boston, the Attorney General's Office, the Massachusetts Motor Transportation Association, Metropolitan District Commission and the Massachusetts Highway Department. The CTPS is holding three public hearings. The first was in Somerville and Everett.

Representative Barrios emphasized the important of public participation in these hearings. The first one was held in Somerville and there was good participation from Somerville. The second meeting will take place at Cambridge City Hall on October 3, 7:00 to 9:00 p.m. He requested that this committee publicize this meeting and he stressed its importance. Maximum representation by Cambridge citizens and public officials is essential.

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Committee Report # 1

A report from Councillor Davis,
Chair of the Transportation,
Traffic and Parking Committee for
a meeting held on September 13, 2000
to continue the discussion on the
regional truck study, a shuttle
update and the progress of signage
of bus stops.

In City Council October 16, 2000

Report Accepted.

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ORDERS ADOPTED