

**MUNICIPAL REPORT
ON SPENDING AND/OR PROPOSED
SPENDING OF FUNDS RECEIVED FROM THE
COMMONWEALTH TRANSPORTATION INFRASTRUCTURE
ENHANCEMENT TRUST FUND**

This Report must be completed and signed by a designated and duly authorized municipal official and returned by electronic mail to the Director of the Transportation Network Company Division, Katherine P. Lubitz, at DPUTNCReports@massmail.state.ma.us on or before **December 31, 2018**, in accordance with St. 2016, c. 187, § 8(d).

The distributed funds are special revenue. The funds must be used "to address the impact of transportation network services on municipal roads, bridges and other transportation infrastructure or any other public purpose substantially related to the operation of transportation network services in the city or town including, but not limited to, the complete streets program established in [G.L. c. 90I, § 1] and other programs that support alternative modes of transportation." St. 2016, c. 187, § 8(c)(i).

Please note that additional documents detailing spending and/or proposed spending may be attached to this Report.

Name of City/Town: Cambridge, Massachusetts

Name and Title of Individual making this Report: Joseph Barr, Director of Traffic, Parking, and Transportation

Total Amount Received: \$678,236.60

Please fill in the table below stating how the distributed funds have been or will be used. The total of amount(s) listed in the far left column below must match the Total Amount Received.

| AMOUNT (\$) | DESCRIPTION OF USE AND/OR PROPOSED USE OF FUNDS |
|--------------|--|
| \$678,236.60 | Inman Square Intersection Improvements Project (see attached memo) |
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I, Joseph E. Barr, hereby certify that the information contained in the above and attached (if applicable) is true and accurate.


Signed: _____

Name: Joseph E. Barr

Title: Director of Traffic, Parking, and Transportation

MEMORANDUM

To: Katherine Lubitz, Department of Public Utilities

From: Louis A. DePasquale, City Manager 
Joseph E. Barr, Director of Traffic, Parking, + Transportation

Date: December 26, 2018

Re: Use of 2017 Funds from the Transportation Network Companies Per-Ride Assessment

For the period from January 1, 2017 to December 31, 2017, 6,782,366 Transportation Network Company (TNC) rides were recorded as originating within the municipal boundaries of the City of Cambridge. Pursuant to Chapter 187, Section 8 of the Acts of 2016, this led to a disbursement to the City in the amount of \$678,236.60 (10¢/ride) from the Commonwealth Transportation Infrastructure Enhancement Trust Fund. This payment was received in June of 2018 and was deposited into the City's Parking Fund to ensure that the use of the funds was properly tracked along with other transportation-related revenue.

Based on the requirements of Chapter 187, City staff discussed options for expending these funds, and determined that we would use the entire amount to fund a portion of the costs of the Inman Square Intersection Improvements Project, an approximately \$7 million safety and mobility improvement that the City has planned and designed over the last three years. This project is consistent with the City's Vision Zero and Complete Streets policies, both of which were unanimously adopted by the Cambridge City Council on March 21, 2016.

More information about this project is provided below and additional details are available online, but there are two key reasons why this is a highly appropriate use of these funds:

1. The impact of TNCs on Inman Square is significant:
 - a. Although the data on TNC ride origins does not allow us to precisely pinpoint the location where these rides are starting, we know from observations that many TNC rides are associated with restaurant, retail, and entertainment trips. Inman Square is a vibrant restaurant and retail district that is therefore likely to attract a high number of TNC trips.
 - b. Based on local and national evidence, TNC trips are often replacing trips by public transit, particularly in areas without high-frequency transit options. Although it is served by multiple bus routes, Inman Square is the only major square in Cambridge that is not served by rail-based public transit, and it is therefore more likely that people traveling to Inman Square will use a TNC.
2. The Inman Square Intersection Improvements Project will directly address the impacts of TNCs on safety and mobility:
 - a. One of the key improvements to Inman Square will be the creation of sidewalk-level separated bike lanes on both Cambridge Street and Hampshire Street, the two main streets that cross the intersection. This will physically prevent vehicles from stopping in these bicycle lanes, which is one of the main safety complaints that we receive from cyclists (about all vehicles, but particularly about TNC vehicles). These new "cycle tracks"

will directly address this issue and lead to significant safety improvements in Inman Square.

- b. The Inman Square project will involve the creation of a segment of a bus lane/queue jump on Cambridge Street approaching the square, to provide a time advantage for buses and bus riders. This improvement will help to address the impacts of TNCs on public transit ridership, and further encourage travelers to Inman Square to use the bus.
- c. The City has recently been working with the TNC companies to create pick-up and drop-off locations that are designated for use by For Hire Vehicles. As part of the final design of Inman Square, we expect to create similar areas that will directly serve TNC users and drivers.
- d. Local and national evidence also makes it clear that TNCs are leading to increases in vehicle miles traveled and congestion, which is particularly a problem in busy urban areas. By simplifying intersection traffic operations and improving level of service, the Inman Square project will also help to address some of the congestion impacts of TNCs.

On October 15, 2018, the Cambridge City Council appropriated \$5 million from the City's Parking Fund to provide the majority of the construction funding needed for the Inman Square Intersection Improvements project. The full 2017 allocation of \$678,236.60 from the Commonwealth Transportation Infrastructure Enhancement Trust was included in this appropriation and will all be used to fund the construction of the improvements in Inman Square. Because of the complexity of the project, it is not possible to precisely identify the exact construction items that will be paid for using these funds. However, given the significant costs associated with construction of the separated bicycle lanes, it is clear that the costs associated with the improvements that address the impacts of TNCs will be significantly higher than \$678,236.60, and that the funds are therefore being spent in accordance with the requirements of state law. Construction on the Inman Square project is expected to begin in the spring of 2019, at which point the City will begin to spend down the overall construction appropriation, resulting in the expenditure of the funds provided by the Commonwealth Transportation Infrastructure Enhancement Trust.

About the Inman Square Intersection Improvements Project

Inman Square is a vibrant commercial and residential area, and is traversed daily by high volumes of drivers, pedestrians, bicyclists and transit riders. It is a complex and unusually large intersection, however, with a confusing layout and a large number of individual roadway approaches. This causes safety and operational challenges for all users, including multiple points of conflict between the different modes, and often lengthy delays for all users. The intersection is a documented crash "hot spot," with a crash average exceeding the average rate for signalized intersections in Massachusetts.

In 2015, the City began a process of studying the intersection in order to develop short- and long-term improvements. Findings were presented to the community in mid-2016, and short-term improvements including restrictions on left-turns and bicycle intersection markings were implemented in summer and fall 2016. These short-term improvements did not involve significant construction and are considered an interim measure until a more permanent solution can be implemented.

The process of designing permanent improvements to Inman Square began in late 2016, and has continued throughout 2018. A number of different design options were developed and analyzed, and four widely attended public meetings have been held as of the end of January 2018. Based on these meetings and other community input, the City is moving forward with a recommended concept which best addresses the safety and operational issues of Inman Square, and meets other project goals including improving transit operations and experience, maximizing the quality and experience of pedestrian plaza space, and providing necessary parking and loading functions. The most recent public meeting for the project was held on October 24, 2018, to discuss the design of the new plaza that is being built at the center of Inman Square.

More information about the Inman Square Intersection Improvements Project is available on the City's web site: <https://www.cambridgema.gov/theworks/cityprojects/2016/inmansquare>.