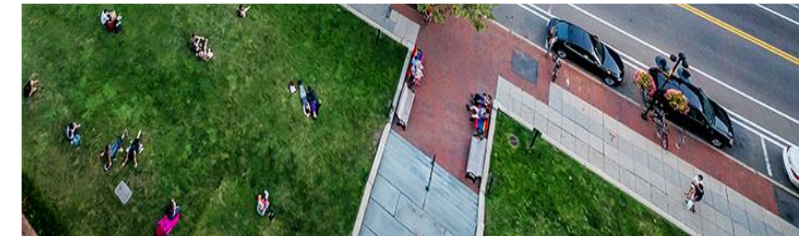

City of Cambridge
Community Development Department

Transit Advisory Committee

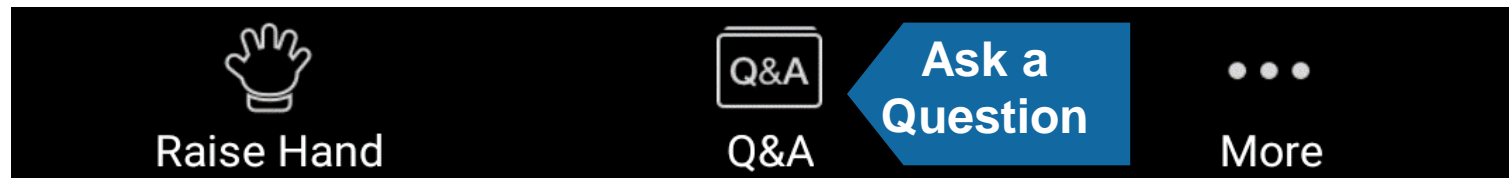
September 2021



Meeting Instructions

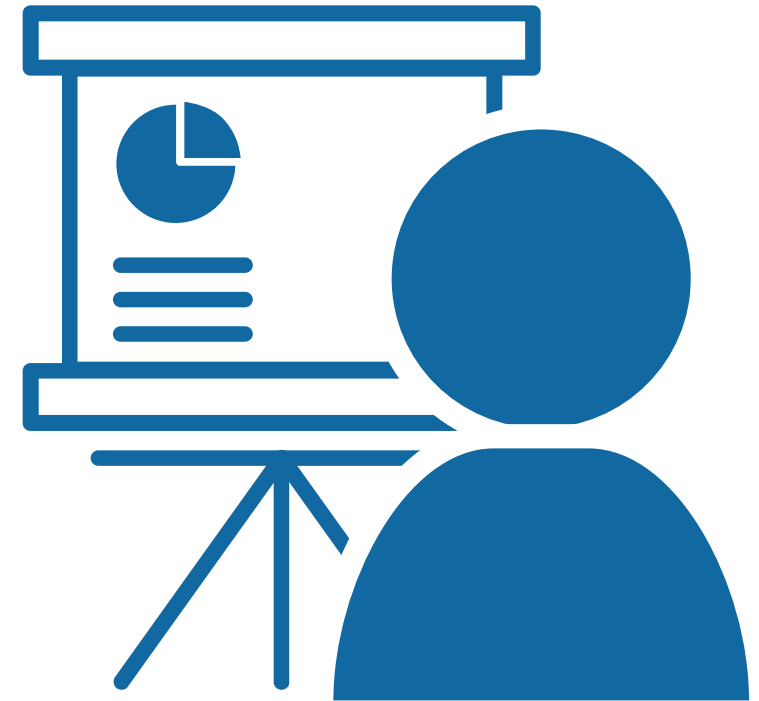
- **Prioritize** TAC member discussion; members of the public can participate during defined comment periods
- **Questions** can be submitted using the Q&A button at any time
- **Public comment** period will use the “**raise hand**” feature, more instruction at the public comment period
- **Tech support** Andrew Reker | areker@cambridgema.gov | 617-349-6959

Bottom Panel
of Zoom
Screen



Meeting agenda

1. Welcome & Introductions
2. Presentation: South Massachusetts Avenue Bus Priority Project
3. Public comment
4. Discussion: City & TAC updates
5. Public comment



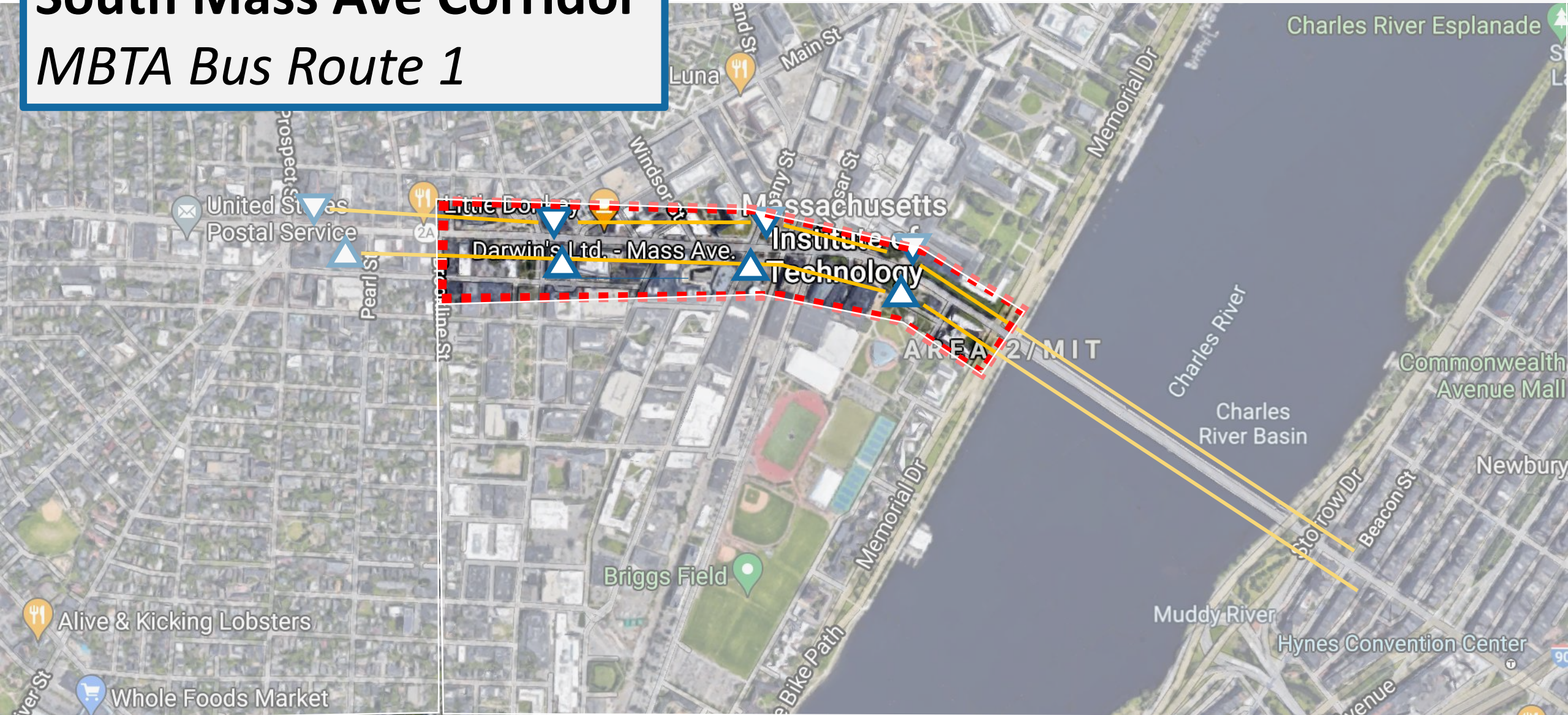


Presentation: South Massachusetts Avenue Bus Priority Project

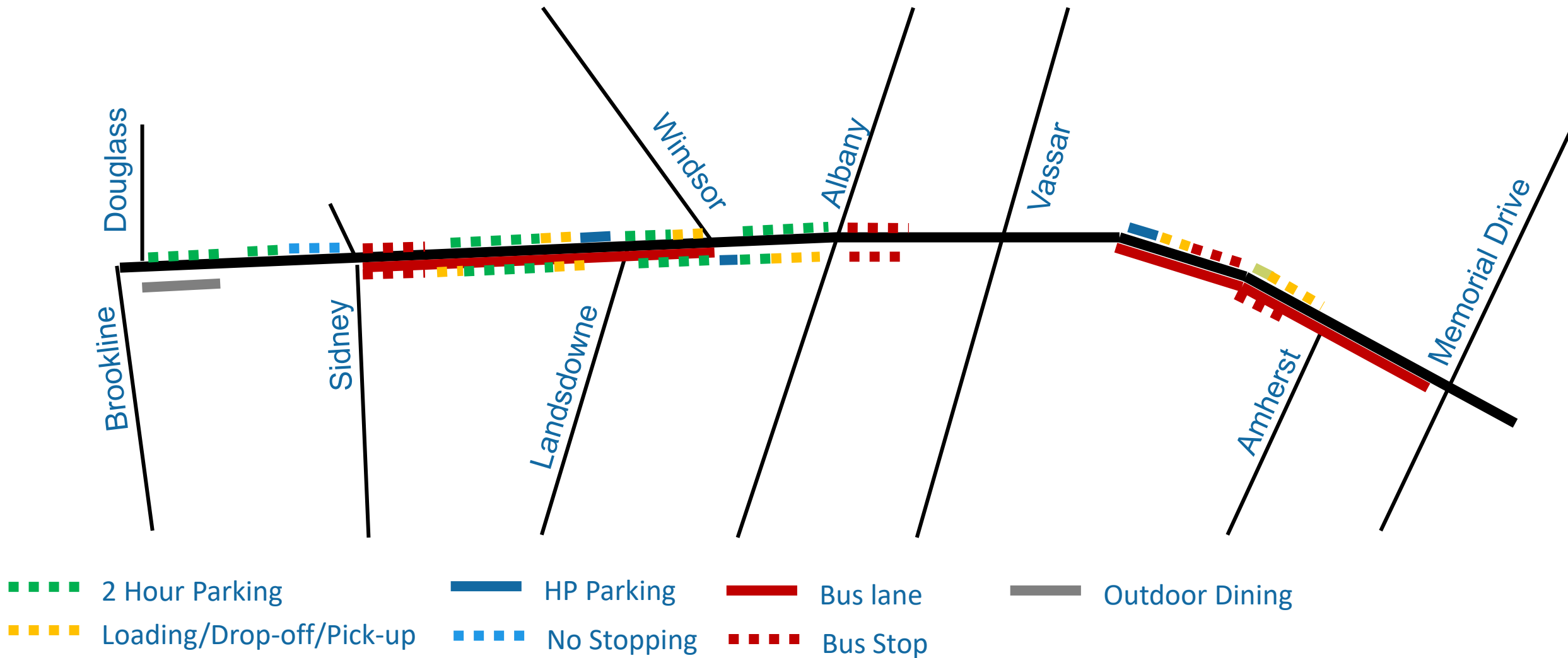
Andy Reker, City of Cambridge

South Mass Ave Corridor

MBTA Bus Route 1



Today's bus lanes and curb uses





South Massachusetts Avenue Corridor Safety Improvements completed in 2018

- Corridor extent: Sidney Street to Memorial Drive
- Important changes to street for traffic safety
 - Separated bike lanes in both directions with dedicated bike signals
 - Relocated loading zones, drop-off/pick-up zones, and parking
 - Sections of bus lane in the Boston-bound direction
- Street changes for safety were well received
 - Increase in counts of people bicycling
 - New pedestrian crossing at Windsor Street



Buses did not benefit as much as expected from SMACSI project

- Travel times became longer for buses both within the project area and just outside
 - Comparing before and after implementing the SMACSI project
 - Continued to see longer bus travel times in 2019



Some issues identified with MBTA, MAPC, Consultants

- Discontinuous bus lane results in complicated merge for southbound buses
- Traffic queues and intersections remained challenging for all
 - Boston-bound – challenging operations at Vassar and Albany, then quickly at Windsor, then Lansdowne/Front
 - Cambridge-bound – challenging operations at Vassar, then crosswalk and Amherst Street, then at Memorial Drive
- Parking/curb access was less in the PM
 - Used well in AM (84-94%), less in PM (65-71%)



MBTA's efforts to support bus riders with bus priority

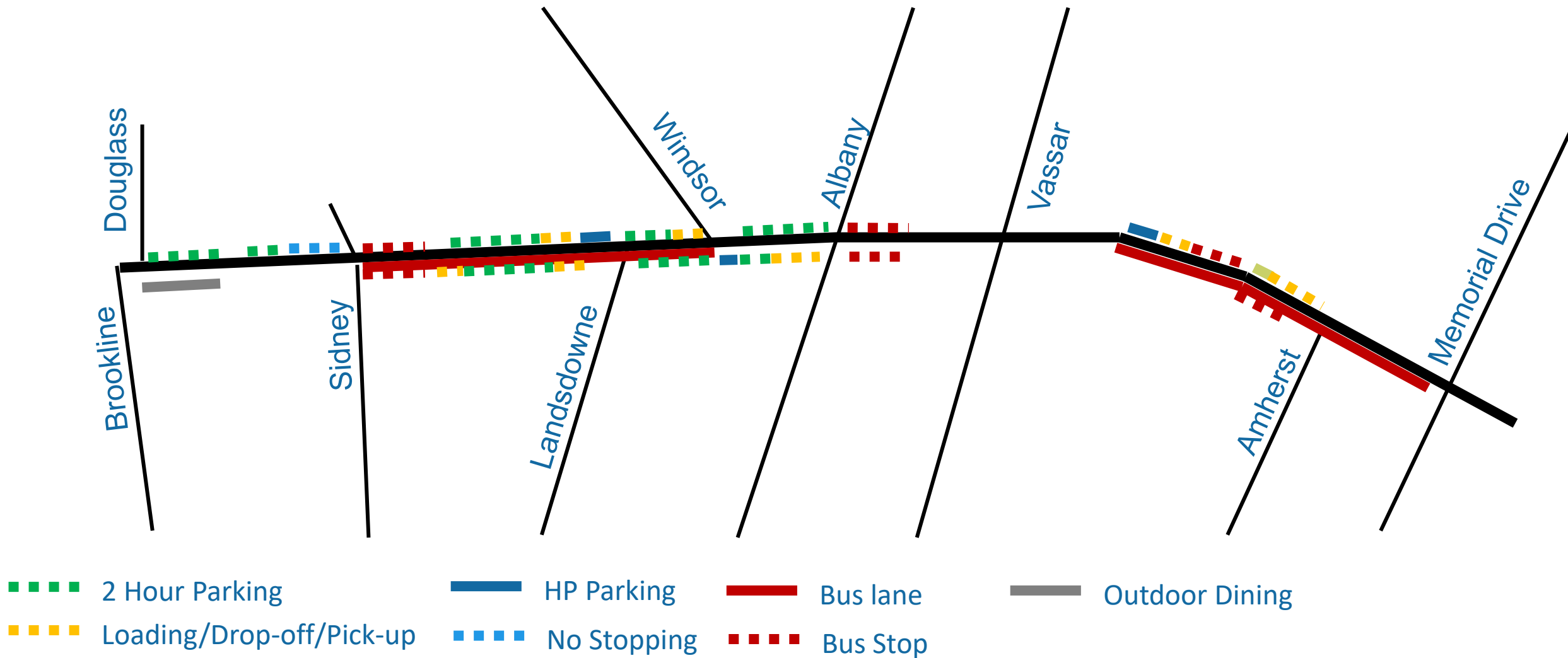
- Have additional staff at the MBTA and City of Cambridge to focus on transit priority
 - Coordinate with DOT, DCR, other municipalities
- Pandemic revealed how important and essential bus travel is to the entire region
- Route 1 is a priority as it serves essential workers, people seeking services, and people seeking opportunity
 - Early March 2020 – 13,429 riders per day
 - Early April 2020 – 3,066 riders per day
 - August 2021 – 7,792 riders per day [2nd most]



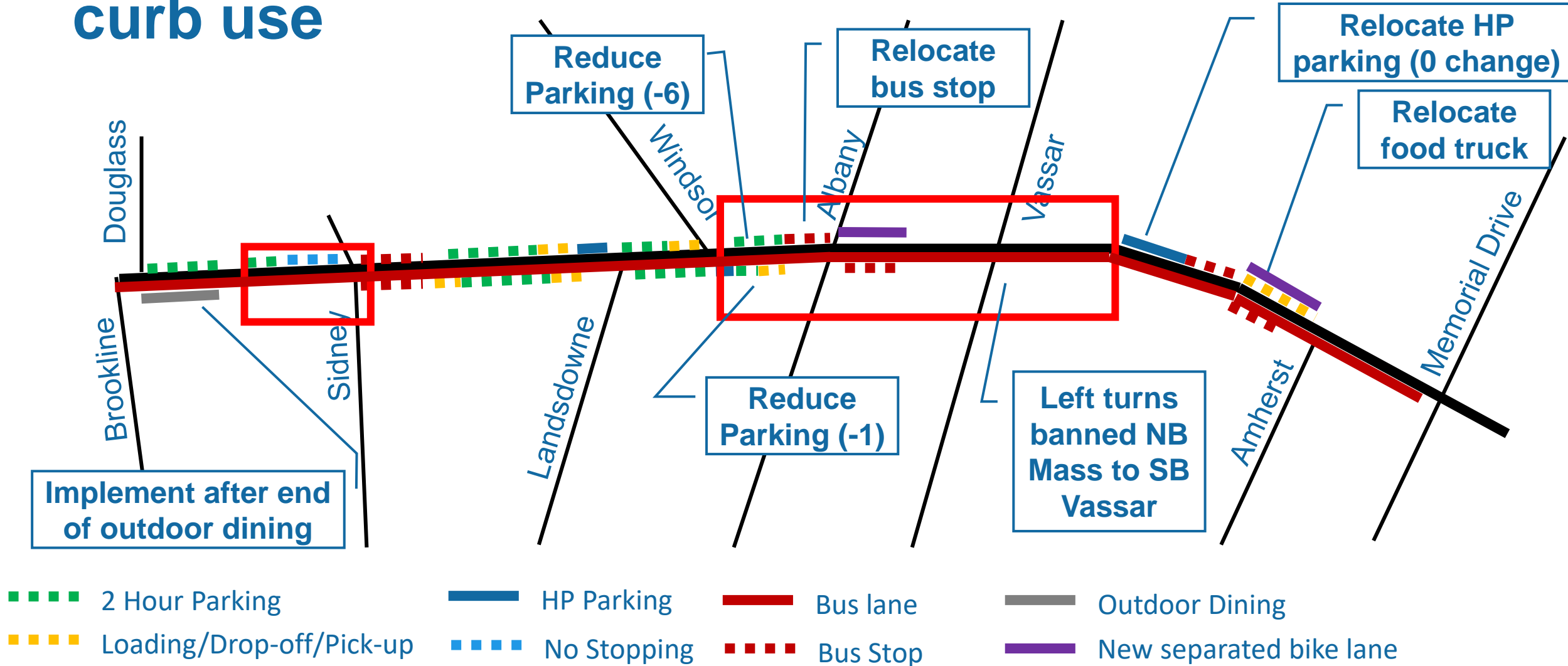
Cambridge has a number of related projects in the area

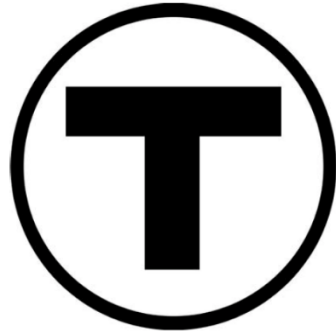
- Additional segments of separated bike lanes, required by Cycling Safety Ordinance by April 2022
- Grand Junction Multi-Use Path with ongoing design in 2021 and 2022, construction scheduled after completing design
- Reconstruction of Massachusetts Avenue in Central Square with design to begin in 2023

Today's bus lanes and curb uses



Proposed extension of bus lanes + changes to curb use





**Massachusetts Bay
Transportation Authority**

Center-running Bus Lanes

Eric Burkman, AICP
Director of Transit Priority

September 1, 2021

Center-running Corridors in Progress

- Columbus Ave (Boston)
 - Current project from Franklin Park to Jackson Sq
 - Extension already announced – from Jackson Sq to Ruggles Station
- Blue Hill Ave (Boston)
- North Shore Busway
 - Lynnway (Lynn)
 - Additional segments under consideration
- Blue Hill Ave (Boston)
- Additional Boston corridors under consideration



Lynnway (Lynn)





Google Earth



Google Earth

Blue Hill Ave (Boston)



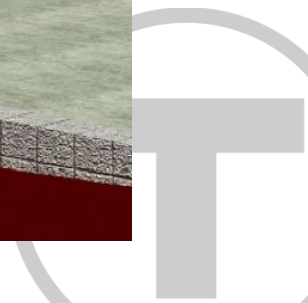


Columbus Ave (Boston)















Benefits of Center-Running Bus Lanes

Cars travel safely behind passengers at platform.

Compatible with existing fleet; Buses pull to passenger platforms the same as they pull up to bus stops today.



Shortened crossings; Boarding platforms create safe, ADA-accessible refuges for crossing the street.

Middle of roadway becomes safer and more open for pedestrians, and neighborhood perception of “busy” street improves.

Narrowed street slows cars to expected and safer speeds, and reduces lane shifting. Also limits buses blocked by double parked cars.



Thank you for participating in this Transit Advisory Committee meeting.

Stay healthy and well! Happy end of summer!

Thank You