

MOUNT AUBURN STREET  
BUS PRIORITY PILOT

# Evaluation Summary



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**FOR MORE INFORMATION**

[cambridgema.gov/mtauburnbuspriority](http://cambridgema.gov/mtauburnbuspriority)

## What changed on Mount Auburn Street?

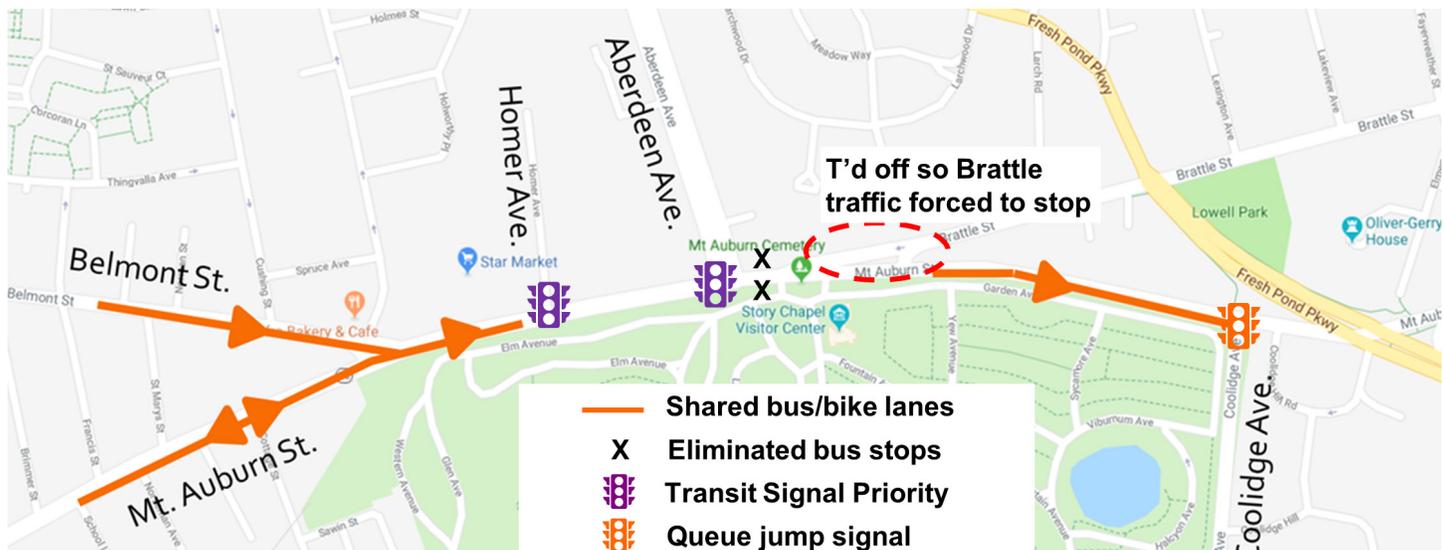
- All day bus/bike-only lanes eastbound (toward Harvard) for MBTA buses & other shuttles
- All day bus/bike-only for a short section westbound (toward Watertown Square)
- One queue jump signal at DCR's Coolidge Ave intersection
- Transit signal priority at two intersections
- Bike lanes in Cambridge westbound (toward Watertown/Belmont)
- Two queue jump lanes in Watertown at School and Walnut Streets (not on map)

## What do we mean by a "pilot"?

This project is a partnership between Cambridge, Watertown, DCR, and MBTA with several key unique features:

- Minimal or no construction, paint, signal changes, signs
- No specific timeframe: this evaluation will inform our long-term plan
- Education and enforcement during transitional period

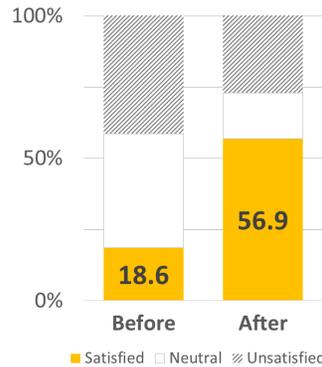
## Project Features



## Results: How did the project change Mount Auburn and Belmont Streets?

### More people are satisfied with the way Mount Auburn Street functions.

Of people walking, cycling, driving, and taking transit surveyed using Mount Auburn Street, **57% are satisfied with the way Mount Auburn Street works now.** Before the project, only 19% of the people surveyed told us they were satisfied with the function of the street.



### Like before, most people are on MBTA buses during rush hour

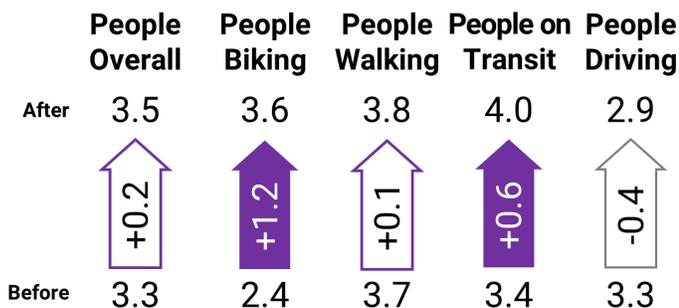
More than half of the people in the morning rush travelling toward Harvard Square on Mount Auburn Street in Cambridge are on the bus.

#### Eastbound Mount Auburn Street at Brattle Street during the AM Rush



### People feel more comfortable to travel on Mount Auburn Street, especially people biking.

Most survey respondents said that comfort improved post-pilot, in particular people biking rated the street as much more comfortable.

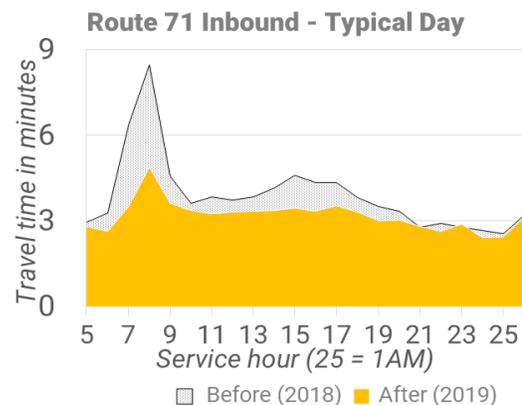


### People driving experienced few impacts

- Roughly the same number of people post-pilot drive along Mount Auburn Street during rush hours. The volumes of people driving on parallel streets were also roughly the same.
- Even with a general travel lane converted to bus/bike only lanes, allocating more green time at signals to vehicles on Mount Auburn Street made travel times for people driving stay about the same before and after the project, with a maximum measured increase of one minute during the morning rush. Driving travel times, like for people on transit, became more consistent or reliable.

### Changes benefited bus and shuttle riders all day

For bus riders, travel times improved in all hours of the day on a typical day and especially on the worst days. During the AM rush hour, **bus riders saved 4-5 minutes on an average trip.** At the same time, riders felt that time savings were even more significant with **more than half surveyed reporting they saved 7-10 minutes.** Buses were also more reliable during rush hours, meaning **riders were more certain about the length of their commute and arrival time at their destination.**



**MBTA bus riders will save 36,000 hours of travel time on Mount Auburn Street in one year.**