Green Street at Pearl Street Bus Stop Curb Extension

Public Meeting
June 30, 2016
Transit in Cambridge

- Transit = shuttles, bus, subway, light rail, commuter rail, bike share

- What can WE (as a City) do to improve transit to meet our sustainable transportation goals?
  - Increase transit trips = improved mobility and safety
  - Reduce environmental impacts of transportation
2015 Transit Strategic Plan

City influences:
• Streets and sidewalks
• Signals
• Funding
• Coordination

http://www.cambridgema.gov/CDD/Transportation/regionalplanning/masstransit
Bus Stop Improvement Program

- Shelters at more than 60 stops
  - City-owned (~15 stops)
  - JCDecaux (39, advertising)

- Benches added when requested or where space is limited
  - More than 80 stops have bench(es)
  - ~25 are where there are no shelters
Bus Stop Improvement Program

• In FY 2015, built curb extension at Mount Auburn St @ Longfellow
Transit Information

• TransitScreens installed at seven City buildings
• Next step – real-time information at bus stops?

6/30/2016
Green St @ Pearl St Bus Stop Curb Extension
2015 Central Square Bus Access and Circulation Study

• Recommended from Kendall Square Central Square Planning Study (2013)

• Study objectives:
  • Examine routing, layovers, and stops for buses
  • Reduce crowding for passengers waiting for buses
  • Improve access and transfers
2015 Central Square Bus Access and Circulation Study

Recommendations for:

• Lane use / urban space
• Wayfinding
• Passenger information
• Bus stop capacity and amenities
• Rapid Transit access/egress
• Operations, routing, layovers
• Stop locations
Green Street @ Pearl Bus Stop

Routes 64, 70, 70A: Second stop
Route 47: Second to last stop
12th busiest stop in 2015: 739 daily boardings, 555 alightings
Green Street @ Pearl Bus Stop

Photo taken ~8:00am, Wednesday, April 6, 2016
Green Street @ Pearl Bus Stop

Reasons for adding a curb extension:
• Reduces crowding at bus stops
• Improves pedestrian circulation
• Provides room for amenities (e.g., benches, shelter)
• Improves visibility of bus passengers
• Improves visibility of crossing pedestrians

Example of curb extension with bus shelter on Cambridge Street
Green Street @ Pearl Bus Stop

- 6.5’ existing sidewalk
- 25’
- Building entrances
- Possible shelter/bench
- Front and rear door clearance
- 26’ existing
- Curb ext taper (if parking on S side)
Existing conditions: ~15 parking spots

Loss of ~1 parking spot, less conflicts with driveways
Green Street @ Pearl Bus Stop

Existing conditions: ~15 parking spots
Green Street @ Pearl Bus Stop

Existing conditions: ~15 parking spots

Disadvantages
- Narrow throughway makes buses not passable
- Long boarding times could cause more delays
- Could limit emergency access
Green Street @ Pearl Bus Stop

Existing conditions: ~15 parking spots
If keep parking same side: loss of ~3 parking spots

Disadvantages
- Loss of parking spaces
- Lack of visibility of curb extension (safety)
Existing conditions: ~15 parking spots

Loss of ~1 parking spot, less conflicts with driveways
Thank You!

Questions?

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