NACTO Transit Program Accelerator and Transit Priority Groundwork Study

Cambridge Transit Advisory Committee
August 3, 2016
NACTO Transit Program Accelerator

• NACTO = National Association of City Transportation Officials
• Launched in coordination with Transit Street Design Guide
• One year program, four cities
• Partnering with the MBTA
• Mass Ave – Alewife Brook Parkway to Memorial Drive (and beyond)
NACTO Transit Program Accelerator

Goals:

• Envisioning transformation
• Building knowledge and capacity
• Getting to implementation
NACTO Transit Program Accelerator

Draft timeline:

• Fall: Digital charrette
• Winter/spring: NACTO roadshow
• May/June 2017: Demonstration project(s)
• Summer 2017: Map out long term implementation
NACTO Transit Program Accelerator

Next steps:

• Finish mapping out scope and timeline
• Strategize about demonstration project(s)
• Plan digital charrette – *focus on north Mass Ave*
Transit Priority Groundwork Study

• Data collection to inform various projects (NACTO Transit Program Accelerator, DCR Mt Auburn Street Corridor Study, etc.)
• Mass Ave and Brattle St (Mt Auburn St to FPP)
• May 5 – May 12, 2016
Transit Priority Groundwork Study

Curb regulation inventory

- Approx. 1,531 spaces along Mass Ave
- 66 different curb regulations
- 42 parking infringements observed
Transit Priority Groundwork Study

Parking utilization
Transit Priority Groundwork Study

Parking utilization

AM
Transit Priority Groundwork Study

Parking utilization

- Average parking rates on Mass Ave and side streets varied from 46% (AM peak) to 66% (midday)
- Average parking rates on Mass Ave were above 70% in every zone* midday
- Average parking rates on Mass Ave were above 70% between Memorial Dr and Albany St all times of day

* Mass Ave was broken up into 5 zones
Transit Priority Groundwork Study

Multi-modal counts of users

• Compiled counts from previous studies (2009-2014)
• New turning movement counts, automatic traffic recorder counts
Transit Priority Groundwork Study

Multi-modal counts of users

- Vehicle volumes are lower than in 2016 than in previous years
- Bicycle volumes are sometimes double or more what they were in previous years
- Pedestrian volumes are often similar, but have increased in some locations
- Automatic passenger count (APC) data used to calculate number of bus users
Transit Service Analysis (2014)

- Examine MBTA APC data from Key Bus Routes (1, 69, 71/73, and 77) to assess where there are issues – delay and unreliability

- Three measures of effectiveness:
  - Excess Vehicle Time (sec)
  - Excess Passenger Time (pers-min)
  - Unreliability (sec)

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Mass Ave north of Porter Square

AM peak
Mass Ave north of Porter Square
NACTO Transit Program Accelerator

Next steps:

• Digital charrette – *focus on north Mass Ave*
• NACTO roadshow – *focus on other problem areas (e.g., Central Square, MIT)*