Agenda – Transit Updates

• Kendall Square Mobility Task Force near-term, high priority recommendations
• Alewife/Route 2 first-last mile study and next steps (CTPS)
• Bus stop improvements
• Next steps for better bus and bike facilities on Mt Auburn and Mass Ave
KSMTF Near-term, High Priority Recommendations
Grand Junction Greenway

- Convene stakeholders
- Estimate path benefits
- Estimate transit demand
- Conceptual design for transit

Regional connections (West Station and beyond)

Path funded by City for $10 million, MassDOT ROW

Path Constructed (2016, funded by MIT and CRA)

Path not funded (MIT ROW)
KSMTF Short-term High Priority Bus Recommendations

- Davis Sq.
- Porter Sq.
- Central Sq.
- Kendall Sq.
- Sullivan Sq.
- North Station
- Harvard Sq.
- Assembly Sq.
- Somerville
- Cambridge
- Lechmere
- Union Sq.
- Boston
KSMTF Short-term High Priority Bus Recommendations
KSMTF Short-term High Priority Bus Recommendations

Extend 64/70 to Kendall Sq.

New CT4
Explore Opportunities to Increase Efficiency of Shuttles

Note: EZRide has 30 members, including the City

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<th>Terminus1</th>
<th>Terminus2</th>
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CTPS Study of Bus Priority
Alewife/Route 2
CTPS study found travel time savings in new routing.

Additional CTPS study:
• Priority on jug handle
• Priority on Route 2 off-ramp/Alewife Station Access Road
• Rerouting buses exiting the Alewife busway
Alewife/Route 2

Travel time savings from re-routing in AM peak (7-9am):
  • Avg 1 min, 47 seconds
  • 21.6 person hours

Old stop on Route 2

New stop on APD
Bus Stop Improvements
Bus Stop Improvements

Curb extension and shelter on Green Street at Pearl Street
Bus Stop Improvements

Curb extension and shelter on Green Street at Pearl Street

Replacing poor quality shelters with new shelters
Better bus and bike facilities on Mt Auburn and Mass Ave
Mass Ave

• Locations discussed at NACTO Roadshow:
  • N Mass Ave between Rindge and Beech
  • Mass Ave NB approaching Porter
  • Central Square
  • Mass Ave, Vassar to Mem

• All locations of high unreliability and delay for buses (with high ridership)

• All are also targeted for separated bicycle lanes and may be incorporated in a separated bike lane pilot

• Applied for Barr Foundation BostonBRT grant that would include N Mass Ave
High delay and unreliability, Mass Ave SB: Rindge to Walden segment highest, then Hollis to Rindge Ave

Idea: queue jump at Rindge Ave, followed by bus lane from just after Rindge to Walden

Signal phasing and timing to be worked out. If shared bus/right turn lane, protect bicycle thru movements.

Extend bus lane towards Porter in both directions if possible. In NB direction, high delay and unreliability between Davenport and Walden.

Buses approaching from Mass Ave SB AND Rindge Ave.

Transition from two to one lane TBD.

Median would need to be pulled back (again). Room on NB side to shift median?

Boarding islands?

Median would need to be pulled back again. Room on NB side to shift median?

Transition from two to one lane TBD.

Signal phasing and timing to be worked out. If shared bus/right turn lane, protect bicycle thru movements.

Extend bus lane towards Porter in both directions if possible. In NB direction, high delay and unreliability between Davenport and Walden.

Buses approaching from Mass Ave SB AND Rindge Ave.

Transit signal priority a possibility in the near future at these intersections.

Temporally restricted parking

AM peak

Other times

No parking

EXAMPLE (DRAFT, NOT VETTED)

Considerations:

- Avoid moving median, especially where signal equipment
- Extend bus lane, provide priority in NB direction if possible
- Retain turn pockets where needed
- Retain parking where demand may be highest

Parking needs to be determined and discussed further with stakeholders.

Lost

City parking lot

Fire station

O R

Parking needs to be determined and discussed further with stakeholders.
• Builds on DCR process
• Our goal is better bus and bike facilities
• Demonstration Project with paint
Mount Auburn Street

- At one point, more than half of the users of this corridor are on buses
- Location of significant bus delay and unreliability
Belmont Street Reconstruction (targeted for 2020)

NEW SIDEWALKS AND PAVING:

• **Belmont St**
  Reconstruction of sidewalks from town line to Mt Auburn Street (not including intersection), including the south side owned by Watertown. Cambridge DPW coordinating design efforts with Watertown

• **Holworthy St**
  Reconstruction of sidewalks from Belmont Street to #37-39 Holworthy Street. Exploring better pedestrian and bicycle connection down Holworthy to the anticipated greenway by the DCR.
Next Steps

• If Barr Foundation funding is received:
  • Fall/Winter 2017:
    • Public process, education, outreach
    • Potential short-term demonstration
  • Early Spring 2018
    • Implementation of demonstration projects

• Belmont Street process
  • Design: Present - Winter 2018
  • Construction: Summer 2020