Mount Auburn Street Bus Priority Pilot
cambridgema.gov/MtAuburnBusPriority

Project Update – Transit Advisory Committee

November 7, 2018
Bus Priority Concept

Proposed bus lane/queue jump
Updates

- Implemented!
- City and MBTA implemented TSP two intersections (Homer and Aberdeen)
- Some ongoing DCR signal timing adjustments/modification to queue jump signal at Coolidge

Bus lane start at Belmont & Brimmer

Bus lane start at Mt. Auburn at Brattle
Updates

• Implemented!

• City and MBTA implemented TSP two intersections (Homer and Aberdeen)

• Some ongoing DCR signal timing adjustments/modification to queue jump signal at Coolidge

Queue jump westbound at Belmont St

Bus lane eastbound on Mt. Auburn at Belmont St
Early Evaluation

- Will assess approximately first two weeks of Google travel time data (calibrated by travel time runs) and APC data for bus travel times

- Street teams implementing post implementation survey for bus riders
  
  Short surveys issued to riders week of 10/22: ~225 responses
  
  Over 70% ranking a 4 or 5 level of overall satisfaction
  
  70% say it made their bus commute at least 4 minutes faster (4-6 minutes was the most popular time savings category)
  
  98% say YES to making the changes permanent
Supportive Comments

“...the Mt Auburn bus lanes have been a game changer for our family! I’ve been taking our 4-year-old to preschool in Harvard square on the 71 most mornings, and the time savings are very very real. We’re usually on the bus between 7:45 and 8:00am and I feel like we’re saving anywhere from 10 to 20 minutes compared to before... On some days, we still drive — and I can’t say the experience on that stretch of Mt Auburn is noticeably worse than it was before...”

“The changes have had a dramatic impact on my afternoon commute. I am able to stay at work 15 minutes longer and still arrive home at the same time as I did before (I commute ~5-5:30 pm). This is a HUGE improvement - at first it seemed almost too good to be true, but has persisted for several days. Previously, leaving fifteen minutes later resulted in arriving home 20-30 min later due to the increase in traffic. This will add hours of productivity over the course of a month! I could not be happier. Thank you so much for these changes and I hope they can become permanent.”

“I used to drive into work because it took just as long as taking the 73, but was more comfortable than standing the entire time. Now that it’s a more reliable ride, I take the bus every day to the red line.”
Concerns

People on the bus:
• Compliance

People biking:
• Concerned about taking the full lane and riding where there is no bus/bike lane and where drivers shift to the right after Homer

People driving:
• Queuing throughout the corridor (primarily mitigated through signal timing modifications)
• Right turn from Belmont St eastbound to Mount Auburn Street westbound
• Left turn from eastbound Mount Auburn Street to Homer Street
• Shifting lanes on eastbound Mount Auburn Street from “left” to “through” between bus lane drop and Aberdeen St
• “T”-ed off Brattle
Next Steps
Next Steps – Winter ‘18/’19

• Complete post-implementation survey (additional flyering, additional intercept work, MBTA bus ads, online)
• Additional travel time runs and Google travel time data
• Collect MBTA APC data over November/December
• Report back to stakeholder group on initial findings
• Start Belmont Street design process
Next Steps – Spring 2019+

• Collect new traffic counts (compare to pre-implementation counts Spring 2018)
• DCR begins to construct other short-term improvements at Fresh Pond Parkway
• Report on full evaluation and develop long term plan
Projects

2016 - 2017
DCR Mt. Auburn Street Corridor Study

2018
DCR Short Term Design Implementation

2018
BostonBRT Mt. Auburn St. Bus Priority Pilot

2018 - 2021
Cambridge Belmont St. Design and Construction

2022
Watertown Mt. Auburn St. Complete Street Project
S Mass Ave Bus Priority Lanes

Section 1: Sidney St to Albany St
Section 2: Albany St to Vassar St
Section 3: MIT
Implementation Updates

• Week of October 29 – began layouts and striping (was subject to weather and contractor)

• Bus lane markings expected tonight and tomorrow, subject to weather and contractor issues

• Some elements, like green markings and flex posts to follow

• Public information campaign before and during installation including flyering to users and talking to businesses

• Police will be on site educating and later enforcing new facilities
Proposed Design

Bike signal & right-turn lane separate movements
Possible Future Additions

- Further reconfiguration between Albany and Vassar streets
- Work with state DCR and MassDOT on changes at Memorial Dr. and bridge
- Additional crosswalk/RRFB in Section 1
- Move bus stops to the far side of intersections (for better operations)
- Construct modular (or permanent) floating bus stops
- Remove/modify curb extensions to allow better bicyclist protection
Extras
DCR Short-term Design

Design in progress. Existing conditions shown.

https://www.mass.gov/service-details/mount-auburn-street-corridor-study
Proposed Design

Bike signal & right-turn lane separate movements

Bicycle Movement
Pedestrian Movement

Mass. Ave

DRAFT
Proposed Design

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Bike signal & right-turn lane separate movements

Vehicle Movement

Mass. Ave

DRAFT 24
Proposed Design

Mass. Ave

Bike signal & right-turn lane separate movements

Vehicle Movement

DRAFT
Transit Service Analysis

MBTA Bus Route 1*: AM Peak

*Route 1 is ranked in top 5 MBTA bus routes for ridership.

**Composite Grade**
- Excellent (A)
- Good (B)
- Satisfactory (C)
- Unsatisfactory (D)
- Poor (E)
- Failing (F)
- N/A

**Criteria:**
Excess vehicle travel time compared to a minimum Passenger time (travel time x riders)
Reliability (how much the travel time varies)

Method: Automatic Passenger Counter (APC) Data (MBTA)

Areas of most concern
MBTA Bus Route 1: PM Peak

Corridor Information

Areas of most concern

Composite Grade
Excellent (A)
Good (B)
Satisfactory (C)
Unsatisfactory (D)
Poor (E)
Failing (F)
N/A