ROUTE 2 ALEWIFE ACCESS ROAD
BUS-ONLY LANE CONCEPT

January 2020
Route 2 Corridor: Alewife Access Road
Ridership and 90th Pct. Delay: 7am – 9am
Ridership and 90th Pct. Delay: 4pm – 7pm
Peak Hour Person Throughput (7-9 AM and 4-7 PM)

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Segment</th>
<th>Car</th>
<th>Bus</th>
<th>Truck</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 2</td>
<td>to Alewife</td>
<td>Route 2</td>
<td>Lake Street Overpass to Lake Street Onramp</td>
<td>92%</td>
</tr>
<tr>
<td>Route 2</td>
<td>to Alewife</td>
<td>Route 2</td>
<td>Lake Street Onramp to MA-16</td>
<td>90%</td>
</tr>
<tr>
<td>Route 2</td>
<td>to Alewife</td>
<td>Steel Place (continued from access road) to Alewife Busway</td>
<td>65%</td>
<td>35%</td>
</tr>
<tr>
<td>Route 2</td>
<td>to Arlington</td>
<td>Alewife Busway to MA-16 via dog leg</td>
<td>65%</td>
<td>35%</td>
</tr>
<tr>
<td>Route 2</td>
<td>to Arlington</td>
<td>Route 2</td>
<td>MA-16 to Lake Street Offramp</td>
<td>90%</td>
</tr>
<tr>
<td>Route 2</td>
<td>to Arlington</td>
<td>Route 2</td>
<td>Lake Street Offramp to Lake Street Onramp</td>
<td>93%</td>
</tr>
</tbody>
</table>

- HPMS data based on average private vehicle occupancy and automatic passenger count data from the MBTA
- Data represents percent people (not vehicles)
Issues and Opportunity

- Buses slow after right turn from Acorn Park Drive onto the inbound Alewife Access Rd
- Vehicles queue waiting to turn left at the end of the off ramp due to pedestrian crossing
- Inbound Access Road is wide enough to split into two lanes

Benefits of Transit Priority

- At 50\textsuperscript{th} percentile travel times, people riding the bus will save a cumulative 12.2 hours each day
- At 90\textsuperscript{th} percentile travel times, people riding the bus will save a cumulative 22.0 hour each day
Proposed Concept: Create a Right Lane Bus Lane
Right Lane Bus Lane Auto-turn at Acorn Park Drive
Right Lane Bus Lane Auto-turn around Curve
Turning Volume

- From the CTPS 2009 memo
- Most drivers coming off the Alewife ramp go straight—doubled in the PM
Project Timing
MassDOT needs to complete bridge repairs prior to implementation of a bus lane.

• Developing a detailed scope of work and cost estimate for this work
• Includes attached utilities and work to be completed above water
• Design work is to tentatively planned to be completed in late Spring
• State funding for completing bridge work not yet identified
• Bridge remains safe for ongoing operation
Next Steps

• Continue working with MassDOT to identify construction funding
• Identify design solution for end of bus lane ramp working with the City of Cambridge, DCR, MassDOT, and MBTA
• Consider interim bus lane options if construction funding is delayed

Questions?