Meeting Agenda

Welcome

MBTA transit service during COVID-19

Cambridge transportation updates

• Shared Streets initiative
• Amendment to cycling safety ordinance
• Project updates

Public Comment
MBTA Transit Service during COVID-19

Kat Benesh, Chief of Operations Strategy, Policy and Oversight

MBTA
### COVID initial response—Spring 2020

<table>
<thead>
<tr>
<th>Where were we?</th>
<th>Decreased staffing, decreased ridership, increased uncertainty... so what did we do?</th>
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| New service principles... | • Provide critical services to those who rely on the MBTA for essential trips  
• Build additional flexibility into service, but still be predictable and reliable  
• Support physical distancing for our employees and our customers where possible  
• Strongly encourage essential travel only |

| Developed tiered plans to reduce service, based on... | • Staffing shortages  
• Significantly reduced ridership—especially on commuter-oriented services  
• Fewer routes and reduced frequencies, to allow for pool of flexible operators available to respond to areas of greatest need |

| What did we learn? | • Ridership dropped, but not uniformly. “Durable ridership” persists on some routes and modes with more essential travel  
• Monitored ridership, service levels, and feedback on daily basis to make data-driven decisions on where flexible service adds would be most impactful  
• Definition of crowding has changed—as a result, on some routes we are running more service than on a regular weekday to service durable ridership with new physical distancing |
Weekly Ridership by Line and Mode

Baseline:
Average weekday from 2/24-2/28

Sources:
Faregate counts for subway lines, APC for buses, mTicket activations for CR, RIDE vendor reports

Notes:
Recent data preliminary. CR rides likely undercounted here – closer to 3-5%

3/10: State of Emergency Declared
3/17: Restaurants and bars closed, gatherings limited to 25 people MBTA service reduced
3/24: Non-essential businesses closed
5/18: Start of Reopening + Blue Line closed for accelerated construction

Estimated % of baseline ridership

0 20 40 60 80 100 120

Bus Green Line Blue Line Orange Line Red Line Silver Line Commuter Rail (mTicket Activations) the RIDE trips
Bus Ridership: Top 20 Routes

- Routes with most durable ridership have seen 50-60% drop vs baseline
- Routes that are more commuter-oriented or where employees can telework have seen drops of 80-95% vs. baseline
# COVID Phase 2 recovery—summer 2020

<table>
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<tr>
<th>Mode</th>
<th>Change effective 6/21 or 6/22</th>
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| **Bus & Silver Line** | • Return 100% of service hours, but only 80% of routes  
• Increase scheduled service on most durable ridership routes—e.g. 1, 22, 23, 28, 31, 32, 57, 65, 66, 70, 104, 109, 111, 116 and 117  
• Resume 19, 245 which serve hospitals  
• Maintain operational flexibility to respond to changes: 70% of service scheduled, with 30% flexible to run on routes that need additional capacity  
• Temporarily suspend certain commuter routes: 325, 326, 351, 352, 501 |
| **Light Rail**     | • Return to near pre-COVID weekday service *(depending on workforce availability)*  
| **Heavy Rail**     | • Return to near pre-COVID weekday service *(depending on workforce availability)*  
| **Commuter Rail**  | • 85% of normal service, with Fairmount Line receiving full planned service as part of Fairmount Line Weekday Service Pilot  
| **Ferry**          | • Restart service at 75% of regular weekday service to Hingham, Hull, and Charlestown  
| **The RIDE**       | • Continue to operate full service  |
Route 1 example – how service has evolved

Weekday trips on the Route 1

- Spring Weekday Schedules: 269
- Initial reduced schedules (effective March 17): 212
- What MBTA operated March - mid-June: ~212+
- Phase 2 schedules (effective June 22): 275

*MBTA operated multiple additional unscheduled trips*

*Increase in trips, offset by decreases elsewhere – focusing on where we see ridership returning*
A Complete Network Approach

We are considering how to best use all of our service to facilitate social distancing. We currently have more capacity on commuter rail than bus, so are piloting fare policy changes and adding off-peak service to shift riders.

Phase 2
- Lynn in Zone1A for bus and Blue line riders to use commuter rail
- Added back off-peak service to Lynn
- Youth Pass valid for ½ priced fares in all zones

Results of these pilots and ridership data will inform commuter rail service and fare changes in the Fall and next year.
Looking ahead to this fall / Phase 3

• Continue to assume less capacity on vehicles with more physical distancing
• Temporarily rebalance service levels to match new demand patterns—more ridership rebound on durable ridership routes, slower rebound on commuter-oriented routes or areas with more telework
• Consider temporary route restructuring, combinations, continued suspension, etc.
• Bus Priority to maintain/improve capacity
• Use incentives and information to shift travel patterns by mode and time of day
Cambridge updates

Andrew Reker, Transit Planner, City of Cambridge
Cambridge updates

• Shared Streets initiative
• Amendment to cycling safety ordinance
• Project updates
Street changes for COVID-19 response

The City is implementing a number of changes to streets in response to COVID-19. The changes focus on providing:

- Shared Streets for physical distancing
- Support for local businesses
- Efficient, reliable transit for physical distancing

Goals for these street changes:

- Address need for physical distancing
- Create space for people to comfortably walk and bike
- Encourage shared streets/lower speeds
- Mitigate impact of reduced capacity on transit
- Account for accessibility needs and consider equity impacts
- Pilot projects that can be modified or stopped if they’re not working as intended
Shared Streets & support for local businesses

The City has begun a “Shared Street” pilot, where through traffic on three streets is restricted. These streets are open for:

• Walking and biking
• Local residents and businesses
• Parking, delivery, waste pick-up, street cleaning
• Emergency vehicles

The following streets are designated as “Shared Streets”

• Garden St, Field St, Bay State Rd
• Harvard Street (Quincy to Prospect)
• Magazine Street
• Soon - Harvard Street (Prospect to Portland)

The City is also supporting businesses in Cambridge through changes with curb-side access.

• 15-minute pick-up zones
• Outdoor dining areas in Central Square, Harvard, Square, and Inman Square
Cambridge St.
Expanded sidewalk and one-way vehicles

Magazine St.
10 MPH Shared Street / Transit moved to River St.

Mass Ave.
Extended sidewalk
Next steps

The City is asking for feedback by e-mail, phone, and on our website.

- Additional shared streets, to create a network across the city
- Expanded sidewalks pace for physical distancing in key locations
- Additional space for local businesses including sidewalk/street dining, pick-up areas for restaurants and retail, sidewalk queuing, or other ideas

For transit, we are looking at:

- Ways to help buses run more frequently and reliably – bus lanes, signal priority
- Expanded sidewalks by removing parking, rearranging curbside access
Amendments to cycling safety ordinance
Proposed amendment

The City is proposing an ordinance which would require the following:

- Implement 22.6 lane-miles of Separated Bicycle Lanes by May 1, 2026
- Lane-miles must be either:
  - Included in the separated lane network defined in 2015 bike network vision or any update
  - On Broadway (Quincy St to Hampshire St) or on Garden Street (Huron Av to about Mason St)
- Permanent (capital project) SBLs count toward this goal as long as construction starts before dead line

Some milestones are included in the proposal:

- Required lane-miles must be implemented by 5/1/2026
- City Manager has discretion to extend the deadline by 1 year, but must submit a report to council by 5/1/2025, documenting necessity of extension
- Additional one-year extension can be automatically triggered if sufficient miles of SBLs are installed on the norther portion of Mass Ave.
Project updates
## City projects

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<th>Update</th>
<th>Next public event</th>
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<tbody>
<tr>
<td>Inner Mount Auburn Corridor Safety Improvements</td>
<td>Design is being finalized with implementation planned for this year</td>
<td>TBA</td>
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<tr>
<td>Grand Junction MUP</td>
<td>Engineering and design ongoing</td>
<td>TBA</td>
</tr>
<tr>
<td>River Street Reconstruction</td>
<td>Engineering and design ongoing</td>
<td>TBA</td>
</tr>
<tr>
<td>Belmont Street</td>
<td>Engineering and design ongoing</td>
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<tr>
<td>Glacken Field &amp; Fresh Pond Reservation paths</td>
<td>Plans to establish 1 new bus stop, improve 1 bus stop</td>
<td>TBD</td>
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<tr>
<td>Concord Avenue transit signal priority grant</td>
<td>Grant application ranked sufficiently high to get funding, to be accepted and funded beginning October 2020</td>
<td>TBA</td>
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Public comment

Members of the public will have up to 3 minutes to make a comment
Thank you for participating in the first virtual Transit Advisory Committee meeting.