

KENDALL SQUARE MOBILITY TASK FORCE

Meeting #9
Draft Recommendations
January 24, 2017





AGENDA

- Review Boards 10 min
- Introduction 5 min
- Presentation of Draft Recommendations 30 min
- Discussion of Draft Recommendations 50 min
- Next Steps/Public Meeting Prep 15 min
- Public Comment 10 min



DRAFT RECOMMENDATIONS





CATEGORIES OF RECOMMENDATIONS

- Red Line
- Bus/shuttles
- Grand Junction (multi-use path and transit)
- Ride-hailing companies
- Coordination with other efforts





WORK TO DATE

- Established goals, objectives, evaluation measures
- Developed and translated problem statements into opportunity statements
- Analyzed and presented existing conditions
- Discussed transportation priorities over three Task Force meetings: Bus, Red Line, and Grand Junction
- Developed constrained and unconstrained bus scenarios and CTPS modeled and evaluated the impacts of the scenarios
- Organized smaller meetings related to shuttles and ride-hailing companies (ongoing)
- Developed a Grand Junction feasibility technical report
- City met with MassDOT to discuss Grand Junction analysis





RED LINE RECOMMENDATIONS/NEXT STEPS

- Planned capacity improvements
 - FMCB approved purchase of all new Red Line cars, which the MBTA predicts will increase capacity from 13 trains per hour to 20 trains per hour
 - Wait for results of ABC analysis (funded by Barr Foundation) to peer review the assumptions for the capacity increase
- Headhouses
 - MIT will reconstruct the south headhouse
 - BP will fund up to \$400k towards repairs of the north headhouse





RED LINE RECOMMENDATIONS/NEXT STEPS

- Station improvements
 - Explore options for more efficient boarding (e.g. marking platforms)
 - Explore increasing capacity for passengers entering, existing, and waiting at Kendall Station
- Red Line portal
 - Advocate for early inclusion in MBTA's vulnerability and resiliency assessment





BUS: CTPS EVALUATION

- In general, the proposed changes (both constrained and unconstrained) yield positive results in terms of VMT, transit trips, and mode share
- Modeled transit services are also picking up some current walk trips (particularly the Lechmere to Kendall options)
- Results show more transfers occurring at Kendall
- MAY help alleviate small amount of load on some congested subway links (Central to Kendall)





BUS RECOMMENDATIONS

- Shorter-term/Constrained:
 - Bus priority corridor, First Street towards Kendall
 - Further develop a case for bus priority on First Street
 - Further explore bus priority on Binney Street
 - Further explore routing on Ames Street versus Galileo
 - Extend 64/70 into Kendall during peak (requires removal of other service or additional resources/buses)
 - Transit Signal Priority and stop consolidation on the 85 and CT2 routing
- Longer-term/Unconstrained:
 - Increased EZ Ride service (8.5 to 15 trips per hour per direction)
 - If successful, extend 64/70 all day
- Pilot electric vehicles





BUS RECOMMENDATIONS

- Items for further consideration
 - Stop consolidation and bus priority in the extended 64/70 corridor (in conjunction with Route 1)
 - Split EZ Ride service to provide some peak, non-stop service between North Station and Kendall Square
 - CT4 and bus/bike/pedestrian Inner Belt Bridge
 - Non-stop bus service between Sullivan Square and Kendall in peak hour only
- Process and funding to advance analysis of these ideas is to be determined.



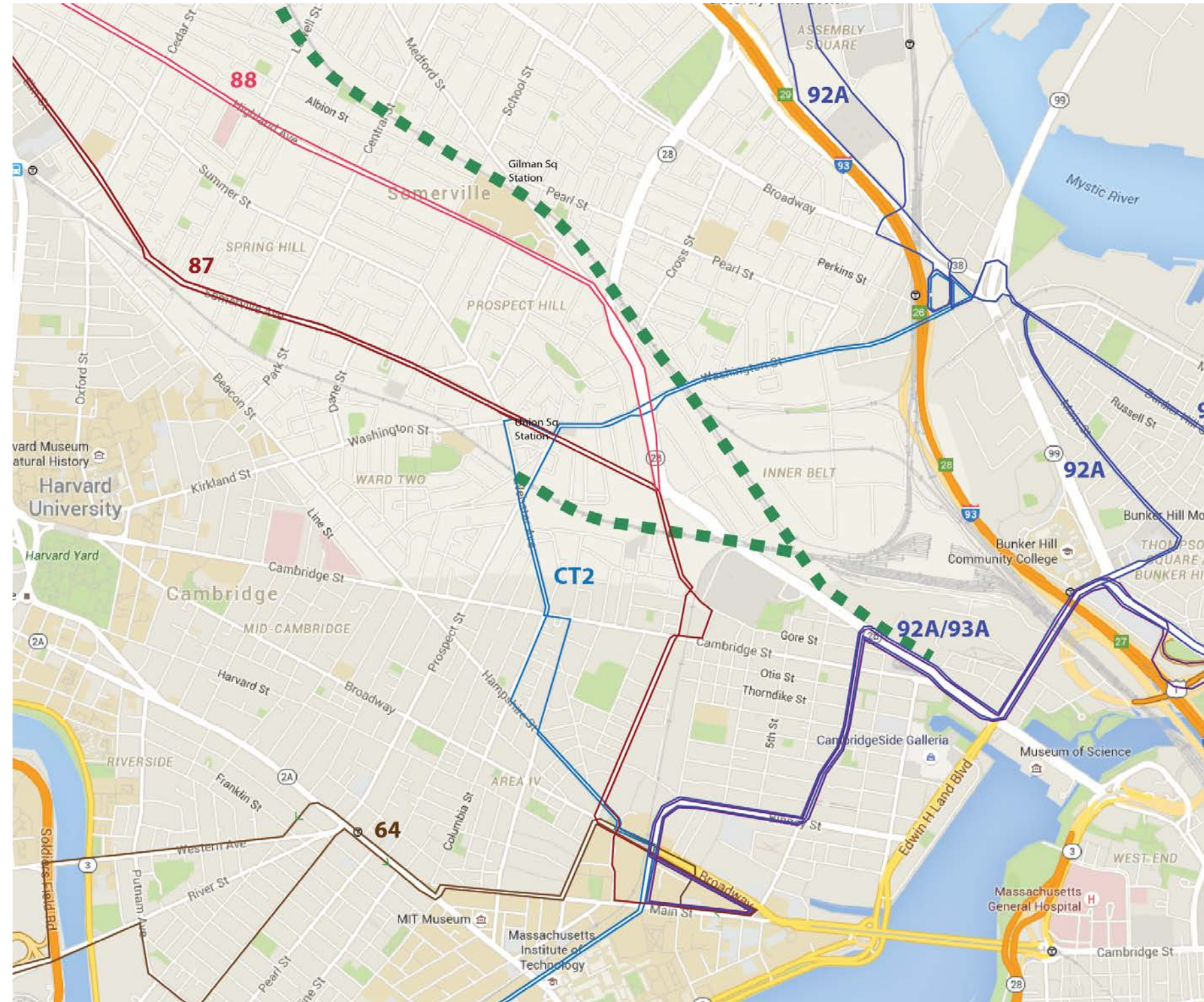


BUS: NOT RECOMMENDED

- Lower priority or rejected ideas

- 87/88 rerouting from Lechmere into Kendall (following CT2 routing)
 - Low demand, longer travel times
- Free Lechmere-Kendall Bus Shuttle
 - Low demand, takes from walking trips or EZRide
- 92A from Assembly/ Sullivan into Kendall following the First Street priority corridor
 - Long, unreliable travel times

Note: map does not fully accurately reflect the modeled 87 and 88 routing





PRIVATE SHUTTLES

Note: EZRide has 30 members, including the City

Intra-Cambridge Circulation

Service	Organization	Vendor	Terminus1	Terminus2	Key Stops	Days	Hours	Freq.	Cost
EZRide	Charles River TMA	Paul Revere	North Station	CambridgePort	Kendall+31 stops	M-F	6:20AM-8PM	7-10m	\$2
Cambridgeside	NE Development	Bethany	Galleria	Kendall		M-S	Mall hrs	20m	Free
Tech Shuttle	MIT	MIT	Kendall	West Campus	11 stops	M-F	6:15AM-7:10PM	20m	closed

Private Corporate Shuttles

Service	Organization	Vendor	Terminus1	Terminus2	Key Stops	Days	Hours	Freq.	Cost
Sanofi Genzyme	Sanofi Genzyme	TransAction	Kendall	Framingham	Allston	M-F	7A-7P	Hourly	Closed
Sidney Research Campus	Biomed Realty	TransAction	Kendall	SRC	325 Vassar	M-F	6AM-7PM	30m	Closed
EF	EF								Closed
Trip Advisor	Trip Advisor	TransAction	Kendall	Needham					Closed
Partners	Partners	Partners	University Park	MGH Jackson	Broad, 84 Mass		7A-7P	30	Closed
			University Park	B&WBID	84 Mass		7A-7P	30	Closed
Patient Shuttle	Cambridge Health Alliance	Crystal	E. Camb Garage	Various	Various	M-F	Varies		
OneTwoThree Cambridge Place	Biomed Realty	Paul Revere	Kendall	Hampshire St.		M-F	6A-8P	20m	Closed

Inter City Commuter Bus

Service	Organization	Vendor	Terminus1	Terminus2	Key Stops	Days	Hours	Hourly Freq.	Cost
Biogen	Biogen	Yankee	Londonderry	Kendall	Methn Andovr	M-F	6A/4:15P	1	Closed
	Biogen	Yankee	Worcestor	Kendall	F/N	M-F	6A/4:15P	1	Closed
	Biogen	Yankee	Marlborough	Kendall	Sudby Wyld West	M-F	6A/4:15P	1	Closed
	Biogen	Yankee	Plymouth	Kendall	Rcknld, Braintree	M-F	6A/4:15P	1	Closed
	Biogen	Yankee	Hampton	Kendall	Nburypt Danvrs	M-F	6A/4:15P	1	Closed
	Biogen	Yankee	Weston	Kendall	Bbay Mass Ave	M-F			Closed
Bridj	Bridj	Bridj	Allston/Coolidge	Kendall		M-F	7-9A; 4-6P		Varies
Wellesley MIT Exchange	Wellesley College	Peter Pan	Kendall	Wellesley	7 stops	M-F	8AM-11PM	Hourly	Closed
Wellesley Senate	Wellesley College	Peter Pan	77 Mass Ave	Wellesley	3 stops	Fri	6P-320A	Hourly	Closed
						Sat	9A-3:45A;	Hourly	Closed
						Sun	9A-12M	Hourly	Closed
	Bates Research & Eng Ctr		Middleton	MIT		M-F	8:15A/3:25P	1	Closed
MIT Lincoln Lab	Lincoln Lab	Lincoln Lab	Kendall	Lexngton	3 stops	M-F	7AM-6PM	Hourly	Closed



BUS NEXT STEPS

- Develop case for benefits and more detailed designs for implementing bus priority on First Street
- Coordinate with Binney Street design to determine extent of transit accommodations
- Coordinate with MBTA
 - Request that draft recommendations be analyzed through service planning process
 - Implement nearer term stop consolidation on 85/CT2
 - Continue to test and implement Transit Signal Priority
 - Assess possible Ames rerouting to Galileo





BUS NEXT STEPS

- Explore feasibility of transit/bike/ped Inner Belt Bridge in collaboration with Somerville
 - If feasible, develop funding strategy for bridge and well as funding for CT4, piloting electric technology
- Further explore challenges and opportunities, including possible consolidation, related to shuttle service





GRAND JUNCTION FEASIBILITY STUDY AND WORKSHOP

- Intermediate frequency is preferred by the task force, and can be accommodated by multiple technologies
- Develop conceptual plans for transit service and do not preclude future two tracks in path construction
 - It may be possible to set aside more ROW if desired for a two-way transit-way (two tracks or lanes dedicated entirely to passenger service)
 - Further explore locations for stops/stations
- Connections north and south outside of Cambridge, will be more technically difficult and costly





GRAND JUNCTION FEASIBILITY STUDY AND WORKSHOP

- Possible phasing
 - Phase 1: single track shuttle with FRA compliant DMUs
 - Phase 2 options:
 - Intermediate frequency with joint use, non-compatible DMUs or EMUs north of Main St or entire corridor
 - High frequency passenger service, separated from existing rail use, south of Main St.
- Possible bus alternative or first phase alternative:
 - Non-stop bus link between North Station and Kendall (4-10 trips per hour per day)
 - Non-stop bus link between West Station and Kendall (meets all trains)





GRAND JUNCTION COORDINATION

- Feedback from MassDOT
 - No current commitment to any transit or path options
 - Must maintain existing track
 - Wants to maintain capacity for two tracks
 - Service on both tracks must be FRA compliant
 - Land survey should be completed by the city to confirm ROW availability from Broadway to Medford Street
 - Concerned with safety and liability
 - Will prefer transit approach that considers entire corridor and involves all host communities
 - New demand estimation is needed





GRAND JUNCTION RECOMMENDATIONS

- Clearly define the goals for the design of the path related to transit:
 - Maximize flexibility for allowing for future transit expansion
 - Minimize ROW obstacles to enable two-track service
 - Enable more regional connections for both the path and transit (North Station, West Station, GLX, regional path network)
- Create a working group to collaborate on implementing the path
 - There is already wide-spread support for the multi-use path with \$10 million in City funding to construct the northern portion
 - Engage with interested parties outside of Cambridge (e.g. City of Boston, Harvard University, and ABC) on path and transit





GRAND JUNCTION RECOMMENDATIONS

- Develop transit conceptual designs to not preclude rail options (two-track service, primarily, with at least one station)
- Create zoning overlay to protect space for future transportation uses and establish incentives for transferring land (process underway)





GRAND JUNCTION NEXT STEPS

- Finish ROW survey and confirm space for two tracks and path for the entire length
- Work to improve regional coordination with stakeholders related to both path and transit
- Establish the working group for the implementation of the path
- Work with MassDOT and identify funding to develop transit conceptual plans to not preclude two track service
- Continue to explore feasibility and advocate for regional connections
- Continue outreach for zoning overlay





TNCs/RIDE-HAILING

- Need to understand the importance of ride-hailing trips to Kendall Square and the impact on the transportation network
- Met with Uber leadership and a meeting is scheduled with Lyft leadership
 - Requested origin and destination information for trips into and out of Kendall Square
 - Uber has requested better accommodations for pick-up and drop-off
- Next steps:
 - Receive and analyze data
 - Continue meetings with ride-hailing companies
 - Continue collaborating with other stakeholders to gather more information that is applicable to Cambridge and the region (e.g. City of Boston, MBTA, MAPC, CTPS)





BROADER COORDINATION

- Present draft recommendations to Kendall Square Association in March, and coordinate as needed with transportation committee
- Next steps for KSTEP working group
 - The group will likely be getting underway the second half of 2017
- Continue to coordinate with relevant MassDOT projects/processes
 - Focus40
 - Lower Mystic
 - I90/West Station
- Volpe site and other major development projects



DISCUSSION AND FEEDBACK



NEXT STEPS





MEETINGS AND NEXT STEPS

Type	Description	Date
Public	Summary of work and discussion of draft recommendations	February 28, 2017
Task Force	Present/finalize recommendations	March 28, 2017

- Follow up with ride-hailing companies
- Present to Kendall Square Association
- Produce Final Report and ‘executive summary’



PUBLIC COMMENT





HOW TO GET INVOLVED

- Website: <http://www.cambridgema.gov/CDD/Projects/Transportation/kendallsquaremobilitytaskforce>
- Contacts:
 - Brian Dacey, President, Cambridge Innovation Center
617-401-2870, dacey@cictr.com
 - Susanne Rasmussen, Director of Environmental & Transportation Planning, City of Cambridge
617-349-4607, srasmussen@cambridgema.gov
 - Tegin Teich Bennett, Transportation Planner, City of Cambridge
617-349-4615, tbennett@cambridgema.gov
- Public Meeting: February 28, 2017
- Final Task Force Meeting: March 28, 2017





THANK YOU!

