

# KENDALL SQUARE MOBILITY TASK FORCE

Meeting #11  
Final Recommendations  
April 6, 2017







# AGENDA

- Introductions 10 min
- Resources 5 min
- Initiatives 80 min
  - 1. Red Line
  - 2. Grand Junction
  - 3. Bus
  - 4. Ride-hailing/Shuttles
- Next Steps 15 min
- Public Comment 10 min





# RESOURCES







# RESOURCES

- City: \$10 million for the Grand Junction multi-use path between Binney and City line
- MIT
  - \$500k towards Grand Junction Park (complete, also funded by Cambridge Redevelopment Authority)
  - NoMa SoMa
    - \$175K toward transit studies in Kendall Square (Prior to Occupancy Permit for commercial development over 300,000sf GFA)
    - \$250K for transit investment (Prior to Occupancy Permit for commercial development over 600,000sf GFA)
    - Up to \$500K additional if transit trips are triggered
    - Replace inbound headhouse



# RESOURCES

- Boston Properties
  - Google Connector: \$2million toward Binney Park (includes GJ path)
  - 88 Ames Street: \$50k towards KSMTF follow-up
  - MXD Infill
    - \$6 million (Kendall Square Transit Enhancement Program/KSTEP), allocation TBD by working group
    - Up to \$500k additional if transit trips are triggered
    - \$400k contribution toward outbound headhouse/station improvements
- Alexandria
  - 399 Binney
    - \$172K toward improving transit conditions in Kendall Square (Prior to Occupancy Permit)
    - Commitment to convey strip of land (16,839sf) for Grand Junction multi-use path
- Other upcoming development may make additional funds available, depending on impacts





# INITIATIVES





# RED LINE INITIATIVE 1.1

**Review results of ABC analysis of anticipated capacity increase from Red Line car purchase and advocate for additional Red Line capacity improvements, at known bottlenecks such as:**

- Alewife, Columbia Junction (where the Ashmont and Braintree lines split), and Park Street
- *Resources required:*
  - City staff time in tracking the ABC analysis
- *Steps to completion:*
  - Follow ABC study process (scope of work not publicly released at the time of this plan)
  - Identify a group within which to continue to organize and advocate for Red Line improvements, for example, Kendall Square Association



# RED LINE INITIATIVE 1.2

Advocate for (additional) Kendall Square station improvements, for example:

- Expediting boarding (e.g. tape on platforms)
- Expanding platforms or entrances/egresses
- *Resources required:*
  - City staff time
  - Station improvements require funding, with the source TBD
- *Steps to completion:*
  - Coordinate with the MBTA to understand and advocate for station improvements that affect operating efficiency
  - Coordinate with Kendall Square stakeholders, the MBTA and others to better understand and identify funding needed to accommodate demand on the platforms





# RED LINE INITIATIVE 1.3

**Advocate for repairs to the Red Line portal and including it in the MBTA's vulnerability and resiliency assessment**

- *Resources required:*
  - City staff time in coordinating with the MBTA
  - Repairs require funding, with the source to be determined
- *Steps to completion:*
  - Advocate for the state and MBTA to fund repairs and full vulnerability and resiliency assessment of the Red Line portal





# GRAND JUNCTION INITIATIVE 2.1

**Create a working group to collaborate on implementing the Grand Junction multiuse path, with the following role:**

- Clearly define the goals for the design of the path related to transit
- Work with the City to engage MassDOT
- Identify and resolve next steps in the design and construction of the remainder of the path from Binney Street to the City line
- Engage with stakeholders to move the segment south of Main Street towards implementation
- Provide input on the path design process as well as Initiatives 2.2 and 2.3
- Address challenges associated with and further advocate for completion of the multi-use path through Cambridge and regional connections into Boston and Somerville







# GRAND JUNCTION INITIATIVE 2.1

## Create a working group to collaborate on implementing the Grand Junction multiuse path

- MIT and CRA have already funded the construction of the first portion of the path
  - Binney Street park parcel funded through developer mitigation
  - \$10 million has been allocated for the design and construction of the northern path segment (Binney to the City Line).
  - No resources are yet available for construction for remaining portions
- *Resources required:*
  - City staff time to manage a working group and a consultant team
- *Steps to completion:*
  - Develop a proposed workplan for the stakeholder group, including membership
  - Launch the stakeholder group in the summer of 2017
  - Finalize working group membership, develop work plan for group at the first meeting, and continue to meet as planned throughout the design process



# GRAND JUNCTION INITIATIVE 2.2

## Survey Grand Junction Right-of-Way

- Physical and land survey from Binney to the City Line
- Will confirm that there is space for two tracks and a multi-use path along the length of the ROW
- *Resources required:*
  - Funding has already been allocated toward this effort
- *Steps to completion:*
  - City and MBTA legal teams to negotiate a contract
  - Consultant to complete survey and report





# GRAND JUNCTION INITIATIVE 2.3

## Develop transit conceptual or 25% designs

- *Resources required:*
  - Consultant effort (amount and source of funding TBD)
  - City staff time in managing consultant
- *Steps to completion:*
  - Develop a scope and timeframe
  - Identify funding source
  - Engage consultant
  - Stakeholder engagement



# GRAND JUNCTION INITIATIVE 2.4

## Produce new transit demand estimations

- *Resources required:*
  - City staff time coordinating with MassDOT
  - MassDOT engagement of and management of consultant
- *Steps to completion:*
  - Participation in Focus40 process (ongoing)
  - Coordination with MassDOT in its various capital and service planning processes (Capital Investment Plan, Focus40, MBTA service planning, etc.)
  - Stakeholder engagement





# BUS INITIATIVE 3.1

**Further study bus priority treatments on First/Binney (need to develop case for the benefits)**

- *Resources required:*
  - Consultant effort (amount and source of funding TBD)
  - City staff time in managing consultant
- *Steps to completion:*
  - Determine scope, cost and timeframe
  - Identify funding source
  - Engage consultant
  - Ongoing coordination with design of relevant streets to incorporate or not preclude transit priority treatments as appropriate
  - Public and stakeholder engagement



## BUS INITIATIVE 3.2

### Implement stop consolidation and signal priority for the common CT2/85 corridor from Union to Kendall

- *Resources required:*
  - The estimated incremental O&M costs for the MBTA to increase the Route 85 service given these capital improvements is about \$420,000
  - The amount of the capital costs and source of funding are TBD
- *Steps to completion:*
  - Share results with Somerville for locations in those municipal boundaries
  - City staff to review recommendations for stop relocations and TSP and coordinate with MBTA, including any public process required
  - Identify where capital investment will be required to make proposed new stops accessible
  - Engage consultant in further analysis and design of recommended queue jump locations







# BUS INITIATIVE 3.3

## Extend 64/70/70A into Kendall Square

- Via Mass Ave, Main St, and Portland, returning via Portland, Albany, Mass Ave, Lansdowne, Franklin, Sidney, and Green
- Combined, there will be 8 buses per hour between Central and Kendall (7.5 min headways) during the peak
- *Resources required:*
  - The estimated incremental O&M costs for the MBTA to extend both the 64 and 70/70A into Kendall at these frequencies is about \$1.36 million
- *Steps to completion:*
  - Coordinate with the MBTA and its service planning process, including any public process required



# BUS INITIATIVE 3.4

## Increase EZRide shuttle service

- Decrease peak headway from 7 minutes to 4 minutes and the midday headway from 20 minutes to 15 minutes
- *Resources required:*
  - Additional resources (amount and source of funding TBD) will be needed to operate additional EZRide service
  - Consultant effort (amount and source of funding TBD) to analyze the impact of some trips providing direct service from North Station to Kendall
- *Steps to completion:*
  - Charles River TMA to determine operational and financial opportunities for service expansion





# BUS INITIATIVE 3.5

## Implement new CT4 service

- Connecting Sullivan and Kenmore via Lechmere and Kendall from Sullivan across a future bridge from Inner Belt Road to McGrath
- *Resources required:*
  - The estimated incremental O&M costs for the MBTA to provide the new CT4 service is over \$5million.
  - Capital costs and source of funding TBD
- *Steps to completion:*
  - Include service in MBTA service planning process, including any public process required
  - Explore alternative options for operating and funding service outside of the MBTA service planning process, if required



# RIDE-HAILING INITIATIVE 4.1

## Collect data to better understand ride-hailing services

- *Resources required:*
  - City staff time
  - Amount needed and source of funding for further study TBD
- *Steps to completion:*
  - Coordinate with regional entities to launch a more comprehensive data collection effort
  - Continue to meet with service providers to understand challenges and opportunities, and gather more information





# RIDE-HAILING INITIATIVE 4.2

## Develop policy recommendations related to ride-hailing services

- *Resources required:*
  - City staff time
- *Steps to completion:*
  - Participate in regional conversations to develop policy recommendations





# SHUTTLE INITIATIVE 4.3

## Explore opportunities for consolidating shuttles

- *Resources required:*
  - Consultant effort (amount and source of funding TBD)
  - City staff time in managing consultant
- *Steps to completion:*
  - Develop a scope and timeframe
  - Identify funding source
  - Engage consultant





# NEXT STEPS







# DISCUSSION OF NEXT STEPS

- Championing initiatives
  - Continuation of Task Force
  - Other constituencies/approaches





# PUBLIC COMMENT





# INFORMATION AND CONTACTS

- Website:  
<http://www.cambridgema.gov/CDD/Projects/Transportation/kendallsquaremobilitytaskforce>
- Contacts:
  - Brian Dacey, President, Cambridge Innovation Center  
617-401-2870, [dacey@cictr.com](mailto:dacey@cictr.com)
  - Susanne Rasmussen, Director of Environmental & Transportation Planning, City of Cambridge  
617-349-4607, [srasmussen@cambridgema.gov](mailto:srasmussen@cambridgema.gov)
  - Tegin Bennett, Transportation Planner, City of Cambridge  
617-349-4615, [tbennett@cambridgema.gov](mailto:tbennett@cambridgema.gov)

