

Improvement Type	Route	Proposed Scenario - Constrained	Proposed Scenario - Unconstrained
<i>Description</i>		<i>Assume GLX is in place. These could be implemented in the shorter term, but will be modeled in 2040 for comparison purposes.</i>	<i>Assume GLX is in place. These could be implemented whenever funding or resources are identified, but will be modeled in 2040.</i>
Connections to Charlestown	92	N/A	Create a "92A" (similar to 92, but different service entirely): Add 22 weekday peak trips in each direction between Assembly (serve station) and Kendall via EZRide routing (headway ~ 15 min).
Connections to Somerville/Medford	88	Reroute all trips each way to/from Kendall instead of Lechmere via Columbia and Windsor, similar to CT2, and only making stops that the CT2 makes south of McGrath. Frequency would be reduced (about 30%) to adjust for increased cycle time (from about every 16 minutes in the peak to every 21 minutes). Off-peak headways would remain the same.	Reroute all trips each way to/from Kendall instead of Lechmere via Columbia and Windsor, similar to CT2, and only making stops that the CT2 makes south of McGrath. Frequencies would match the present service (about every 16 minutes in the peak).
Connections to Somerville/Medford	87	Reroute all trips each way to/from Kendall instead of Lechmere via Columbia and Windsor, similar to CT2, and only making stops that the CT2 makes south of Union Square. Frequency would be reduced (about 15%) to adjust for increased cycle time (from about every 21 minutes to every 25 minutes in the peak). Off-peak headways would increase by 5 minutes.	Reroute all trips each way to/from Kendall instead of Lechmere via Columbia and Windsor, similar to CT2, and only making stops that the CT2 makes south of Union Square. Frequencies would match the present service (about every 21 minutes in the peak).
Operational improvements	85	Stop consolidation and TSP at key intersections	Stop consolidation and TSP per 'constrained' scenario. Decrease peak period headway from 25 to 15 minutes, and off-peak frequency from 30 to 20 minutes.
Connections to Cambridgeport/Allston/Brighton	70/70A	Extend 13 trips per direction per weekday peak period trips to Kendall, via Mass Ave, Main St, and Portland, returning via Portland, Albany, Mass Ave, Lansdowne, Franklin, Sidney, and Green. This is allowed in the constrained scenario by the elimination of 68 service.	Extend all trips to Kendall, following the same routing and stops as the constrained scenario from Central. Combined, the 64 and 70/70A provide 8 buses per hour between Central and Kendall (7.5 min headways) during the peak.
Re-allocate service	68	Eliminate service (in favor of extending the 70/70A). Please note that the City does not endorse removal of this service, which is being done for the purposes of modeling tradeoffs in the constrained scenario.	Same as current service.
Connections to Cambridgeport/Allston/Brighton	64	Reroute 16 peak period trips ONLY each way between Kendall and Central (~ every 15 min) via Mass Ave, Main St, and Portland, returning via Portland, Albany, Mass Ave, Lansdowne, Franklin, Sidney, and Green. These trips are presently scheduled via Broadway.	Operate all 37 weekday trips to Kendall, following the same routing and stops as the constrained scenario from Central. Combined, the 64 and 70/70A provide 8 buses per hour between Central and Kendall (7.5 min headways) during the peak.

Connections Sullivan-Back Bay or Longwood	CT4	N/A	This route will connect Sullivan and Kenmore via Lechmere and Kendall from Sullivan across a future connection from Inner Belt Road to McGrath Highway, First Street, Binney, Third, Main, Vassar, and Mass Ave towards Kenmore. Headways: 15 minutes from 5:20 AM – 6:30 AM, 10 minutes from 6:30 AM – 8:00 PM, and 20 minutes from 8:00 PM – 12:40 AM.
Connections Lechmere-Kendall	Lechmere-Kendall Shuttle	N/A	This route will connect Lechmere and Kendall in the peak only, via First Street, Binney, and Third, looping via Main and Broadway. Headways: 15 minutes in the AM peak, with the first trip departing at 6:30 AM and the last at 9:00 AM, and 15 minutes in the PM peak, with the first trip leaving at 3:30PM and the last at 6:00 PM.
Connections North Station-Kendall	EZ Ride	N/A	Decrease peak period headway from the current 7 minutes to 4 minutes. Decrease midday headway from the current 20 minutes to 15 minutes. Assumes a reduction in travel time due to possible transit priority treatments on First and Binney.