

#	Initiative Title	Notes on Expected Mobility Impact	Target Time-frame	Lead(s)	Priority (within category)	Possible Resources
1.1	Review results of ABC analysis of anticipated capacity increase from Red Line car purchase and advocate for additional Red Line capacity improvements	The expected mobility impact of the new Red Line cars is a 50% increase in capacity. The impact of other improvements (e.g. to Alewife, Columbia Junction, and downtown stations) is TBD but are likely very significant	S-M	KSA	1	
1.2	Implement Kendall Square station improvements and behavioral strategies that positively impact operations	Even minor improvements to reduce dwell times could have a significant impact given Red Line frequencies.	S-M	City	2	State/federal and developer mitigation
1.3	Repair the Red Line Longfellow portal and include the Red Line in the MBTA's vulnerability and resiliency assessment	The expected mobility impact will be extremely significant during a severe weather event if the portal is vulnerable.	S-M	City	3	State/federal
2.1	Convene stakeholders to collaborate on implementing the Grand Junction multi-use path	The path is expected to provide an improved facility for all ages to walk and bike and will not move forward without further stakeholder engagement and consensus, including MassDOT.	S	City	1	
2.2	Analyze of benefits of Grand Junction path connections	Need data to demonstrate how it would positively impact access to and from Kendall Square as well as bring about behavioral change.	S	City	1	Existing developer mitigation
2.3	Develop transit conceptual or 25% designs for the Grand Junction corridor	In order to build the multi-use path so that it does not preclude two-track service, some level of design work for transit is needed.	S-M	City	2	City/KSTEP
2.4	Produce new Grand Junction transit demand estimations	The expected long-term impact of Grand Junction transit as well as the impact on path design needs to be better understood through demand estimation.	S	City/CTPS/CRA	1	State/KSTEP/CRA
3.1	Further study bus priority treatments Lechmere to Kendall Square	The estimated time savings yields the noted increase in ridership along this corridor and improves already crowded conditions on the buses. While priority treatments would likely significantly benefit EZRide and any other future services on the corridor, the case for the benefit and tradeoffs still needs further exploration.	M	City/CRA	1	KSTEP

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3.2	Implement stop consolidation and signal priority for the common CT2/85 corridor from Union to Kendall	The estimated time savings yields the noted increase in ridership along this corridor and improves the experience for all passengers using these routes. <i>(Note – the CT2 operates out of the Albany garage and the 85 out of the Somerville garage)</i>	M	City/MBTA	3	MBTA/City/KSTEP
3.3	Pilot extended 64/70/70A into Kendall Square	The estimated mobility impact is an increase in ridership of almost 3,000 trips total in the morning and evening peak travel times. <i>(Note – the 64 and 70 operate out of the Somerville garage)</i>	M	MBTA	1	MBTA/KSTEP
3.4	Increase EZRide shuttle service	This ridership estimate is based on time savings realized by the proposed bus priority improvements on First/Binney. However, buses are overcrowded and an increase in service may be justified independent of the bus priority treatments.	M	EZRide/City	3	KSTEP
3.5	Implement new CT4 service	The proposed new CT4 service would draw an estimated ridership of 2,310 trips total in the morning and evening peaks, which is similar to the current CT2 ridership. <i>(Note – the CTs operate out of the Albany garage)</i>	M	All	2	MBTA/KSTEP
4.1	Collect data to better understand ride-hailing services	The impact of ride-hailing services on mobility and vehicle miles traveled (VMT) is not yet fully understood.	S	MAPC/CTPS /University	2	
4.2	Develop policy recommendations related to ride-hailing services	The impact of ride-hailing services on mobility and VMT is not yet fully understood.	M	MassDOT/ City	3	
4.3	Explore opportunities for increased efficiency of shuttles	The consolidation of shuttles could decrease congestion, lower costs and make service in Kendall Square more accessible for the public.	S	KSA	1	Developer mitigation Volpe pro-bono research