

## Kendall Square Mobility Task Force Public Meeting

**LOCATION OF MEETING:** One Main Street, First Floor, East Arcade Conference Room

**DATE/TIME OF MEETING:** February 28, 2017 from 6:00 PM – 8:00 PM

**TASK FORCE ATTENDEES:**

Kelley Brown, MIT  
Peter Crawley, East Cambridge Planning Team  
Brian Dacey, Kendall Square Association (Co-Chair)  
Tom Evans, Cambridge Redevelopment Authority  
Jim Gascoigne, Charles River TMA  
Scott Hamwey, MassDOT  
Patrick Magee, East Cambridge Business Association  
Michael Owu, MIT Investment Management Company  
Susanne Rasmussen, City of Cambridge (Co-Chair)

**MASSDOT, MBTA, CITY OF CAMBRIDGE AND PROJECT TEAM ATTENDEES:**

Tegin Bennett, City of Cambridge  
Jessica Casey, MBTA  
Bill Deignan, City of Cambridge  
Philip Groth, MBTA  
Bruce Kaplan, CTPS  
Adam Shulman, City of Cambridge

**PUBLIC:**

Alan Greene  
Joanne Haracz, McMahon Associates  
Bethany Stevens, East Cambridge Planning Team

**PURPOSE/SUBJECT:** Public meeting to discuss draft recommendations

**Summary**

Brian Dacey, CIC, opened the meeting. Susanne Rasmussen, City of Cambridge, presented an overview of the Task Force and the project background. Tegin Bennett, City of Cambridge, described the transportation priorities of the task force and draft recommendations.

**Draft Recommendations**

*Red Line:*

- Review results of ABC analysis and advocate for continuing analysis of further capacity improvements, if needed.
- Advocate for exploring additional station improvements that could accomplish quicker boarding and increased capacity at Kendall Station.
- Advocate for repairs to the Red Line portal and including it in the MBTA's vulnerability and resiliency assessment.

*Bus:*

- Consider implementing a bus priority corridor near Kendall Square.

- Consider routing and service changes (requires additional resources/buses):
  - Extend 64/70 into Kendall during peak. If successful, extend 64/70 all day.
  - Transit Signal Priority and stop consolidation on the 85 and CT2 routing.
  - Increased EZ Ride service (from 8.5 to 15 trips per hour per direction).
  - New “CT4” service between Sullivan, Kendall, and beyond.

*Grand Junction:*

- Create a working group to collaborate on implementing the multi-use path.
- Clearly define the goals for the design of the path related to transit.
- Finish ROW survey.
- Develop transit conceptual designs to not preclude rail options with at least one station.
- Work with MassDOT to produce new demand estimations.
- Continue to explore feasibility and advocate for regional connections.

*Ride-hailing services and shuttles:*

- Continue meeting with shuttle providers and ride-hailing companies to request information and determine challenges and opportunities.
- 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).

**Discussion**

- Traffic count methodology in Kendall Square was discussed in relation to the fact that data show that traffic in the Kendall Square area has remained relatively flat.
- It was noted that it would be desirable if people could use MBTA passes on shuttles.
- There were some questions about the new Red Line cars regarding the seating arrangement, customer experience during braking, as why the new cars will increase capacity on the line.
- It was acknowledged that because the improvements were modeled as scenarios, the results for an individual improvement cannot be viewed in isolation of other improvements in the scenario.
- There was a discussion about how to prioritize the draft recommendations. Factors such as the degree of city control and timing (e.g., how projects align with development) could impact which projects are prioritized. In addition, the group discussed funding availability and whether the Task Force should or should not prioritize recommendations based on whether funding is available.
- The MBTA reported that they are pursuing the implementation of rolling, overlapping service plans for individual bus garages. It is possible that garages that would impact Kendall Square buses would be assessed in the next two to three years.
- The MBTA's new policy regarding pilot projects was discussed. Proposed projects would be implemented for under 12 months.
- There was further discussion of A Better City's planned review of the projected benefits of purchasing new Red Line cars.
- Transportation demand management and parking policy were recommended to be part of the package of final recommendations.
- It was suggested that the relationship of other regional initiatives, such as MetroFuture and the Mystic study, which bring together multiple municipalities, be discussed in the final report.

- It was suggested the final report also address the policies and political movement needed to address mobility in Kendall Square.
- Attendees discussed both development within Kendall Square (e.g., on the Volpe site) and at the regional level.
- It was suggested that the final report lay out the next steps to implementation of these recommendations.

**Next Steps**

The final meeting of the task force to finalize the recommendations is currently scheduled for April 6, 2017.