

## Kendall Square Mobility Task Force Meeting

**LOCATION OF MEETING:** One Broadway, 5<sup>th</sup> floor, Cambridge

**DATE/TIME OF MEETING:** July 12, 2016 from 5:00 PM – 7:00 PM

**TASK FORCE ATTENDEES:**

Susanne Rasmussen, City of Cambridge (Co-Chair)  
Brian Dacey, Kendall Square Association (Co-Chair)  
Joe Barr, City of Cambridge – Traffic, Parking, and Transportation Department  
Peter Crawley, East Cambridge Planning Team  
Bob Dorer, Volpe National Transportation Systems Center  
Melissa Dullea, MBTA  
Tom Evans, Cambridge Redevelopment Authority  
Jim Gascoigne, Charles River TMA  
Scott Hamwey, MassDOT  
Michael Owu, MIT Investment Management Company

**MASSDOT, MBTA, AND PROJECT TEAM ATTENDEES:**

Andrea Murray, MassDOT  
Joanne Haracz, McMahon Associates  
Duncan Allen, IBI Group  
Sarah Paritsky, RVA

**PUBLIC:**

Tegin Bennett, City of Cambridge  
Kyle Davis, AECOM  
John Hawkinson  
Steve Kaiser  
Alexandra Lee, Kendall Square Association  
K. Russell  
Adam Shulman, City of Cambridge  
Arthur Strang  
Sarah Wetmore, VHB

**PURPOSE/SUBJECT:** Task Force Meeting #5

**SUMMARY:**

**Introductions**

Brian Dacey, Kendall Square Association (KSA), opened the meeting. He and Susanne Rasmussen, City of Cambridge, explained that the Kendall Square Mobility Task Force (the Task Force) has transitioned from MassDOT leadership to the joint leadership of KSA and the City. Ms. Rasmussen provided an overview of the agenda and led a round of introductions (see Attendance).

### Task Force Transition

Scott Hamwey, MassDOT, noted that Matt Ciborowski, who had been the project manager, has transitioned into a new role with the MBTA. Mr. Hamwey apologized for the delay since the previous meeting and explained that MassDOT had been working with the Task Force chairs to identify next steps given that the issues identified during the process required more resources than MassDOT allocated to the project to address.

Mr. Hamwey and Melissa Dullea, MBTA, will remain actively engaged, but the project will transition to the new leadership, and the project website will transfer to the City of Cambridge. The consultant team will support the Task Force meetings through September, then wrap up its analysis of issues and opportunities.

### Revised Problem Statements

Ms. Rasmussen described the five focus areas covered in previous meetings, some of which may not be possible to resolve in the next six months. Ms. Rasmussen walked through what she and Mr. Dacey have identified as possible opportunity statements that the Task Force could adopt at the end of the meeting to represent the new scope of work (see Table 1, below).

*Table 1. Draft Opportunity Statements for Discussion, July 12, 2016*

<b>Opportunity Statement</b>	<b>Possible Action(s)</b>
Improve and increase direct bus connections to residential (and urban commercial) areas to reduce auto use, as well as improve travel times, reliability, and hours of service	Identify demands for new or improved routes (e.g. Sullivan to Kendall to Kenmore) and possible transit priority treatments
Improve operational capacity and reliability of Red Line to meet both current and future demand	Define and prioritize a package of Red Line investments <sup>1</sup> , cost, and expected impacts
Build the Green Line Extension (GLX)	Bus alternatives analysis to include consideration of bus circulation with and without the GLX
Maximize the transportation benefits of the Grand Junction corridor (multi-use path and transit options)	Hold a workshop with KSMTF to update and explore transit options and the interaction with the multi-use path
Improve direct Commuter Rail connections to suburban communities to reduce auto use	None <sup>2</sup>
Increase bicycle safety	None <sup>3</sup> (refer to Bicycle Network Plan and Vision Zero policy)
Increase access to ridesharing during peak hours	Develop a draft scope for future project(s) to analyze potential contribution of Transportation Management Associations (TMAs) and private shuttles as well as

<sup>1</sup> Mr. Dacey said examples of such investments include station improvements and signal upgrades.

<sup>2</sup> Ms. Rasmussen explained that she is proposing not to focus on this in the next six months as it is a less critical and impactful strategy as compared to the other priorities.

<sup>3</sup> Ms. Rasmussen explained the city is pursuing bicycle improvements under related initiatives, including Vision Zero.

	Transportation Network Companies (TNCs) to mobility in Kendall Square
Develop a vision for Kendall Square mobility to best leverage larger scale public (and developer) investments	Final report (project and policy recommendations) from KSMTF

Ms. Rasmussen noted that the City will be looking at transit improvements on Massachusetts Avenue for Route 1 as part of a National Association of City Transportation Officials (NACTO) grant. She welcomed questions or comments on the opportunity statements and possible actions. Ms. Dullea said she is happy to see that the list includes a number of actions the City and other parties can take to leverage MBTA investments.

Joe Barr, City of Cambridge, said the City adopted the Vision Zero policy, a commitment to work towards eliminating multimodal traffic fatalities and serious injuries, in March. An action plan is being developed and there will be public outreach related to Vision Zero.

Tom Evans, Cambridge Redevelopment Authority, asked about the phrase, “with and without the GLX.” Ms. Rasmussen clarified that this refers to before and after GLX is built. Mr. Evans asked about connectivity of western bus routes through Kendall, and Ms. Rasmussen explained that the Sullivan connection was just an example.

Peter Crawley, East Cambridge Planning Team, expressed an interest in leveraging water mobility solutions on the Charles River. He referenced shuttles on Boston Harbor as an example. Ms. Rasmussen said this was briefly discussed at a previous meeting and can be explored further. Mr. Crawley added that he would be interested in mapping the capacity of certain nodes (i.e. Kendall Square) with the development potential of those nodes (square footage increases over time). This information would be useful with land use planning, scheduling, and policy decisions. Ms. Rasmussen stated that the 2013 Kendall Square Study included development projections for 2030 and trip generation, applied to nodes. Ms. Rasmussen said that this effort revealed some issues with Red Line capacity in 2030, which led in part to the development of this Task Force. Ms. Rasmussen agreed to share this analysis with the Task Force.

Michael Owu, MIT, asked if the first opportunity statement is referring to improving and increasing bus connections to and from Kendall Square. Ms. Rasmussen said this was intended to address increasing connections for residents between Kendall Square and other urban areas. Mr. Dacey said this refers to all service to, from, or through Kendall Square. Mr. Owu stated that possible actions of the GLX opportunity statement seem to fall within the actions of the first opportunity statement. Ms. Rasmussen and Mr. Evans agreed the actions could be combined. Mr. Owu asked about the Grand Junction corridor action, and Ms. Rasmussen clarified that the language should be changed to ‘a multi-use path’.

Mr. Hamwey echoed Ms. Dullea’s comments; he was excited to see municipalities interested in helping improve transit capacity by changing the streets. Mr. Hamwey said the timing of this process is key because of its relationship to other concurrent MassDOT studies, which he explained in further detail later in the meeting.

Bob Dorer, Volpe National Transportation Systems Center, noted that even though no actions are proposed directly related to bike safety, other actions may impact bike safety. He commented on the commuter rail opportunity statement. Ms. Rasmussen said this is still a priority but the Task Force must focus on nearer-term items. Mr. Dorer asked a few additional clarifying questions and emphasized his interest in creating express buses where feasible. Mr. Hamwey said the MBTA operates express buses today. Most buses have higher frequency bus stops, and some could be operated more like light rail or rapid transit with fewer stops.

Mr. Dorer mentioned operational issues, such as long dwell times, and expressed support for water transportation opportunities. Mr. Dacey said it would be hard to look into water transportation based on existing resources, but he recalled a previous study that identified constraints, including heights of bridges that limit boat sizes. He described a current joint-agency Boston-area study that will address water transportation. Mr. Evans suggested reaching out to this study team to advocate for considering Cambridge. Mr. Dacey offered to reach out on behalf of the Task Force. Ms. Rasmussen added that water transportation was written into the Education First building permit but was later transferred to other transportation modes due to feasibility issues.

Mr. Crawley said when the Lechmere station is rebuilt, there is an opportunity to connect to North Point.

Ms. Rasmussen summarized the comments and concluded that the Task Force agrees with the list of opportunity statements and possible actions, with some minor tweaks.

### **Task Force Re-Scoping**

Ms. Rasmussen described several next steps for the Task Force: tie actions back to existing conditions data; finalize evaluation criteria which can be coordinated with the Focus40 process; develop a set of transportation priorities for each project area; and recommend a set of policies and projects that will be shared with the community. Ms. Rasmussen provided an overview of the proposed schedule, which includes six Task Force meetings between August 2016 and January 2017 and two public meetings in October and December 2016. She reviewed overall agenda topics for each meeting.

Ms. Rasmussen explained that the Task Force will coordinate with various projects, including Envision Cambridge Mobility Planning – a citywide planning process to take place over the next three years which will incorporate results of this project. Tegin Bennett, City of Cambridge announced that the City was recently awarded year-long technical assistance under NACTO Transit Program Accelerator. Ms. Rasmussen added that MassDOT's Capital Improvement Plan (CIP) includes MBTA Red Line and bus fleet improvements.

Ms. Rasmussen explained that Focus40, an ongoing MassDOT project, is developing evaluation criteria and a system for how projects are selected and prioritized for implementation. This will include scenario planning for regional improvements and identify longer-term transit investments. GLX will have an impact on bus changes and Ms. Rasmussen hopes the Task Force will be part of that process. Ongoing coordination also includes the Volpe development, overall transportation improvements, and trip generation that results from new developments.

Ms. Rasmussen explained that the City will devote necessary staff to take over the management of the Task Force process and meetings. Ms. Rasmussen is looking into whether MIT and Boston Properties funds committed to transit studies and implementation (required by the Cambridge Redevelopment Authority) can be available sooner than the currently scheduled timeframe. She will provide an update at the next meeting.

Ms. Rasmussen noted that the City would take on the responsibility for a moderated mobility workshop focused on Grand Junction. Mr. Barr said these funds will also be put toward a set of bicycle and pedestrian improvements. Ms. Rasmussen mentioned the need for more Hubway stations.

Ms. Bennett described resources available for a data collection effort related to identifying curb and parking uses along Massachusetts Avenue, including counts of turning movements and daily traffic.

Mr. Crawley asked about the potential for mitigation and community benefit funding. Ms. Rasmussen said originally a third was dedicated to non-profit entities, but there is now an ongoing conversation with the Cambridge Needs Assessment to decide where those funds should be allocated. Mr. Crawley noted that some council members are interested in spending funding where communities are most impacted, including Kendall Square.

### **Status Update on Prior Work/Next Steps**

#### **A. Red Line**

Mr. Hamwey said the project team is preparing a report on the MBTA Red Line data collection and analysis. The biggest issues are on the south side of the route, but this underscores that there is a corridor-wide problem. MassDOT and the MBTA are looking at capacity constraints in the future. Mr. Hamwey explained that the Red Line is anticipated to have capacity issues at several points along the entire line.

Mr. Hamwey described MassDOT's Focus40 initiative. Focus40 is looking at capacity gaps today, projections based on the Central Transportation Planning Staff (CTPS) travel demand model, and how capacity gaps may grow. MassDOT will develop a menu of investments and policies to address these shortfalls, perhaps including pricing and fare payment strategies in addition to capital solutions. Mr. Hamwey described the existing conditions phase (called "state of the system") and emerging trends (such as sea level rise and demographic shifts) that will be used to develop multiple visions of what the future of Greater Boston could look like. He noted that a workshop is scheduled for July 13 on goal setting, which the City will attend. The transit priority survey is available now and will close on July 31. Mr. Hamwey said the capacity gap analysis is starting as internal exercise but will be shared publicly in the fall. Mr. Dacey said state of the system documents online and capacity gap analysis will tell a lot of the story. Mr. Evans praised the survey as an interesting educational tool. Mr. Hamwey said the link can be found on the Focus40 website, which Ms. Rasmussen will distribute after the meeting.

### B. Grand Junction

Mr. Hamwey said MassDOT has presented on Grant Junction right-of-way constraints and has produced numerous studies on this topic in the past. MassDOT is interested in participating in the Grand Junction workshop, and reminded the group that there can be no changes to the corridor that would negatively impact the existing rail use.

### C. Bus Improvements

Mr. Hamwey summarized the project team analysis which includes quality of service and travel time. He stated that MassDOT is interested in working with the City to identify enhanced bus connections in Kendall and an alternatives analysis. He referenced work with the City of Boston on modifying the design of the North Washington Street bridge as an example improvement that can result from this effort.

### D. Shuttles and Transportation Network Companies

Ms. Rasmussen reiterated that the Task Force can develop a scope to analyze the potential contribution of public and private shuttles to increase mobility in Kendall Square, but won't complete any work in the next six months.

### Introduction to Bus Alternatives

Mr. Hamwey presented a graph showing weekday arrivals in Kendall Square via public transit, about 22% of which are on bus. About 20% of bus riders are transferring to the MBTA Red Line. Mr. Dacey confirmed that about 1,700 people are taking the Green Line to the Red Line to Kendall Square. At Porter Square, many riders are taking the Commuter Rail. Mr. Evans asked if the number of bus riders transferring to rapid transit (about 20%) is considered low. Mr. Hamwey explained that this is relatively low as compared to other stations.

Mr. Dorer asked if there may be people who skip the Red Line and walk to the Commuter Rail at South Station. There was a discussion of transportation service in downtown Boston.

Mr. Hamwey said MassDOT is looking at nearby bus corridors where there may be benefits to providing direct service to Kendall Square, such as those in Charlestown. Mr. Hamwey described a map of existing bus routes in the vicinity of Kendall Square, including routes 64 and CT2. He mentioned bus service in Everett, Chelsea, and other communities that could be connected to Kendall Square in the future. He noted the 1 is missing from the map but provides connections to MIT and access to Kendall. Mr. Dacey highlighted the desire for a connection between Kendall and Allston/Brighton.

He described a map of initial ideas for potential bus route connections to Kendall. He noted that GLX could result in changes to bus routes from Somerville to Kendall. Mr. Hamwey welcomed feedback to help guide the consultant's work. He noted that the team has already identified roadway segments and the city can discuss this further.

### Public Comment

Ms. Rasmussen opened the meeting for public comments and encouraged submitting comments via email. Ms. Bennett said the presentation will be posted to the City's website;

MassDOT's website will link to the city website. Ms. Rasmussen said an email will be sent out to the list once materials are available.

Mr. Evans asked about the kinds of comments the Task Force is seeking. Mr. Hamway said members of the public can request analysis or data, or weigh in on prioritizing corridors for transit priority. Ms. Bennett noted there will be a more thorough conversation at the meeting in September to help evaluate different options. Mr. Crawley asked about data on where workers in Kendall are coming from, and Ms. Rasmussen said this is part of the existing conditions information. Joanne Haracz, McMahon, offered to share this information. Ms. Rasmussen said it would be helpful to receive comments on which origins and destinations the Task Force should work to improve.

Mr. Dorer described some corridors impacted by the Concord Ave rebuild or other projects due to sewer repairs. Ms. Rasmussen said the City has a 5-year plan for street construction.

Mr. Barr said that it would be helpful to understand key slow points on existing or enhanced bus routes. He added that the latest redesign of Lechmere station shows a removal of the bus loop, so some buses will be redirected to Union Square, Kendall Square, or elsewhere.

Ms. Rasmussen said the City will reach out to identify time that will work for the most people in early September. This will be dedicated to discussion of bus alternatives and bus priority treatments. Mr. Dacey asked if the capacity analysis gap will be available in September. Mr. Hamway said he hopes so, but a minimum he can provide an update on where it stands.

Steve Kaiser provided comments about Governor Charlie Baker's interest in seeing a 100% increase in capacity on the MBTA. Mr. Kaiser estimated that 9 million square feet of new development has been proposed for Kendall Square, and 24 million square feet of development in North Point, Somerville along GLX, and North Station, which affect the Green and Orange Lines. He said this is not the fault of the MBTA; it's the fault of the towns that are allowing such an increase in development. He suggested the consultant scope prioritize an analysis of Red Line capacity and ridership projections. Mr. Kaiser believes this is a regional problem and the Metropolitan Area Planning Commission (MAPC) should be coordinating information on development and ridership. He offered to send his data to Mr. Hamway.

Alexandra Lee, Kendall Square Association, said she will provide a list of other events and meetings in the fall that may conflict.

The meeting adjourned at 7:07 PM.