

KENDALL SQUARE MOBILITY TASK FORCE

Meeting #5
July 12, 2016





AGENDA

- Introductions 5 min
- Task Force Transition 5 min
- Revised Problem Statements 25 min
- Task Force Re-Scoping 20 min
- Status Update on Prior Work/Next Steps 15 min
 - Red Line
 - Grand Junction
 - Bus
 - Shuttles and Transportation Network Companies
- Introduction to Bus Alternatives 30 min
- Proposed Schedule and Meetings 10 min
- Public Comment 10 min



TASK FORCE TRANSITION





TASK FORCE TRANSITION

- Still YOUR Task Force – YOUR Recommendations
- Task Force Co-Chairs:
 - Brian Dacey – Kendall Square Association VP
 - Susanne Rasmussen – City of Cambridge, Community Development Department
- Task Force Staff / Coordination
 - Transitions to City of Cambridge
- Additional consultant and CTPS work
- MassDOT and the MBTA remain members of the Task Force
- Website to be transitioned to Community Development Department





TASK FORCE TRANSITION

Project Team

- MassDOT transitioning project management
- Consultant Support:
 - McMahon Associates, IBI Group, Regina Villa Associates work through September 30, 2016
 - Additional scope:
 - Support two Task Force meetings
 - Document prior work:
 - Existing conditions
 - Red Line Technical memo
 - Grand Junction
 - Advance bus connections analysis in partnership with Cambridge





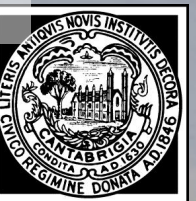
TASK FORCE TRANSITION

Previous study process

- Examine the current conditions of Kendall Square transportation
- Estimate future needs
- Set performance-based goals for transportation initiatives
- Recommend policies and projects to meet goals
 - Multiple timeframes
 - Financially prudent



REVISED PROBLEM STATEMENTS





PROBLEM STATEMENTS

- Five major focus areas determined by KSMTF (presented at public meeting) include:
 - Increasing direct transit access (fewest transfers)
 - Improve MBTA service reliability and capacity
 - Decrease challenges on local street network for all modes
 - Policy and Outreach
 - Increase financing





OPPORTUNITY STATEMENTS

“Problem Statements” Reworded as Opportunities

- 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
 - Proposed action(s): 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
 - Proposed action(s): Define and prioritize a package of Red Line investments, cost, and expected impacts



OPPORTUNITY STATEMENTS

- Build the GLX
 - Proposed action(s): 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)
 - Proposed action(s): Hold a workshop with KSMTF to update and explore transit options and the interaction with the multi-use path





OPPORTUNITY STATEMENTS

- Improve direct Commuter Rail connections to suburban communities to reduce auto use
 - Proposed action(s): None planned in current scope
- Increase bicycle safety
 - Proposed action(s): None planned in current scope (refer to Bicycle Network Plan and Vision Zero policy)





OPPORTUNITY STATEMENTS

- Increase access to ridesharing during peak hours
 - Proposed action(s): Develop a draft scope for future projects to analyze potential contribution of Transportation Management Association (TMA) and private shuttles as well as Transportation Network Companies (TNCs) to mobility in Kendall Square
- Develop a vision for Kendall Square mobility to best leverage larger scale public (and private) investments
 - Proposed action(s): Final report (project and policy recommendations) from KSMTF



DISCUSSION



TASK FORCE RE-SCOPING



Remaining Tasks, Redefined

- Finalize opportunity statements and associated actions, and tie to existing conditions data
- Finalize evaluation criteria (coordinate with Focus40)
- Develop transportation priorities
 - Red Line capacity
 - Grand Junction transportation options
 - Shuttles and Transportation Network Companies
 - Enhanced bus connections alternatives analysis
 - Bus priority corridor concept
- Recommend policies and projects





PROPOSED SCHEDULE

KSMTF Revised Tasks, Schedule, and Meetings

	July	August	September	October	November	December	January
<i>Task A: Finalize Opportunity Statements</i>							
<i>Task B: Finalize Evaluation Criteria</i>							
<i>Task C: Develop Transportation Priorities</i>							
<i>Task D: Recommend Policies and Projects</i>							
<i>Meetings (# = KSMTF, P# = Public Meeting)</i>	1		2	3 P1	4	5	P2 6

Consultant contract ends

- Meetings to be discussed on next slide





PROPOSED MEETINGS

Type	Description	Date
KSMTF	Rescoping, opportunities, next steps	July 12, 2016
KSMTF	Bus alternatives development / bus priority concepts	Early Sept 2016
KSMTF	Bus priority concepts / Red Line capacity investments	Late Sept 2016
Public	Bus alternatives / priority concepts / Red Line capacity	Early Oct 2016
KSMTF	Bus alternatives analysis (CTPS) and Grand Junction mobility charrette	Late Oct 2016
KSMTF	Draft policy recommendations	Mid/Late Nov 2016
Public	Summary of work and discussion of draft recommendations	Mid/Late Dec 2016
KSMTF	Present/finalize recommendations	Jan 2017





COORDINATION

- Envision Cambridge Mobility Planning
- NACTO Transit Accelerator Program
 - Mass Ave corridor (potential relief for Red Line)
- Capital Investment Plan (CIP)
 - Red Line investments
 - Bus Fleets





COORDINATION

- Focus40
 - Evaluation criteria
 - Scenario planning
 - Longer-term transit investments
- Green Line Extension
 - Project status
 - Impact on bus routing
- Design/development projects
 - Trip generation
 - Mitigation





ADDITIONAL RESOURCES

Additional Study Resources and Analysis

- Red Line capacity
 - Investment packages and recommendations
- Grand Junction
 - Mobility workshop
- Data collection for bus priority corridor work
- Additional topics or analysis?



STATUS UPDATE OF PRIOR WORK





RED LINE STATUS

- Capacity and quality of service analyses complete – November 2015
 - Over capacity; dwells, signals, and other factors contribute
 - Poor service quality, linked to capacity and state of good repair
- Candidate high-level initiatives identified for investigation (near to far)
 - Operational changes (platforms, dispatching)
 - Train state of good repair
 - Signal improvements (new aspects, block redesign)
 - Traction power state of good repair
 - ‘Walk-through’ trainsets
 - CBTC and/or automatic train operation
 - Downtown station reconfiguration





RED LINE NEXT STEPS

(MassDOT)

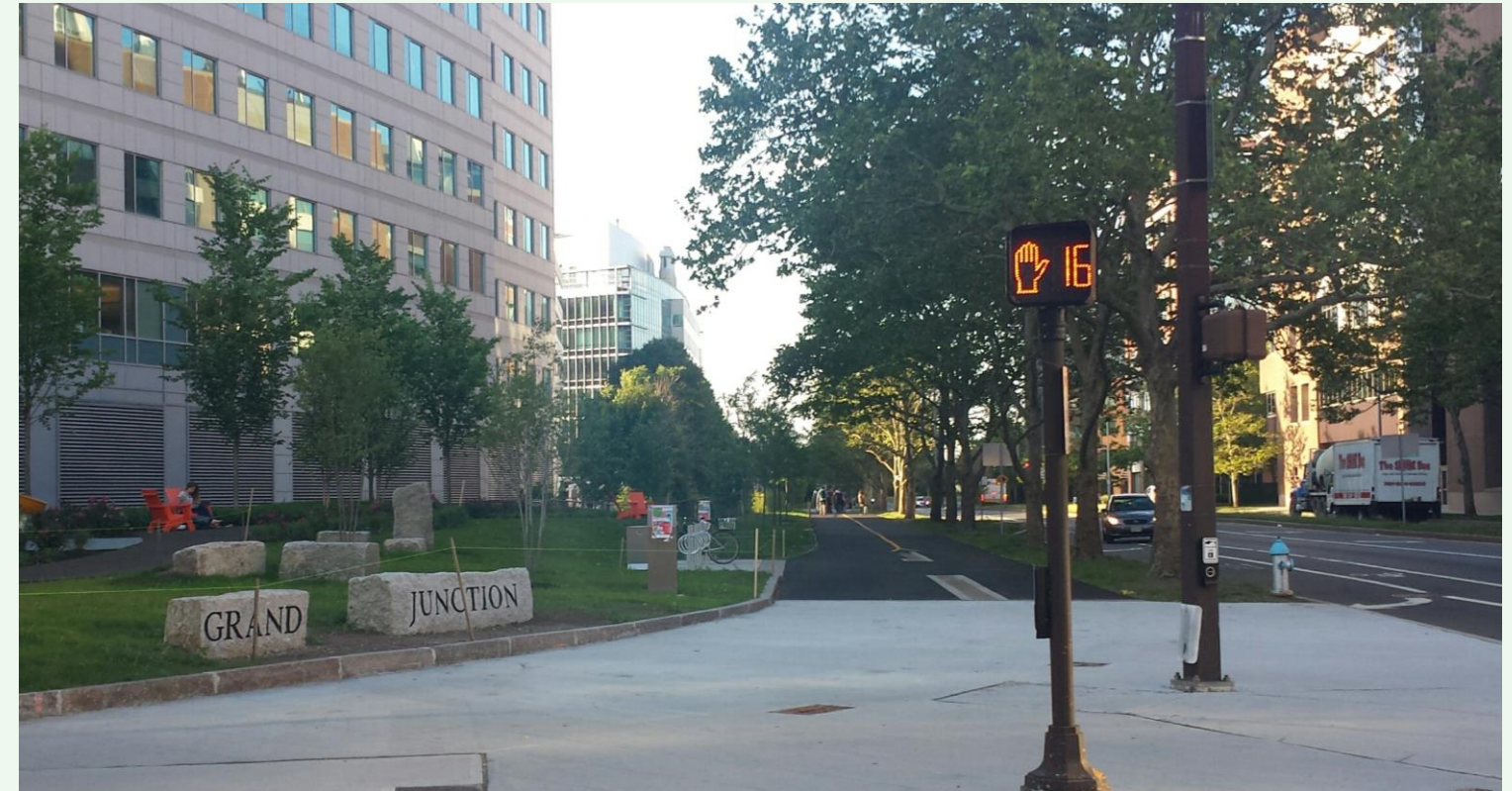
- Task Force
 - Consolidate results with MBTA's *State of the Service*
- Focus40
 - Red Line SGR investments not currently in Capital Investment Program
 - Capacity Gap Analysis to identify current and projected shortfalls in Red Line capacity
 - Menu of investments/policies to address shortfalls (CBTC, Station Modifications, Track upgrades, Fleet/Yard Expansion, Parallel Bus Service, etc)
 - Long term expansion ideas generated through public process





GRAND JUNCTION STATUS

- Numerous prior studies
 - Commuter rail
 - DMUs
 - Bus Rapid Transit
 - Community Path
- ROW constraint analysis presented to Task Force in November
- First segment of GJ Path opened in June 2016





GJ NEXT STEPS

(City and MassDOT)

- Task Force discussion of modal priorities on the corridor; infrastructure needs to support transit service





BUS IMPROVEMENTS – STATUS AND NEXT STEPS

- Completed:
 - Bus transit quality of service analysis
 - Regional transit mode share and travel time analysis
 - Employee origins from PTDM data
- Next Steps: (MassDOT)
 - Enhanced Kendall Bus Connections Alternatives
 - Alternatives analysis
 - Constrained and Unconstrained Scenarios
 - Conceptual development of one dedicated bus corridor



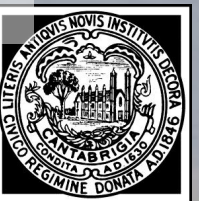


SHUTTLES AND TNCs – STATUS AND NEXT STEPS

- EZRide and private shuttles have played a significant role in providing access to Kendall Square
- Increasingly, Transportation Network Companies (TNCs, e.g., Bridj, Uber, and Lyft) are playing role in meeting mobility needs
- Next Steps: (City)
 - Improve understanding of roles of shuttles and TNCs currently and in future
 - Draft scope work to understand current roles and explore potential public or private actions to meet future mobility needs



DISCUSSION



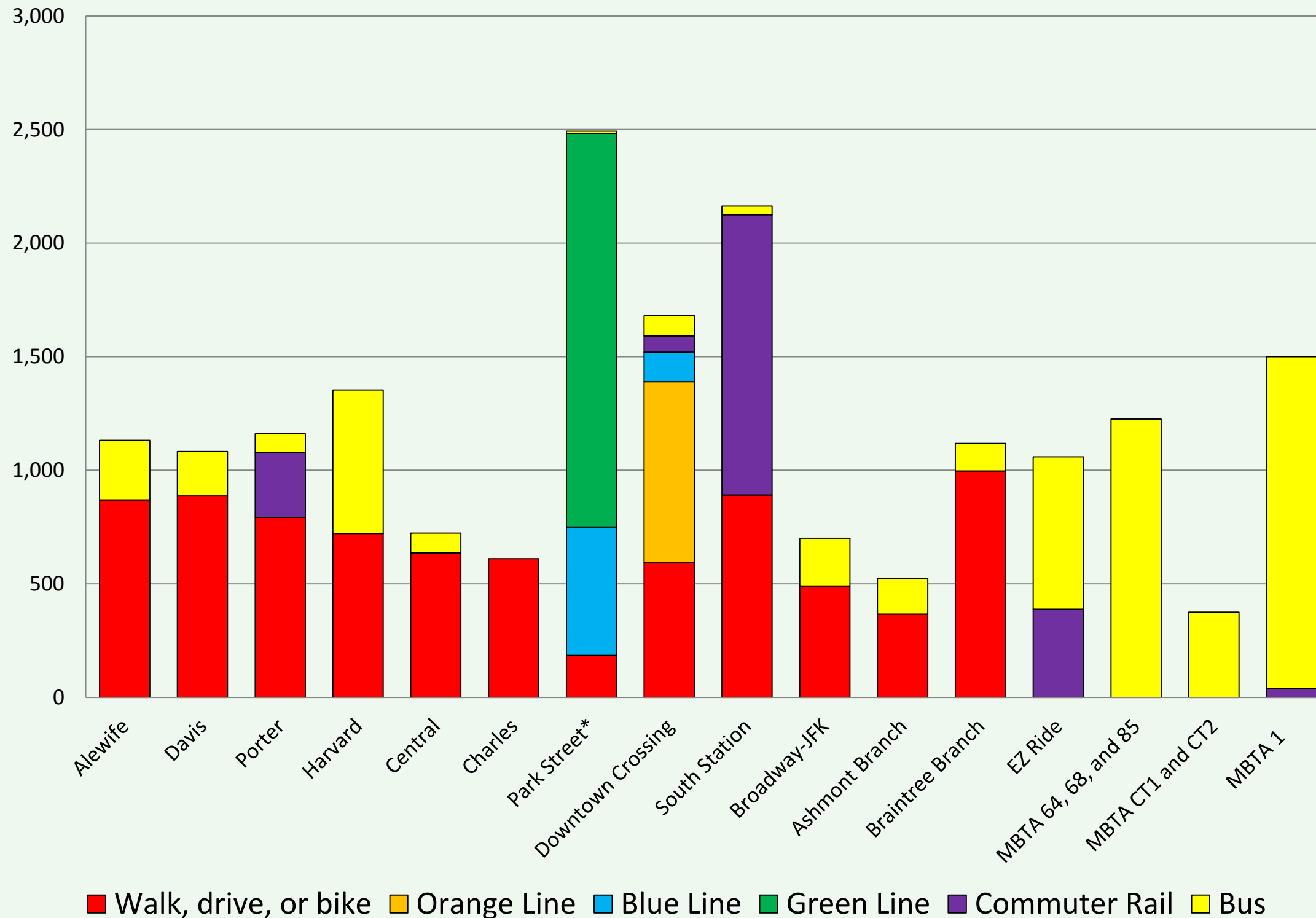
INTRODUCTION TO BUS ALTERNATIVES





BUS SERVICE IN CONTEXT

Estimated Kendall Weekday Arrivals via Public Transit



- 22% of transit trips to/from Kendall are via bus
- About 19% of bus passenger activity to/from the study area are transfers to/from the Red Line
- 5% of Red Line Kendall Station activity is to/from points outside the study area





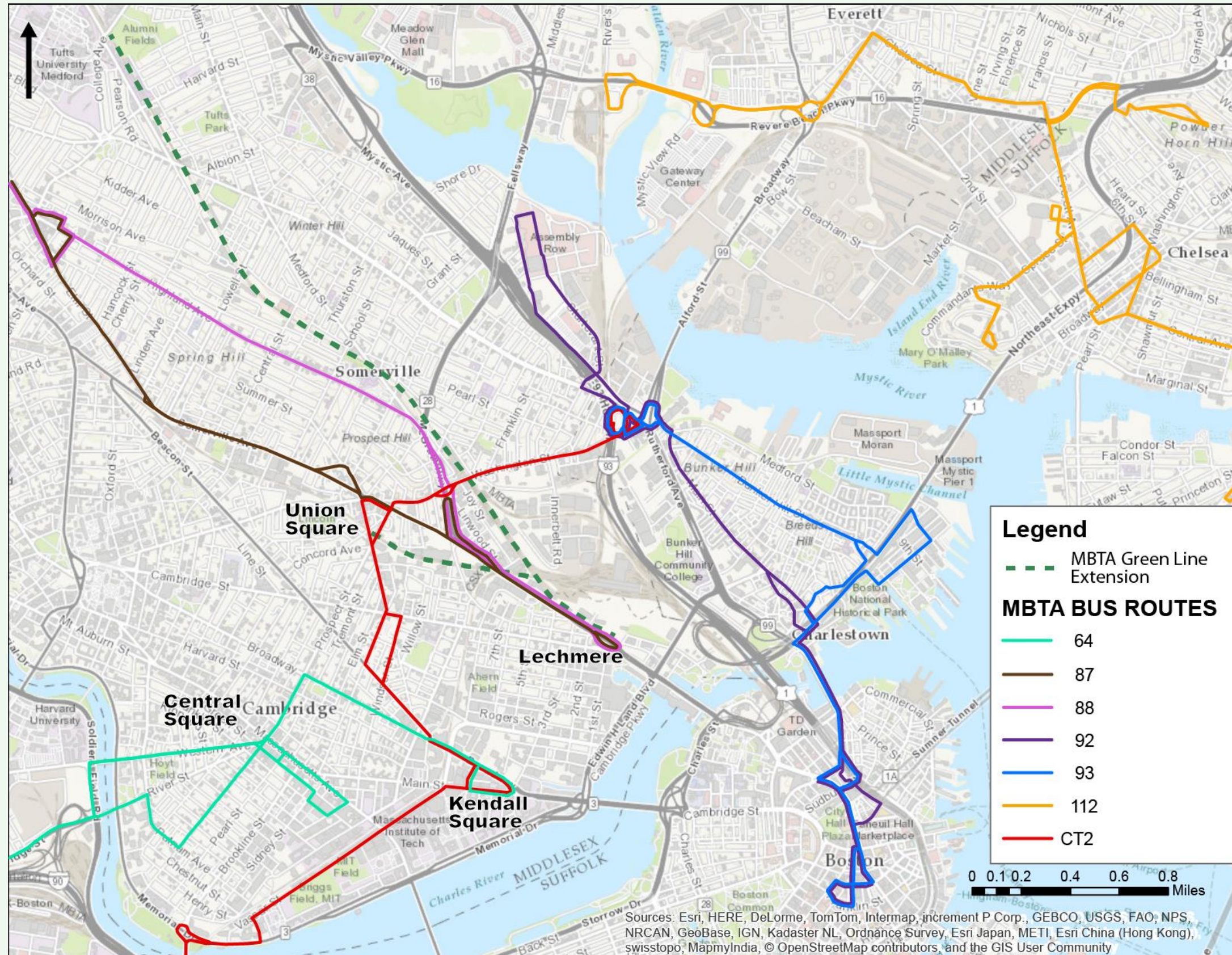
BUS SERVICE IMPROVEMENT PRINCIPLES

- Look at bus routes now carrying the highest shares of total transit travel to/from Kendall:
 - MBTA 1 (Boston) – 6% (1,250 trips)
 - EZRide – 6% (1,225 trips)
 - MBTA 64 – 4% (775 trips)
 - MBTA 85 – 3% (625 trips)
- Look at providing direct service to locations identified as poorly connected relative to others: Charlestown, Chelsea, Allston/Brighton, Somerville, Medford
- Look for opportunities to improve generally low-speed (8 mph) local bus operation and poor service reliability (high excess wait times)



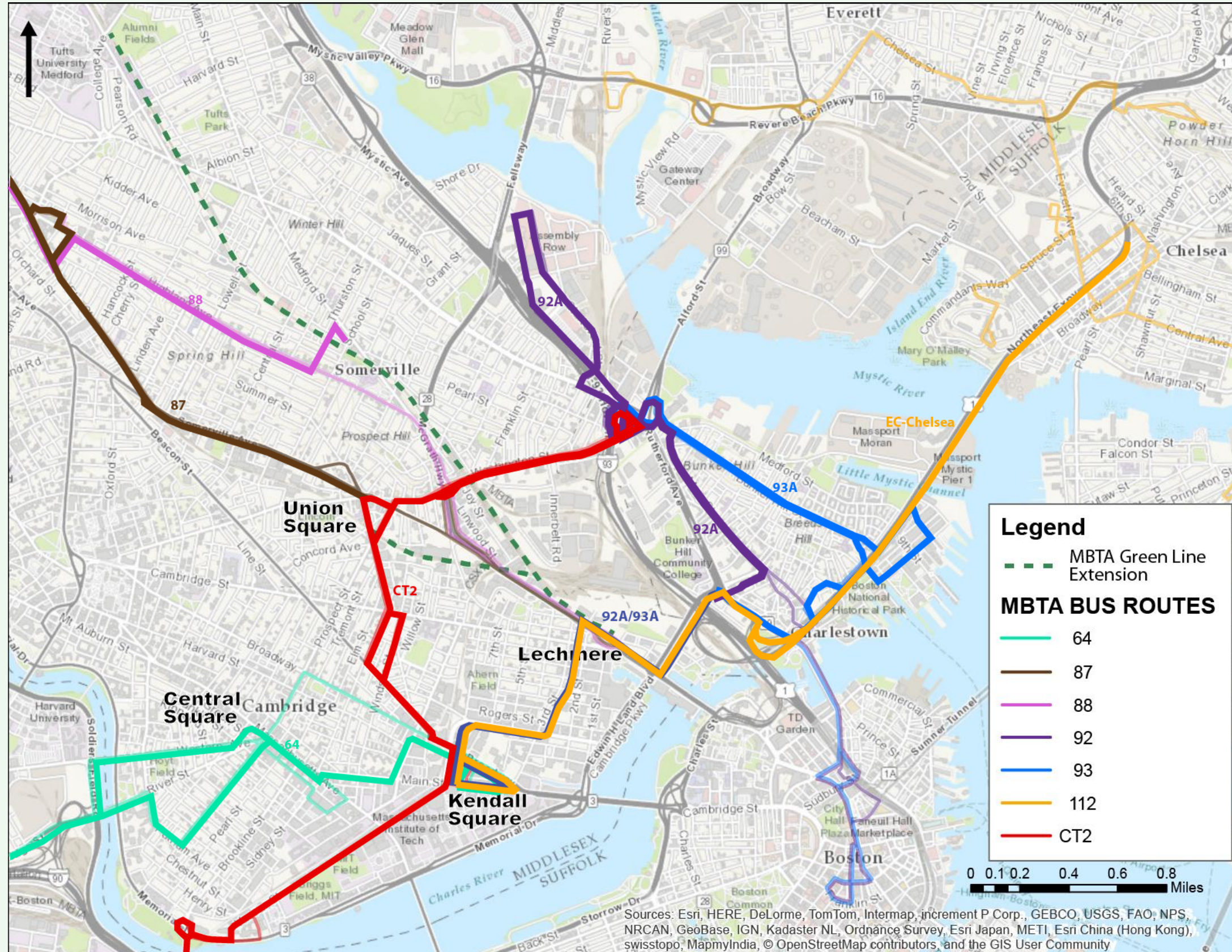


EXISTING ROUTES





POTENTIAL ENHANCED BUS CONNECTIONS



DISCUSSION



PROPOSED SCHEDULE AND MEETINGS





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PUBLIC COMMENT





HOW TO GET INVOLVED

- Website: www.massdot.state.ma.us/KendallSquareMobility
 - Being replaced with city website
- Contact:
 - Brian Dacey, President, Cambridge Innovation Center, 617-401-2870, dacey@cictr.com
 - Susanne Rasmussen, Director of Environmental & Transportation Planning, City of Cambridge, 617-349-4607, srasmussen@cambridgema.gov
 - Tegin Bennett, Transportation Planner, City of Cambridge, 617-349-4615, tbennett@cambridgema.gov
- Next Task Force Meeting: early September (bus focus)
- Next Public Meeting: early October (bus and Red Line)

