

An aerial photograph of Boston, Massachusetts, showing the city skyline and the harbor. The harbor is filled with water and several sailboats. The city buildings are visible in the background, with a mix of modern and older architecture. The text "KENDALL SQUARE MOBILITY TASK FORCE" is overlaid in a large, bold, black font on a semi-transparent white background.

# KENDALL SQUARE MOBILITY TASK FORCE

Meeting #3  
September 8, 2015





# AGENDA

- Introductions
- Issues Prioritization
- Discussion
- Alternatives Development
- Public Comment

# TASK FORCE MEMBERSHIP

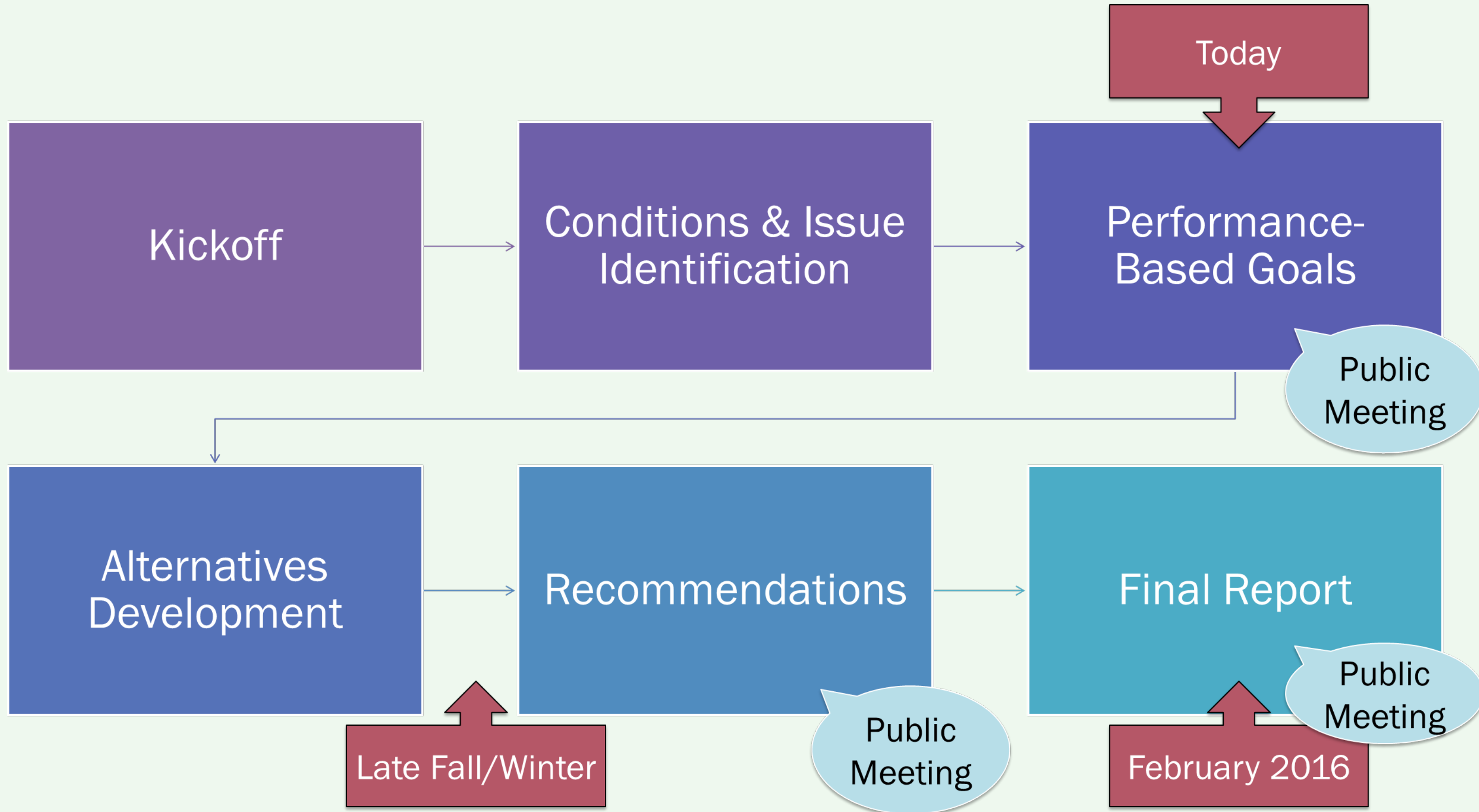
Biogen	East Cambridge Business Association	MBTA
Boston Properties	Friends of the Grand Junction	MIT
Cambridge Redevelopment Authority	Kendall Square Association	MIT Investment Management Company
City of Cambridge	Livable Streets	Volpe National Systems Center
Charles River TMA	MassDOT	

# TASK FORCE MEETINGS

- Every two months –Tuesday, 4-6pm
- Cambridge Innovation Center

April 28, 2015	June 30, 2015
September 8, 2015	October 27, 2015
January 5, 2016	February 23, 2016

# STUDY SCHEDULE





An aerial photograph of a city skyline, likely Boston, featuring a dense cluster of skyscrapers and buildings along a waterfront. The water in the foreground is filled with numerous sailboats. A semi-transparent grey rectangle is overlaid on the lower half of the image, containing the title text.

# ISSUES PRIORITIZATION



# THE MAIN PROBLEM

- *Kendall Square has grown dramatically over the past 50 years.*
- *The transportation network has remained relatively unchanged.*
- *Kendall Square is only served tangentially by the existing transportation networks feeding the downtown core.*
- *The transportation network is becoming a limiting factor to supporting desired land use and development goals of the area.*



# LACK OF DIRECT TRANSIT ACCESS

- Many urban residential areas without a direct Red Line or bus connection to Kendall have higher auto mode share and/or travel times.
- Suburban communities to the north without a commuter rail connection to the Red Line have higher auto mode share and/or travel times.
- Many urban commercial or transportation nodes without a direct Red Line or bus connection to Kendall have higher auto mode share and/or travel times



# MBTA SERVICE

- Limited evening and weekend service on existing bus routes limits the ability to use transit for non-work trips to and from Kendall Square.
- Operational constraints affect Red Line reliability, and customers often encounter over-capacity trains.
- There is a concern that capacity is lacking on the Red Line and that it cannot absorb future demand to accommodate a desired mode shift to transit and additional development.

# LOCAL STREETS

- Traffic congestion has increased in intensity and spread in duration beyond the peak period. The final segment of driving trips to Kendall Square from regional connectors (Route 128, I-93, I-90) are often through overburdened local streets. In particular, access through Cambridge from the west is difficult.
- Bicycle crash rates have declined, but safety continues to be a concern due to the increased popularity of the mode.
- There is a perception that there is insufficient on-street parking to support retail development, and publicly available bicycle parking is insufficient to serve existing and future needs.
- Limited ridesharing at key locations during peak periods diminishes its effectiveness as an alternative form of Construction and deliveries, while vital to the growth of the area, compete for precious curb space with bike lanes, sidewalks and bus stops.
- Poor wayfinding and large block sizes within Kendall Square can dissuade pedestrian trips.

# POLICY/OUTREACH

- Management of residential parking to achieve mode share goals does not have as rigorous a level of control through the PTDM ordinance as it does for business and commercial development.
- Policy and employer programs such as transit subsidies, pre-tax purchase of transit passes, and Guaranteed Ride Home are not equally used across all employers in Kendall Square. Regulations do not assist in shifting burden from peak travel times.
- Development and transportation project evaluations are inconsistently implemented, resulting in unequal problem identification and improvements. The Kendall Square community lacks a consistent forum for discussion with key stakeholders on transportation.





# FINANCING

- Kendall property owners and developers lack a coordinated and formalized approach to investing in transportation and infrastructure improvements.
- Existing efforts by developers to mitigate transportation impacts of new projects are of insufficient scale to address some of the area's most pressing challenges.
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# DISCUSSION



An aerial photograph of a city skyline, likely Boston, featuring a dense cluster of skyscrapers and buildings along a waterfront. A river or harbor is visible in the foreground with several sailboats. The text "ALTERNATIVES DEVELOPMENT" is overlaid in a large, bold, black font on a semi-transparent white rectangular background.

# ALTERNATIVES DEVELOPMENT



An aerial photograph of a city skyline, likely Boston, featuring a dense cluster of buildings along a waterfront. A river or harbor is visible in the foreground with several sailboats. A semi-transparent grey box is overlaid on the lower portion of the image, containing the text "PUBLIC COMMENT".

# **PUBLIC COMMENT**



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(857) 368-8845
- Website: on MassDOT main site  
<http://www.massdot.state.ma.us/planning/Main/CurrentStudies/KendallSquareMobility.aspx>
- Next Meeting: Tuesday, October 27, 4pm