

# 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





# 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

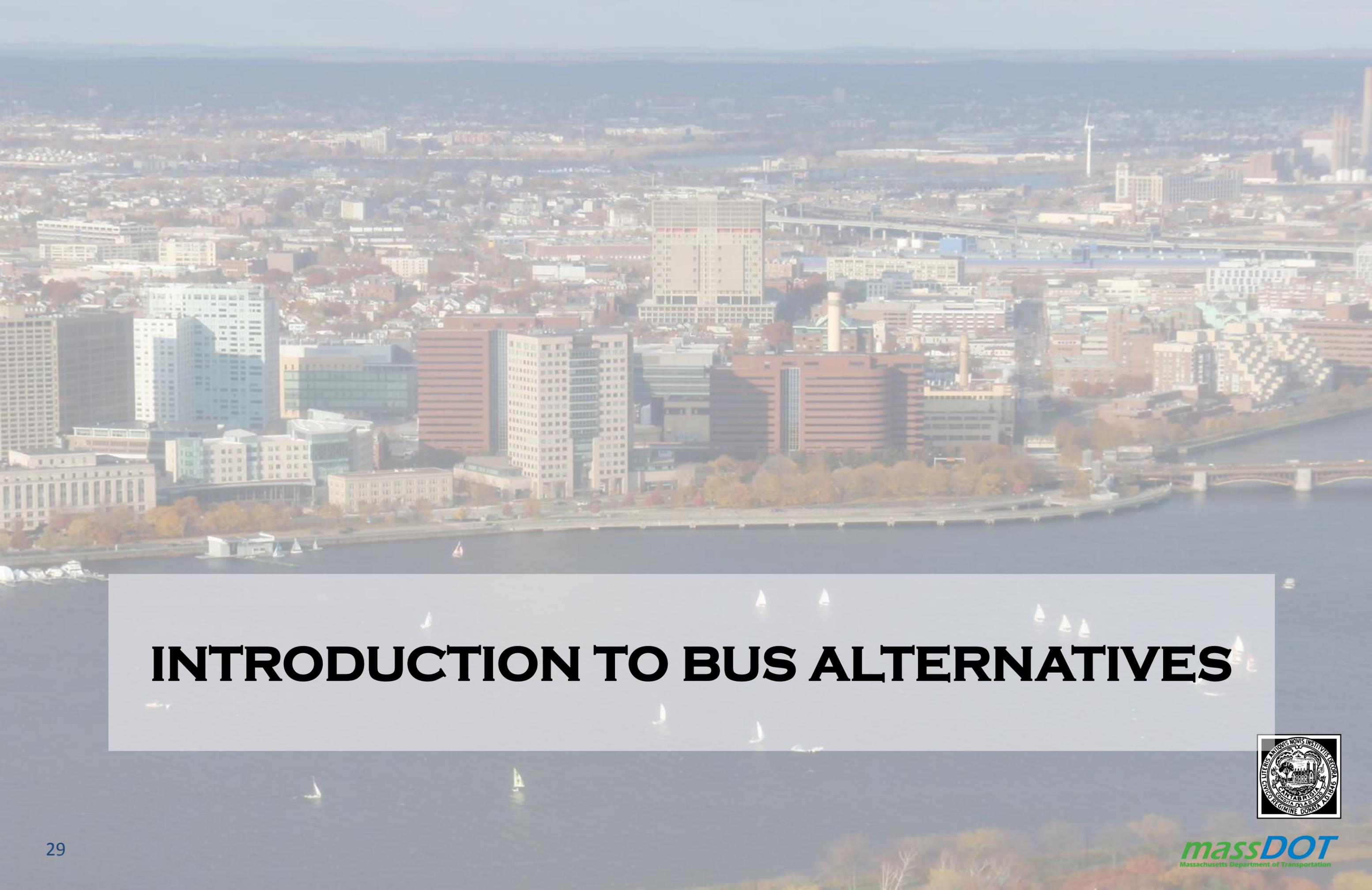
- EZRide and private shuttles have played a significant role in providing access to Kendall Square
- Increasingly, Transportation Network Companies (TNCs, e.g., Bridj, Uber, and Lyft) are playing role in meeting mobility needs
- Next Steps: (City)
  - Improve understanding of roles of shuttles and TNCs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





# DISCUSSION





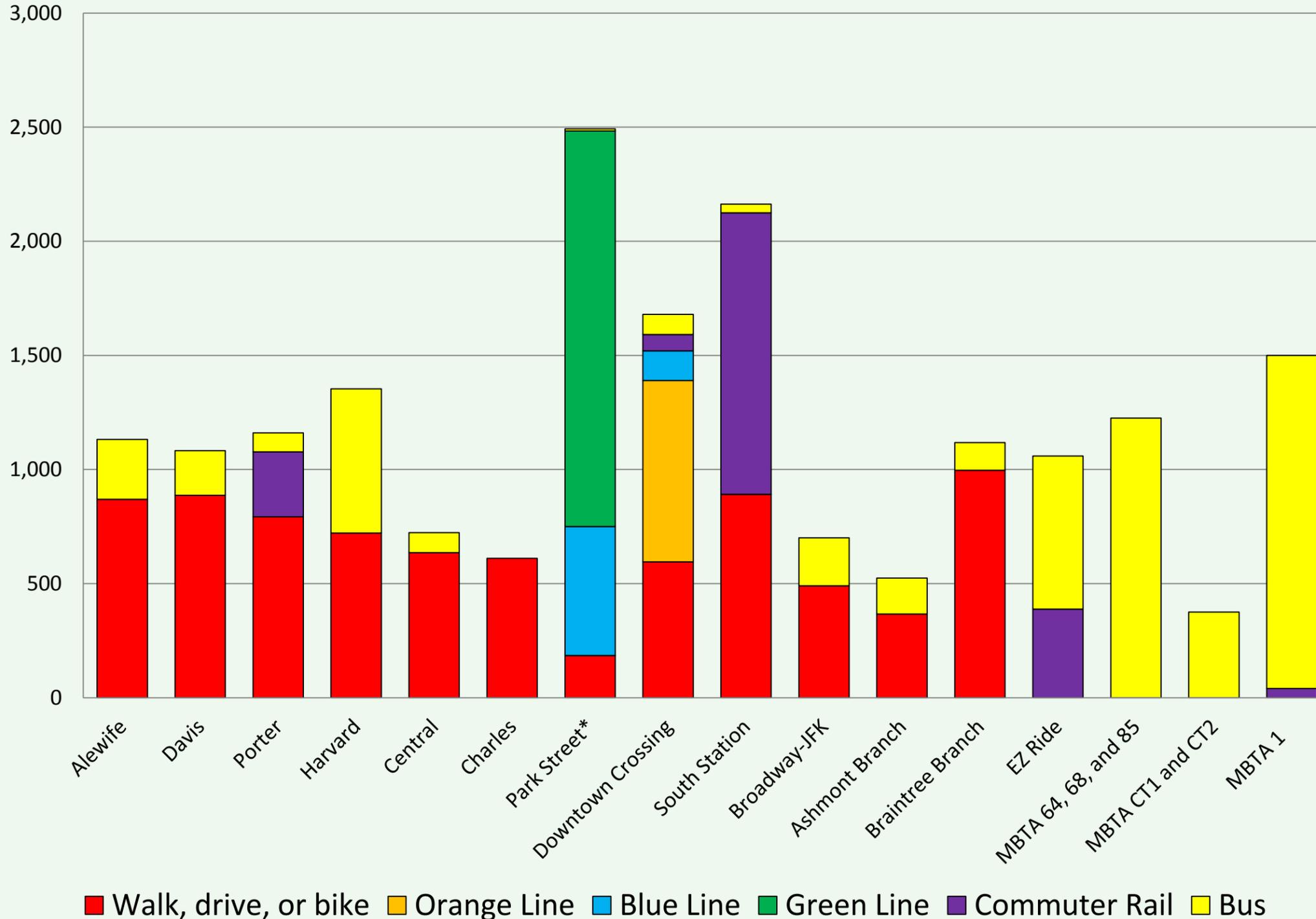
# INTRODUCTION TO BUS ALTERNATIVES





# 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





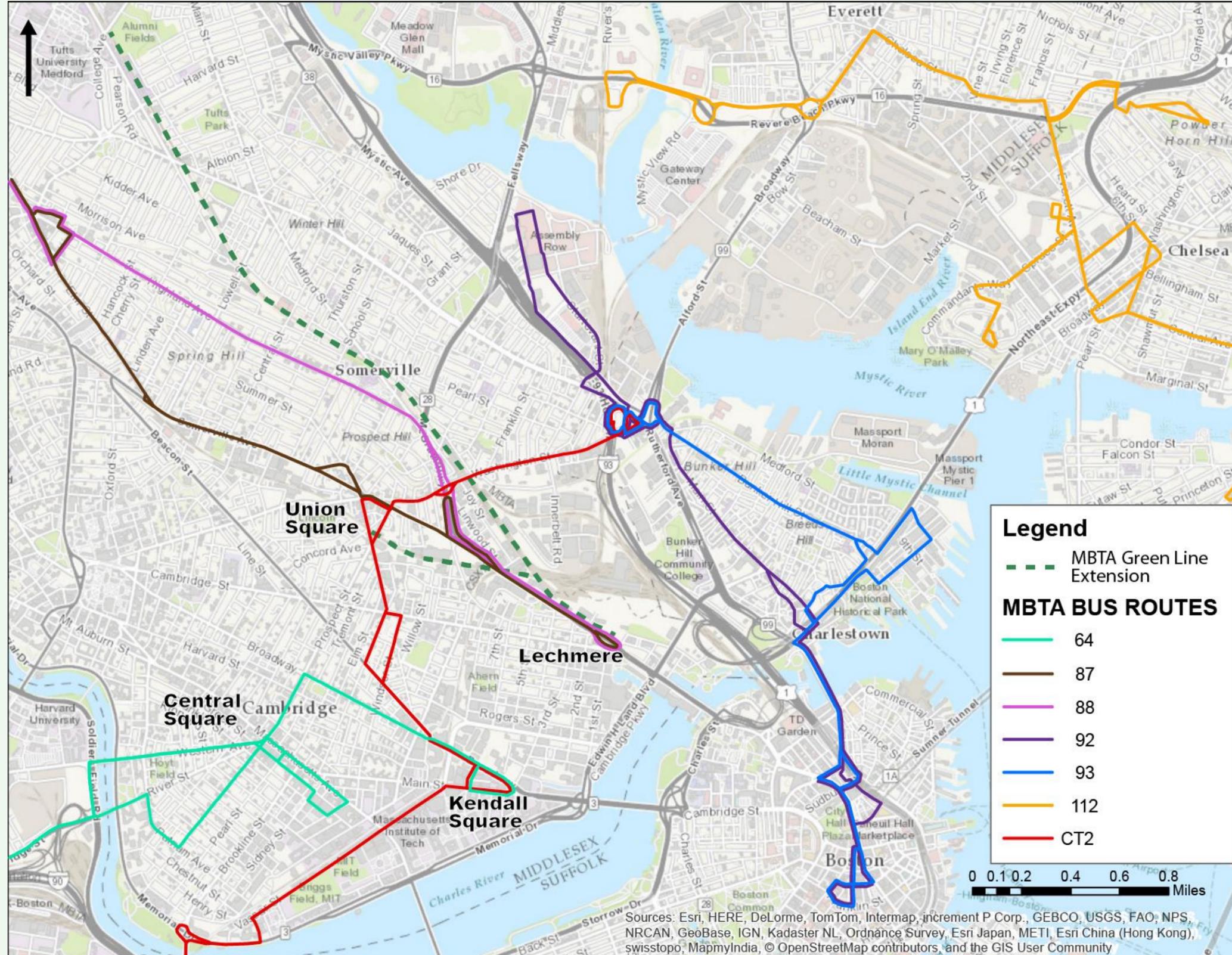
# BUS SERVICE IMPROVEMENT PRINCIPLES

- 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)



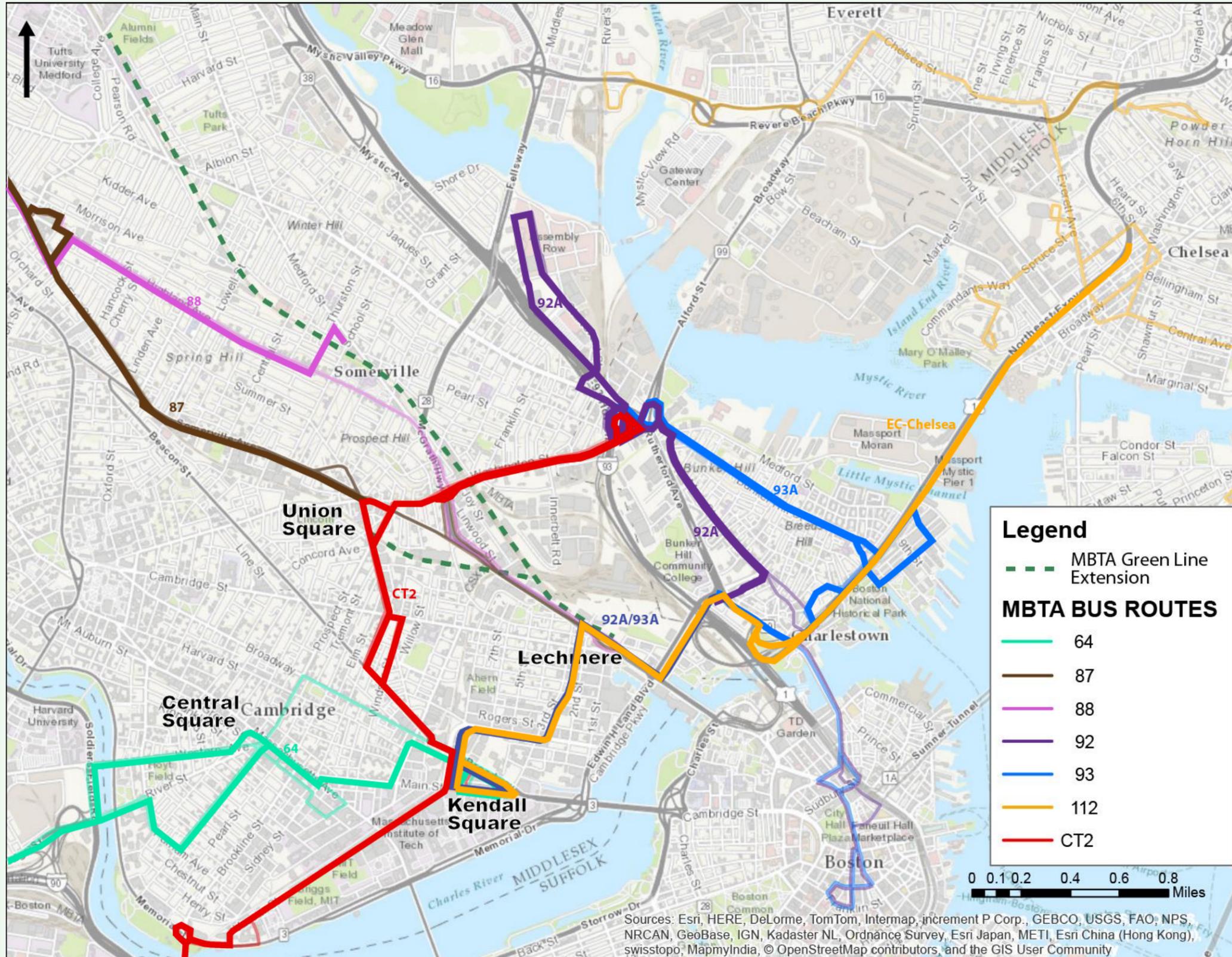


# EXISTING ROUTES





# POTENTIAL ENHANCED BUS CONNECTIONS



# DISCUSSION





# PROPOSED SCHEDULE AND MEETINGS





# PROPOSED SCHEDULE

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# PUBLIC COMMENT





# HOW TO GET INVOLVED

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

