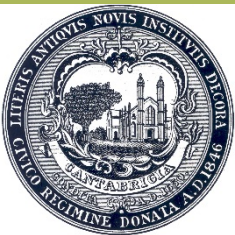




Green Street at Pearl Street Bus Stop Curb Extension

Public Meeting
June 30, 2016



CAMBRIDGE
CDD@344

COMMUNITY DEVELOPMENT DEPARTMENT
344 Broadway

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Transit in Cambridge

- Transit = shuttles, bus, subway, light rail, commuter rail, bike share
- What can WE (as a City) do to improve transit to meet our sustainable transportation goals?
 - Increase transit trips = improved mobility and safety
 - Reduce environmental impacts of transportation

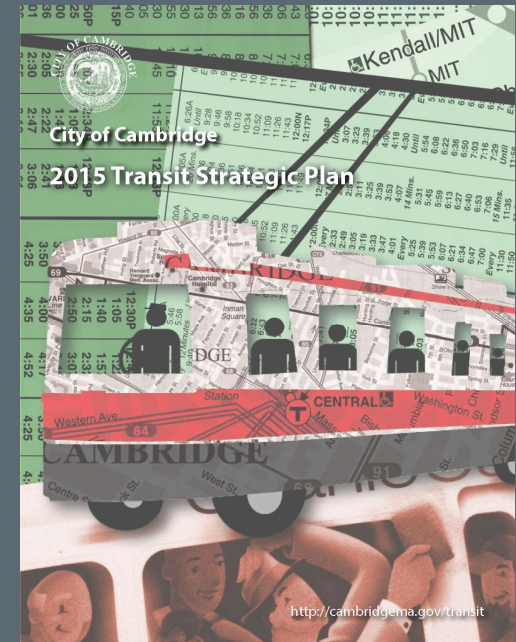


2015 Transit Strategic Plan

City influences:

- Streets and sidewalks
- Signals
- Funding
- Coordination

<http://www.cambridgema.gov/CDD/Transportation/regionalplanning/masstransit>



Bus Stop Improvement Program

- Shelters at more than 60 stops
 - City-owned (~15 stops)
 - JCDecaux (39, advertising)
- Benches added when requested or where space is limited
 - More than 80 stops have bench(es)
 - ~25 are where there are no shelters



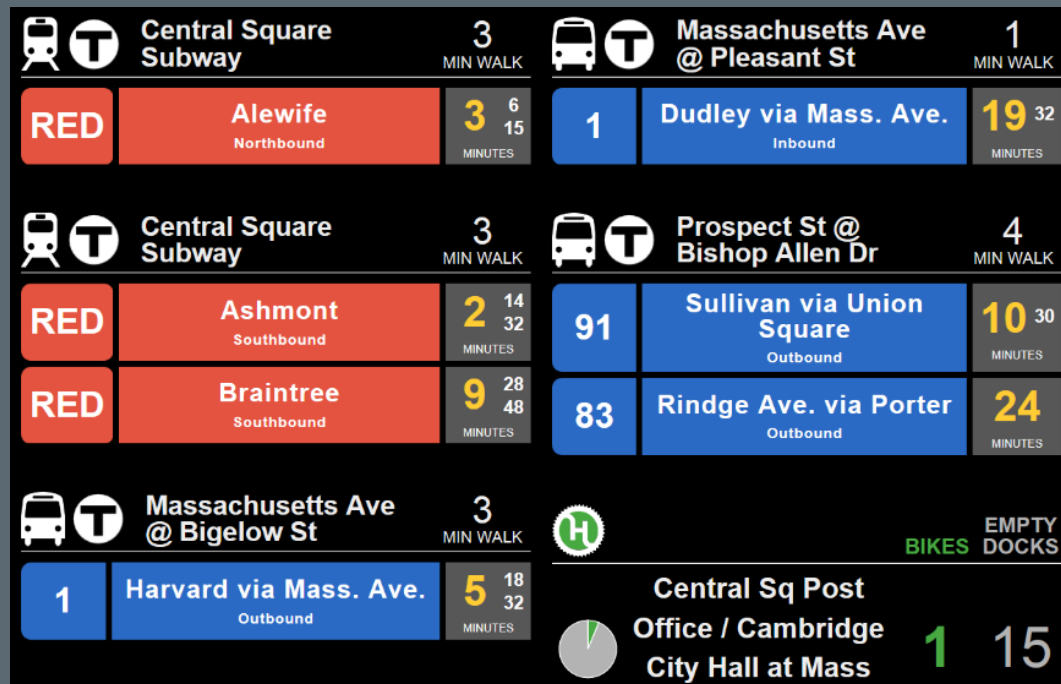
Bus Stop Improvement Program

- In FY 2015, built curb extension at Mount Auburn St @ Longfellow



Transit Information

- TransitScreens installed at seven City buildings
- Next step – real-time information at bus stops?



2015 Central Square Bus Access and Circulation Study

- Recommended from Kendall Square Central Square Planning Study (2013)
- Study objectives:
 - Examine routing, layovers, and stops for buses
 - Reduce crowding for passengers waiting for buses
 - Improve access and transfers



2015 Central Square Bus Access and Circulation Study

Recommendations for:

- Lane use / urban space
- Wayfinding
- Passenger information
- **Bus stop capacity and amenities**
- Rapid Transit access/egress
- Operations, routing, layovers
- Stop locations



Green Street @ Pearl Bus Stop



Routes 64, 70, 70A: Second stop
Route 47: Second to last stop
12th busiest stop in 2015: 739 daily boardings, 555 alightings

Green Street @ Pearl Bus Stop



Photo taken ~8:00am, Wednesday, April 6, 2016

Green Street @ Pearl Bus Stop

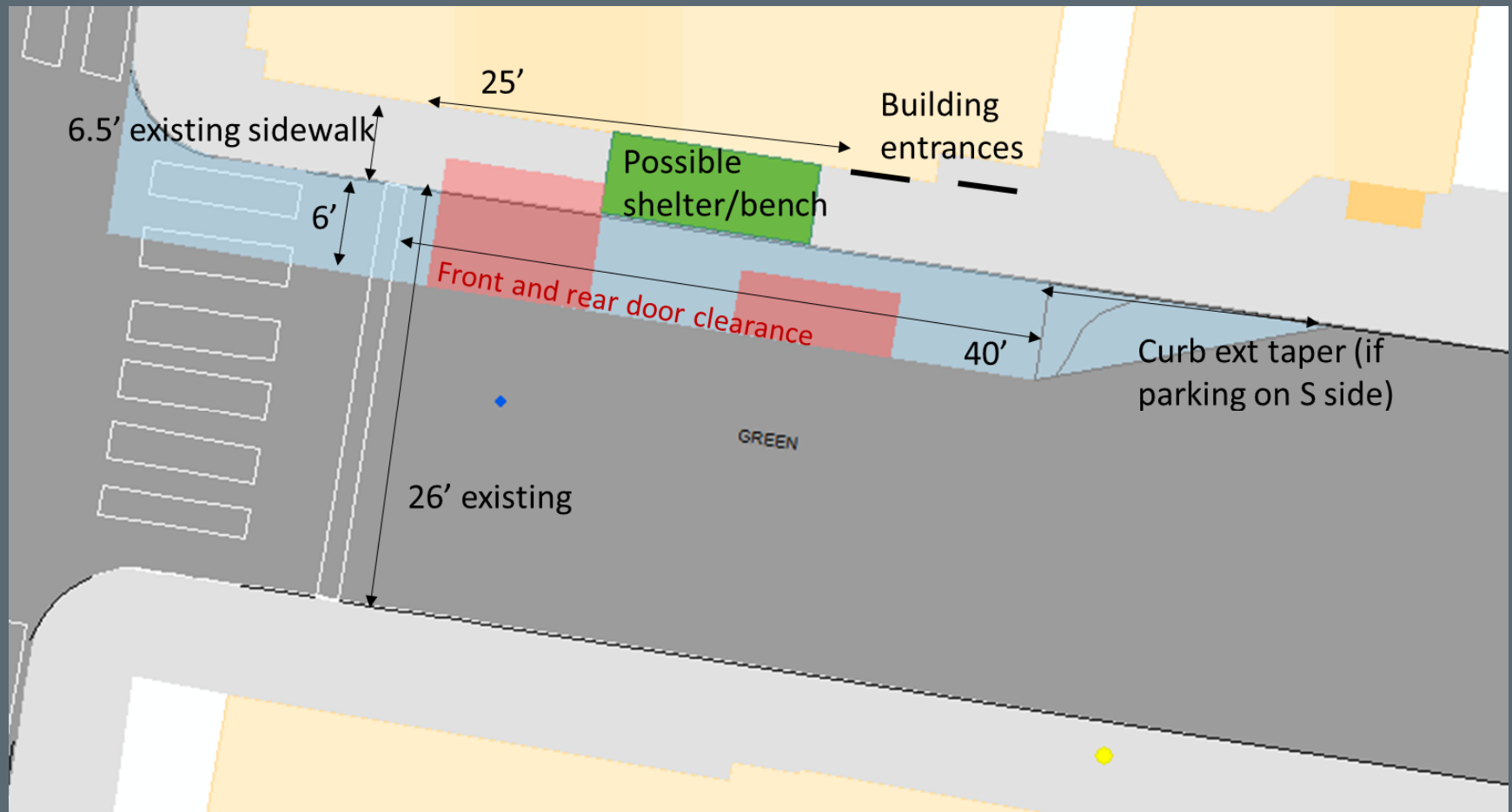
Reasons for adding a curb extension:

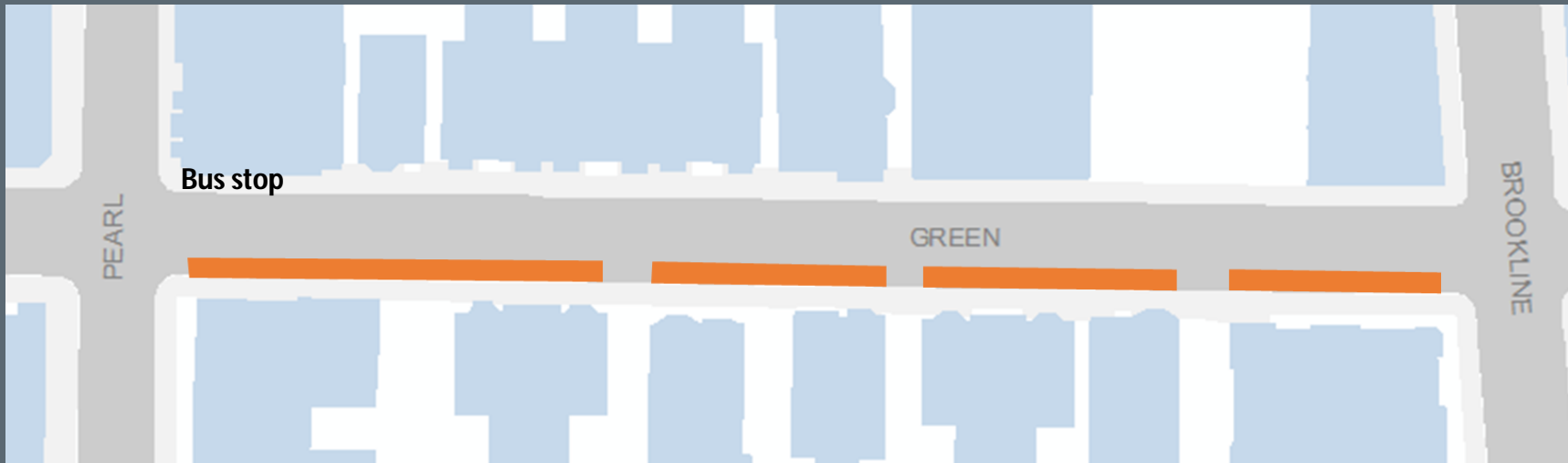
- Reduces crowding at bus stops
- Improves pedestrian circulation
- Provides room for amenities (e.g., benches, shelter)
- Improves visibility of bus passengers
- Improves visibility of crossing pedestrians



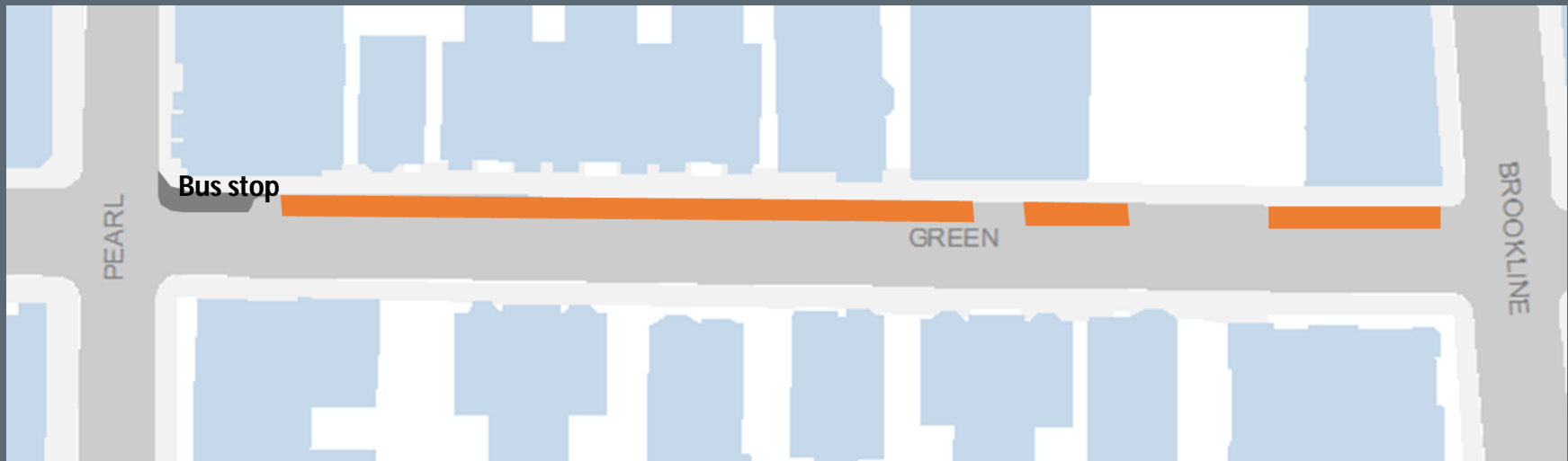
Example of curb extension with bus shelter on Cambridge Street

Green Street @ Pearl Bus Stop





Existing conditions: ~15 parking spots



Loss of ~1 parking spot, less conflicts with driveways

Green Street @ Pearl Bus Stop



Green Street @ Pearl Bus Stop



Disadvantages

- Narrow throughway makes buses not passable
- Long boarding times could cause more delays
- Could limit emergency access

Existing conditions: ~15 parking spots

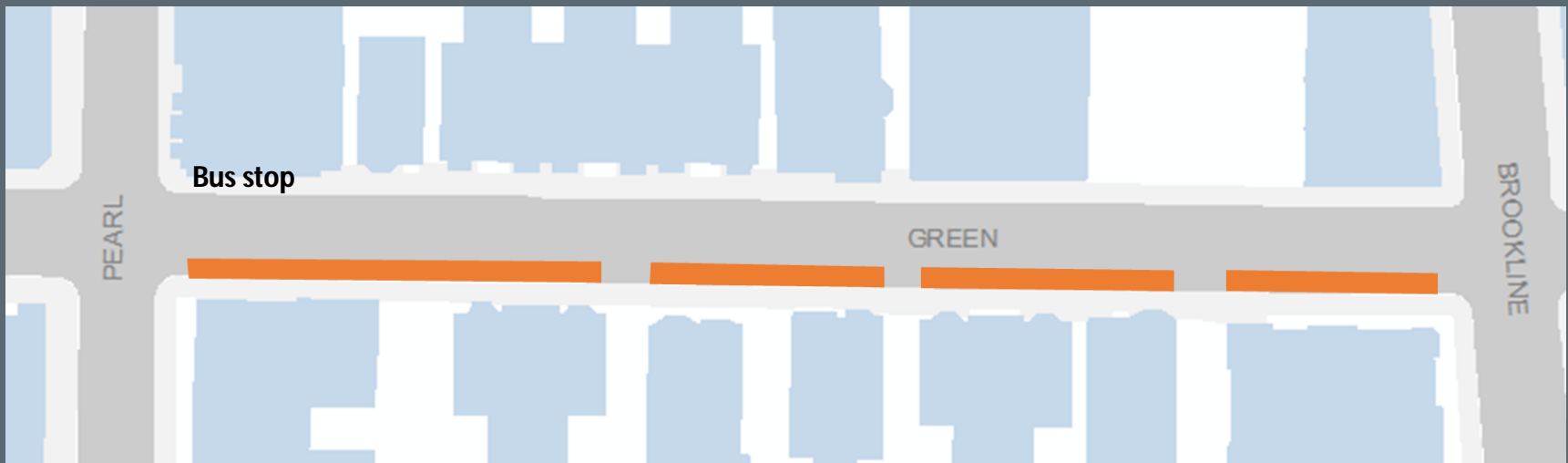
Green Street @ Pearl Bus Stop



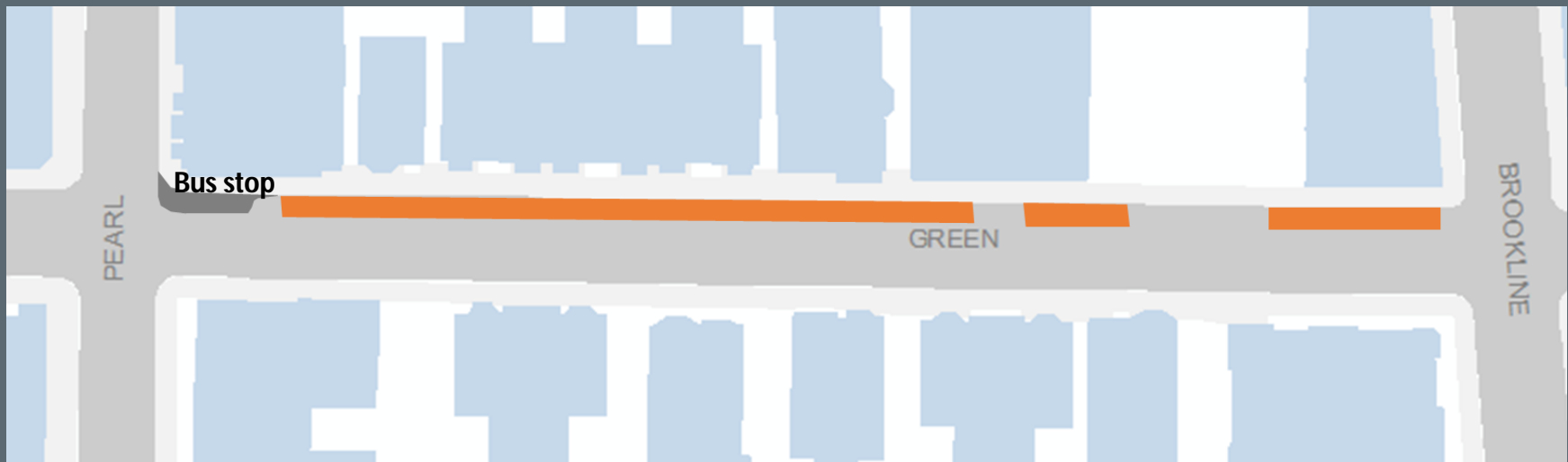
Disadvantages

- Loss of parking spaces
- Lack of visibility of curb extension (safety)

Existing conditions: ~15 parking spots
If keep parking same side: loss of ~3 parking spots



Existing conditions: ~15 parking spots



Loss of ~1 parking spot, less conflicts with driveways

Thank You!

Questions?

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