

NACTO Transit Program Accelerator and Transit Priority Groundwork Study

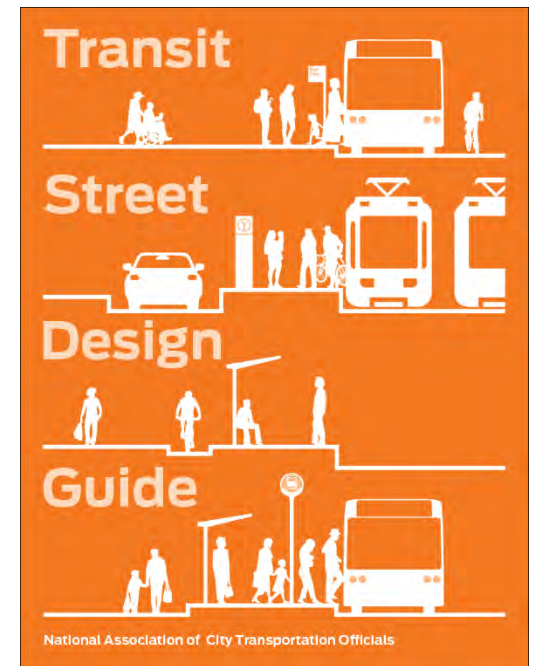
Cambridge Transit Advisory Committee

August 3, 2016



NACTO Transit Program Accelerator

- NACTO = National Association of City Transportation Officials
- Launched in coordination with [Transit Street Design Guide](#)
- One year program, four cities
- Partnering with the MBTA
- Mass Ave – Alewife Brook Parkway to Memorial Drive (and beyond)



NACTO Transit Program Accelerator

Goals:

- Envisioning transformation
- Building knowledge and capacity
- Getting to implementation

NACTO Transit Program Accelerator

Draft timeline:

- Fall: Digital charrette
- Winter/spring: NACTO roadshow
- May/June 2017: Demonstration project(s)
- Summer 2017: Map out long term implementation

NACTO Transit Program Accelerator

Next steps:

- Finish mapping out scope and timeline
- Strategize about demonstration project(s)
- Plan digital charrette – *focus on north Mass Ave*

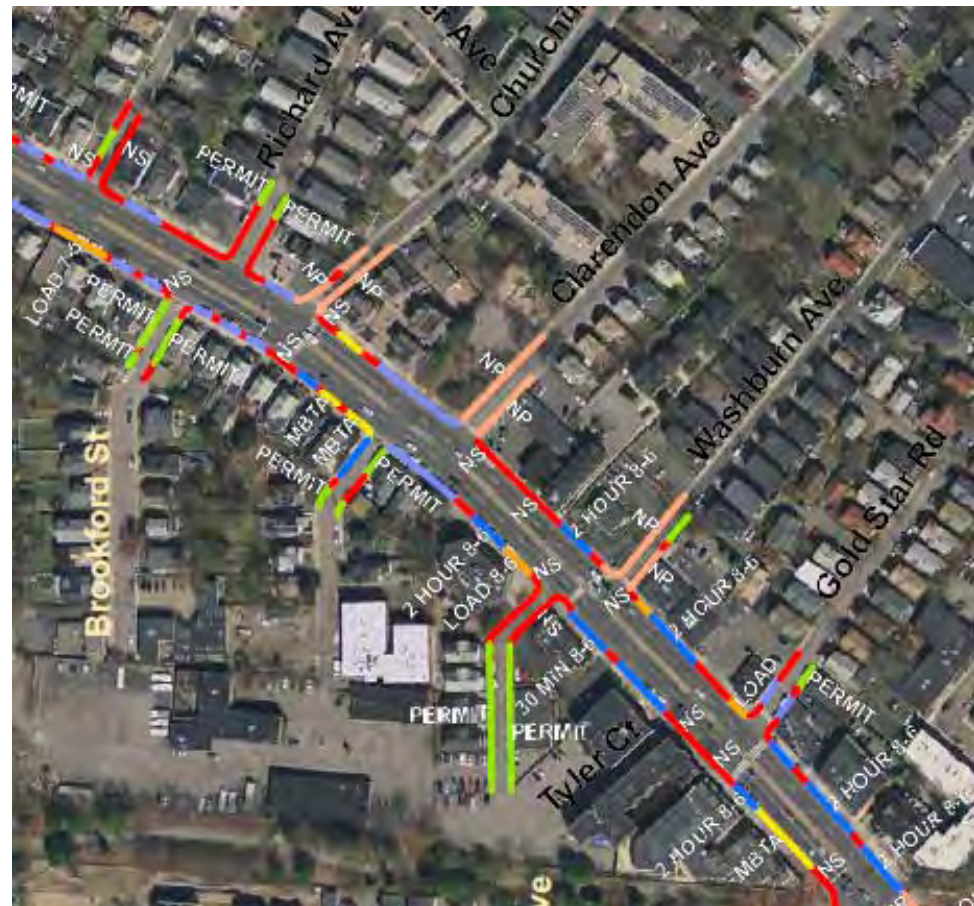
Transit Priority Groundwork Study

- Data collection to inform various projects (NACTO Transit Program Accelerator, DCR Mt Auburn Street Corridor Study, etc.)
- Mass Ave and Brattle St (Mt Auburn St to FPP)
- May 5 – May 12, 2016

Transit Priority Groundwork Study

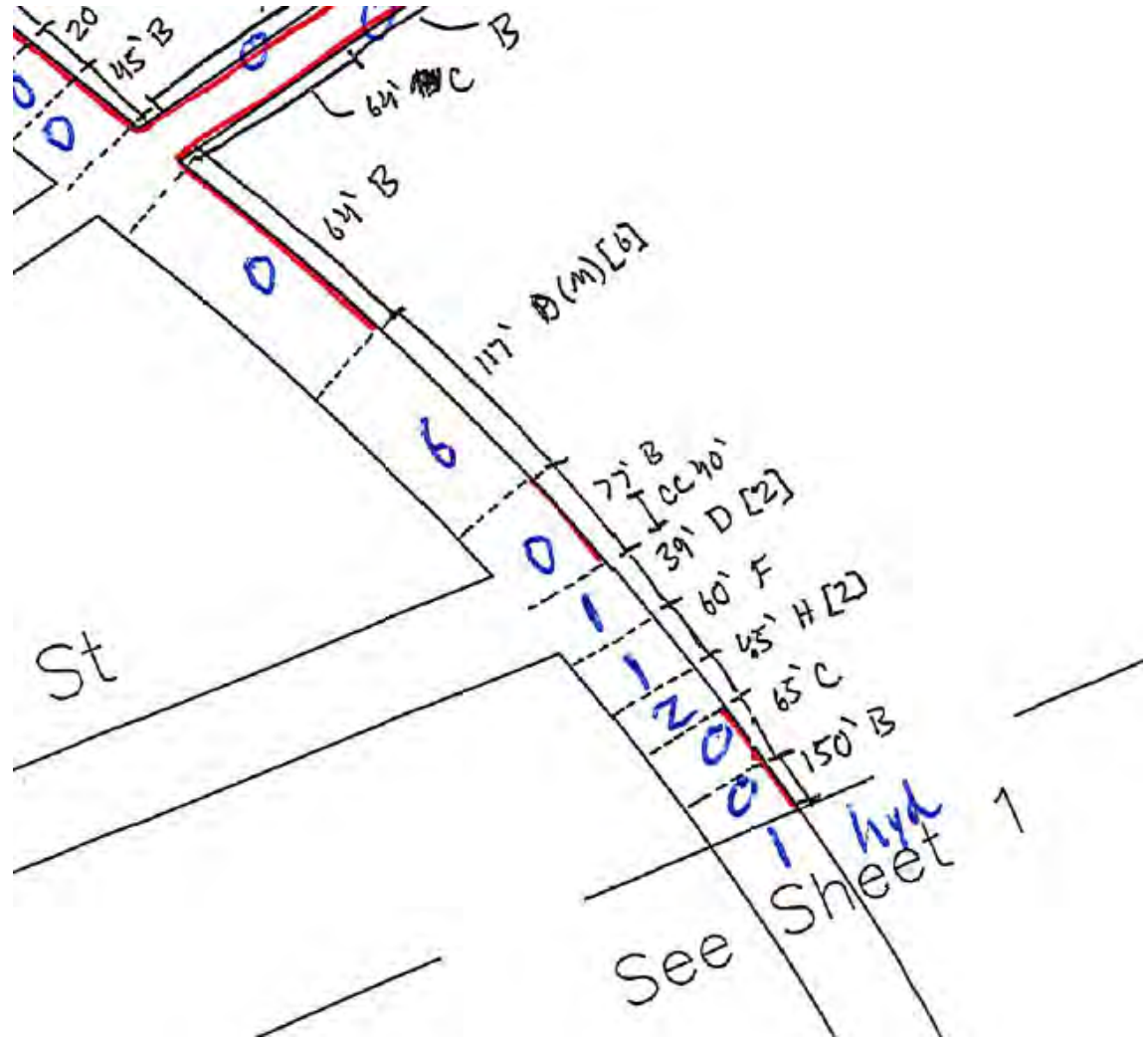
Curb regulation inventory

- Approx. 1,531 spaces along Mass Ave
- 66 different curb regulations
- 42 parking infringements observed



Transit Priority Groundwork Study

Parking
utilization



Transit Priority Groundwork Study

Parking
utilization

AM



Transit Priority Groundwork Study

Parking utilization

- Average parking rates on Mass Ave *and side streets* varied from 46% (AM peak) to 66% (midday)
- Average parking rates on Mass Ave were above 70% in every zone* midday
- Average parking rates on Mass Ave were above 70% between Memorial Dr and Albany St all times of day

* Mass Ave was broken up into 5 zones

Transit Priority Groundwork Study

Multi-modal counts of users

- Vehicle volumes are lower than in 2016 than in previous years
- Bicycle volumes are sometimes double or more what they were in previous years
- Pedestrian volumes are often similar, but have increased in some locations
- Automatic passenger count (APC) data used to calculate number of bus users

Transit Service Analysis (2014)

- Examine MBTA APC data from Key Bus Routes (1, 69, 71/73, and 77) to assess where there are issues – delay and unreliability
- Three measures of effectiveness:

Excess Vehicle Time (sec)

Excess Passenger Time (pers-min)

Unreliability (sec)



Composite
Grade

Excellent (A)

Good (B)

Satisfactory (C)

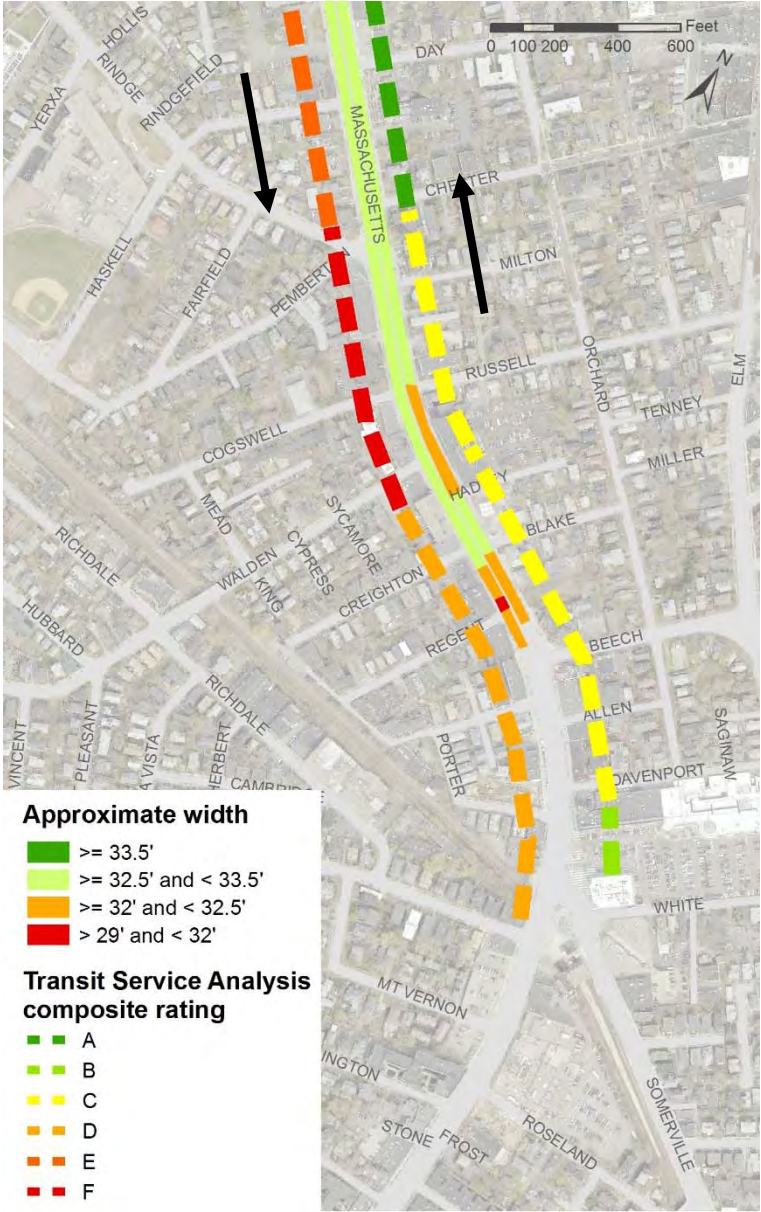
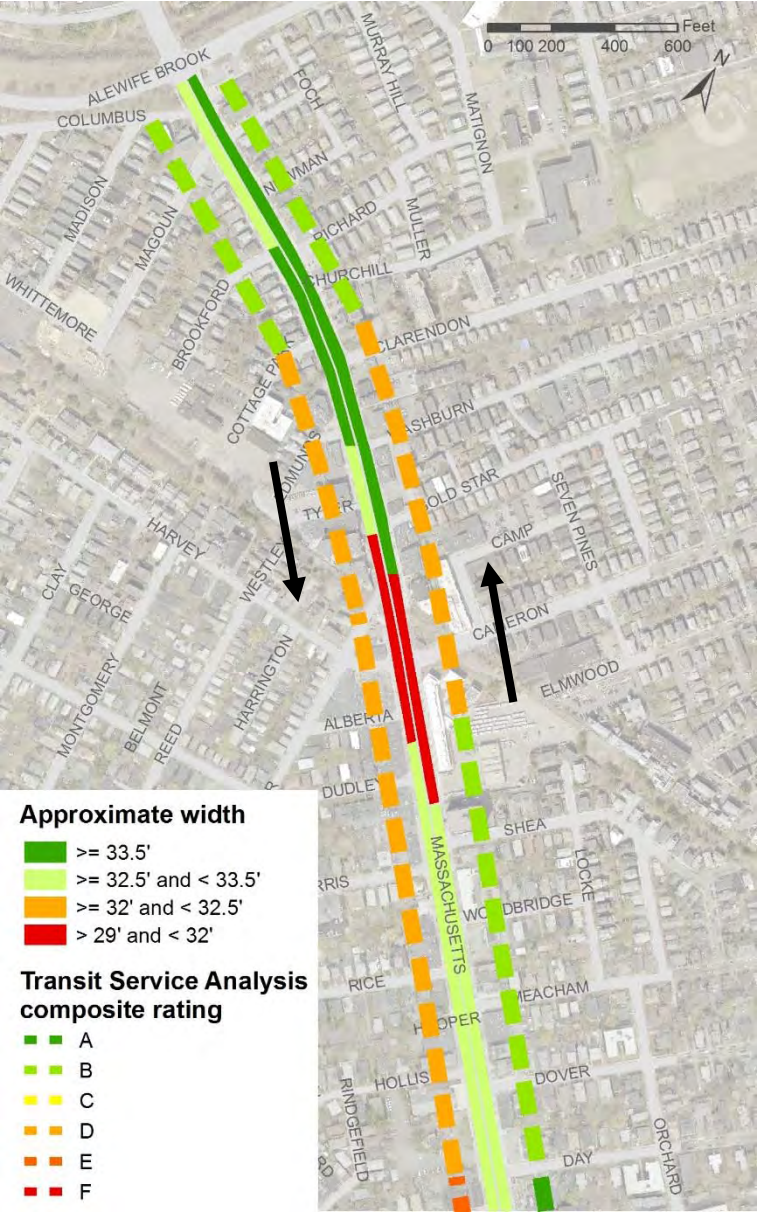
Unsatisfactory (D)

Poor (E)

Failing (F)

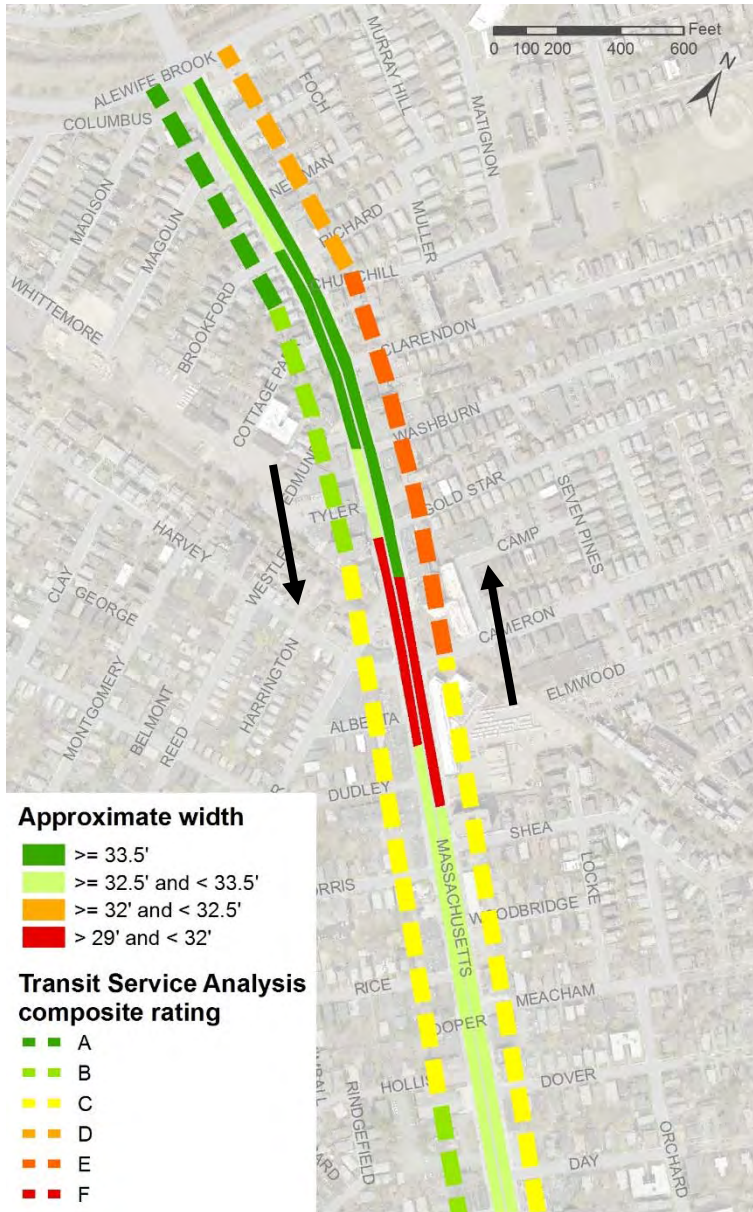
N/A

Mass Ave north of Porter Square

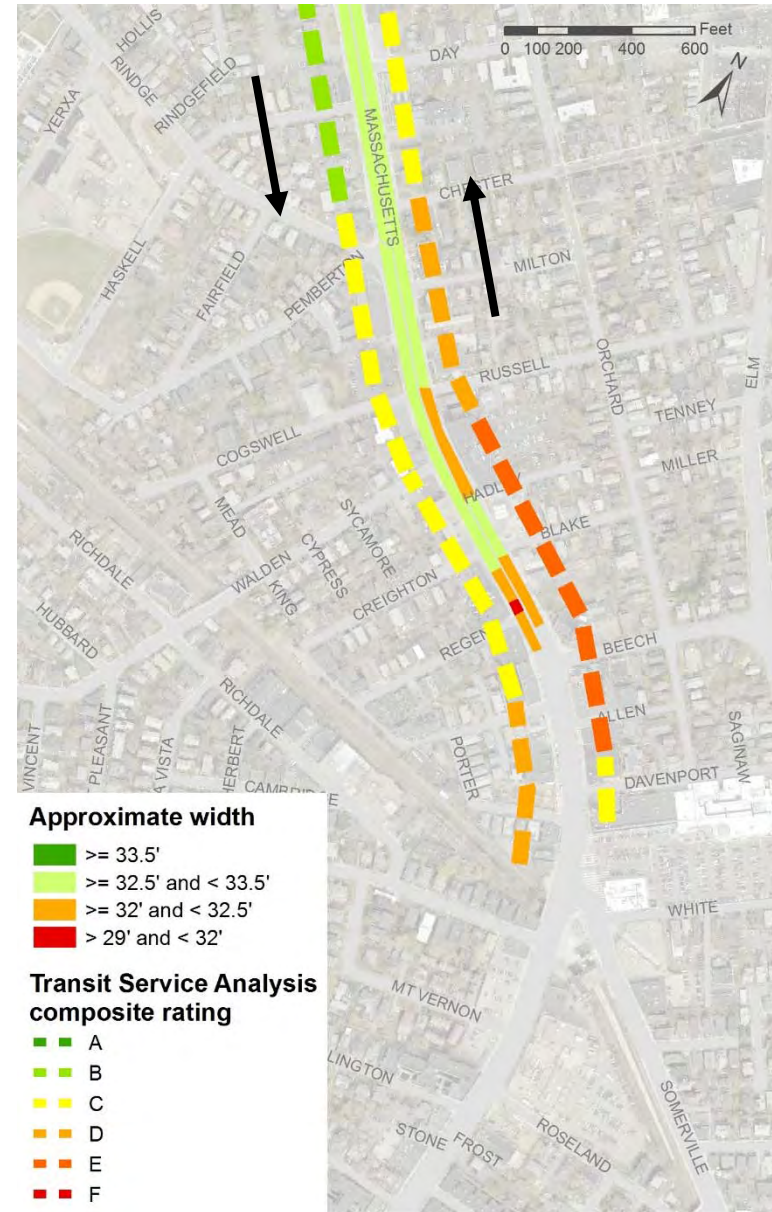


AM
peak

Mass Ave north of Porter Square



PM
peak



NACTO Transit Program Accelerator

Next steps:

- Digital charrette – *focus on north Mass Ave*
- NACTO roadshow – *focus on other problem areas (e.g., Central Square, MIT)*