

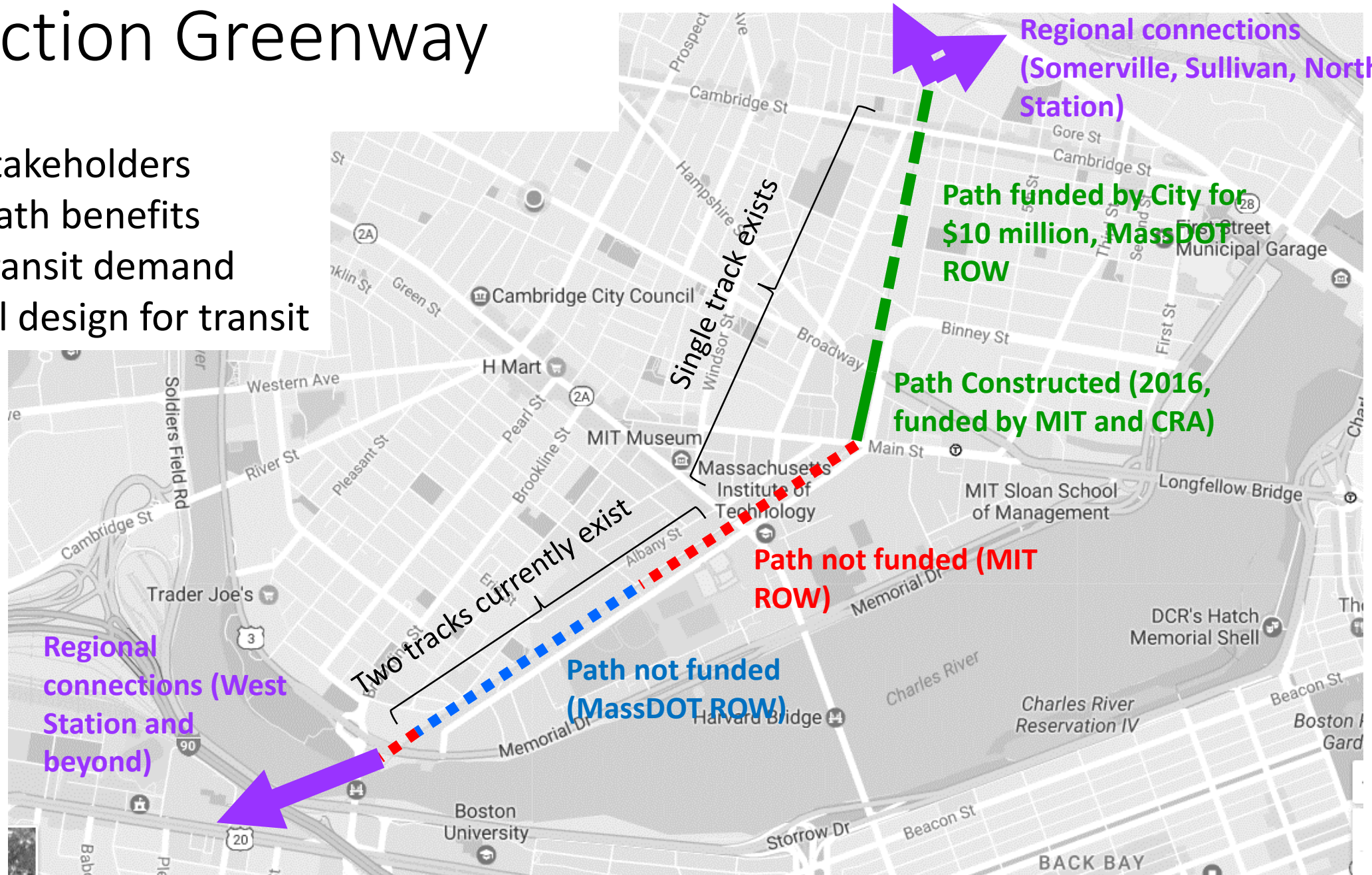
# Agenda – Transit Updates

- Kendall Square Mobility Task Force near-term, high priority recommendations
- Alewife/Route 2 first-last mile study and next steps (CTPS)
- Bus stop improvements
- Next steps for better bus and bike facilities on Mt Auburn and Mass Ave

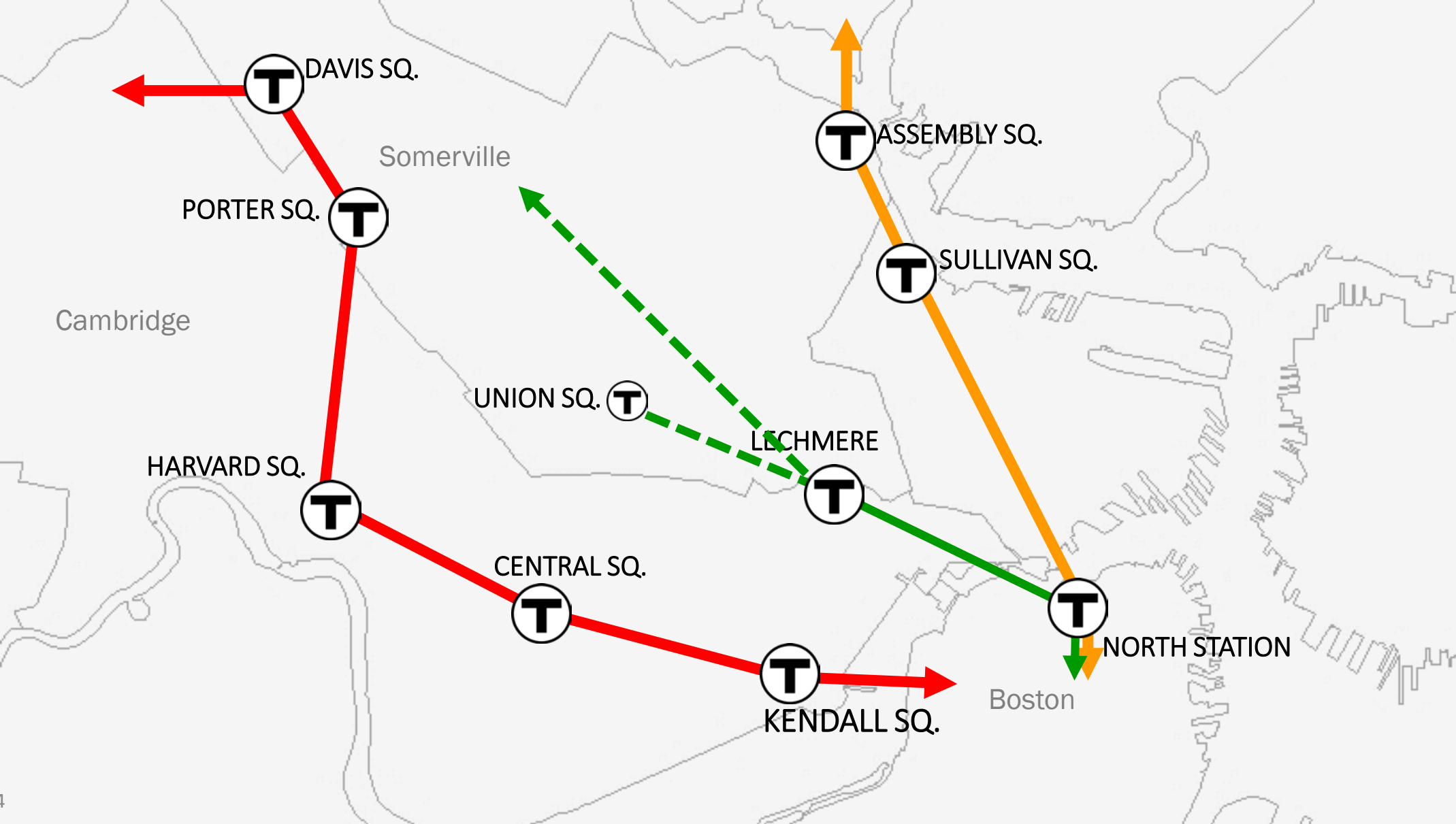
# KSMTF Near-term, High Priority Recommendations

# Grand Junction Greenway

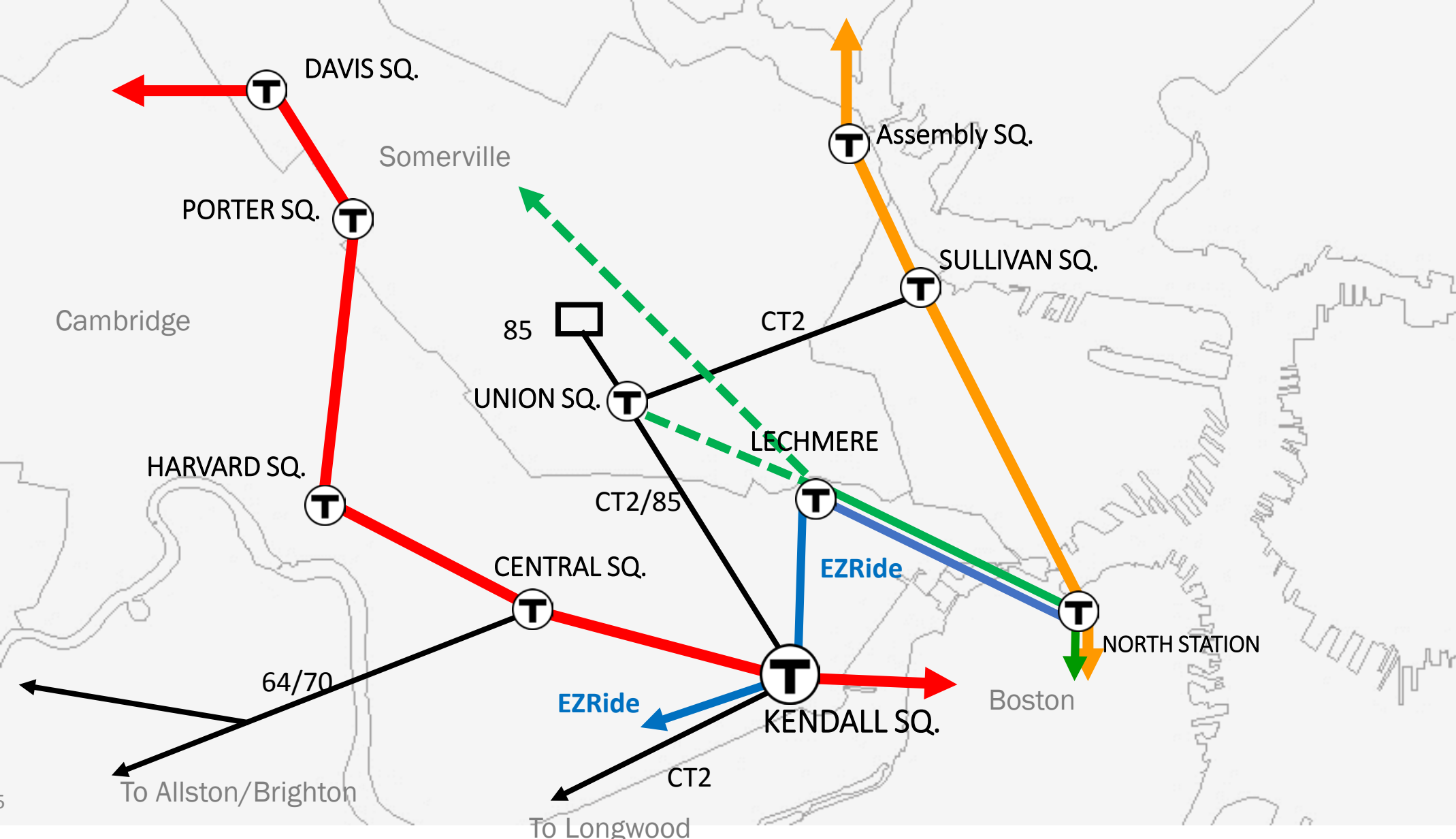
- Convene stakeholders
- Estimate path benefits
- Estimate transit demand
- Conceptual design for transit



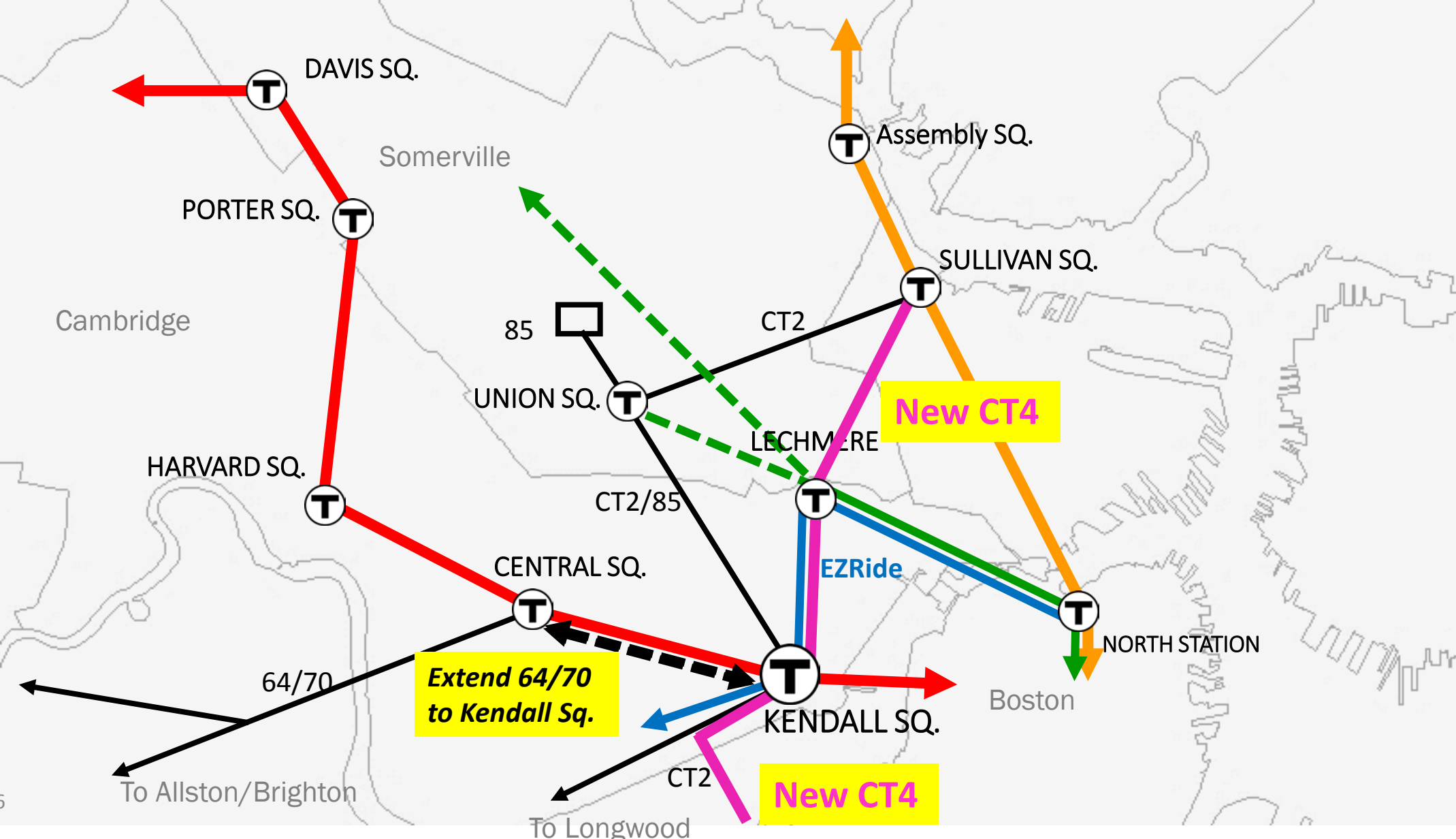
# KSMTF Short-term High Priority Bus Recommendations



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# Explore Opportunities to Increase Efficiency of Shuttles

Note: EZRide has 30 members, including the City

### Intra-Cambridge Circulation

Service	Organization	Vendor	Terminus1	Terminus2	Key Stops	Days	Hours	Freq.	Cost
EZRide	Charles River TMA	Paul Revere	North Station	CambridgePort	Kendall+31 stops	M-F	6:20AM-8PM	7-10m	\$2
Cambridgeside	NE Development	Bethany	Galleria	Kendall		M-S	Mall hrs	20m	Free
Tech Shuttle	MIT	MIT	Kendall	West Campus	11 stops	M-F	6:15AM-7:10PM	20m	closed

### Private Corporate Shuttles

Service	Organization	Vendor	Terminus1	Terminus2	Key Stops	Days	Hours	Freq.	Cost
Sanofi Genzyme	Sanofi Genzyme	TransAction	Kendall	Framingham	Allston	M-F	7A-7P	Hourly	Closed
Sidney Research Campus	Biomed Realty	TransAction	Kendall	SRC	325 Vassar	M-F	6AM-7PM	30m	Closed
EF	EF								Closed
Trip Advisor	Trip Advisor	TransAction	Kendall	Needham					Closed
Partners	Partners	Partners	University Park	MGH Jackson	Broad, 84 Mass		7A-7P	30	Closed
			University Park	B&WBID	84 Mass		7A-7P	30	Closed
Patient Shuttle	Cambridge Health Alliance	Crystal	E. Camb Garage	Various	Various	M-F	Varies		
OneTwoThree Cambridge Place	Biomed Realty	Paul Revere	Kendall	Hampshire St.		M-F	6A-8P	20m	Closed

### Inter City Commuter Bus

Service	Organization	Vendor	Terminus1	Terminus2	Key Stops	Days	Hours	Freq.	Cost
Biogen	Biogen	Yankee	Londonderry	Kendall	Methn Andovr	M-F	6A/4:15P	1	Closed
	Biogen	Yankee	Worcestor	Kendall	F/N	M-F	6A/4:15P	1	Closed
	Biogen	Yankee	Marlborough	Kendall	Sudby Wyld West	M-F	6A/4:15P	1	Closed
	Biogen	Yankee	Plymouth	Kendall	Rcknid, Braintree	M-F	6A/4:15P	1	Closed
	Biogen	Yankee	Hampton	Kendall	Nburypt Danvrs	M-F	6A/4:15P	1	Closed
	Biogen	Yankee	Weston	Kendall	Bbay Mass Ave	M-F			Closed
Bridj	Bridj	Bridj	Allston/Coolidge	Kendall		M-F	7-9A; 4-6P		Varies
Wellesley MIT Exchange	Wellesley College	Peter Pan	Kendall	Wellesley	7 stops	M-F	8AM-11PM	Hourly	Closed
Wellesley Senate	Wellesley College	Peter Pan	77 Mass Ave	Wellesley	3 stops	Fri	6P-320A	Hourly	Closed
						Sat	9A-3:45A;	Hourly	Closed
						Sun	9A-12M	Hourly	Closed
	Bates Research & Eng Ctr		Middleton	MIT		M-F	8:15A/3:25P	1	Closed
MIT Lincoln Lab	Lincoln Lab	Lincoln Lab	Kendall	Lexngton	3 stops	M-F	7AM-6PM	Hourly	Closed

# CTPS Study of Bus Priority Alewife/Route 2

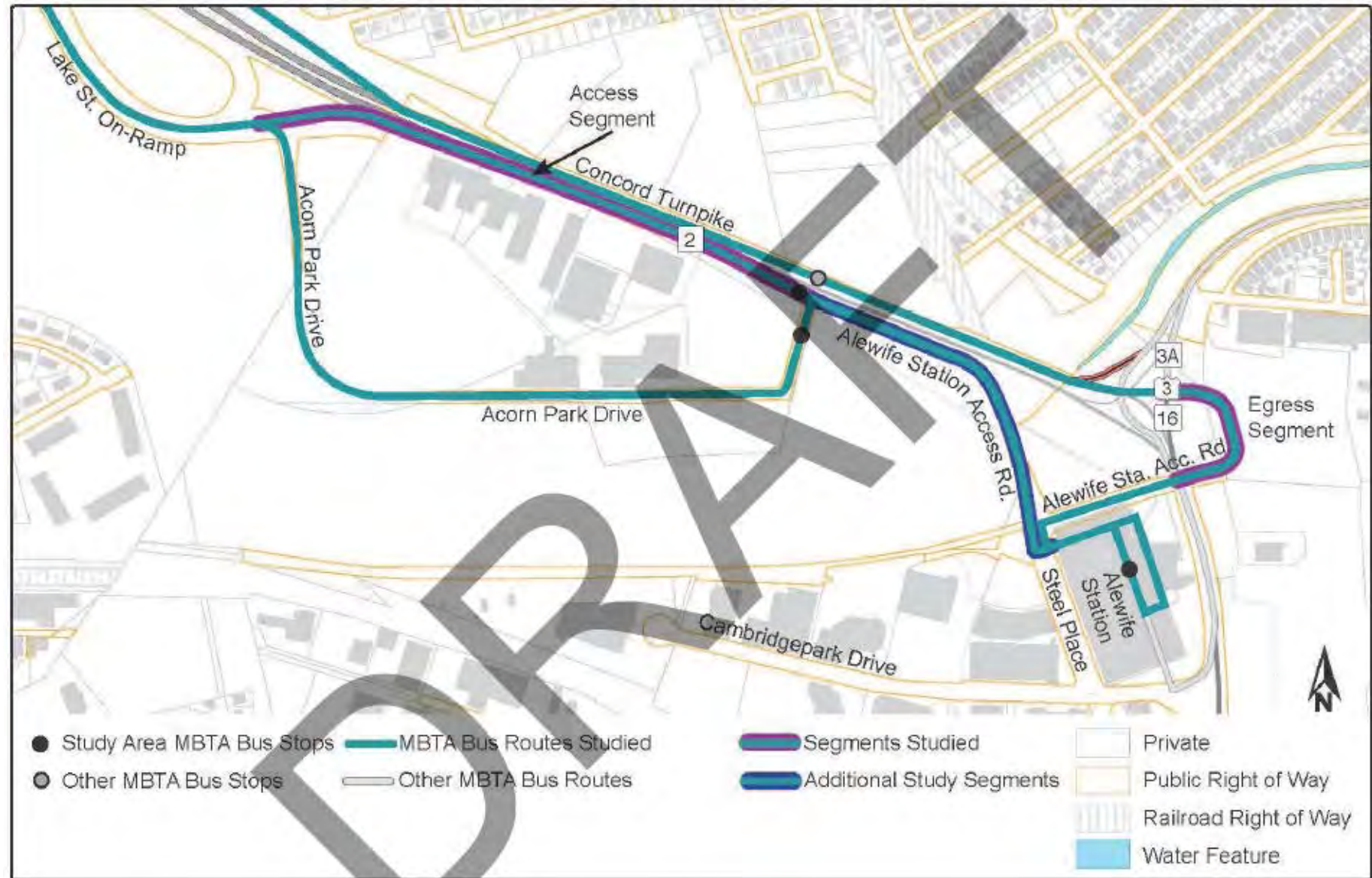


# Alewife/Route 2

CTPS study found travel time savings in new routing.

Additional CTPS study:

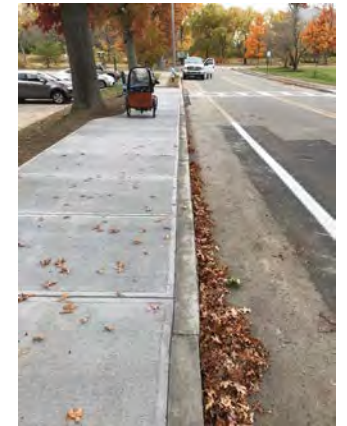
- Priority on jug handle
- Priority on Route 2 off-ramp/Alewife Station Access Road
- Rerouting buses exiting the Alewife busway



# Alewife/Route 2

Travel time savings from re-routing in AM peak (7-9am):

- Avg 1 min, 47 seconds
- 21.6 person hours



# Bus Stop Improvements

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Curb extension and shelter on  
Green Street at Pearl Street



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Curb extension and shelter on  
Green Street at Pearl Street

Replacing poor quality shelters  
with new shelters



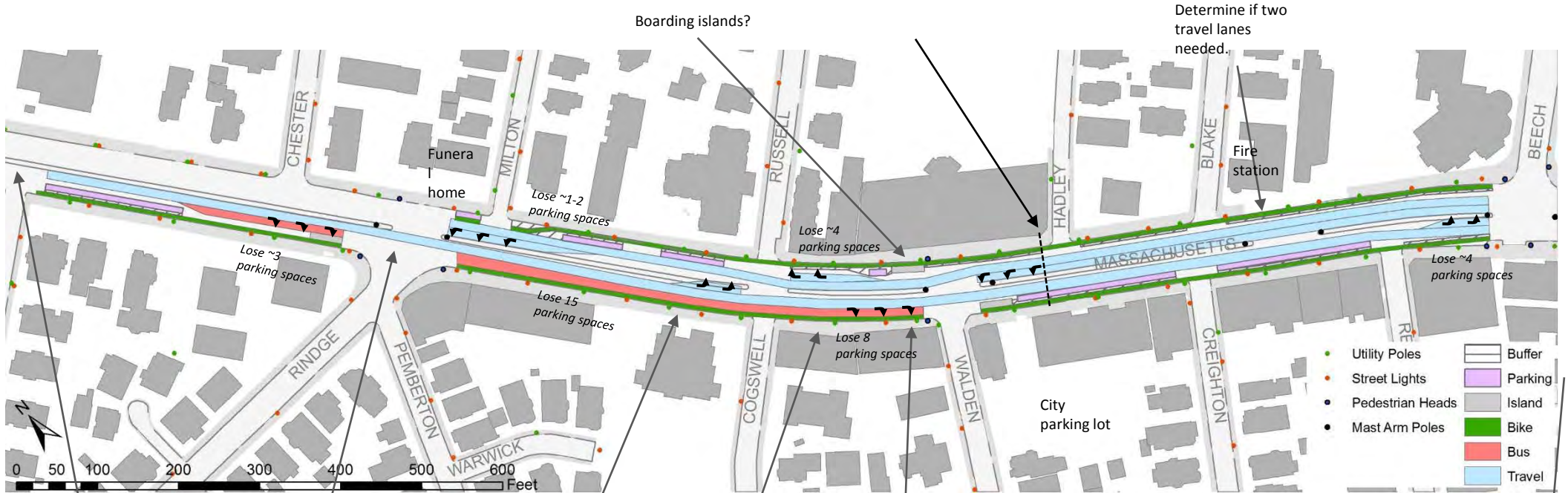
Better bus and bike facilities  
on Mt Auburn and Mass Ave

# Mass Ave

- Locations discussed at NACTO Roadshow:
  - N Mass Ave between Rindge and Beech
  - Mass Ave NB approaching Porter
  - Central Square
  - Mass Ave, Vassar to Mem
- All locations of high unreliability and delay for buses (with high ridership)
- All are also targeted for separated bicycle lanes and may be incorporated in a separated bike lane pilot
- Applied for Barr Foundation BostonBRT grant that would include N Mass Ave

# EXAMPLE (DRAFT, NOT VETTED)

High delay and unreliability, Mass Ave SB: Rindge to Walden segment highest, then Hollis to Rindge Ave  
 Idea: queue jump at Rindge Ave, followed by bus lane from just after Rindge to Walden



Transition from two to one lane TBD.

Buses approaching from Mass Ave SB AND Rindge Ave.

Median would need to be pulled back (again). Room on NB side to shift median?

Signal phasing and timing to be worked out. If shared bus/right turn lane, protect bicycle thru movements.

Extend bus lane towards Porter in both directions if possible. In NB direction, high delay and unreliability between Davenport and Walden.

Parking needs to be determined and discussed further with stakeholders.

Transit signal priority a possibility in the near future at these intersections

**Temporally restricted parking**  
AM peak

Other times

**O No parking**  
R



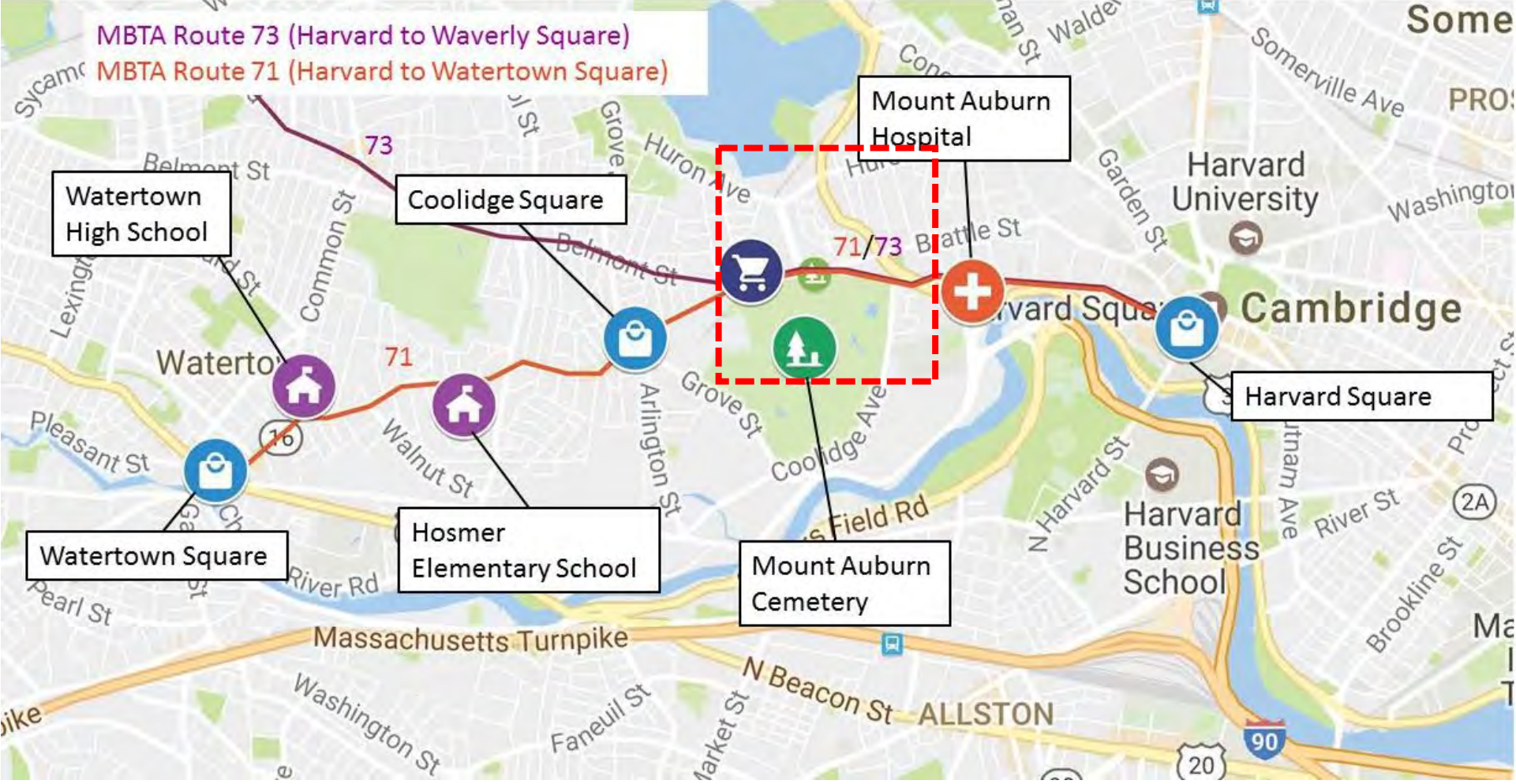
Considerations:

- Avoid moving median, especially where signal equipment
- Extend bus lane, provide priority in NB direction if possible
- Retain turn pockets where needed
- Retain parking where demand may be highest



# Barr Foundation BostonBRT Grant Application – Mount Auburn Street

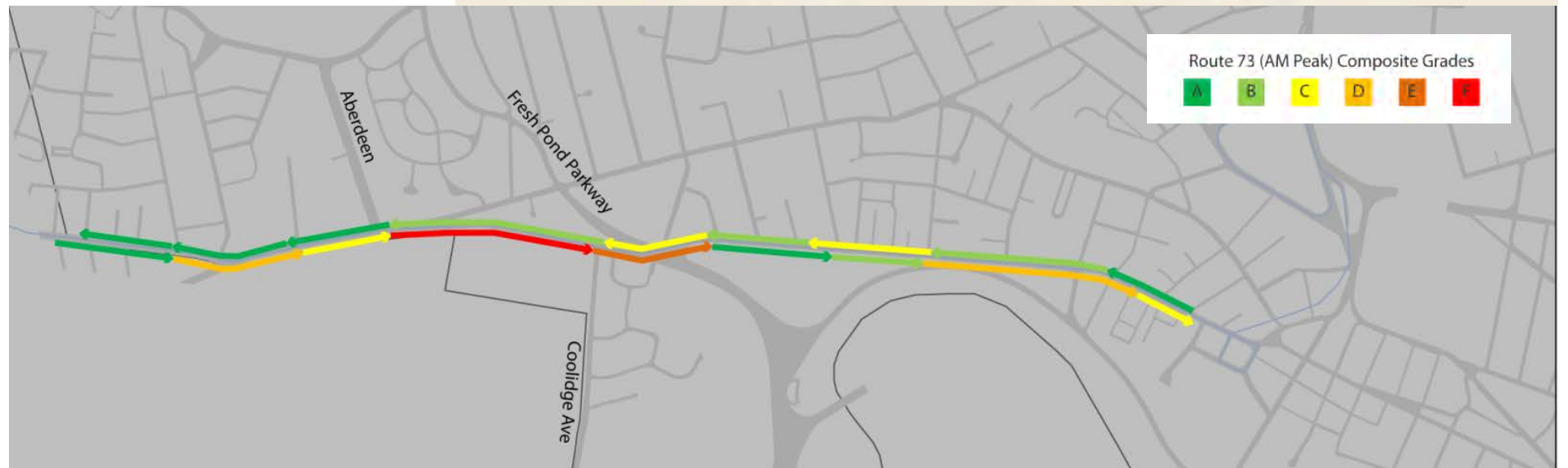
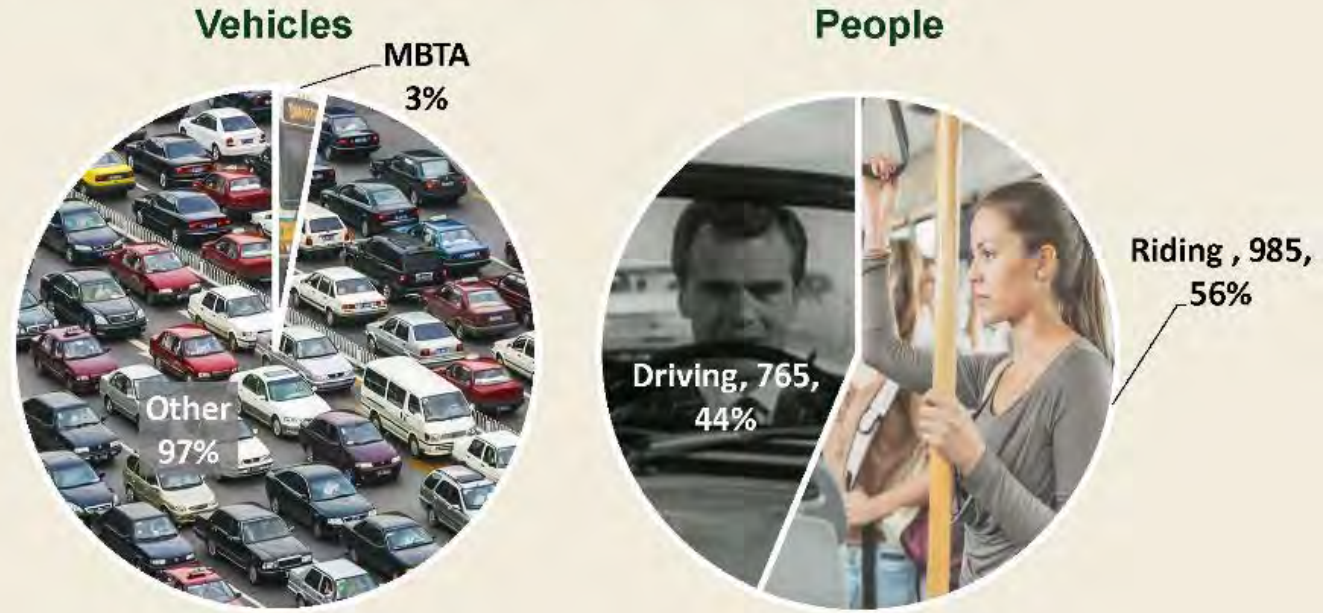
- Builds on DCR process
- Our goal is better bus and bike facilities
- Demonstration Project with paint



# Mount Auburn Street

- At one point, more than half of the users of this corridor are on buses
- Location of significant bus delay and unreliability

## Brattle St. to Coolidge Ave. (AM Peak)



# Belmont Street Reconstruction (targeted for 2020)

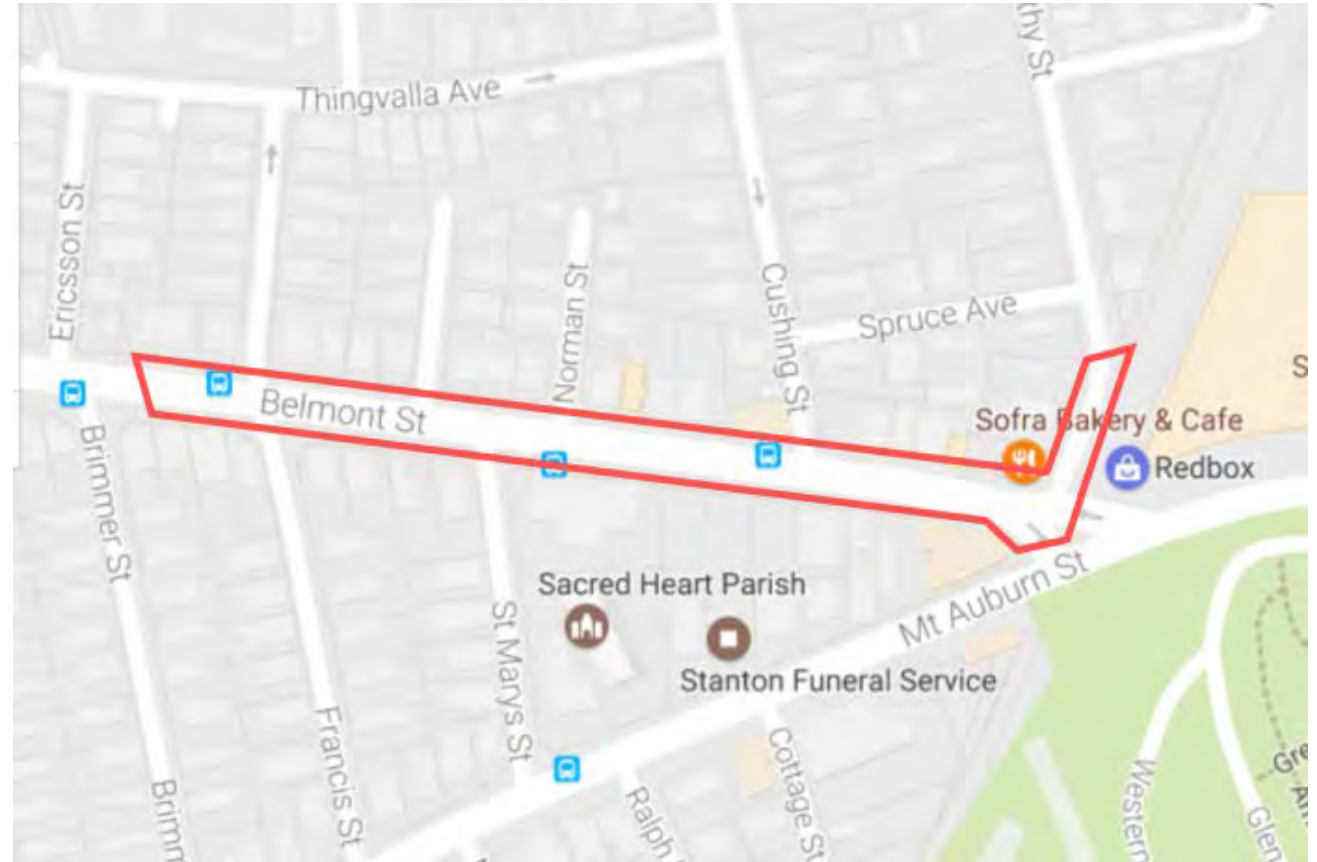
## NEW SIDEWALKS AND PAVING:

- **Belmont St**

Reconstruction of sidewalks from town line to Mt Auburn Street (not including intersection), including the south side owned by Watertown. Cambridge DPW coordinating design efforts with Watertown

- **Holworthy St**

Reconstruction of sidewalks from Belmont Street to #37-39 Holworthy Street. Exploring better pedestrian and bicycle connection down Holworthy to the anticipated greenway by the DCR.



# Next Steps

- If Barr Foundation funding is received:
  - Fall/Winter 2017:
    - Public process, education, outreach
    - Potential short-term demonstration
  - Early Spring 2018
    - Implementation of demonstration projects
- Belmont Street process
  - Design: Present - Winter 2018
  - Construction: Summer 2020