

Transit Advisory Committee (TAC)-Endorsed Transit Strategic Plan Implementation initiated April 2017, updated 10/2017, 7/2018, 1/2019					
Notes: Resources not yet identified unless indicated. Resources could come from state, local, and/or private source.					
Legend: blue = new; yellow = update; bold = has TAC role					
Implementation Item	Progress Updates & Notes	Possible or Next Steps			Notes
<b>Moving forward - Allocating resources, still needs momentum build (12 items)</b>					
Develop ideas for Participatory Budgeting projects	TAC members submitted ideas in previous cycles. PB 5 - 2019 cycle did not select any transit-related proposals	<b>TAC to prepare for 2020 cycle</b>			<u>Winning Participatory Budgeting Ideas: (Cycle - Year: Idea)</u> PB 2 - 2016: TSP for MBTA Route 1 PB 3 - 2017: Solar-powered real-time bus tracker displays * Request for updates on PB website
Service - MBTA Better Bus Project	In Jan-Feb 2019, MBTA will be hosting meetings to share BBP proposals. MBTA will respond to TAC proposals as part of this process. City drafted summary memo of input received from Cambridge community.	<b>TAC to participate in outreach</b>			
Service / Amenities - Ames Street bus stops	MBTA and EZRide buses are now serving stops on Ames St.	Work with MBTA to evaluate impact of rerouting CT2 (timeline not set)	Shelter installations at Sebastians, floating bus stop in 2019.		Working with Boston Properties, CRA, and JCDecaux to install shelters (BP to install in January)
Amenities - Real-time transit displays	Piloted four locations with two different display technologies. Two in Porter Square, two near Central Square. Surveys have launched and are ongoing. Supplemental outreach also received suggested locations for additional signage.	<b>Review results of survey and supplemental outreach interanly and with TAC</b>	Participatory Budgeting "Solar-Powered Real-Time Bus Tracker Displays" project to be implemented in FY19	Coordinate with MBTA on their elnk-based realtime signage pilot and bus shelter contract bidding process	TAC suggested creating a target for a certain percentage of stops by a fixed year. TAC requests to include larger screens in the Participatory Budget project, to be assessed
Bus priority - transit signal priority	Piloted, implemented, and evaluated non-center-to-center approach on Mass Ave at Brookline. Equipment for center-to-center communications installed at 9 intersections. TPT in process of developing required software	TP&T to acquire software to enable center-to-center signal control and to scope required upgrades	Work with MBTA to expand pilot on Mount Auburn and Mass Ave, including participatory budgeting implementation of TSP on Mass Ave		Intersections with some bus signal priority equipment installed: 1. Broadway @ Inman, 2. Broadway @ Prospect 3. Prospect @ Harvard, 4. Prospect @ Bishop Allen 5. Mass @ Prospect, 6. Mass @ Hancock 7. Mass @ Inman, 8. Mass @ Essex 9. Mass @ Brookline, 10. Mt Auburn at Aberdeen, 11. Mt. Auburn at Homer
Bus priority - Mass Ave at Arlington line	Submitted Barr Foundation Boston BRT grant application with Arlington as lead. Coordinated with Arlington for transit signal priority improvements at Rte 16/Mass Ave intersection.	<b>Follow Arlington's process to determine if bus lanes can be made permanent and coordinate into Cambridge</b>			
Bus priority - Mass Ave north, including Porter	Completed NACTO Transit Program Accelerator. Engaged consultant for traffic analysis (using FY17 and FY18 Transit Strategic Planning funds). Tested bus priority lane from Rindge to Walden IB/OB and Exeter Park to Somerville Ave (OB) during PARKing Day.	<b>Follow and participate in Porter Sq. improvements project.</b>			

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Bus priority - South Mass Ave	Implemented South Mass Ave Corridor Safety project from Lafayette Square to Memorial Drive with separated bike lanes and bus lanes.	<b>Evaluation ongoing and will discuss with TAC</b>	Coordination with MassDOT and DCR on intersection at Memorial Drive and Harvard Bridge	<b>MIT students to evaluate in January 2019. JA to share results</b>
Bus priority - Mt Auburn St	Implemented bus priority treatments, bicycle lanes. Organized a press event on 10/26/2018 to formally open the bus priority lanes.	Community sentiment evaluation started in late November. Will continue through January. <b>TAC to share evaluation surveys with broader transit community.</b>	<b>TAC to draft letter on capital investments to enhance bus priority (also South Mass Ave)</b>	
Reconstruction - River Street	River Street infrastructure and streetscape design taking place in 2019, including: redesigning Carl Baron Plaza and the bus terminal. First community working group on 1/29/2019.	<b>Engage in stakeholder process</b>		
Reconstruction - Inman Square	Inman Square concept released with peak only queue-jump lane for Route 69 EB and floating bus stops. Home-rule petition passed statehouse and governor approvals. Early action work to start soon.	<b>Continue to engage in public process.</b>		
Transit Expansion - Grand Junction Transit Conceptual Design	Multi-use path design and conceptual transit design contract is underway. A working group committee is being convened to support the design process.	<b>Engage in stakeholder process</b>	<b>Continue to advocate for future Grand Junction two-track service.</b>	RailVision process includes some consideration of regular service on Grand Junction. City is participating in RailVision Advisory Committee.
<b>New, resources not yet identified - Requires new resources; funding strategy under development (5 items)</b>				
Service - New service "CT4" and bus priority between North Station and Kendall Square	Developed a rough operating plan, cost estimates, and demand estimate for CT4 service.	Coordinate with major ongoing development projects as they progress (e.g. Volpe site) and the KSTEP process to identify opportunities for funding/implementation.	Identify resources to engage consultant to analyze tradeoffs, make the case for benefits, and more fully design bus priority on First Street if appropriate <b>(TAC to review/comment)</b>	Kendall Square Mobility Task Force (KSMTF) recommendation

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Bus priority - Alewife	Rerouted buses all day onto Acorn Park Drive (APD) with an estimated significant time savings in peak (almost 2 minutes). CTPS completed a first-last mile study showing benefits for buses using APD and estimating benefits for a queue jump on the jug handle. MassDOT now considering in bus priority study.	Finalize follow-up work by CTPS on their first-last mile study, including Rte. 2 off-ramp, jug handle, and circulation through station (expected early August).	Continue to coordinate with MassDOT on a newly-scoped study evaluating bus priority improvements on state-owned roadways With Alewife as early action.		TAC requests that the City advocate for implementing bus priority on non-City-owned roadways. Mitigation funds may be available to do additional study.
Bus Priority - Central Square					
Bus Priority - Routes 85/CT2	KSMTF included plan for stop consolidation, TSP, and other improvements	Identify where capital investment required (e.g., bus stop ADA compliance)	Identify resources to engage consultant to fully design treatment (queue jump lanes, etc.)	<b>Public, stakeholder, and MBTA engagement</b>	KSMTF recommendation
Service Expansion - Increase EZRide shuttle service	EZRide recently modified service and new, larger buses are in operation	<b>Charles River TMA to determine opportunities for service expansion</b>			KSMTF recommendation
Infrastructure - Alewife transit/bike-ped bridge (from the Quadrangle toward Cambridge Park Dr.)	Conceptual designs of bridge and commuter rail station have been completed using mitigation funds; Envision process includes Alewife improvements	Advance design based on developer contributions (no current mechanism to fund construction)			TAC asks whether building another bridge on the east side of Alewife Brook Parkway would provide more equitable access. TAC interested in exploring idea of at-grade crossing/transit bridge In conjunction with commuter rail station at Alewife.
<b>New, not yet started - Requires new resources, source to be determined (1 item)</b>					
Transit wayfinding strategy	Central Square Bus Access and Circulation Study (2014) includes some routing and wayfinding recommendations. River Street scope has localized signage and wayfinding tasks to support in Central Square	Interim wayfinding improvements in Central Square (longer term process to follow)	Engage consultant to develop strategy	<b>Participate in River St Design Process</b>	
<b>Revisit - Ongoing, but needs new focus/energy (3 items)</b>					
Street network - Paired one-way Vassar/Albany with bus priority					One-way pairs with bus priority lanes (East of Mass Ave)
Green Line Extension - bus service planning	MassDOT awarded design-build contract and pre-construction work is underway; groundbreaking ceremony held. Closures of major streets for railway work to begin in Spring 2019.	Coordinate with MBTA on planning for bus stop at Lechmere	Coordinate with MBTA on planning for modified routings to Lechmere/Union Sq.	Advance Inner Belt transit/bicycle/pedestrian bridge concept	

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Policy development - TDM expansion, review, policy		Best practices review (may require engaging consultant, students, etc.)	Follow-up with Envision processes w/PTDM	Work with Bike and Ped Committees and other transportation working groups	TAC interested in reform of PTDM policy/ordinance. FHWA will release report on parking cash out in July (looked at Boston and Cambridge). Guidelines on comment letters for PTDM.
Finance - long-term transit funding sources	Kendall Square Transportation Enhancement Program MOU was signed by all parties in June 2017	Best practices review (may require engaging consultant, students, etc.)	Work with Envision process or other policy initiatives		
<b>Advocacy and Coordination (7 items)</b>					
Service expansion - Cosponsor overnight pilot	City formally co-sponsored a pilot proposal (NOT a financial commitment). MBTA has launched "late" and "early" services in 2018 and is evaluating against their pilot policy.				
Bus priority - Coordinate with other stakeholders on delays that happen across boundaries, particularly on bridges across the Charles River	GoBoston 2030 identified the need to improve #1 bus service and improvements were including in SMACSI. BostonBRT grants with other municipalities complete. Coordinating with DCR/MassDOT/MBTA on crossings.	Advocate/coordinate with MBTA, DCR and MassDOT processes			
Infrastructure - Advocate for two-track Grand Junction corridor transit service	KSMF recommended both demand estimation and conceptual design for transit; Susanne Rasmussen (ETP, Director) participating in RailVision stakeholder group	Advocate with MassDOT/MBTA	Review Focus40 and participate in RailVision		KSMF recommendation
Infrastructure - Advocate for best implementation of Red Line signaling system		Included in MBTA's Red/Orange Line Improvements Program			KSMF recommendation
Infrastructure - Advocate for best implementation of resolving known bottlenecks on the Red Line		Included in MBTA's Red/Orange Line Improvements Program			KSMF recommendation
Infrastructure/Climate resilience - Participate in MBTA climate vulnerability assessment and advocate to prioritize Cambridge infrastructure as appropriate	City has met with MBTA and advocated for including Red Line in early assessment. MBTA has some projects in Red/Orange Line improvements to address portal from Longfellow Bridge to Main St. subway.	Included in MBTA's CIP, City to follow up and track			
Fares - MASCO/EZRide access	MASCO LMA Shuttle M2 tickets now available at City Hall for purchase	Coordinate with AFC2.0 rollout (expected 2020)			
Policy - Improve regulations for bus stops and bus facilities	City is updating regulations to better define bus lane and bus stop use	Advocate with MassDOT			City is thinking about this related to proposed bus priority facilities and plans for enforcement
Policy - Reform parking minimums		Advocate with City			