

PROGRESS DRAFT FOR DISCUSSION – 9/4/2019

City of Cambridge
Transit Action Work Plan

Transit Action: Implement New CT4 Service

Description: This new route would connect Sullivan Station to Kenmore Station and/or Lansdowne Station (formerly Yawkey Station) via Lechmere and Kendall across a future bridge connection from Inner Belt Road to McGrath Highway in Somerville. From that point, the route would roughly follow First Street, Binney Third, Main, Vassar and Mass Ave towards Kenmore and possibly onto Lansdowne Station. As the proposed Inner Belt Bridge is currently unfunded, CT4 service could initially be implemented on an interim route using the existing street network. Instead of turning on Inner Belt Road, the interim route would continue on Washington Street (Somerville) to McGrath Highway under the interim condition. The route is envisioned as an MBTA service.

Locus Map:

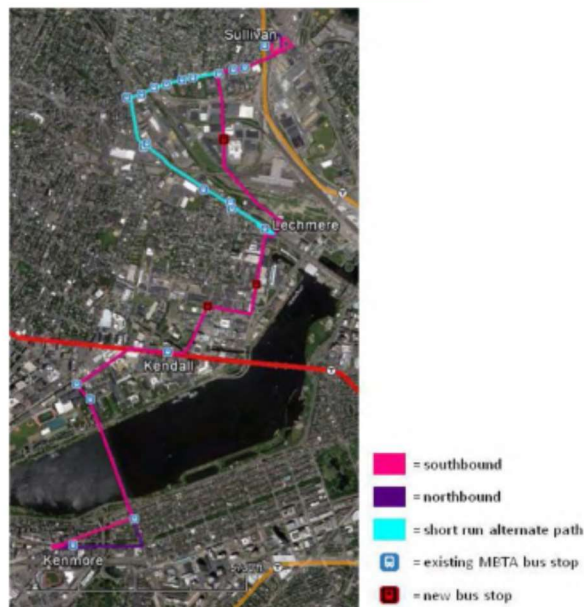


Figure 5-1. Proposed Sullivan – Lechmere – Kendall – Kenmore Route
Source: Reproduced from (Rosen, 2013, p. 123)

Cambridge areas of influence in short-term:

- Advocacy for interim and full build services
- Local street network improvements

Coordinate			
Item	Lead	Time Frame	Comment
Establish Transit Advisory Committee CT4 sub-committee to focus on the implementation			
Partner with cities of Somerville and City of Boston to			

build support for the service			
Coordinate with other entities (e.g. MASCO, ABC) supporting transit access between Sullivan, Kendall and Kenmore Squares			
Coordinate on street transit priority treatments for CT4 with other transit routes (e.g. EZRide)			Transit priority treatments are most cost-effective on higher frequency and ridership corridors. Therefore corridors with multiple routes should receive priority treatments first.
Advocate			
Item	Lead	Time Frame	Comment
Include the service in the MBTA Service Planning process			
Participate in the MassDOT/MBTA Bus Network Redesign process			
Plan			
Item	Lead	Time Frame	Comment
Refine route alignment, stop locations and service plan for interim service			
Model interim service to determine ridership			CTPS modeled the interim service in 2016 for the KSMTF. It may need to be updated for interim service until full-build can be achieved.
Determine on street bus priority treatments to improve service travel time and reliability.			
Develop budget and time frame for on- street bus priority construction			
Determine costs of interim service O&M and capital (new buses)			

Explore alternate options for operating and funding service outside of MBTA (for example CRTMA)			
With Somerville, evaluate bridge over track for long term service option.			
Design			
Item	Lead	Time Frame	Comment
Design on-street transit priority treatments included in the Plan section, above.			
Implement			
Secure funding for on-street transit priority treatments			
Construct on-street transit priority treatments			
Implement CT4 service as a pilot			

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