
MEMORANDUM

DCI JOB NO. 2019-064

TO: Hassanaly Ladha
34-40 Hampshire Street, LLC
24 Fairmont Street
Cambridge, MA 02139

FROM: Wayne Keefner, P.E., PTOE
Design Consultants, Inc.

SUBJECT: **Parking Utilization Study**
34-40 Hampshire Street
Cambridge, MA

DATE: November 8, 2019

As requested by the client, Design Consultants, Inc. (DCI) has performed a parking utilization study for the proposed Project located at 34-40 Hampshire Street ("Project") in Cambridge, Massachusetts. It is our understanding that the client is proposing to raze the existing buildings and construct a 68-room hotel.

The current design proposes that the Project will have 16 parking spaces on-site. The parking lot will be below-grade and be attended by a valet. Visitors driving to the hotel will drop their vehicle off along Hampshire Street, and the valet will bring the vehicle to the parking area via a curb cut on Portland Street. The Proponent is committed to ensuring that all drop-off and pick-up activity will take place along Hampshire Street.

The City of Cambridge Zoning Ordinance (CZO) details the parking requirements for various land uses. 34-40 Hampshire Street is located in an IB (Industrial) Zoning District. As detailed in the subsequent paragraphs, the number of required parking spaces for each site is calculated based on Section 6.36.1 of the Cambridge Zoning Ordinance.

The proposed Project will consist of 68 hotel rooms. The CZO requires a minimum of one (1) parking space per two (2) sleeping rooms in the IB zoning district. Therefore, the hotel requires a

total of 34 on-site parking spaces. Consequently, the Applicant is seeking a special permit for the relief of 18 parking spaces.

This memorandum serves to demonstrate that when the hotel at 34-40 Hampshire Street is built, the proposed 16 parking spaces on-site will be able to accommodate the parking demand based on the multi-modal transportation access in the vicinity of the Project and parking utilization rates at similar hotels in Boston and Cambridge. The required parking for 34-40 Hampshire Street is shown in Table 1.

Table 1: Required Parking Spaces per Cambridge Zoning Ordinance

	Hotel
Size (Number of Rooms)	68
Zoning Requirements for # of Parking Spaces	1 per 2 Sleeping Rooms
<i>Number of Required Spaces for Hotel</i>	<i>34</i>

Proximity to Public Transportation and Pedestrian/Bicycle Infrastructure

In the vicinity of the Project, there is access to the MBTA Red Line. The Kendall Square station is a 0.5 mile walk from the Project site and the Central Square Station is a 0.8 mile walk from the Project site. The MBTA Red Line runs between Alewife Station in Cambridge and Ashmont Station in Boston and Braintree Station. To the north of the Project site, the Red Line provides access to Harvard, Porter, and Davis Squares. South of the Project site, the Red Line provides access to Charles/MGH, Park Street, and South Station in Downtown Boston. South Station access allows hotel guests arriving by bus or train access to the Project site via public transit. Regional bus lines drop off at South Station and the MBTA Silver Bus Line provides access between Logan Airport and South Station. Currently, there are also 4 bus routes, the 64, 68, 85, and CT2, which all stop at bus stops located less than 0.25 miles from the Project site. Detailed schedules and maps, as well as a graphic showing the locations of the bus stops and rapid transit stations in relation to the Project site, are attached in the Appendix.

In addition, Hampshire Street currently serves as a bike corridor between Kendall Square and Inman Square in Cambridge, with striped bike lanes on both sides of the roadway. Broadway, east of the Project site, has striped bike lanes on both sides of the roadway. On Broadway between the intersection with Hampshire Street and Galileo Galilei Way there are separated bike lines with flexi-posts and a painted buffer. In addition, the Loughrey Walkway provides a bicycle connection between Broadway and Binney Street. Harvard Street has a striped bike lane in the eastbound direction. There is a dedicated bike signal phase at the intersection of Broadway and Ames Street. There is also a Blue Bikes Station on Hampshire Street east of the intersection with Portland Street that is approximately 200 feet from the Project site with 17 bike docks at this station. There is also planned bicycle infrastructure in the study area. A shared multi-use path is planned along Memorial Way between the intersection of Broadway and Galileo Galilei Way and the Cambridge/Somerville border north of Cambridge Street. A grade separated bike path is planned on Galileo Galilei Way in the northbound direction of travel. As Cambridge continues to build a

more robust and connected bike network especially in the vicinity of Kendall Square, bicycle mode share should continue to increase in the future. Kendall Square is also a highly walkable neighborhood with a mix of land uses. The combination of walkability, transit access and mixed use allows hotel guests to make a majority of their daily trips without a car.

Guest Parking Utilization at Other Hotels

DCI received data from seven (7) similar-sized hotels that have a comparable proximity to public transportation. The data collected included the drive-up rate of the hotel guests, number of rooms at the hotel, and the number of parked vehicles overnight. In this way, DCI was able to estimate the amount of parking spaces required by the Project. Data was collected at the following hotels, with the number of rooms and proximity to the closest rapid transit station:

- Residence Inn by Marriott (125 Brookline Avenue, Boston) – 175 rooms, 0.3 miles to closest rapid transit station (Fenway on Green Line)
- Envoy (70 Sleeper Street, Boston) – 136 rooms, 0.4 miles to closest rapid transit station (South Station on Red Line)
- The Verb (1271 Boylston Street, Boston) – 93 rooms, 0.4 miles to closest rapid transit station (Kenmore Square or Fenway on Green Line)
- Tudor Wharf (34-44 Charles River Avenue, Boston) – 166 rooms, 0.7 miles to closest rapid transit station (Community College on Orange Line)
- Buckminster (645 Beacon Street, Boston) – 132 rooms, 0.1 miles to closest rapid transit station (Kenmore Square on Green Line)
- The Kendall Hotel (350 Main Street, Cambridge) – 78 rooms, 500 feet to closest rapid transit station (Kendall Square on Red Line)
- The Boston Marriott Cambridge (50 Broadway, Cambridge) – 426 rooms, 250 feet to closest rapid transit station (Kendall Square on Red Line)

The average number of parked vehicles overnight at each of the hotels was summarized. The average demand for each hotel, as well as the peak demand, is shown in Table 2.

Table 2: Overnight Parking Summary

Hotel	Average Demand (Parked vehicles/room)	Peak Demand (Parked vehicles/room)
Residence Inn by Marriott	0.18	0.27
Envoy	0.12	0.23
The Verb Hotel	0.26	0.37
Tudor Wharf	0.14	0.23
Hotel Buckminster	0.14	0.17
The Kendall Hotel	0.20	0.25
The Boston Marriott Cambridge	0.20	0.30
Average of All Hotels	0.18	0.26

As shown in Table 2, the average demand at each of the hotels is 0.18 parked vehicles per room. This would correspond to a total of approximately 12 parking spaces needed at the proposed hotel. The peak demand for any one of the hotels was 0.26 parked vehicles per room. This would correspond to a total of approximately 18 parking spaces needed at the proposed hotel. Based on the demand of similar hotels within the Boston area that have similar proximities to rapid transit, the 16 parking spaces that will be on-site after redevelopment will likely meet the demand. Additionally, given the location of the Project to public transit, the Proponent is committed to implementing Transportation Demand Management (TDM) measures to encourage the use of non-vehicular modes of transportation to and from the site.

Transportation Demand Management (TDM)

Transportation Demand Management refers to measures that can be put in place to minimize or lessen the impact of vehicular traffic to a location. Given the site's proximity to MBTA bus routes and the MBTA Red Line, the site locations lends itself to implementing TDM measures, especially for employees. The site is located approximately 0.5 miles from the Kendall Square stop on the MBTA Red Line and approximately 400 feet from the closest MBTA bus stop (Routes 64 and 68 along Broadway). The most important objective in implementing a TDM plan is to provide appropriate and feasible alternatives to the motor vehicle as the principal mode of travel to and from the site. The Applicant is committed to implementing a TDM plan that includes options for employees to travel to the site without the use of their own motor vehicle, which is will promote alternative modes of travel and reduce the number of vehicles traveling to and from the site.

TDM Measures

As part of this Project, the following TDM measures are recommended:

- Subsidized public transportation passes for employees
- Subsidized BlueBikes memberships for employees
- Postings on the hotel website showing public transportation options in the area, as well as locations of bicycle facilities in the area
- On-site wayfinding for hotel guests to encourage non-vehicular trips to and from the hotel
- Post MBTA bus and rail schedule and map information in the hotel lobby to inform guests about nearby public transportation
- Provide safe, secure bicycle storage facilities for use by employees to encourage bicycle usage
- Provide visitor bicycle parking spaces outside of the building to support and encourage bicycle usage amongst visitors to the site

Conclusion

The Project located at 34-40 Hampshire Street in Cambridge will redevelop the site to be a 68-room hotel with 16 parking spaces in a below-ground garage. The property is located in Zoning District IB (Industrial) and according to the Cambridge Zoning Ordinance, a hotel requires 1.0 parking spaces per room. The proposed 68-room hotel would require 34 parking spaces. Therefore, the Applicant is seeking a parking variance of 18 parking spaces for the 34-40 Hampshire Street site.

DCI collected parking utilization data from seven (7) hotels within Boston that have a similar proximity to rapid transit as the Project. The data was collected during the overnight periods and included the total number of parked vehicles.

In analyzing the data, the average demand at each of the hotels combined was 0.18 parked vehicles per room. This would result in a total of approximately 12 parking spaces needed for the proposed hotel. The peak demand at any one of the hotels was 0.26 parking spaces per room. This would result in a total of approximately 18 parking spaces needed for the proposed hotel. Given that there are 16 parking spaces proposed, it is expected that the number of proposed parking spaces will likely meet the demand of guests that wish to park at the site.

Additionally, the Proponent is committed to implementing a Transportation Demand Management (TDM) Plan to encourage the use of non-vehicular modes of transportation both to and from the site.

Based on these facts and the results of this study, DCI believes the actual parking demand for the Project will be between 12 and 18 parking spaces, which DCI anticipates can be accommodated via the proposed 16 parking spaces on-site after redevelopment at 34-40 Hampshire Street in Cambridge.

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APPENDICES

MBTA SUBWAY STOPS

MBTA BUS ROUTES/SCHEDULES

BICYCLE INFRASTRUCTURE

T Fares

PRICE PER TRIP	Local Bus	Bus + Bus	Rapid Transit	Bus + Rapid Transit
CharlieCard	\$1.70	\$1.70	\$2.40	\$2.40
CharlieTicket	\$2.00	\$2.00	\$2.90	\$4.90***
Cash-on-Board	\$2.00	\$4.00	\$2.90	\$4.90***
Student/Youth*	\$0.85	\$0.85	\$1.10	\$1.10
Senior/TAP**	\$0.85	\$0.85	\$1.10	\$1.10
UNLIMITED TRIP PASSES				
1-Day	\$12.75	\$12.75	\$12.75	\$12.75
7-Day	\$22.50	\$22.50	\$22.50	\$22.50
Monthly	\$55.00	\$55.00	\$90.00	\$90.00
Senior/TAP Monthly \$30.00/month for unlimited travel on Local Bus and Rapid Transit				

VALID PASSES: LinkPass (\$84.50/mo.); Student/Youth LinkPass* (\$30/mo.); Senior/TAP LinkPass* (\$30/mo.); and express bus, commuter rail, and boat passes.

FREE FARES: Children 11 and under ride free when accompanied by an adult; Blind Access CharlieCard holders ride free: if using a guide, the guide rides free

* Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards are available to students through participating middle schools and high schools. Youth CharlieCards are available through community partners in the Boston metro area. Visit www.mbta.com/youthpass for details.

** Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

*** For Silver Line SL4 or SL5 pay \$2.75. Also see "transfers."

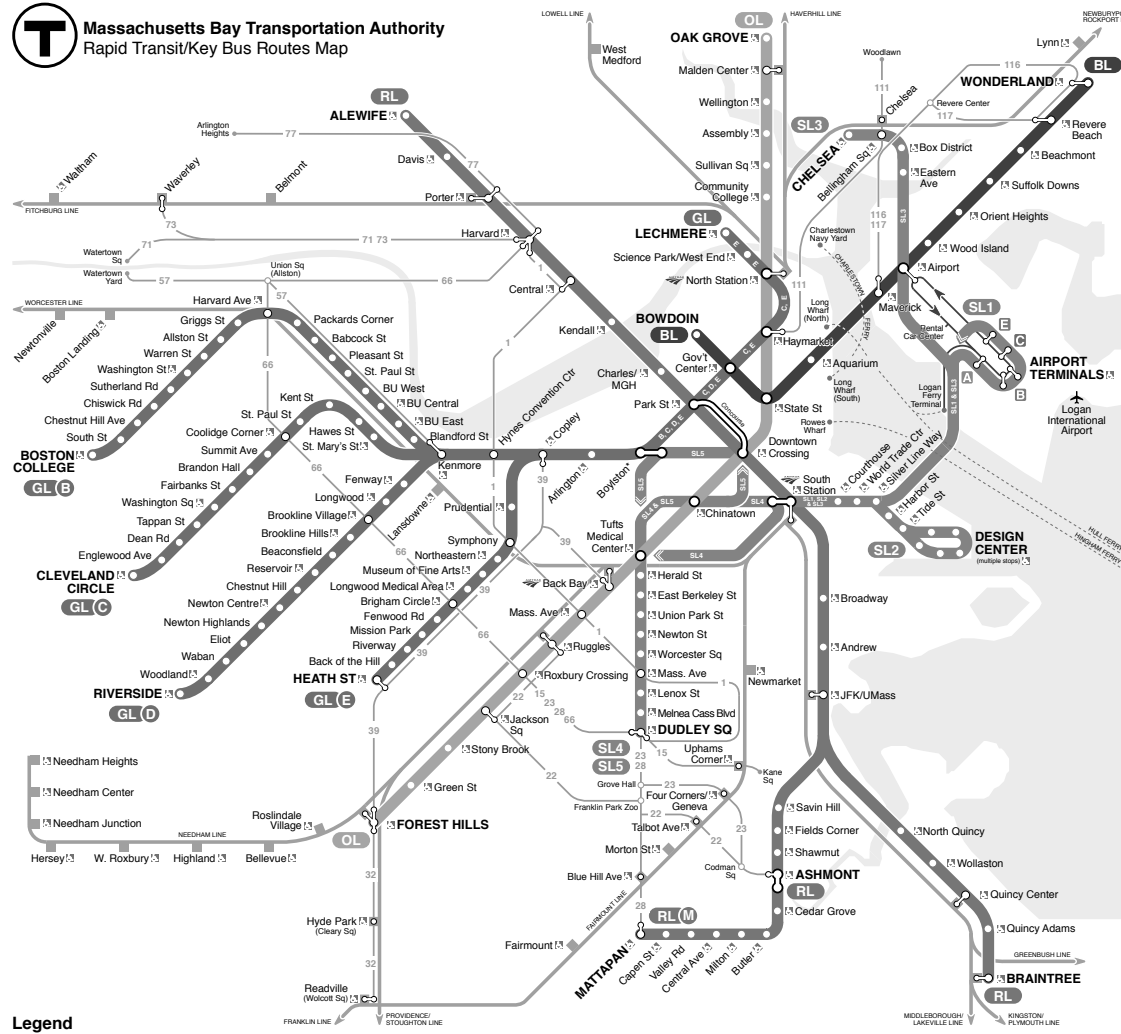
TRANSFERS

If paying with a CharlieTicket or CharlieCard, discounted transfers that are available are automatic — just use the same ticket or card throughout your trip. If paying with cash onboard a vehicle, free transfers are only allowed between rapid transit lines and inside paid platform areas at gated stations.

SCHEDULES

Schedules are available at the following stations: Park Street, Airport, Malden, Harvard, Haymarket (Green Line Level), Back Bay, Downtown Crossing (Orange Line Level), and Quincy Center, or ask a Customer Service Agent. Schedules are also available at the State Transportation Building (10 Park Plaza), 45 High St, and online at mbta.com.

T Massachusetts Bay Transportation Authority Rapid Transit/Key Bus Routes Map



Legend

- RED LINE
- MATTAPAN LINE
- ORANGE LINE
- BLUE LINE
- SILVER LINE and branches
- GREEN LINE and branches
- COMMUTER RAIL
- KEY BUS ROUTE (Frequent service)
- FERRY
- Accessible station (All MBTA and Massport bus and ferry services are accessible)
- Rapid Transit transfer station
- Commuter Rail transfer station
- Free Logan Airport shuttle bus
- Amtrak service (Back Bay, North & South stations)
- Customer Communications & Travel Info (617-222-3200, 800-392-6100, TTY 617-222-5146, www.mbta.com)
- MBTA Transit Police: 911 (TTY 617-222-1200)
- Elevator/escalator/lift updates: 800-392-6100

© May 2019 v.33

Not to scale

Rapid Transit

Effective September 1, 2019



Blue Line



Green Line



Orange Line



Red Line



Silver Line

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Massachusetts Department of Transportation

Information 617-222-3200 • 1-800-392-6100
(TTY) 617-222-5146 • www.mbta.com

Rapid Transit Line	Weekday							Saturday					Sunday						
	First Trip	AM Peak	Midday	PM Peak	Evening	Late Night	Last Trip	First Trip	AM Peak	PM Peak	Evening	Late Night	Last Trip	First Trip	AM Peak	PM Peak	Evening	Late Night	Last Trip
Red Line																			
Alewife Braintree	5:24AM	9 min	14 min	9 min	12 min	12 min	12:20AM	5:24AM	14 min	14 min	14 min	14 min	12:20AM	6:08AM	15 min	15 min	15 min	16 min	12:20AM
	5:13AM	9 min	14 min	9 min	12 min	12 min	12:17AM	5:15AM	14 min	14 min	14 min	14 min	12:17AM	6:00AM	15 min	15 min	15 min	16 min	12:17AM
Alewife Ashmont	5:16AM	9 min	14 min	9 min	12 min	12 min w	12:27AM	5:16AM	14 min	14 min	14 min	14 min w	12:27AM	6:00AM	15 min	15 min	15 min	16 min	w 12:27AM
	5:16AM	9 min	14 min	9 min	12 min	12 min w	12:30AM	5:16AM	14 min	14 min	14 min	14 min w	12:30AM	6:00AM	15 min	15 min	15 min	16 min	w 12:30AM
"M" Ashmont Mattapan	5:17AM	5 min	8 min	5 min	12 min	12 min w	1:05AM	5:15AM	26 min	12 min	12 min	26 min w	1:05AM	6:03AM	26 min	12 min	12 min	26 min	w 1:05AM
	5:05AM	5 min	8 min	5 min	12 min	12 min	12:53AM	5:05AM	26 min	12 min	12 min	26 min	12:53AM	5:51AM	26 min	12 min	12 min	26 min	12:53AM
Blue Line																			
Wonderland	5:13AM	5 min	9 min	5 min	9 min	9 min	12:28AM	5:25AM	9 min	9 min	9 min	13 min	12:28AM	5:58AM	13 min	9 min	9 min	13 min	12:28AM
Orient Heights	5:13AM	5 min	9 min	5 min	9 min	9 min	12:33AM	5:13AM	9 min	9 min	9 min	13 min	12:33AM	6:03AM	13 min	9 min	9 min	13 min	12:33AM
Bowdoin	5:29AM	5 min	9 min	5 min	9 min	9 min w	1:00AM	5:29AM	9 min	9 min	9 min	13 min w	1:00AM	6:21AM	13 min	9 min	9 min	13 min	w 1:00AM
Orange Line																			
Oak Grove	5:16AM	6 min	8 min	6 min	8 min	12 min w	12:30AM	5:16AM	10 min	9 min	11 min	11 min w	12:30AM	6:00AM	13 min	11 min	11 min	11 min	w 12:30AM
Forest Hills	5:16AM	6 min	8 min	6 min	8 min	12 min w	12:28AM	5:16AM	10 min	9 min	11 min	11 min w	12:28AM	6:00AM	13 min	11 min	11 min	11 min	w 12:28AM
Green Line																			
B Boston College Park Street	5:01AM	6 min	8 min	6 min	7 min	9 min	12:10AM	4:45AM ²	11 min	7 min	7 min	11 min	12:09AM	5:20AM ²	12 min	9 min	7 min	10 min	12:10AM
	5:43AM	6 min	8 min	6 min	7 min	9 min w	12:52AM	5:40AM	11 min	7 min	7 min	11 min w	12:52AM	6:12AM	12 min	9 min	7 min	10 min	w 12:52AM
C Cleveland Circle North Station	5:01AM ¹	6 min	9 min	7 min	7 min	6 min	12:10AM	4:50AM ²	10 min	9 min	8 min	10 min	12:10AM	5:30AM ²	12 min	11 min	9 min	12 min	12:10AM
	5:55AM	6 min	9 min	7 min	7 min	6 min w	12:46AM	5:30AM	10 min	9 min	8 min	10 min w	12:46AM	6:06AM	12 min	11 min	9 min	12 min	w 12:46AM
D Riverside⁴ Government Ctr.	4:56AM	6 min	8 min	6 min	8 min	11 min	12:05AM	4:55AM	13 min	9 min	8 min	10 min	12:02AM	5:25AM	13 min	11 min	11 min	11 min	12:05AM
	5:41AM	6 min	8 min	6 min	8 min	11 min w	12:49AM	5:38AM	13 min	9 min	8 min	10 min w	12:49AM	6:10AM	13 min	11 min	11 min	11 min	w 12:49AM
E Lechmere Heath Street	5:01AM	6 min	8 min	7 min	9 min	9 min	12:30AM	5:01AM	11 min	9 min	11 min	11 min	12:30AM	5:35AM	12 min	12 min	12 min	12 min	12:30AM
	5:38AM	6 min	8 min	7 min	9 min	9 min	12:47AM ³	5:39AM	11 min	9 min	11 min	11 min	12:47AM ³	6:15AM	12 min	12 min	12 min	12 min	12:47AM ³
Silver Line																			
SL1 Logan Airport South Station	5:38AM	9 min	10 min	10 min	10 min	12 min	f 1:10AM	5:33AM	12 min	12 min	12 min	12 min	f 1:15AM	5:50AM	12 min	8 min	8 min	8 min	f 1:15AM
	5:40AM	9 min	10 min	10 min	10 min	12 min	w 1:00AM	5:35AM	12 min	12 min	12 min	12 min	w 1:00AM	6:12AM	12 min	8 min	8 min	8 min	w 1:00AM
SL2 Design Center South Station	6:07AM	5 min	15 min	5 min	9 min	15 min	12:35AM	6:10AM	15 min	15 min	15 min	15 min	12:35AM	6:50AM	15 min	15 min	15 min	15 min	12:34AM
	5:46AM	5 min	15 min	5 min	9 min	15 min	12:50AM	5:50AM	15 min	15 min	15 min	15 min	12:49AM	6:35AM	15 min	15 min	15 min	15 min	12:48AM
SL3 Chelsea Station South Station	5:01AM	12 min	15 min	12 min	13 min	15 min	f 1:26AM	5:30AM	12 min	12 min	15 min	15 min	f 1:25AM	6:30AM	15 min	15 min	15 min	15 min	f 1:25AM
	4:25AM	12 min	15 min	12 min	13 min	15 min w	12:55AM	4:53AM	12 min	12 min	15 min	15 min w	12:55AM	5:53AM	15 min	15 min	15 min	15 min	w 12:55AM
SL4 Dudley Station South Station	5:20AM	12 min	16 min	14 min	12 min	19 min	12:20AM	5:23AM	15 min	15 min	15 min	20 min	12:20AM	6:02AM	15 min	15 min	15 min	20 min	12:20AM
	5:35AM	12 min	16 min	14 min	12 min	19 min	12:39AM	5:40AM	15 min	15 min	15 min	20 min	12:40AM	6:20AM	15 min	15 min	15 min	20 min	12:40AM
SL5 Dudley Station Downtown Xing	5:15AM	8 min	10 min	8 min	7 min	17 min	12:53AM	5:19AM	10 min	10 min	11 min	11 min	12:46AM	6:00AM	10 min	8 min	9 min	9 min	12:25AM
	5:32AM	8 min	10 min	8 min	7 min	17 min w	1:07AM	5:34AM	10 min	10 min	11 min	11 min	w 1:00AM	6:15AM	10 min	8 min	9 min	9 min	w 12:47AM

Schedule Periods (approximate):

AM Rush Hour: 6:30 AM - 9:00 AM
 Midday: 9:00 AM - 3:30 PM
 PM Rush Hour: 3:30 PM - 6:30 PM
 Evening: 6:30 PM - 8:00 PM
 Late Night: 8:00 PM - CLOSE

Green Line Notes:

1 - The first two C Line AM inbound trips run through to Lechmere Station on weekdays.

2 - The first B Line and second C Line AM inbound trips run through to Lechmere Station on weekends.

3 - The 12:32AM trip from Heath St is the last connecting train to other lines downtown. The 12:47AM trip from Heath St. runs in service to Lechmere with no guaranteed connections.

4 - Due to two major infrastructure projects on the D Line, shuttles will replace trolley service on some weeknights and weekends through 2019. Shuttle schedules are subject to change. Shuttles may add up to 15 minutes to your travel time. Please visit mbta.com to plan your trip on the D Line, or sign up for T-Alerts for shuttle notices.

f - After exiting Ted Williams Tunnel bus will only service World Trade Center and South Station stops.

w - Last trips wait at some stations, primarily in the Downtown area, for connecting service. Departure times are approximate.

Fall 2019 & Winter 2020 Holidays
 9/2/19: see Sunday 10/14/19 & 11/11/19: see Weekday
 11/28/19, 12/25/19 & 1/1/20: see Sunday
 1/20/20 & 2/17/20: see Saturday
 Silver Line see Weekday

schedule change

64•68

Effective September 1, 2019

64 Oak Square-University Park or Kendall/MIT Station
68 Harvard Square-Kendall/MIT Station

Serving

- Central Square, Cambridge
- Union Square, Allston
- Harvard University
- Red Line

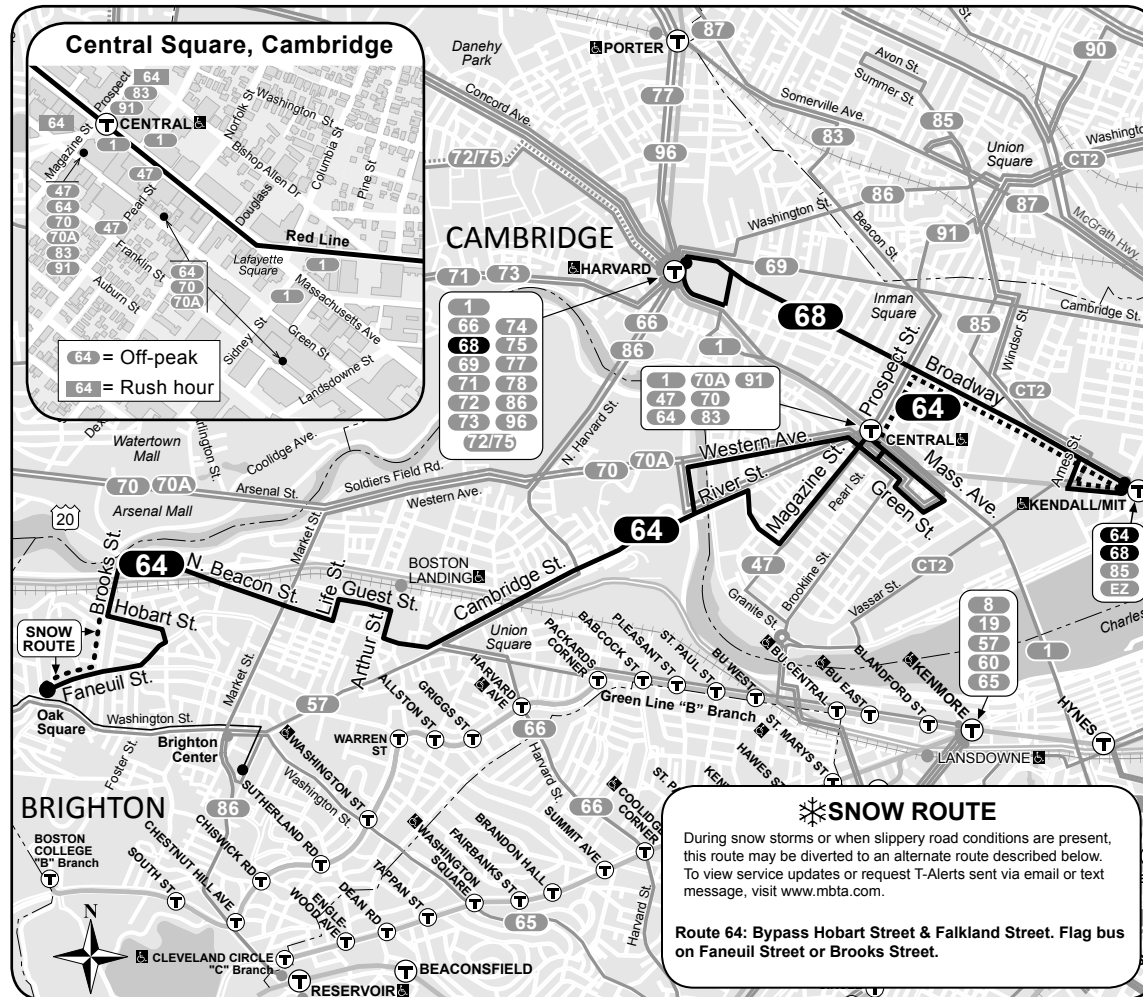


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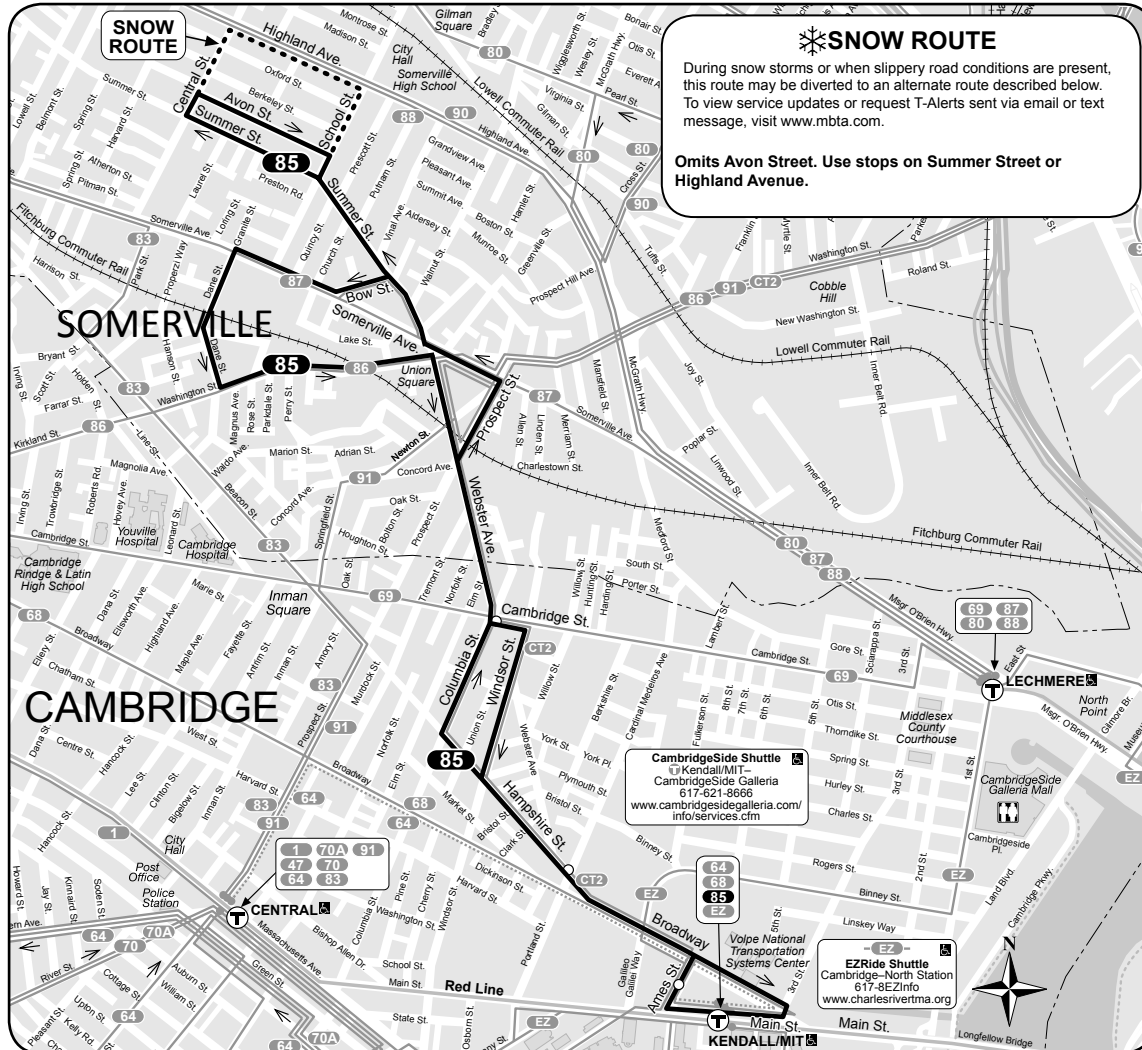
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Route 64 Oak Square - University Park or Kendall/MIT Station

Route 68 Harvard Square - Kendall/MIT Station



Route 85 Spring Hill- Kendall/MIT Station



85

Effective September 1, 2019

Spring Hill- Kendall/MIT Station

Serving

- Summer Street, Somerville
- Somerville High School
- Union Square, Somerville
- One Kendall Square
- Cambridge Marriott
- Red Line



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85

Weekday

Inbound			Outbound		
Leave Spring Hill	Arrive Union Square	Arrive Kendall/MIT Sta.	Leave Kendall/MIT Sta.	Arrive Union Square	Arrive Spring Hill
5:45A	5:53A	6:02A	6:05A	6:13A	6:17A
6:25	6:33	6:43	6:45	6:53	6:57
7:05	7:13	7:23	7:25	7:32	7:39
7:45	7:53	8:04	8:15	8:22	8:29
8:20	8:30	8:43	9:00	9:07	9:14
8:35	8:45	8:58	9:45	9:52	9:59
9:20	9:28	9:39	10:25	10:31	10:38
10:05	10:13	10:24	11:02	11:08	11:15
10:40	10:48	10:59	11:42	11:48	11:55
11:20	11:28	11:39			
			12:22P	12:28P	12:35P
12:00N	12:08P	12:18P	1:02	1:08	1:15
12:40P	12:48	12:58	1:42	1:48	1:55
1:20	1:28	1:38	2:22	2:28	2:35
2:00	2:08	2:18	3:02	3:09	3:16
2:40	2:48	2:58	3:45	3:52	3:59
3:20	3:28	3:38	4:30	4:39	4:47
4:05	4:13	4:25	5:20	5:29	5:40
4:55	5:03	5:15	6:10	6:18	6:26
5:45	5:53	6:04	6:55	7:02	7:09
6:30	6:38	6:48	7:45	7:51	7:58
7:20	7:28	7:38			

No service on weekends.

**Route 85
Spring Hill-Kendall/MIT Station**

 All buses are accessible to persons with disabilities

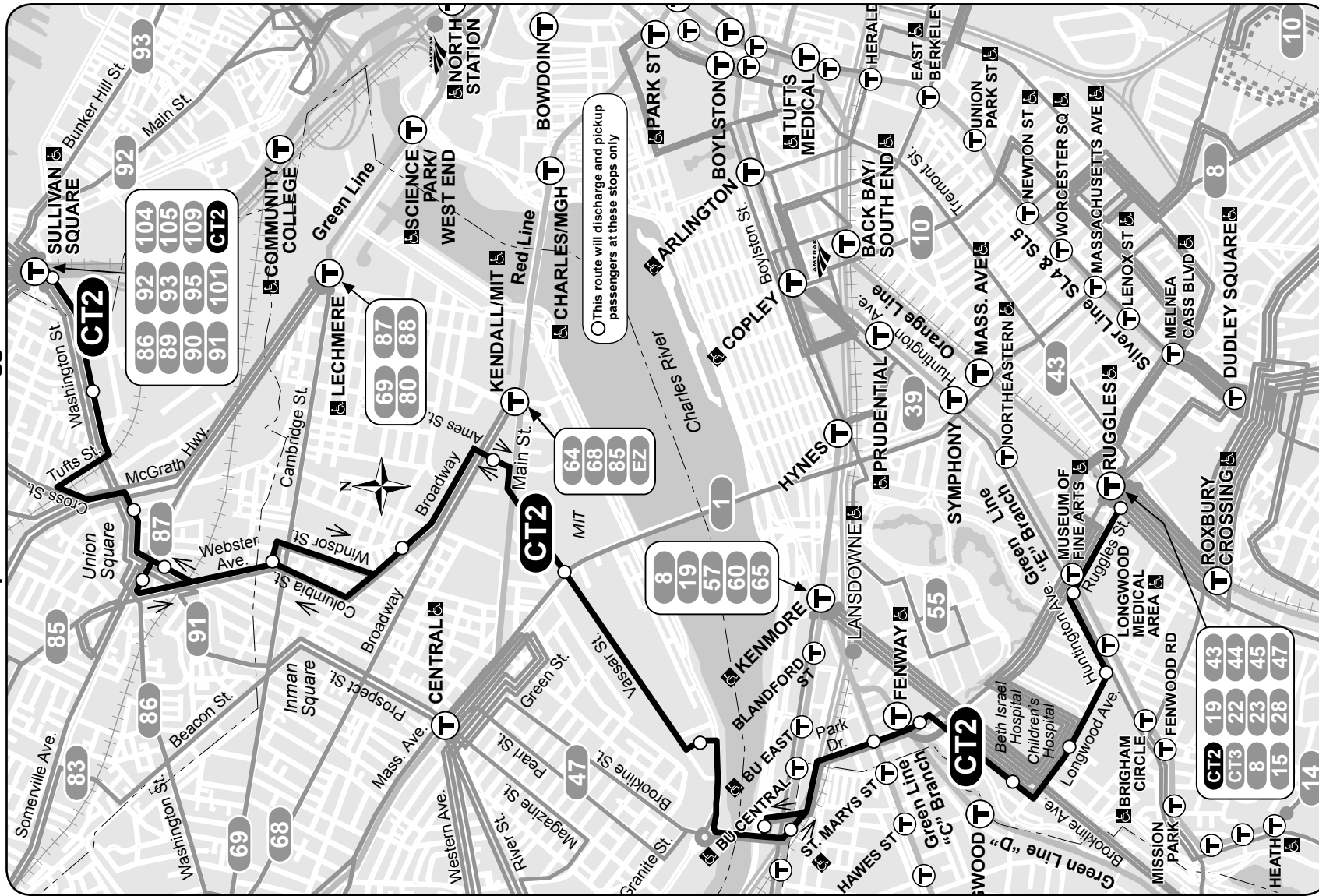


Fare	Local Bus	Bus + Bus	Rapid Transit	Bus + Rapid Transit
CharlieCard	\$1.70	\$1.70	\$2.40	\$2.40
CharlieTicket	\$2.00	\$2.00	\$2.90	\$4.90
Cash-on-Board	\$2.00	\$4.00	\$2.90	\$4.90
Student/Youth*	\$0.85	\$0.85	\$1.10	\$1.10
Senior/TAP**	\$0.85	\$0.85	\$1.10	\$1.10

VALID PASSES: LinkPass (\$90.00/mo.); Local Bus (\$55/mo.); *Student/Youth LinkPass (\$30.00/mo.); **Senior/TAP LinkPass (\$30/mo.); and express bus, commuter rail, and boat passes.
FREE FARES: Children 11 and under ride free when accompanied by an adult; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.
 * Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards are available to students through participating middle schools and high schools. Youth CharlieCards are available through community partners in the Boston metro area. Visit www.mbta.com/youthpass for details.
 ** Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

Fall 2019 & Winter 2020 Holidays
 9/2/19: see Sunday 10/14/19 & 11/11/19: see Weekday
 11/28/19, 12/25/19, & 1/1/20: see Sunday 1/20/20 & 2/17/20: see Saturday

Route CT2 Sullivan Square Station - Ruggles Station



schedule change

Crosstown
Transit

CT2

Effective September 1, 2019

Sullivan Square Station - Ruggles Station

Serving

- MIT
- Fenway Station
- Beth Israel Deaconess Hospital
- Children's Hospital
- Museum of Fine Arts
- Wentworth Institute
- Red Line
- Orange Line
- Green Line



Massachusetts Bay
Transportation Authority **massDOT**
Massachusetts Department of Transportation

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CT2

Weekday Inbound

Leave Sullivan Station	Arrive Union Square	Arrive Ames St Kendall/MIT	Arrive Vassar/ Mass. Avenue	Arrive Vassar/ Memorial Drive	Arrive Mountfort Street	Arrive Park & Beacon Sts.	Arrive Fenway Station	Arrive Beth Israel Hospital	Arrive Children's Hospital	Arrive Huntington/ Longwood Avenue	Arrive Ruggles/ Huntington Avenue	Arrive Ruggles Station
6:35A	6:46A	6:56A	6:58A	7:01A	7:04A	7:05A	7:06A	7:09A	7:12A	7:14A	7:17A	7:21A
6:56	7:07	7:18	7:21	7:26	7:29	7:32	7:33	7:36	7:39	7:41	7:44	7:48
7:17	7:31	7:44	7:47	7:52	7:55	7:58	7:59	8:02	8:05	8:07	8:10	8:14
7:38	7:52	8:05	8:08	8:13	8:16	8:19	8:20	8:23	8:26	8:28	8:31	8:35
7:58	8:12	8:25	8:28	8:33	8:36	8:39	8:40	8:43	8:46	8:48	8:51	8:55
8:18	8:30	8:43	8:46	8:51	8:54	8:57	8:58	9:01	9:04	9:06	9:09	9:13
8:40	8:52	9:05	9:08	9:13	9:16	9:19	9:20	9:23	9:26	9:28	9:31	9:35
9:02	9:14	9:26	9:29	9:32	9:35	9:38	9:39	9:42	9:45	9:47	9:50	9:54
9:33	9:41	9:53	9:56	9:59	10:02	10:04	10:05	10:08	10:11	10:13	10:15	10:17
10:07	10:15	10:25	10:28	10:31	10:34	10:36	10:37	10:40	10:43	10:45	10:47	10:49
10:45	10:53	11:03	11:06	11:09	11:12	11:14	11:15	11:18	11:21	11:23	11:25	11:27
11:20	11:28	11:38	11:41	11:44	11:47	11:49	11:50	11:53	11:56	11:58	12:00N	12:02P
11:55	12:03P	12:13P	12:16P	12:19P	12:22P	12:24P	12:25P	12:28P	12:31P	12:33P	12:35	12:37
12:35P	12:43P	12:53P	12:56P	12:59P	1:02P	1:04P	1:05P	1:08P	1:11P	1:13P	1:15P	1:17P
1:10	1:18	1:28	1:31	1:34	1:37	1:39	1:40	1:43	1:46	1:48	1:50	1:52
1:40	1:48	1:58	2:01	2:04	2:07	2:09	2:10	2:13	2:16	2:18	2:20	2:22
2:10	2:18	2:28	2:31	2:34	2:37	2:39	2:40	2:43	2:47	2:49	2:51	2:54
2:40	2:51	3:03	3:06	3:09	3:15	3:18	3:19	3:22	3:27	3:29	3:31	3:34
3:05	3:18	3:30	3:33	3:36	3:42	3:45	3:46	3:49	3:54	3:56	3:58	4:01
3:30	3:43	3:55	3:58	4:01	4:07	4:10	4:11	4:14	4:19	4:21	4:23	4:26
3:55	4:08	4:20	4:23	4:26	4:32	4:35	4:36	4:39	4:44	4:46	4:48	4:51
4:25	4:38	4:50	4:53	4:56	5:03	5:07	5:11	5:14	5:19	5:21	5:24	5:27
4:57	5:11	5:25	5:29	5:33	5:40	5:44	5:47	5:50	5:54	5:55	5:58	6:00
5:29	5:43	5:56	6:00	6:04	6:09	6:13	6:15	6:18	6:21	6:22	6:24	6:26
6:00	6:13	6:25	6:28	6:31	6:34	6:38	6:40	6:43	6:46	6:47	6:49	6:51
6:30	6:42	6:54	6:57	7:00	7:03	7:07	7:09	7:12	7:15	7:16	7:18	7:20
7:00	7:12	7:22	7:25	7:27	7:30	7:32	7:34	7:37	7:39	7:40	7:42	7:44

All buses are accessible to persons with disabilities

**Route CT2
Sullivan Station-Ruggles Station**

In addition to the stops listed above, this route also stops in Somerville on Washington St. at Myrtle St. and at McGrath Highway. In Cambridge this route also stops at Cambridge & Columbia Streets and at One Kendall Square (Hampshire St. at Broadway)

CT2

Weekday Outbound

Leave Ruggles Station	Arrive Ruggles/ Huntington Avenue	Arrive Huntington/ Longwood Avenue	Arrive Children's Hospital	Arrive Beth Israel Hospital	Arrive Fenway Station	Arrive Park & Beacon Sts.	Arrive Comm. Ave. BU Bridge	Arrive Amesbury/ Vassar Streets	Arrive Vassar/ Mass. Avenue	Arrive Ames St Kendall/MIT	Arrive Union Square	Arrive Sullivan Station
5:55A	5:56A	5:58A	5:59A	6:00A	6:04A	6:05A	6:06A	6:08A	6:09A	6:14A	6:20A	6:29A
6:24	6:25	6:27	6:28	6:29	6:33	6:34	6:35	6:37	6:38	6:43	6:49	6:58
6:48	6:50	6:52	6:54	6:56	7:00	7:01	7:02	7:05	7:07	7:12	7:20	7:29
7:12	7:14	7:17	7:22	7:24	7:29	7:30	7:31	7:38	7:40	7:45	7:54	8:03
7:36	7:38	7:41	7:46	7:48	7:53	7:54	7:55	8:03	8:06	8:11	8:20	8:29
8:00	8:02	8:04	8:08	8:10	8:14	8:15	8:16	8:25	8:28	8:33	8:42	8:51
8:25	8:27	8:29	8:33	8:35	8:39	8:40	8:41	8:50	8:53	8:58	9:07	9:16
9:05	9:07	9:09	9:13	9:15	9:19	9:20	9:21	9:30	9:33	9:38	9:47	9:56
9:45	9:47	9:49	9:53	9:55	9:59	10:00	10:01	10:07	10:10	10:15	10:24	10:33
10:25	10:26	10:28	10:31	10:33	10:36	10:37	10:38	10:44	10:47	10:52	11:01	11:10
11:00	11:01	11:03	11:06	11:08	11:11	11:12	11:13	11:19	11:22	11:27	11:36	11:45
11:35	11:36	11:38	11:41	11:43	11:46	11:47	11:48	11:54	11:57	12:02P	12:11P	12:20P
12:10P	12:11P	12:13P	12:16P	12:18P	12:21P	12:22P	12:23P	12:29P	12:32P	12:37P	12:46P	12:55P
12:44	12:45	12:47	12:50	12:52	12:55	12:56	12:57	1:03	1:06	1:11	1:20	1:29
1:25	1:26	1:28	1:31	1:33	1:36	1:37	1:38	1:44	1:47	1:52	2:01	2:10
2:00	2:02	2:04	2:08	2:10	2:14	2:15	2:16	2:23	2:27	2:33	2:44	2:53
2:35	2:37	2:39	2:43	2:45	2:49	2:50	2:51	2:58	3:02	3:08	3:19	3:28
3:05	3:07	3:09	3:13	3:15	3:19	3:20	3:21	3:28	3:32	3:38	3:49	3:58
3:43	3:45	3:47	3:51	3:53	3:57	3:58	3:59	4:06	4:10	4:16	4:27	4:38
4:11	4:13	4:15	4:19	4:21	4:25	4:26	4:27	4:34	4:38	4:44	5:01	5:13
4:38	4:41	4:44	4:49	4:52	4:56	4:57	4:58	5:05	5:09	5:15	5:32	5:44
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6:15	6:17	6:19	6:22	6:23	6:27	6:28	6:29	6:34	6:38	6:44	6:58	7:05
6:45	6:47	6:49	6:52	6:53	6:57	6:58	6:59	7:04	7:06	7:12	7:26	7:33

No service on weekends and most Holidays.

**Fall 2019 & Winter 2020
Holidays without service:
September 2 - Labor Day
November 28 - Thanksgiving Day
December 25 - Christmas Day
January 1 - New Year's Day
January 20 - Martin Luther King Day
February 17 - President's Day**

Fare	Local Bus	Bus + Bus	Rapid Transit	Bus + Rapid Transit
CharlieCard	\$1.70	\$1.70	\$2.40	\$2.40
CharlieTicket	\$2.00	\$2.00	\$2.90	\$4.90
Cash-on-Board	\$2.00	\$4.00	\$2.90	\$4.90
Student/Youth*	\$0.85	\$0.85	\$1.10	\$1.10
Senior/TAP**	\$0.85	\$0.85	\$1.10	\$1.10

VALID PASSES: LinkPass (\$90.00/mo.); Local Bus (\$55/mo.); *Student/Youth LinkPass (\$30.00/mo.); **Senior/TAP LinkPass (\$30/mo.); and express bus, commuter rail, and boat passes.

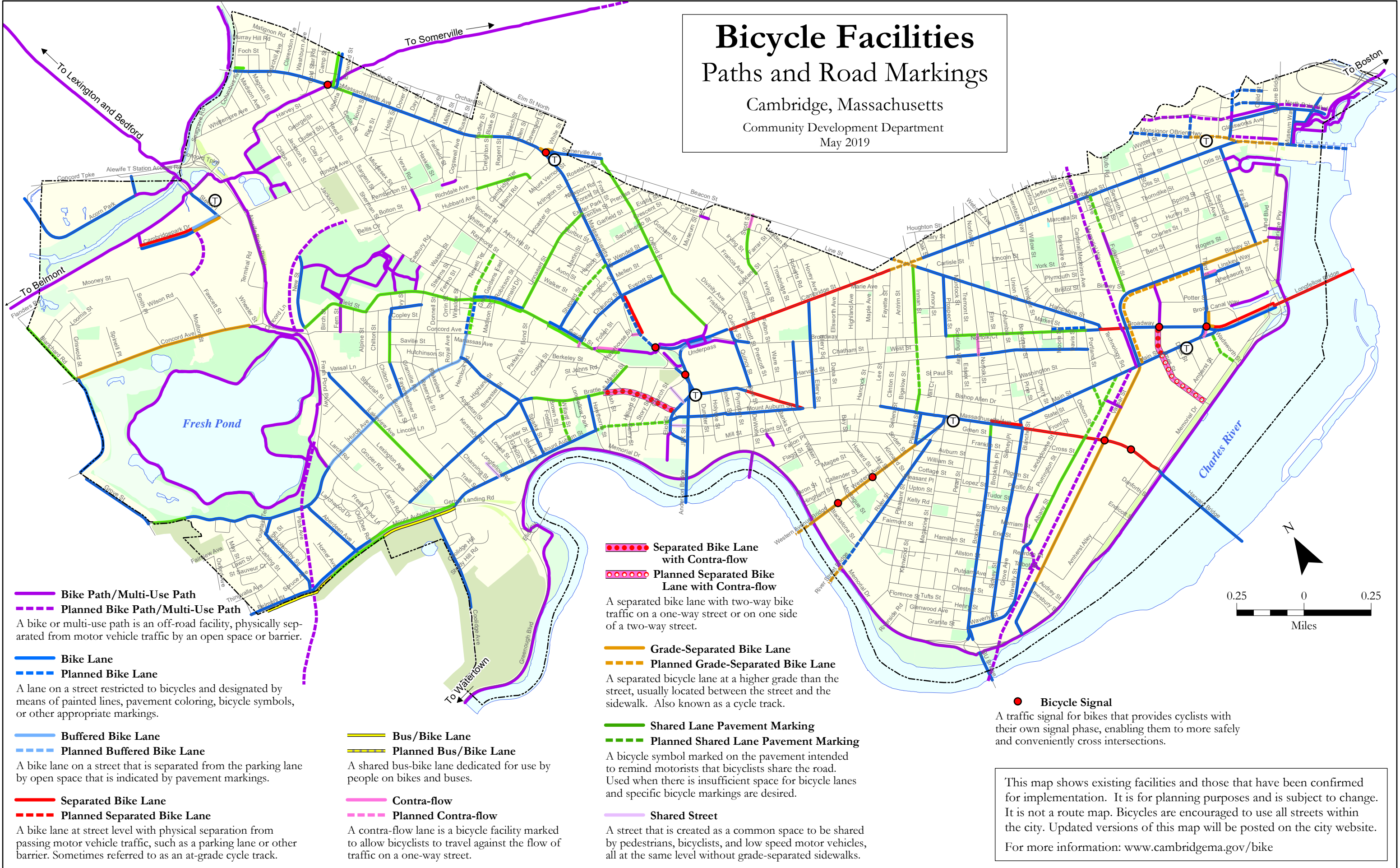
FREE FARES: Children 11 and under ride free when accompanied by an adult; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.

* Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards are available to students through participating middle schools and high schools. Youth CharlieCards are available through community partners in the Boston metro area. Visit www.mbta.com/youthpass for details.

** Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

Bicycle Facilities Paths and Road Markings

Cambridge, Massachusetts
Community Development Department
May 2019



- Bike Path/Multi-Use Path**
A bike or multi-use path is an off-road facility, physically separated from motor vehicle traffic by an open space or barrier.
- Planned Bike Path/Multi-Use Path**
- Bike Lane**
A lane on a street restricted to bicycles and designated by means of painted lines, pavement coloring, bicycle symbols, or other appropriate markings.
- Planned Bike Lane**
- Buffered Bike Lane**
A bike lane on a street that is separated from the parking lane by open space that is indicated by pavement markings.
- Planned Buffered Bike Lane**
- Separated Bike Lane**
A bike lane at street level with physical separation from passing motor vehicle traffic, such as a parking lane or other barrier. Sometimes referred to as an at-grade cycle track.
- Planned Separated Bike Lane**

- Bus/Bike Lane**
A shared bus-bike lane dedicated for use by people on bikes and buses.
- Planned Bus/Bike Lane**
- Contra-flow**
A contra-flow lane is a bicycle facility marked to allow bicyclists to travel against the flow of traffic on a one-way street.
- Planned Contra-flow**

- Separated Bike Lane with Contra-flow**
- Planned Separated Bike Lane with Contra-flow**
A separated bike lane with two-way bike traffic on a one-way street or on one side of a two-way street.
- Grade-Separated Bike Lane**
A separated bicycle lane at a higher grade than the street, usually located between the street and the sidewalk. Also known as a cycle track.
- Planned Grade-Separated Bike Lane**
- Shared Lane Pavement Marking**
A bicycle symbol marked on the pavement intended to remind motorists that bicyclists share the road. Used when there is insufficient space for bicycle lanes and specific bicycle markings are desired.
- Planned Shared Lane Pavement Marking**
- Shared Street**
A street that is created as a common space to be shared by pedestrians, bicyclists, and low speed motor vehicles, all at the same level without grade-separated sidewalks.

- Bicycle Signal**
A traffic signal for bikes that provides cyclists with their own signal phase, enabling them to more safely and conveniently cross intersections.

This map shows existing facilities and those that have been confirmed for implementation. It is for planning purposes and is subject to change. It is not a route map. Bicycles are encouraged to use all streets within the city. Updated versions of this map will be posted on the city website. For more information: www.cambridgema.gov/bike