

# Cambridge Transit Strategic Plan (Interim 2014)

- 71 Bus fails the MBTA's "Vehicle Load Standard" (excessive crowding at peak).
- Goal 3: Make transit travel times equal to or quicker than driving travel times.
- Calls for bus-priority pilot projects and signal progression.



# Watertown 71 and 73 woes circa 2014

**Banking like it's supposed to be.**

Member FDIC Member DIF

**Watertown  
SavingsBank**



## Residents still waiting on MBTA improvements

**Monday**

Posted Nov 24, 2014 at 11:14 AM

Updated Nov 24, 2014 at 11:14 AM

By Charlie Breitrosewatertown@wickedlocal.com

The Town Council wants some answers about when Watertown will receive some relief for its transportation woes, and it got some details, but no clear timeline.

Share



In the spring, an effort led by concerned citizens and joined by town officials came to a summit in May when they were able to make their concerns clear to the MBTA during a visit by T General Manager Beverly Scott.

The main focus was the crowding and lateness of buses on the 71 and 73 lines heading to and from Harvard Square. MBTA officials returned to town in August where they head concerns about the 70/70A line that serves the Arsenal Street corridor - an area where a

*Concerned about  
your child's mood  
or behavior?  
Wayside can help.*



## Watertown 71 and 73 woes circa 2014

“The main focus was the crowding and lateness of buses on the 71 and 73 lines heading to and from Harvard Square... they have not heard anything further from the T about how the town's public transportation will be improved. Councilor Aaron Dushku raised the issue and asked whether to try to arrange another meeting with the MBTA.”

# Watertown 71 and 73 woes circa 2014

Menu

The Boston Globe

West

Buy Tickets

Sample 100+ beers from 40+ breweries

## Watertown residents lobby for better MBTA services

f

g+

in

7



FILED SAS M TUBAREZ/GLOBE STAFF/FILE 2009

People waited in the rain for a bus on Arsenal Street in Watertown, where new develop-ments are expected to add even more riders to the already overburdened MBTA service.

By [Jaclyn Reiss](#) | GLOBE STAFF | OCTOBER 02, 2014

Commuters and Watertown officials say it's been a bumpy ride for local MBTA patrons the past few years.

As ridership surged on several bus lines that carry Watertown residents to Boston and Cambridge, chronic overcrowding and spotty scheduling have pervaded the system, according to customers of the mass transit system. Riders say many have been left standing out in the elements for long periods

### Top 10 Trending Articles

Most Viewed	Most Commented	Most Shared
Trump fires acting AG after she defies order		
Double-booked surgery at MGH did not cause man's injury, jury finds		
Read the full White House statement on Sally Yates		
Banned from casino, he returns to lose more money without detection		
Snowstorm arriving Tuesday afternoon, bringing up to six inches of snow		
Did Trump reveal everything about how he'll govern on 'The Apprentice'?		
Seth Moulton is seizing the moment		
Aaron Hernandez tattoo artist to testify at double murder trial		
Martellus Bennett likely won't visit White House if Patriots win Super Bowl		
A shocking Holocaust omission from the White House		

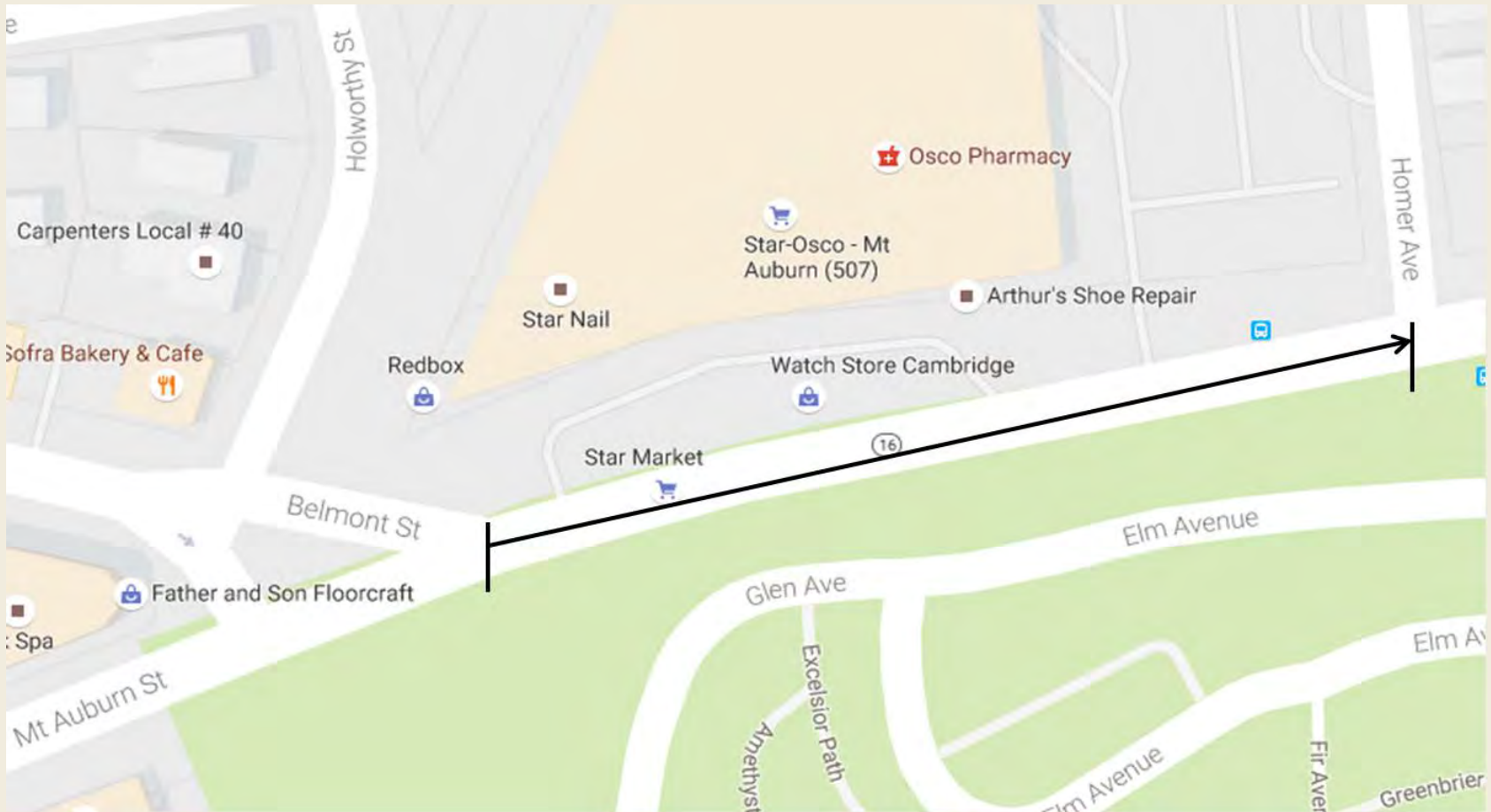
## Watertown 71 and 73 woes circa 2014

According to Town Councilor Angeline Kounelis, the task force has received inquiries from people who were considering moving to Watertown but hesitated after hearing reports on how badly the transportation service has slumped.

“What is most concerning to me is the implication that Watertown can be a less-than-desirable location to reside because of the T’s lack of quality service,” said Kounelis.



# Belmont St. to Homer Ave. (AM Peak)



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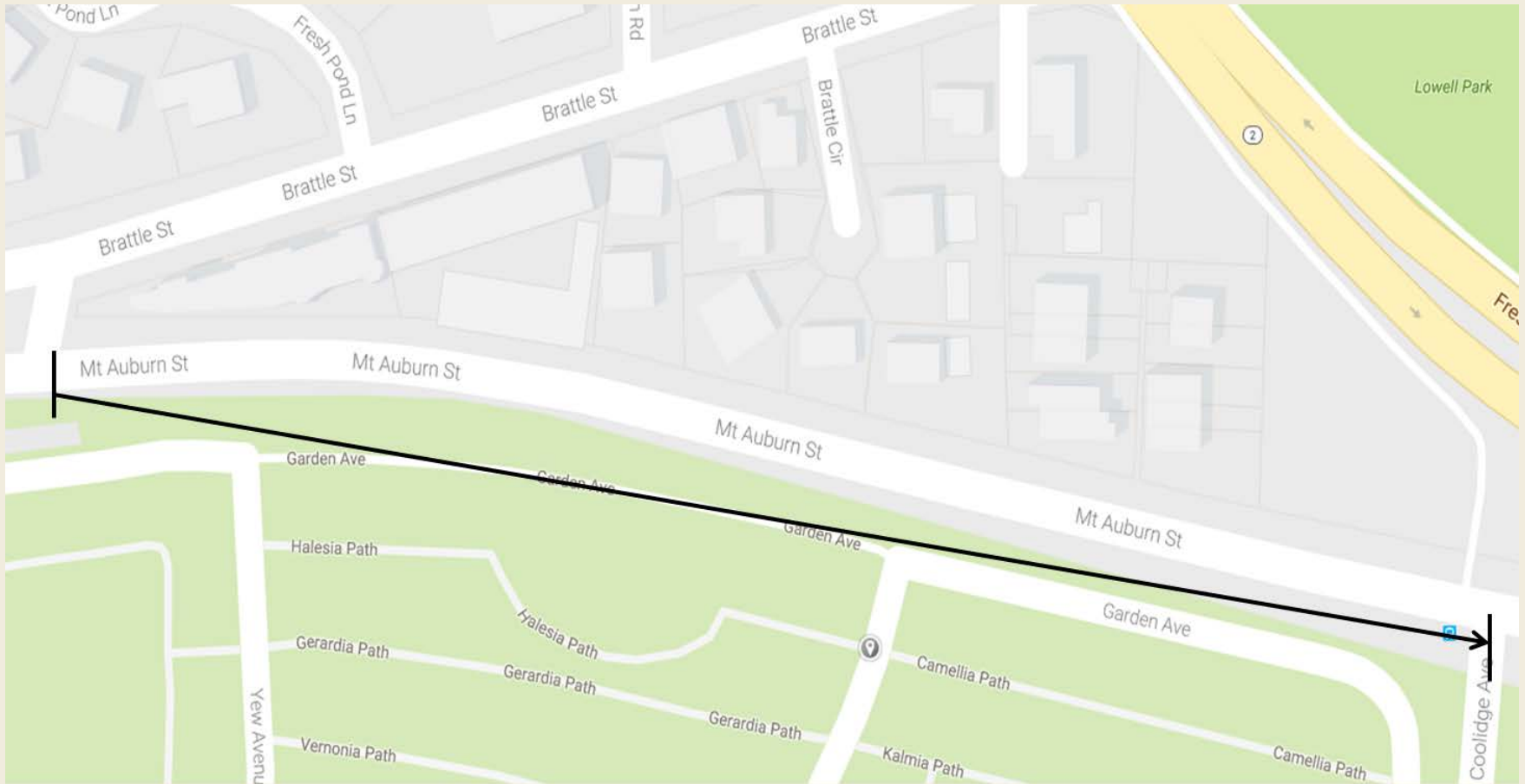
## Vehicles



## People



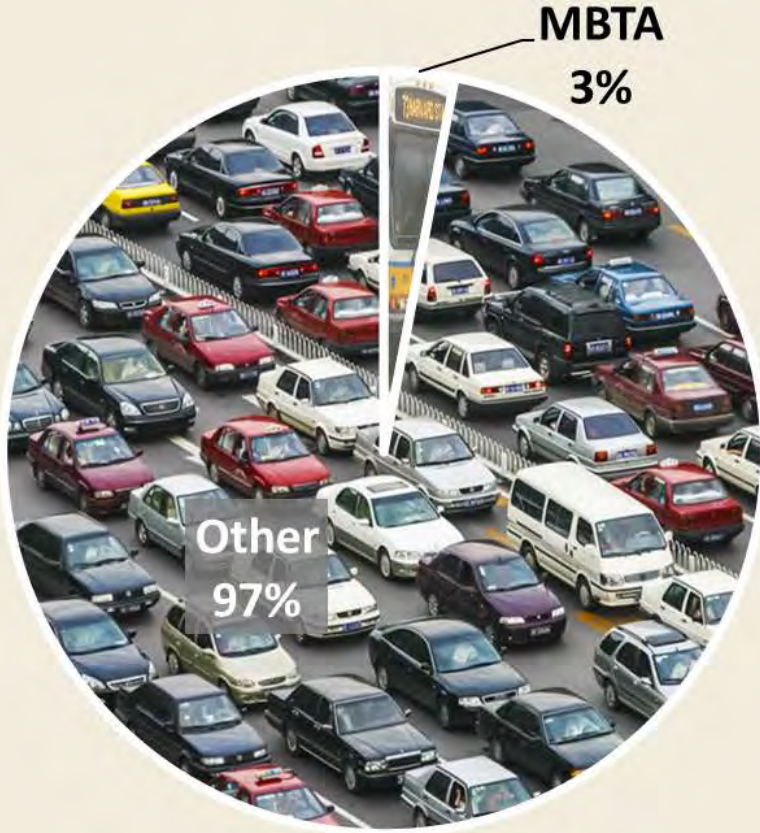
# Brattle St. to Coolidge Ave. (AM Peak)





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

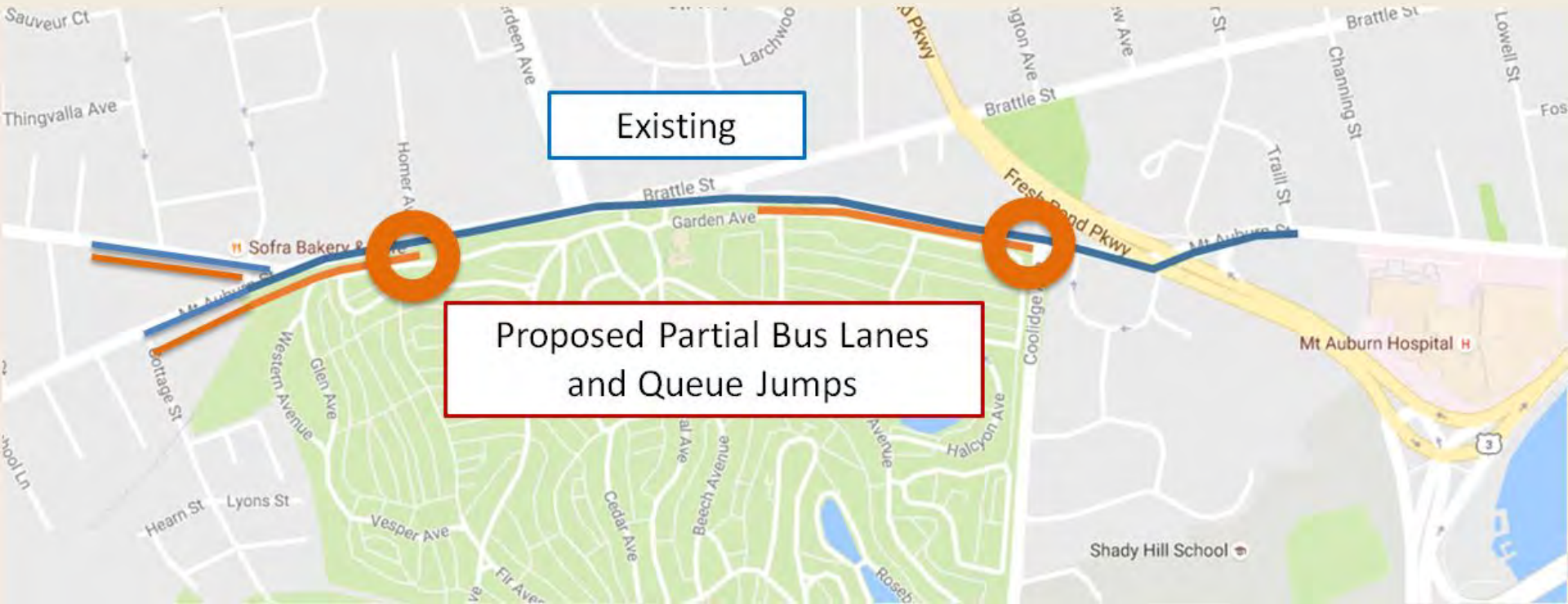
## Vehicles



## People



# Proposed Bus Lanes





# Proposed Bus Lanes on Belmont St.



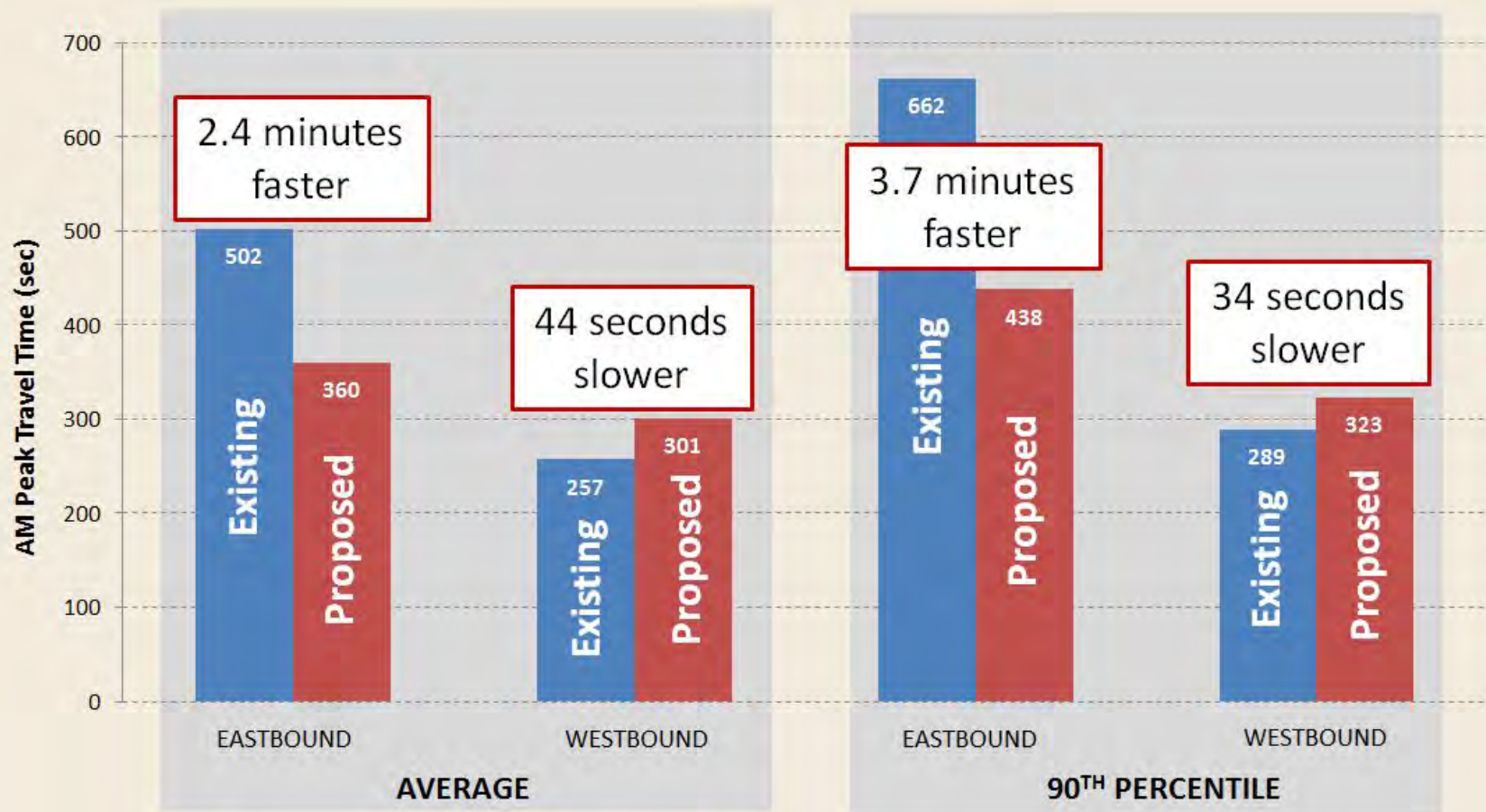


# Proposed Bus Lane between Brattle St. and Coolidge Ave.

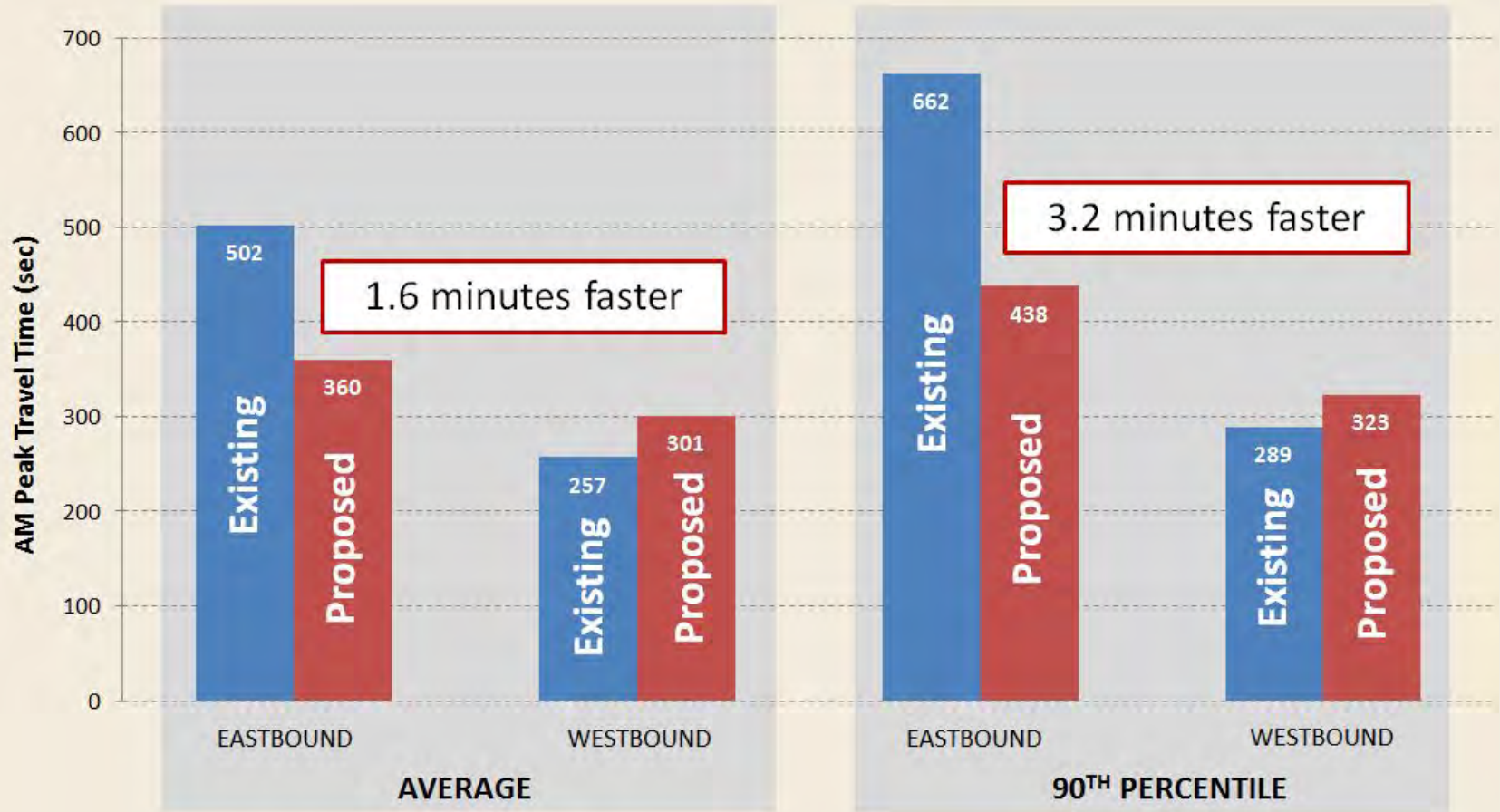




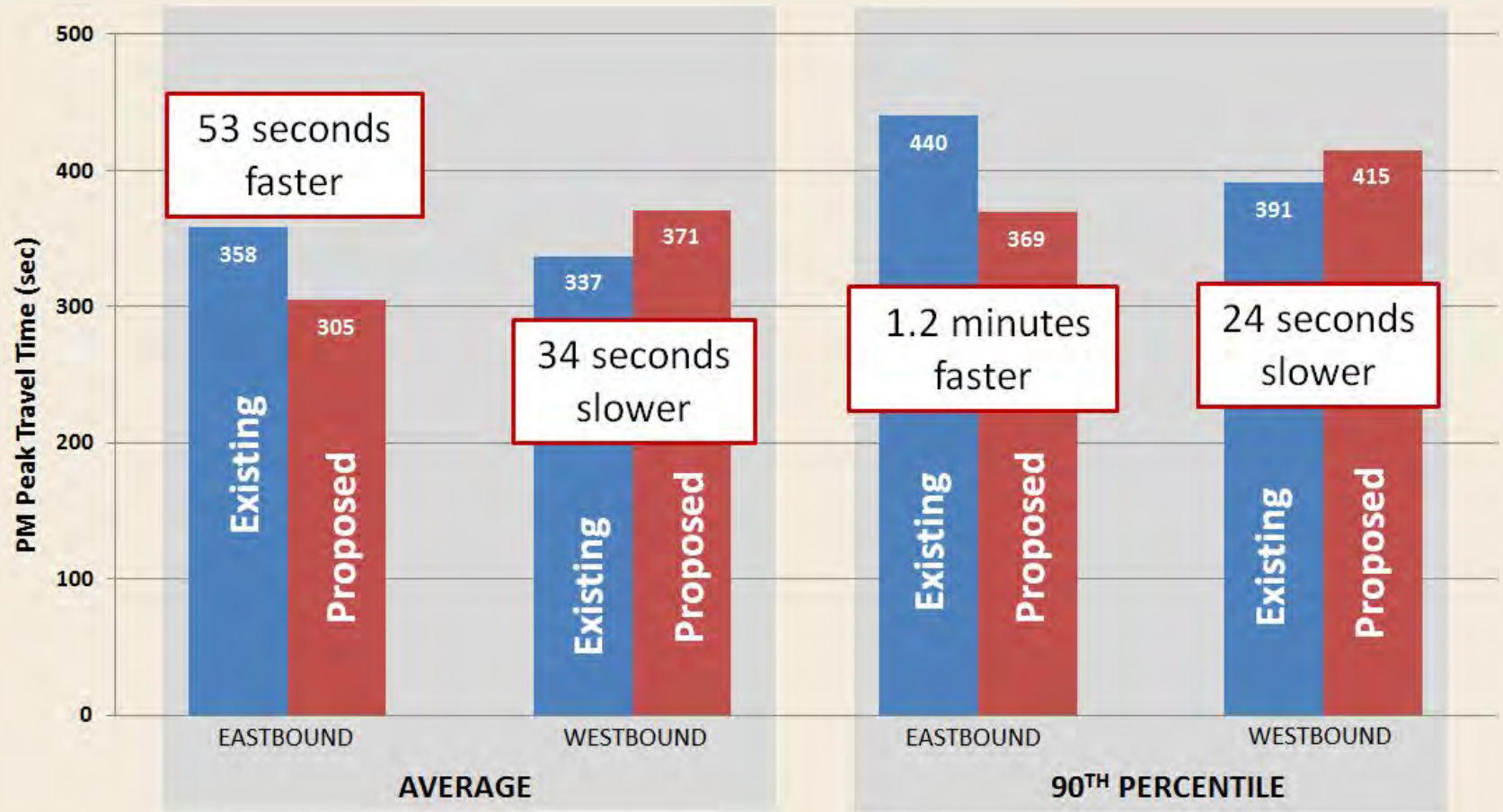
# Bus (AM Peak) – Passenger Travel Time Savings



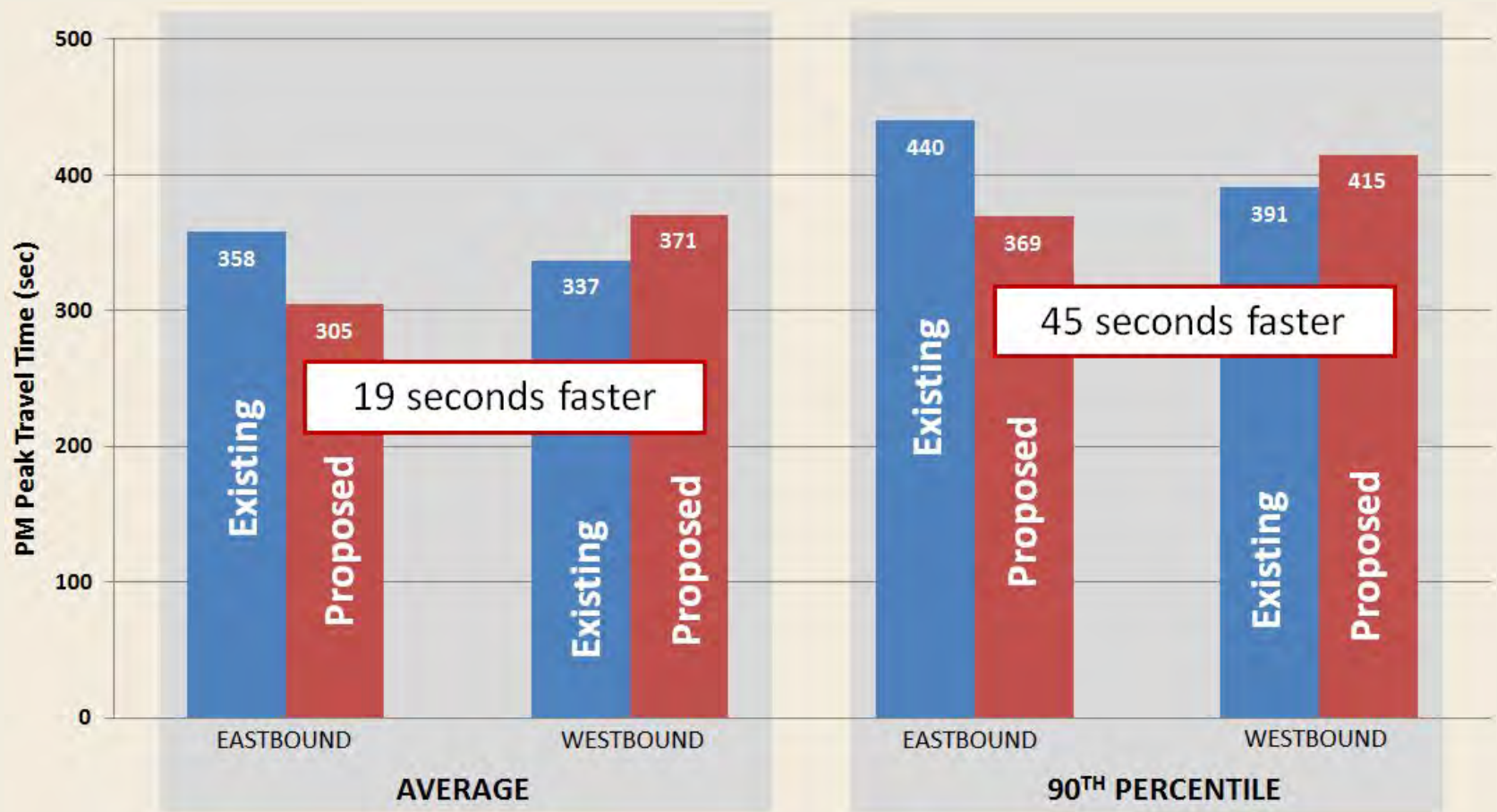
# Bus (AM Peak) – Round Trip Travel Time Savings



# Bus (PM Peak) – Passenger Travel Time Savings



# Bus (PM Peak) – Round Trip Travel Time Savings





# Transit Improvements: Benefits for Passengers

- Faster
- More reliable
- Potential for 9 percent increase in frequency
- Less “bunching”
- Less crowding



# Transit Improvements: Benefits for Car Commuters

- Estimated 5-8 percent increase in bus ridership possible
- Fewer cars on the road



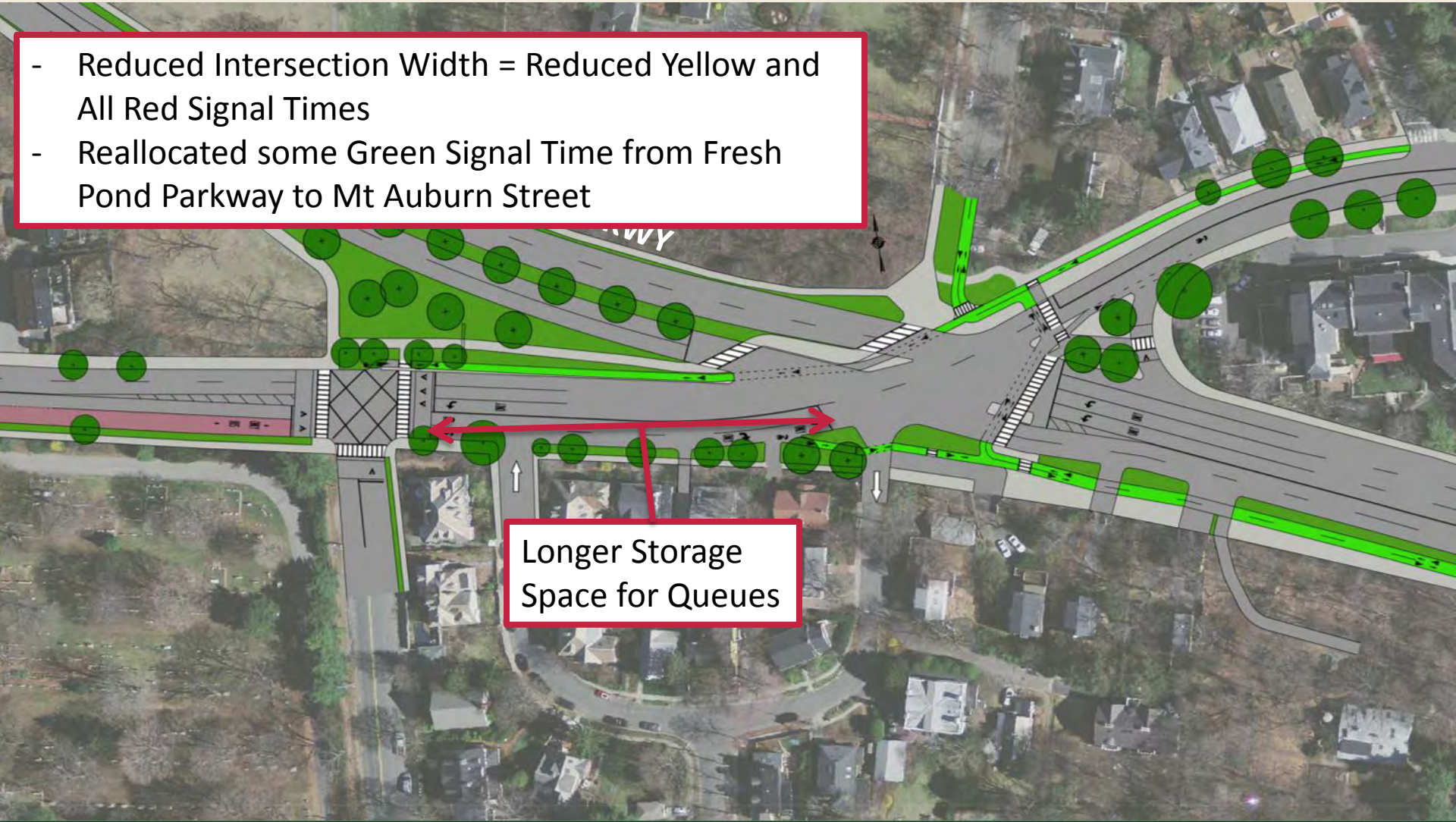
# Key Points We Heard

- Strong support for separated bike lanes on entire Mt. Auburn Corridor.
- Strong support for transit lanes on Mt. Auburn.
- **Support for keeping motorist delay at a minimum.**
- Strong support for removing the Brattle merge.
- Suggestion for a pedestrian actuated crossing signal at Larch Road.
- Support and Non-support of use of raised tables at signalized intersections.
- Concern about safe access to the U-Turn off Greenough Blvd.
- Concern about pedestrian crossing of Fresh Pond Parkway
- Support for bike lanes on Eliot Bridge



# Mt Auburn EB Travel Time Savings

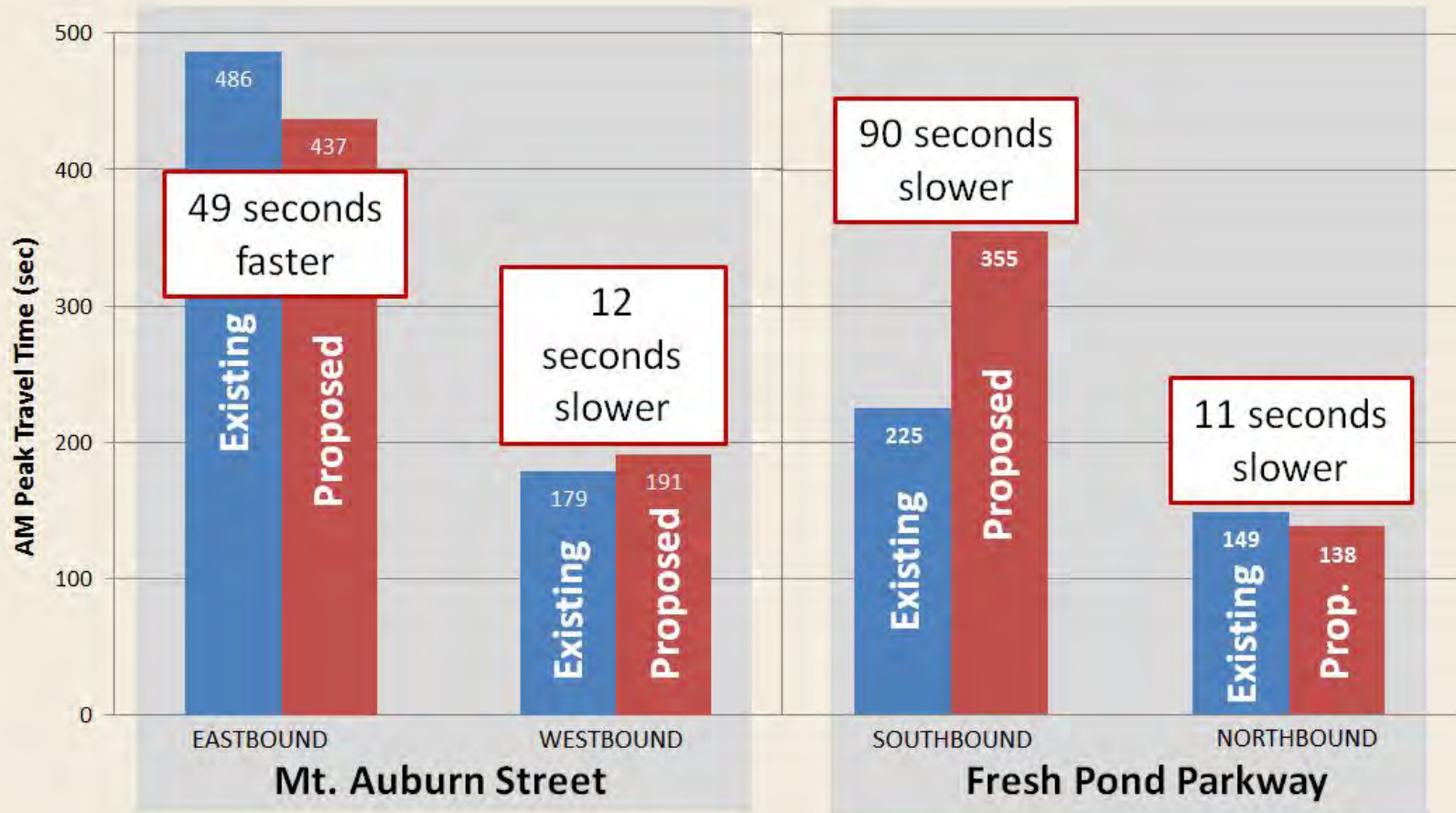
- Reduced Intersection Width = Reduced Yellow and All Red Signal Times
- Reallocated some Green Signal Time from Fresh Pond Parkway to Mt Auburn Street



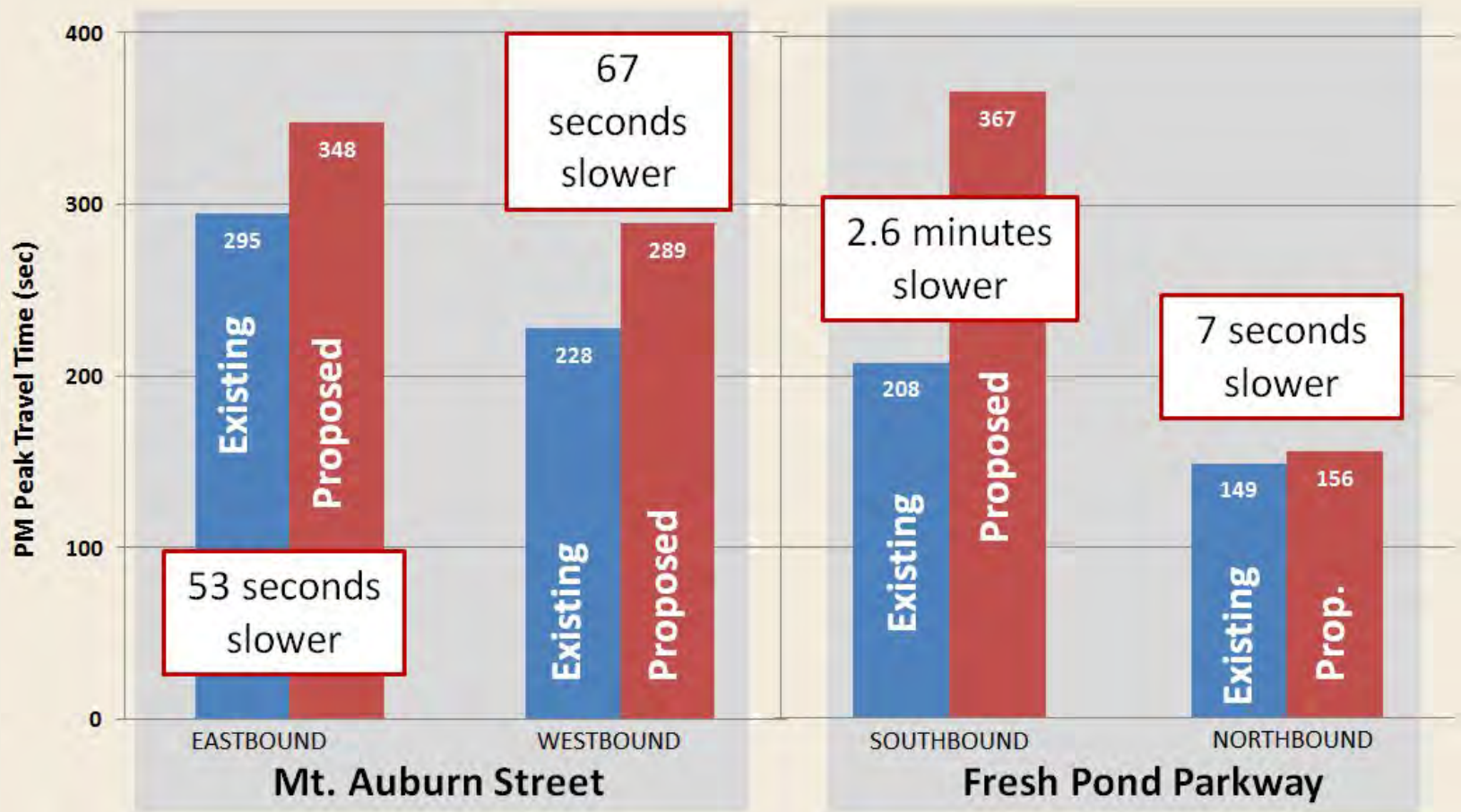
Longer Storage Space for Queues



# Auto Travel Time (AM Peak)



# Auto Travel Time (PM Peak)





# Cushing St Concerns – Option 1 – Find a Gap .5 Mile

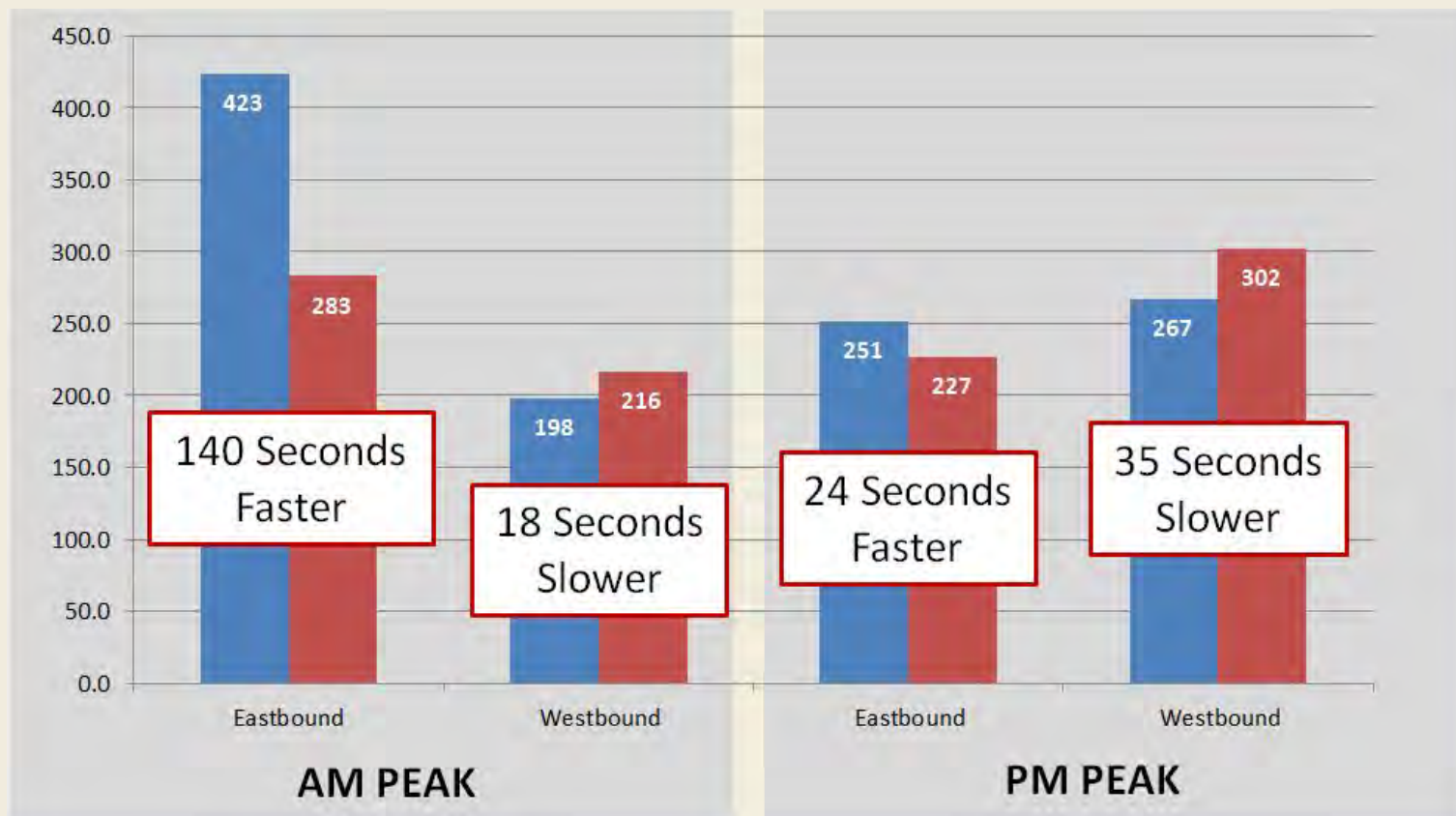


# VISSIM Animations

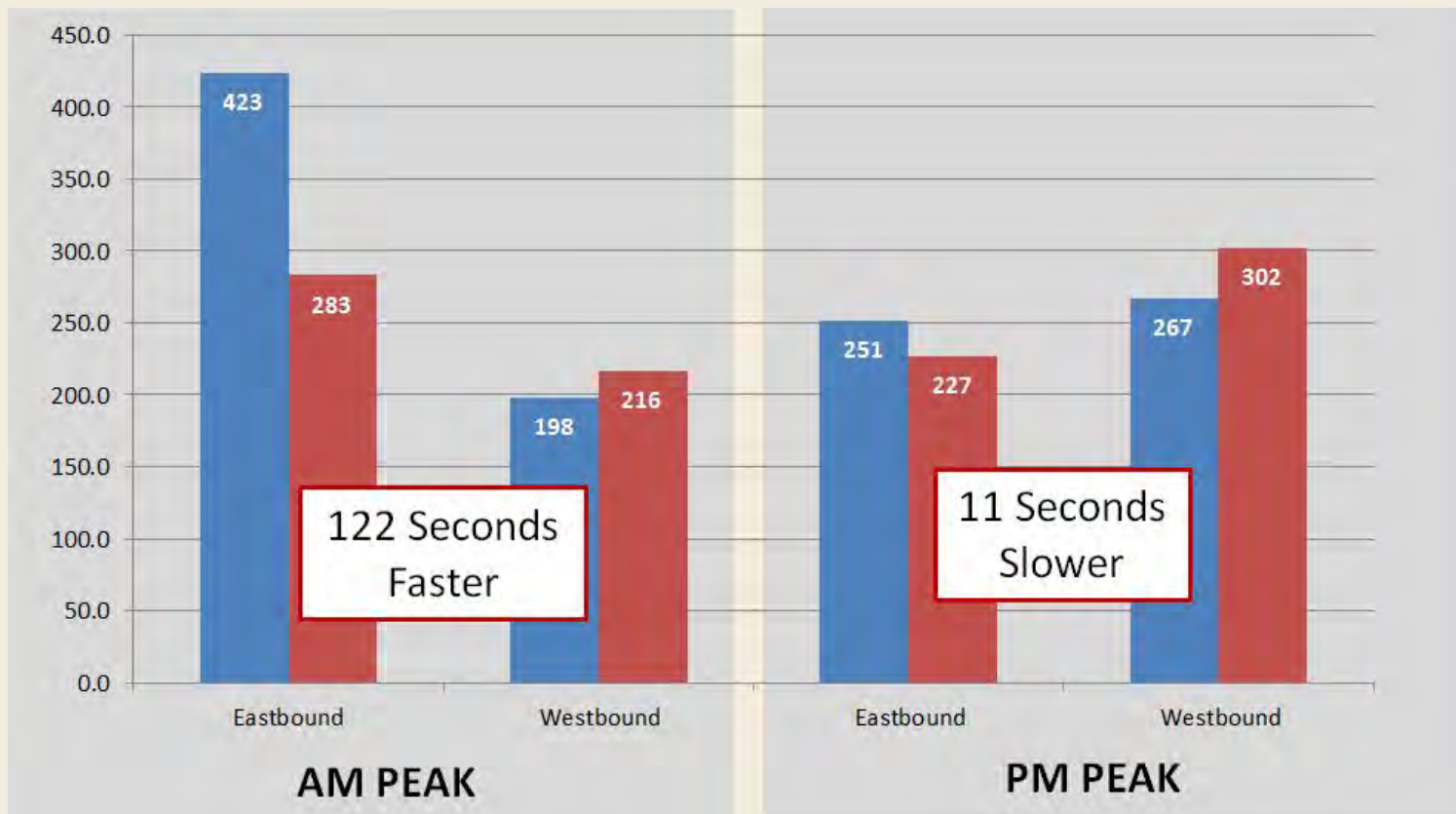
- *Long Term Concept: Mt Auburn Street*



## Average Person Delay On Mt Auburn Street (without ridership increase)



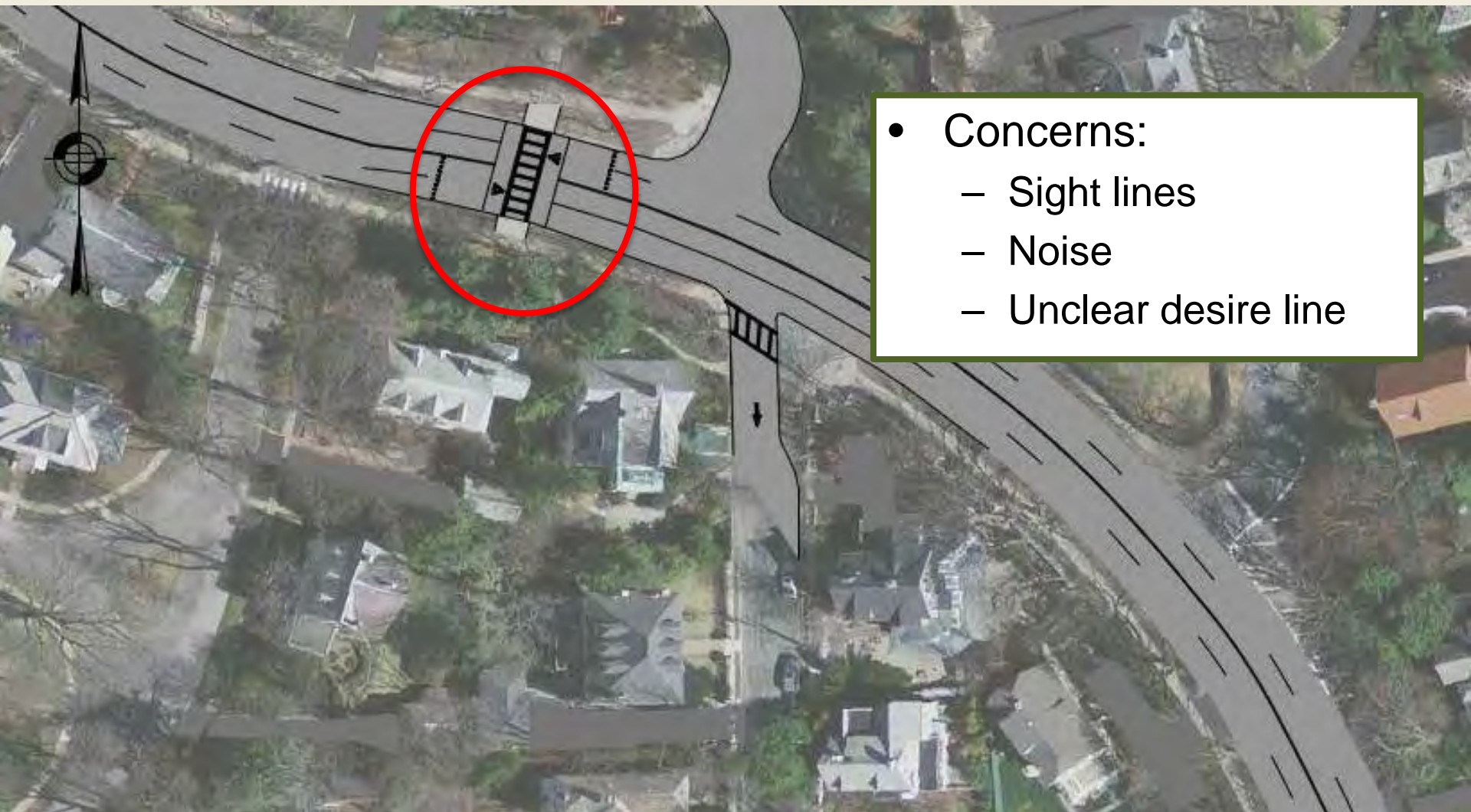
# Average Person Delay On Mt Auburn Street (without ridership increase)



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- Concern about pedestrian crossing of Fresh Pond Parkway
- Support for bike lanes on Eliot Bridge

# Midblock Crossing at Larch Road – Old Version



- Concerns:
  - Sight lines
  - Noise
  - Unclear desire line

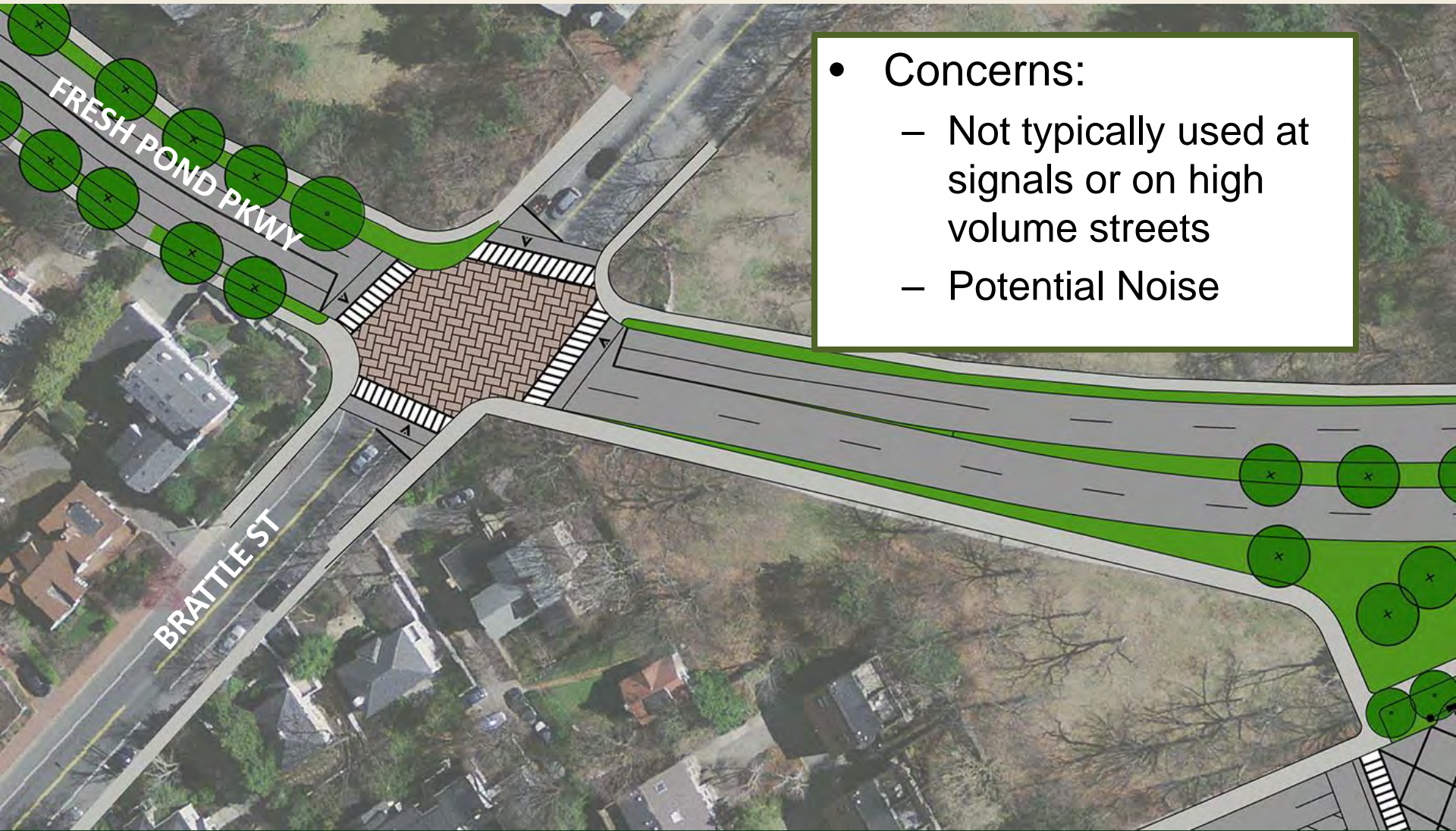


# New Solution: Signalized Crosswalk





# Raised Crossing Debate – To Be Continued



- Concerns:
  - Not typically used at signals or on high volume streets
  - Potential Noise



# Police Enforcement Opportunity – Long Term



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# Old Turnaround Solution





# New Turnaround Solution



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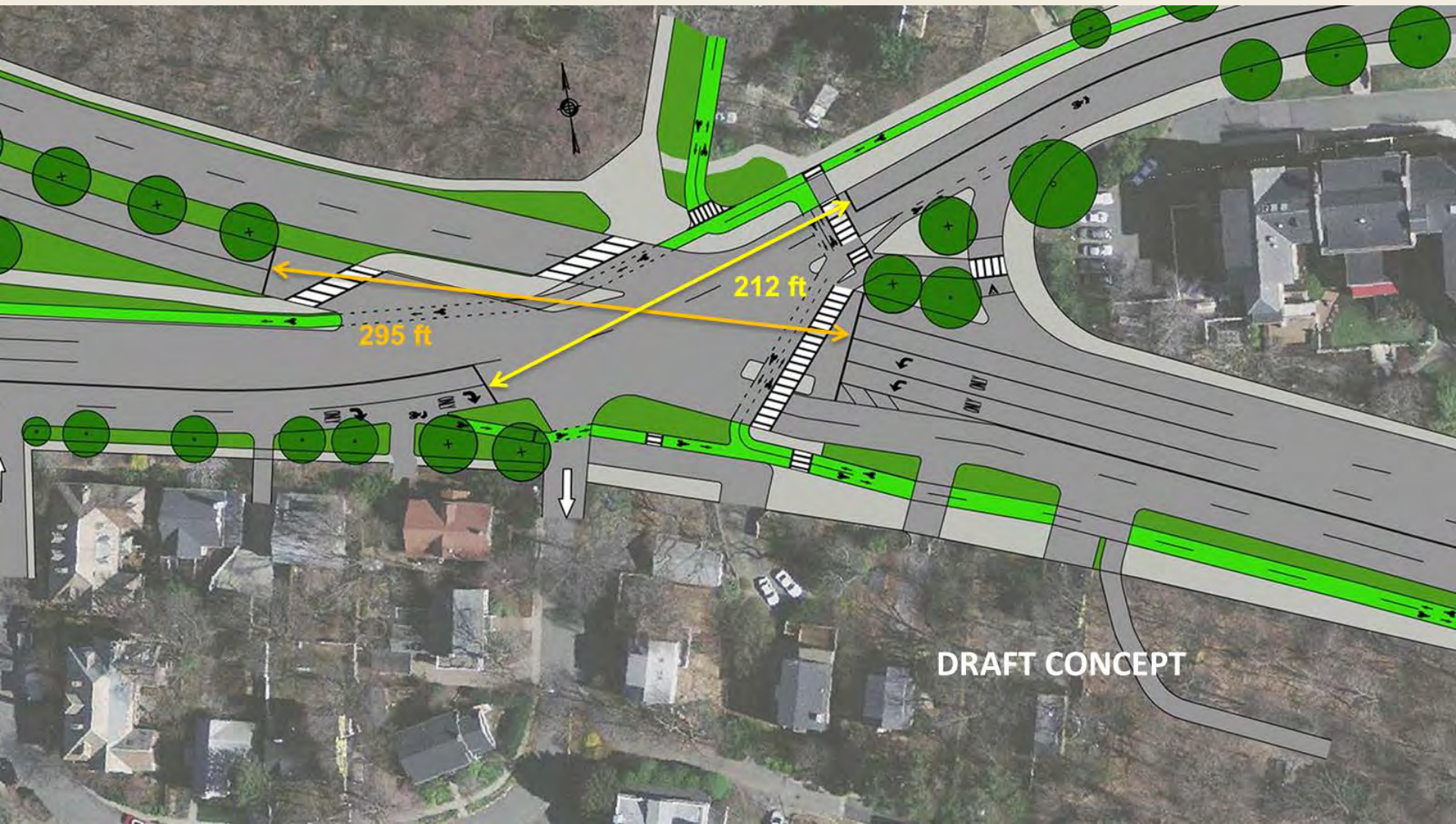


# Stop Bar Distances – Existing





# Stop Bar Distances – Proposed



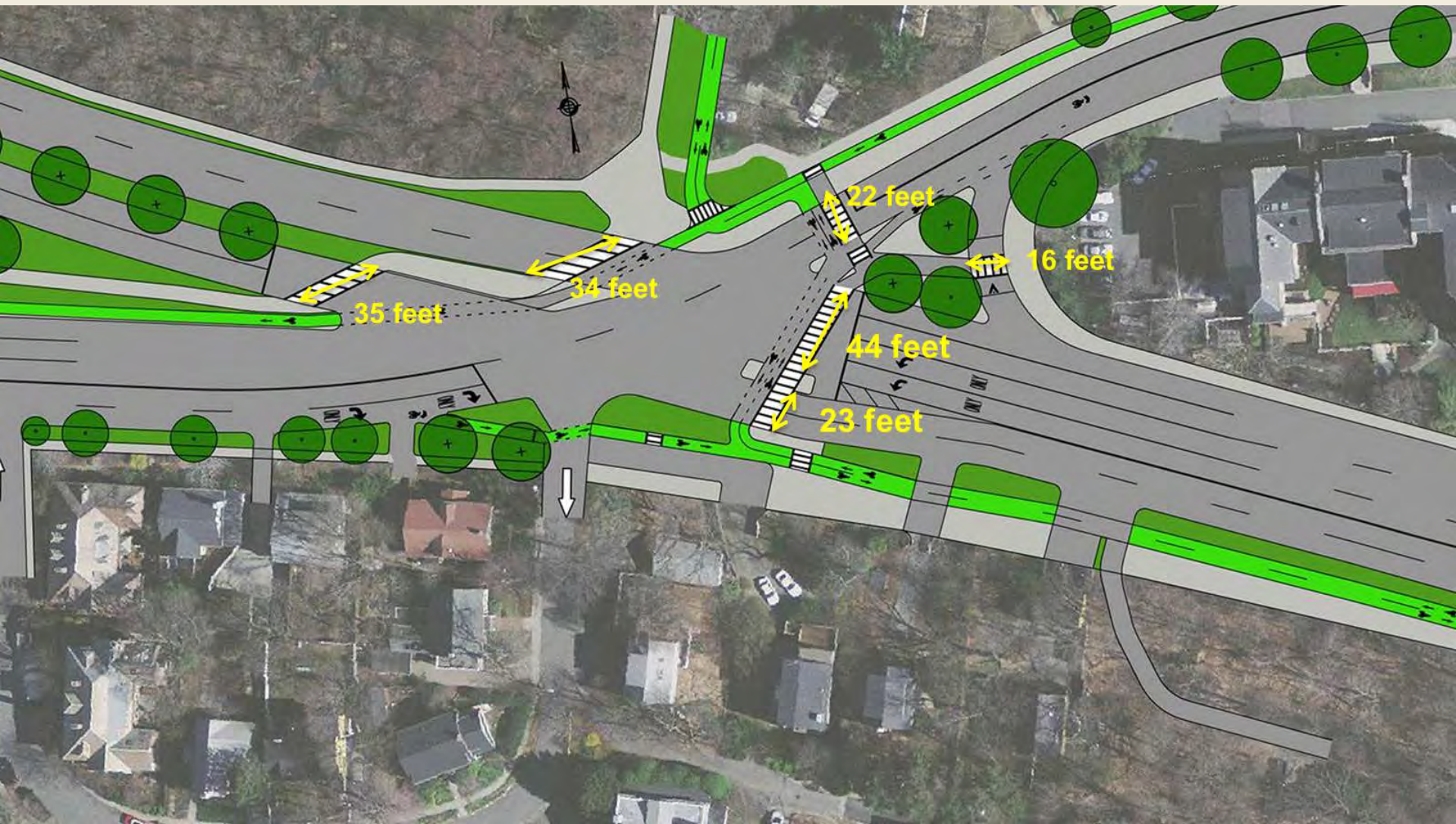


# Crossing Distances – Existing





# Crossing Distances — Long-Term Option



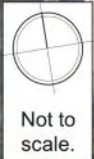


# Existing – Eastbound Pedestrian Crossing

Time to Cross Fresh Pond Parkway: 167 Seconds

**#s** Average Pedestrian Delay

**#s** Time to Cross



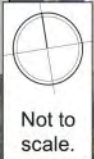
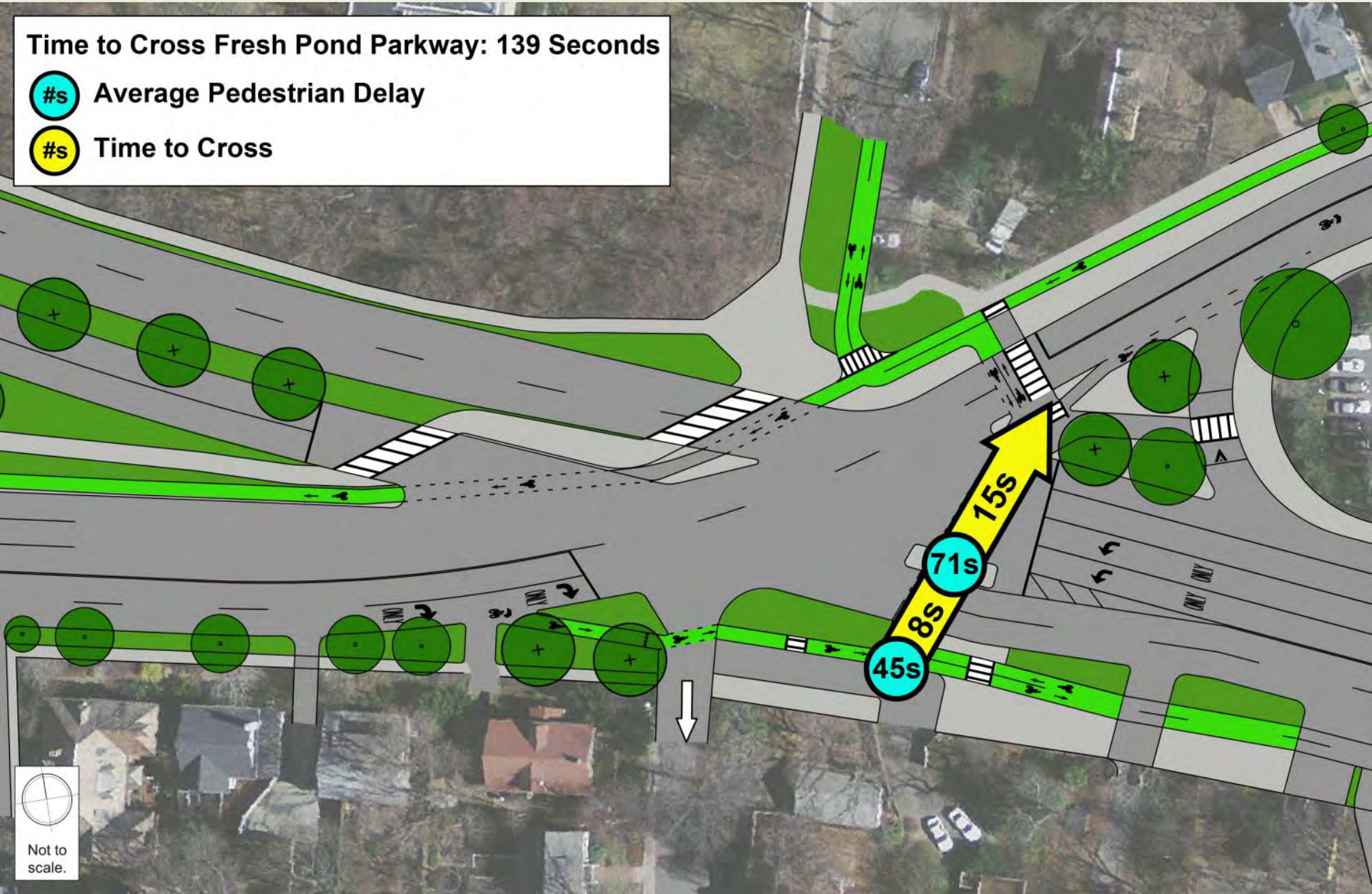


# Proposed – Eastbound Pedestrian Crossing

Time to Cross Fresh Pond Parkway: 139 Seconds

**#s** Average Pedestrian Delay

**#s** Time to Cross





# Existing – Westbound Pedestrian Crossing

Time to Cross Fresh Pond Parkway: 264 Seconds

**#s** Average Pedestrian Delay

**#s** Time to Cross



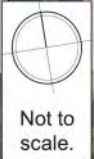
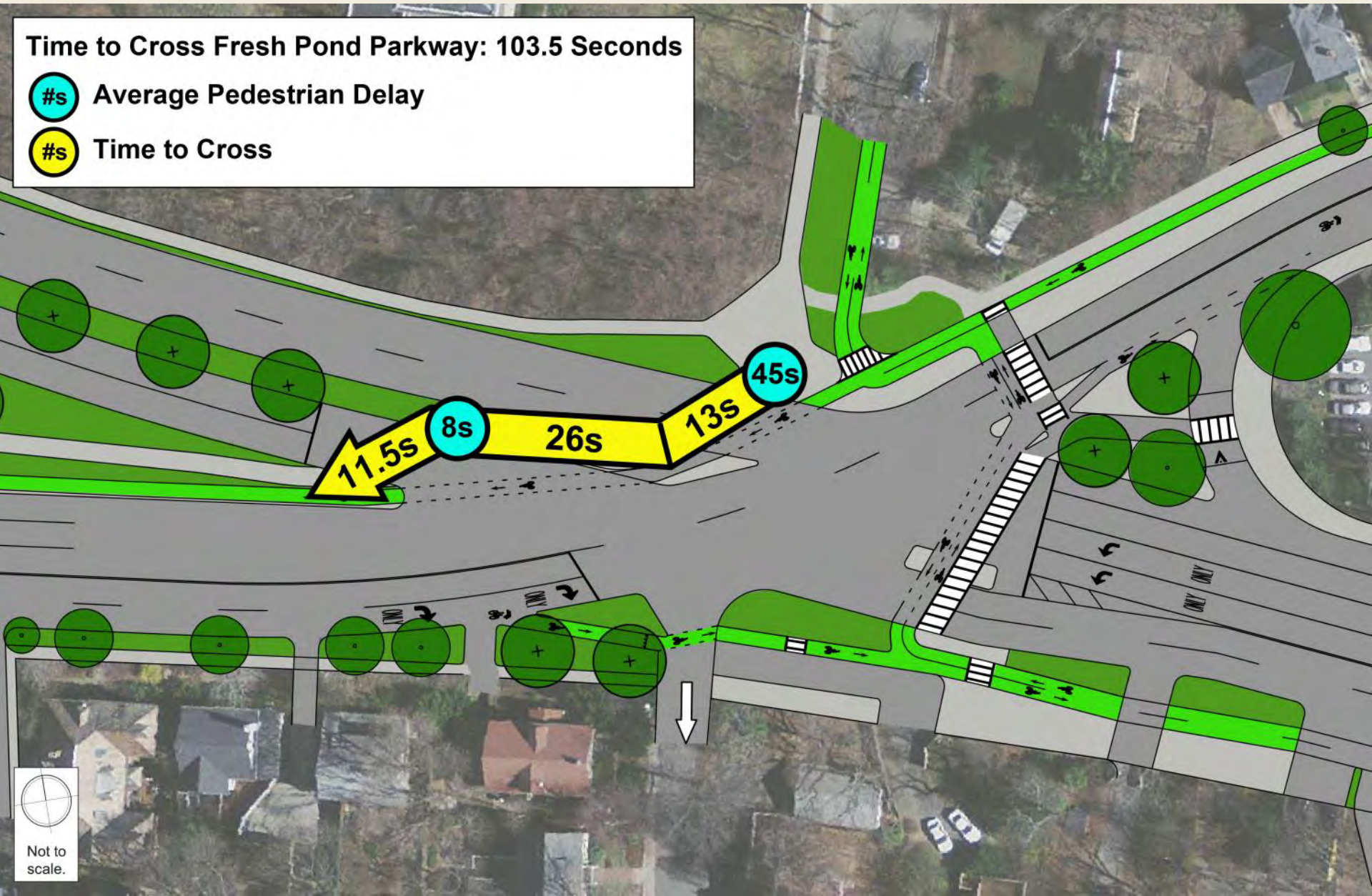


# Proposed – Westbound Pedestrian Crossing

Time to Cross Fresh Pond Parkway: 103.5 Seconds

**#s** Average Pedestrian Delay

**#s** Time to Cross



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# Bike Lanes on Eliot Bridge (*Next Phase of Design*)





# Analysis Changes



# Old “Down by the River”





# New “Down by the River”



# VISSIM Animations

- *Long Term Concept: Gerry's Landing – Memorial Dr. – Eliot Bridge – Greenough Blvd*





# Did We Achieve the Goals?

# Shared Goals (Approved by Stakeholders June 23)

1. Calm traffic, provide clarity, reduce crashes and severity of crashes
  - Narrowed Traffic Lanes
  - 3 Raised Intersections
  - Less Pavement in intersections
  - Overhead Signals and Signage
  - Elimination of Brattle Merge
  - Protected Bike Lanes in some places
  - Protected Bike Turning Movement at Brattle Street
  - Shorter Pedestrian Crossings
  - Two new Signal Protected Pedestrian Crossings
  - Plenty of time to cross the street



## Shared Goals (Approved by Stakeholders June 23)

2. Improve connectivity, air quality and expand mobility choices by:



a. Measuring people, not cars



b. Reducing transit delays



c. Improving safety, access, parking and comfort for bicycles.



d. Maintaining mobility for motor vehicles



e. Improving safety, attractiveness, noise, and comfort for pedestrians and residents

## Shared Goals (Approved by Stakeholders June 23)

3. Address cut-through traffic in the Larchwood, Huron Village, and Coolidge Hill Neighborhoods
  - Explore speed humps in the Larchwood Neighborhood and others that need to resolve existing cut-through problems
  - No new cut-throughs encouraged



# Shared Goals (Approved by Stakeholders June 23)

4. Offer short-term and long-term solutions
  - Short Term Option at Mt. Auburn and Fresh Pond can achieve all of the traffic and bus benefits, and only some of the bike and pedestrian benefits, but can be implemented within 1-2 years with funding.

## Shared Goals (Approved by Stakeholders June 23)

5. Acknowledge enforcement and special uses by BB&N, Mt. Auburn Cemetery, Mt. Auburn Hospital, Shady Hill School, and Tufts Health Plan
  - Improved clarity at BB&N for bus parking and parking lot access.
  - Improved crossings for students.
  - Improved visibility at Mt. Auburn Cemetery Entrance/Exit
  - Mt. Auburn Hospital Access maintained
  - New Raised Crossing at Coolidge Road for Shady Hill Students
  - Widened Sidewalk from that crossing to FPP and Brattle Intersection
  - Possible access to Bus Lane for Tufts Parking Shuttles? TBD...



# Shared Values (Approved by Stakeholders June 23)

- **Equity**
  - Design for everyone's needs, including the disadvantaged
- **Flexibility**
  - Designs responsive to:
    - Peak and off-peak
    - School pick up and drop off
    - Funeral processions
    - Emergency vehicle access
- **Balance**
  - Try to balance goals that may conflict

## Other Benefits

- **4.5 acres** of new park land
- Traffic Calming
- Road Diets
- Better Ped/Bike Connections to the River

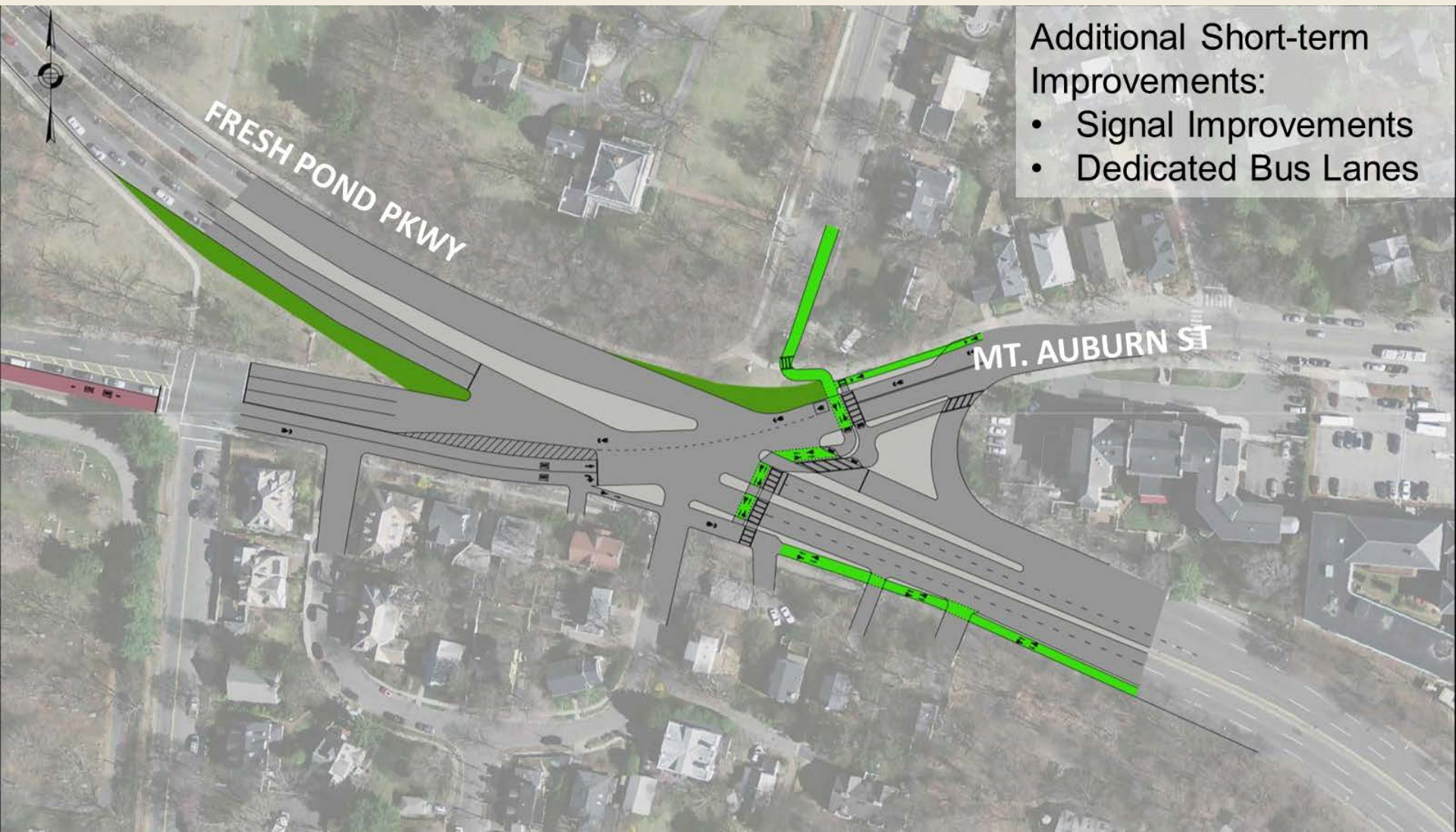






# Next Steps

# Potential Short-Term Concept



- Additional Short-term Improvements:
- Signal Improvements
  - Dedicated Bus Lanes



# Potential Long-Term Phase I – DCR/Cambridge/Watertown





# Potential Long-Term Phase II – DCR





# Potential Long-Term Phase III – DCR





# City of Cambridge Right-of-Way



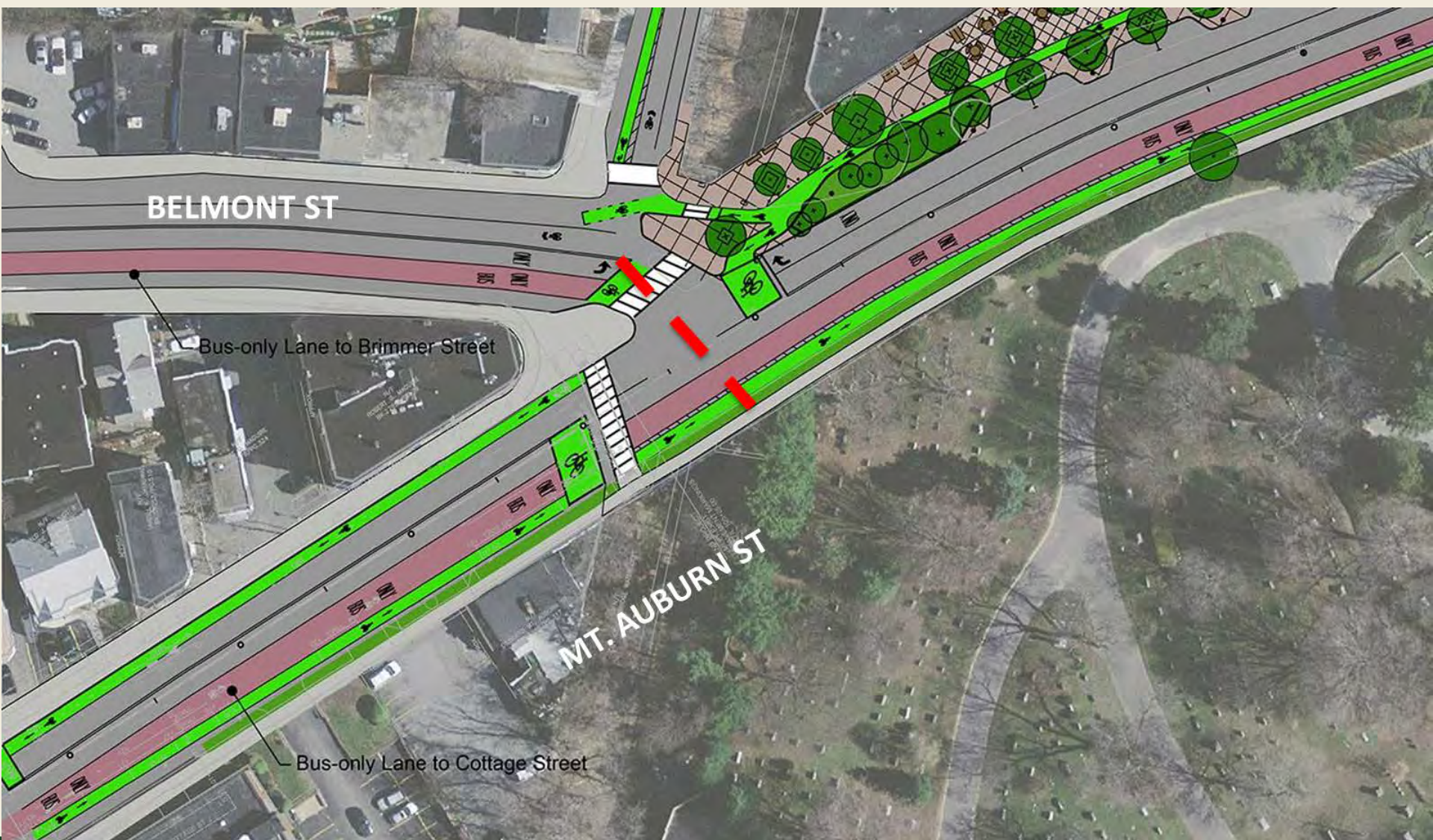


# City of Cambridge Right-of-Way





# City of Watertown Right-of-Way (Approximate)





## Next Steps:

- Final Report: March
- Next Meeting: Discuss Short-Term Options
  - Short Term Design of Fresh Pond Parkway and Mount Auburn intersection
  - Mount Auburn Street bus lanes





## For More Information:

- **Project Website:** [www.mass.gov/dcr/mt-auburn-corridor-study](http://www.mass.gov/dcr/mt-auburn-corridor-study)
- **If you have comments on this project:**
  - *Submit online at:* <http://www.mass.gov/eea/agencies/dcr/public-outreach/submit-public-comments/>
  - *Write:* Department of Conservation and Recreation, Office of Public Outreach, 251 Causeway Street, Suite 600, Boston, MA 02114
  - *Comment Period (pertaining to this meeting):*  
*January 31 – February 17, 2016*
    - *Note: Public comments submitted to DCR may be posted on the DCR website in their entirety.*
- If you have questions, please email:  
[MaryCatherine.McLean@massmail.state.ma.us](mailto:MaryCatherine.McLean@massmail.state.ma.us)