

Mount Auburn Street Bus Priority Pilot

cambridgema.gov/MtAuburnBusPriority

Project Update – Transit Advisory Committee

November 7, 2018

Bus Priority Concept



Updates

- Implemented!
- City and MBTA implemented TSP two intersections (Homer and Aberdeen)
- Some ongoing DCR signal timing adjustments/modification to queue jump signal at Coolidge



Bus lane start at Belmont & Brimmer



Bus lane start at Mt. Auburn at Brattle

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Early Evaluation

- Will assess approximately first two weeks of Google travel time data (calibrated by travel time runs) and APC data for bus travel times
- Street teams implementing post implementation survey for bus riders

Short surveys issued to riders week of 10/22: ~225 responses

Over 70% ranking a 4 or 5 level of overall satisfaction

70% say it made their bus commute at least 4 minutes faster (4-6 minutes was the most popular time savings category)

98% say YES to making the changes permanent



Supportive Comments

“...the Mt Auburn bus lanes have been a game changer for our family! I’ve been taking our 4-year-old to preschool in Harvard square on the 71 most mornings, and the time savings are very very real. We’re usually on the bus between 7:45 and 8:00am and I feel like we’re saving anywhere from 10 to 20 minutes compared to before... On some days, we still drive – and I can’t say the experience on that stretch of Mt Auburn is noticeably worse than it was before...”

“The changes have had a dramatic impact on my afternoon commute. I am able to stay at work 15 minutes longer and still arrive home at the same time as I did before (I commute ~5-5:30 pm). This is a HUGE improvement - at first it seemed almost too good to be true, but has persisted for several days. Previously, leaving fifteen minutes later resulted in arriving home 20-30 min later due to the increase in traffic. This will add hours of productivity over the course of a month! I could not be happier. Thank you so much for these changes and I hope they can become permanent.”

“I used to drive into work because it took just as long as taking the 73, but was more comfortable than standing the entire time. Now that it's a more reliable ride, I take the bus every day to the red line.”



Concerns

People on the bus:

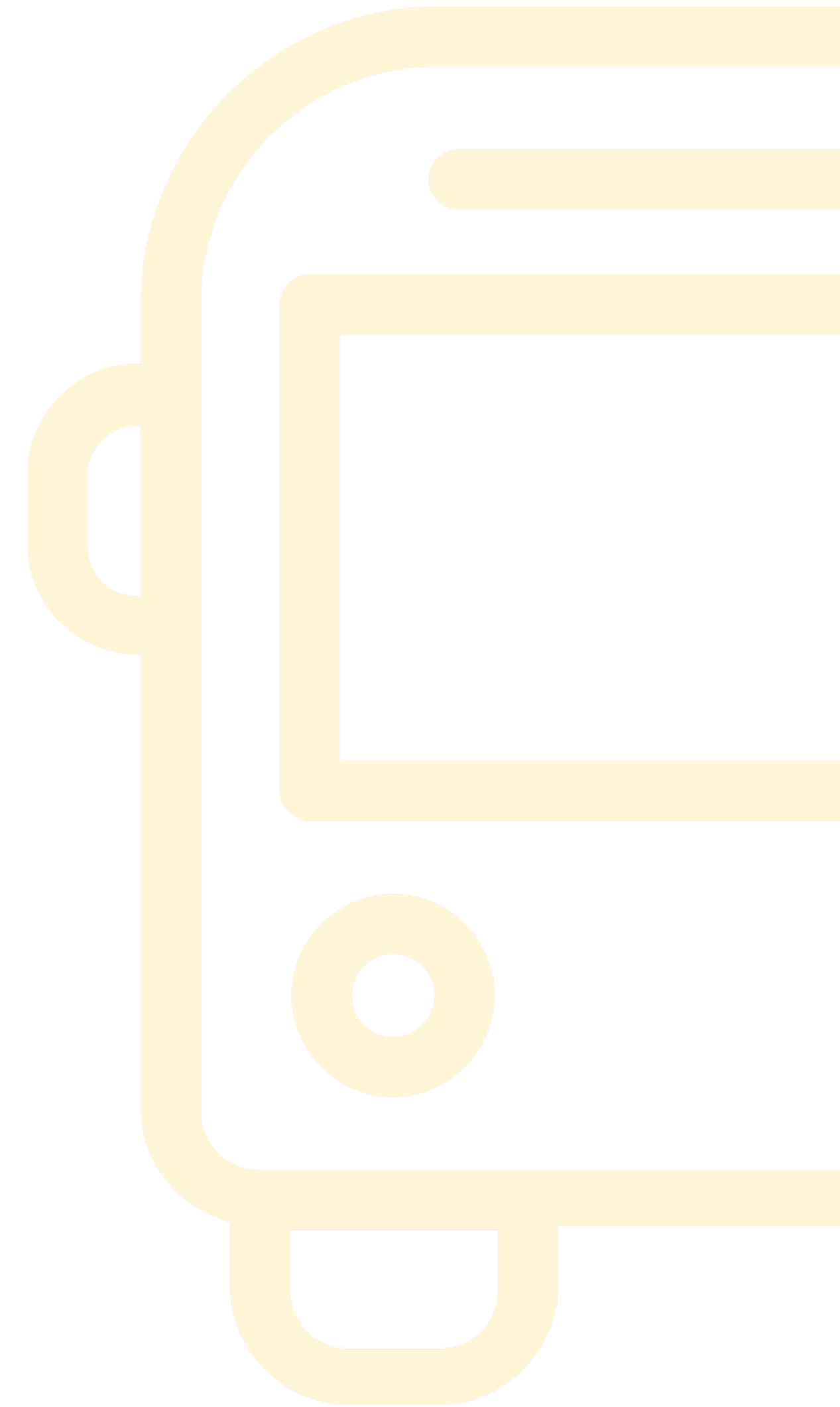
- Compliance

People biking:

- Concerned about taking the full lane and riding where there is no bus/bike lane and where drivers shift to the right after Homer

People driving :

- Queuing throughout the corridor (primarily mitigated through signal timing modifications)
- Right turn from Belmont St eastbound to Mount Auburn Street westbound
- Left turn from eastbound Mount Auburn Street to Homer Street
- Shifting lanes on eastbound Mount Auburn Street from “left” to “through” between bus lane drop and Aberdeen St
- “T”-ed off Brattle



Next Steps

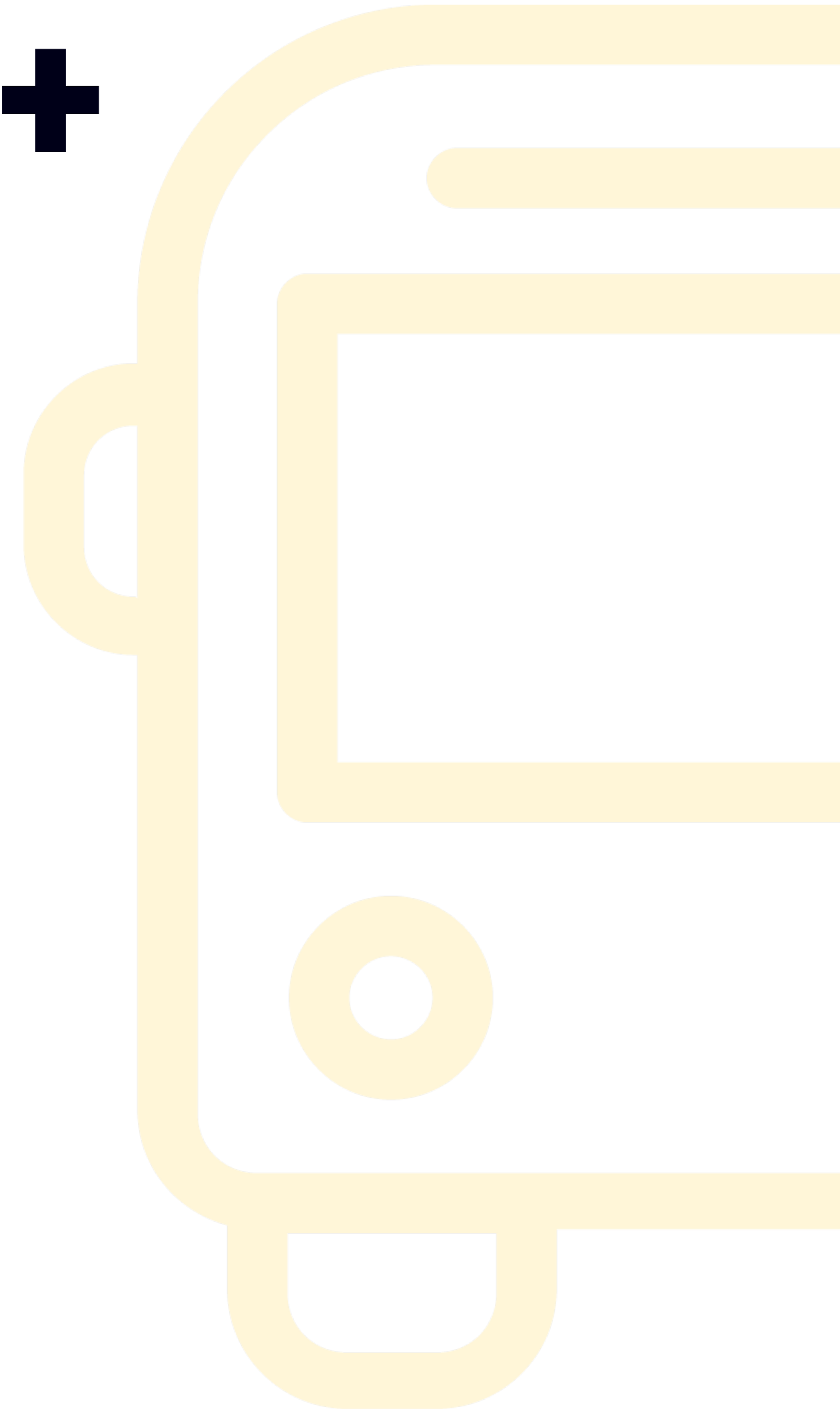


Next Steps – Winter '18/'19

- Complete post-implementation survey (additional flyering, additional intercept work, MBTA bus ads, online)
- Additional travel time runs and Google travel time data
- Collect MBTA APC data over November/December
- Report back to stakeholder group on initial findings
- Start Belmont Street design process



Next Steps – Spring 2019+



- Collect new traffic counts (compare to pre-implementation counts Spring 2018)
- DCR begins to construct other short-term improvements at Fresh Pond Parkway
- Report on full evaluation and develop long term plan

Projects

2016 - 2017

DCR Mt. Auburn Street
Corridor Study

2018

DCR Short Term
Design Implementation

2018

BostonBRT Mt. Auburn St.
Bus Priority Pilot

2018 - 2021

Cambridge Belmont St.
Design and Construction

2022

Watertown Mt. Auburn St.
Complete Street Project



South Mass Ave **Corridor Safety Improvements Project**

www.cambridgema.gov/CDD/Projects/Transportation/southmassave

Project Update – Transit Advisory Committee

October 3, 2018

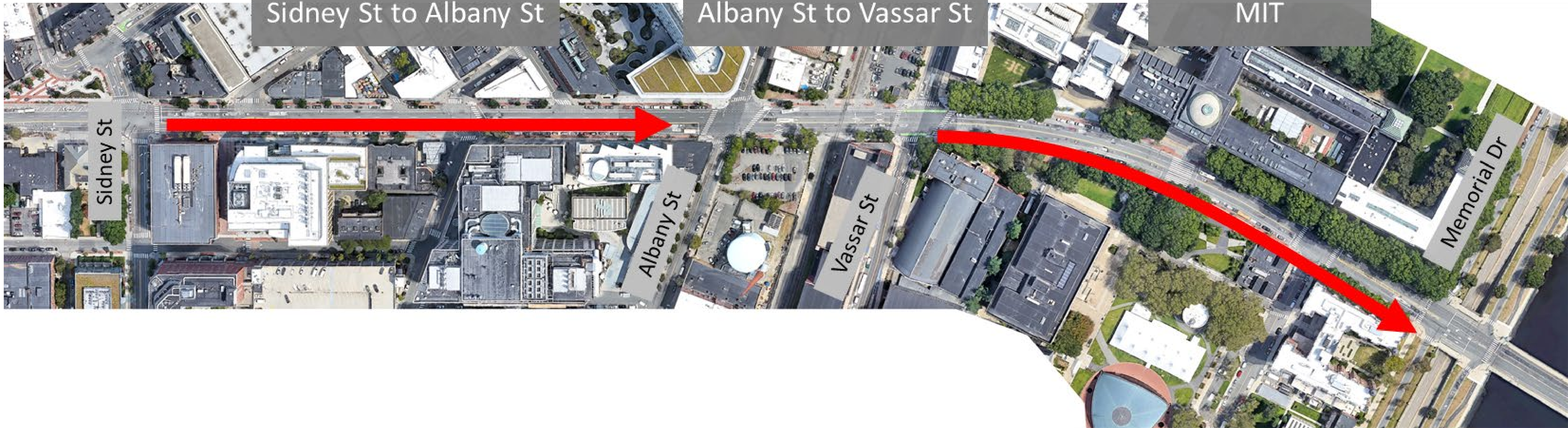
S Mass Ave Bus Priority Lanes



Section 1:
Sidney St to Albany St

Section 2:
Albany St to Vassar St

Section 3:
MIT

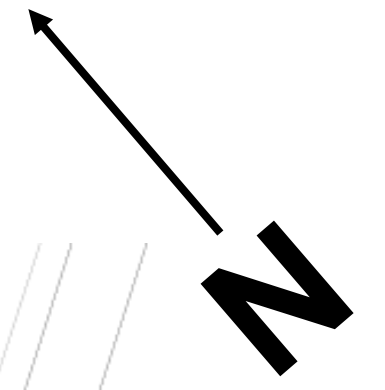
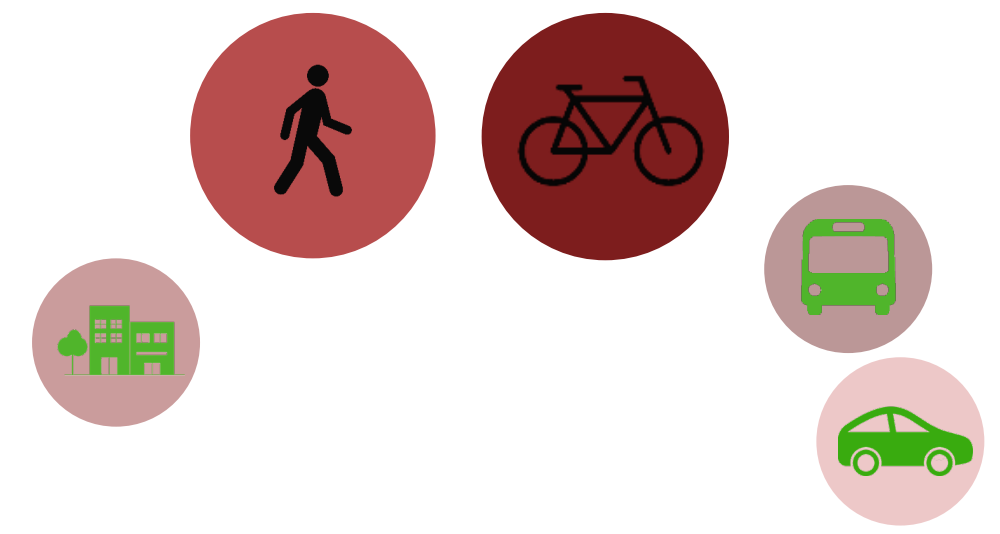


Implementation Updates

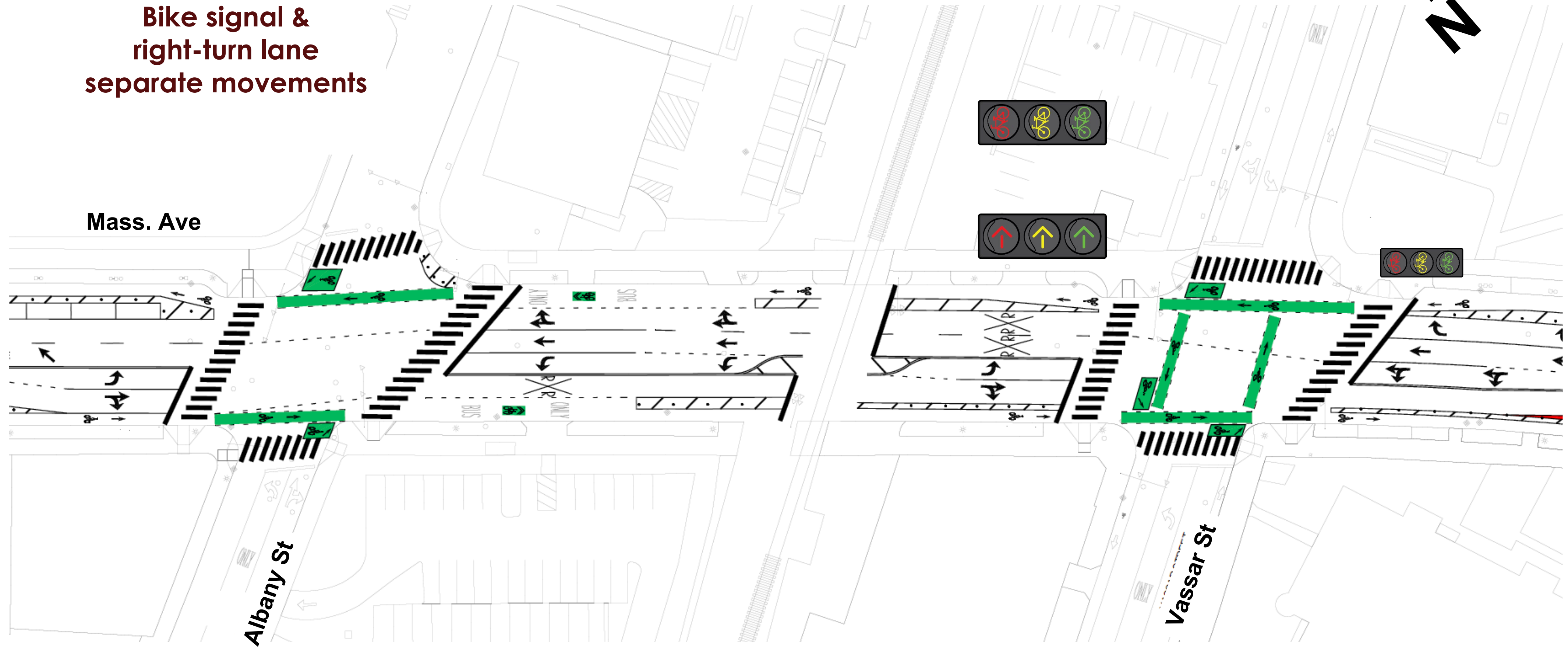
- Week of October 29 – began layouts and striping (was subject to weather and contractor)
- Bus lane markings expected tonight and tomorrow, subject to weather and contractor issues
- Some elements, like green markings and flex posts to follow
- Public information campaign before and during installation including flyering to users and talking to businesses
- Police will be on site educating and later enforcing new facilities



Proposed Design



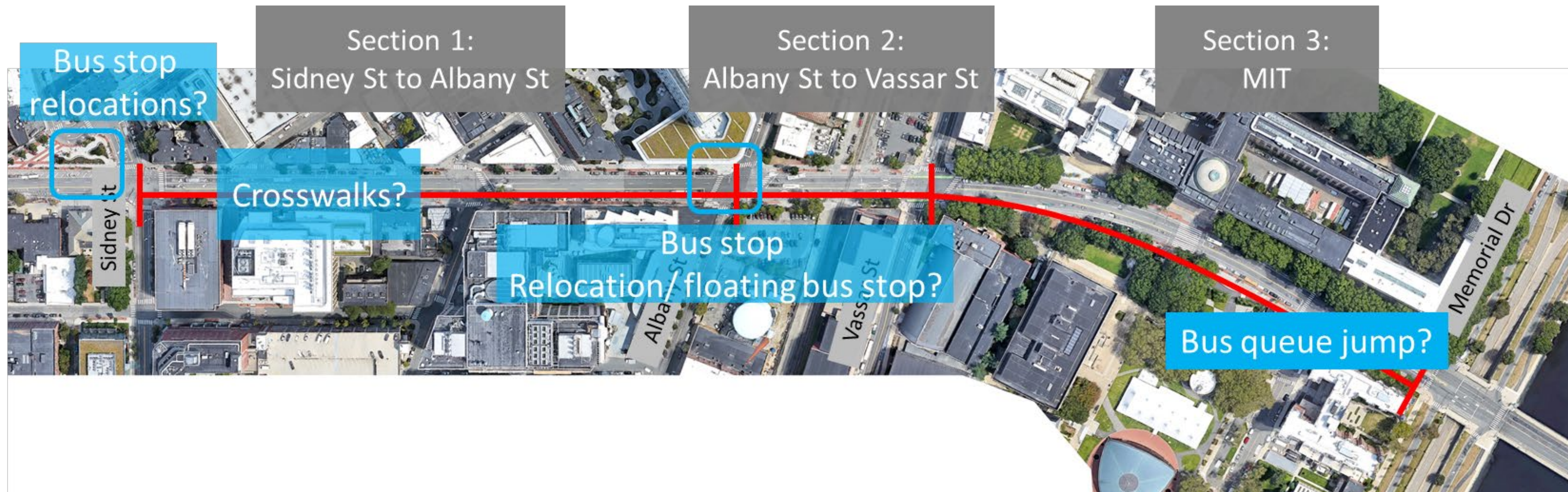
Bike signal & right-turn lane separate movements



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Possible Future Additions

- Further reconfiguration between Albany and Vassar streets
- Work with state DCR and MassDOT on changes at Memorial Dr. and bridge
- Additional crosswalk/RRFB in Section 1
- Move bus stops to the far side of intersections (for better operations)
- Construct modular (or permanent) floating bus stops
- Remove/modify curb extensions to allow better bicyclist protection



Extras

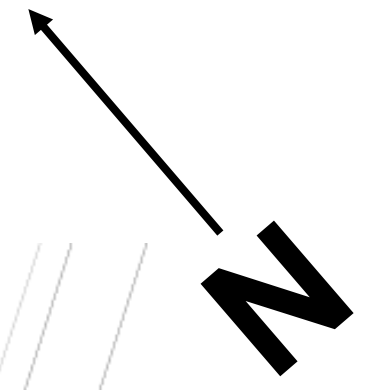
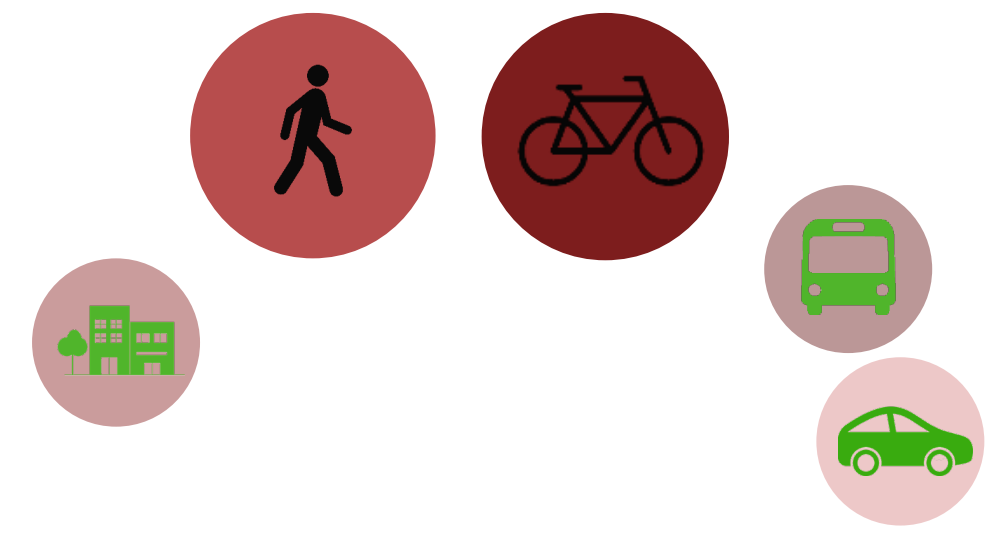


DCR Short-term Design

Design in progress. Existing conditions shown.

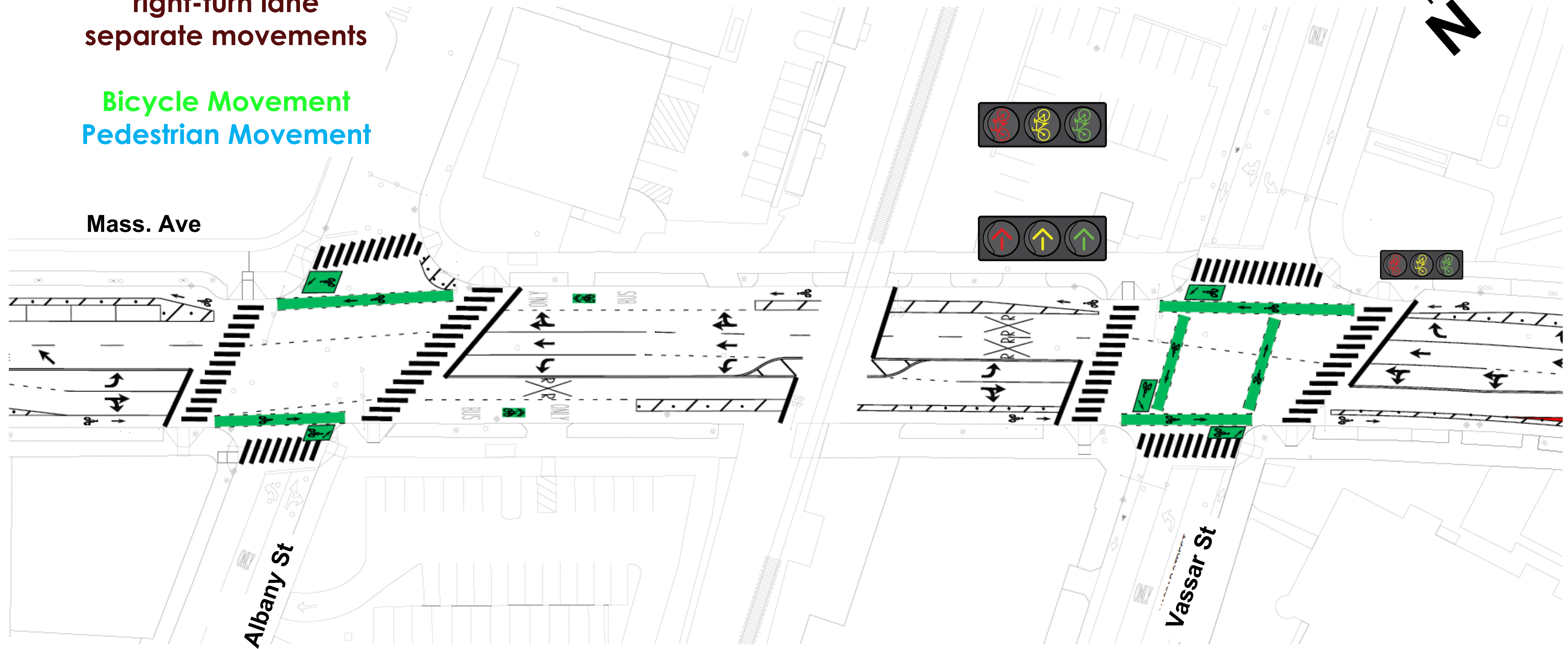


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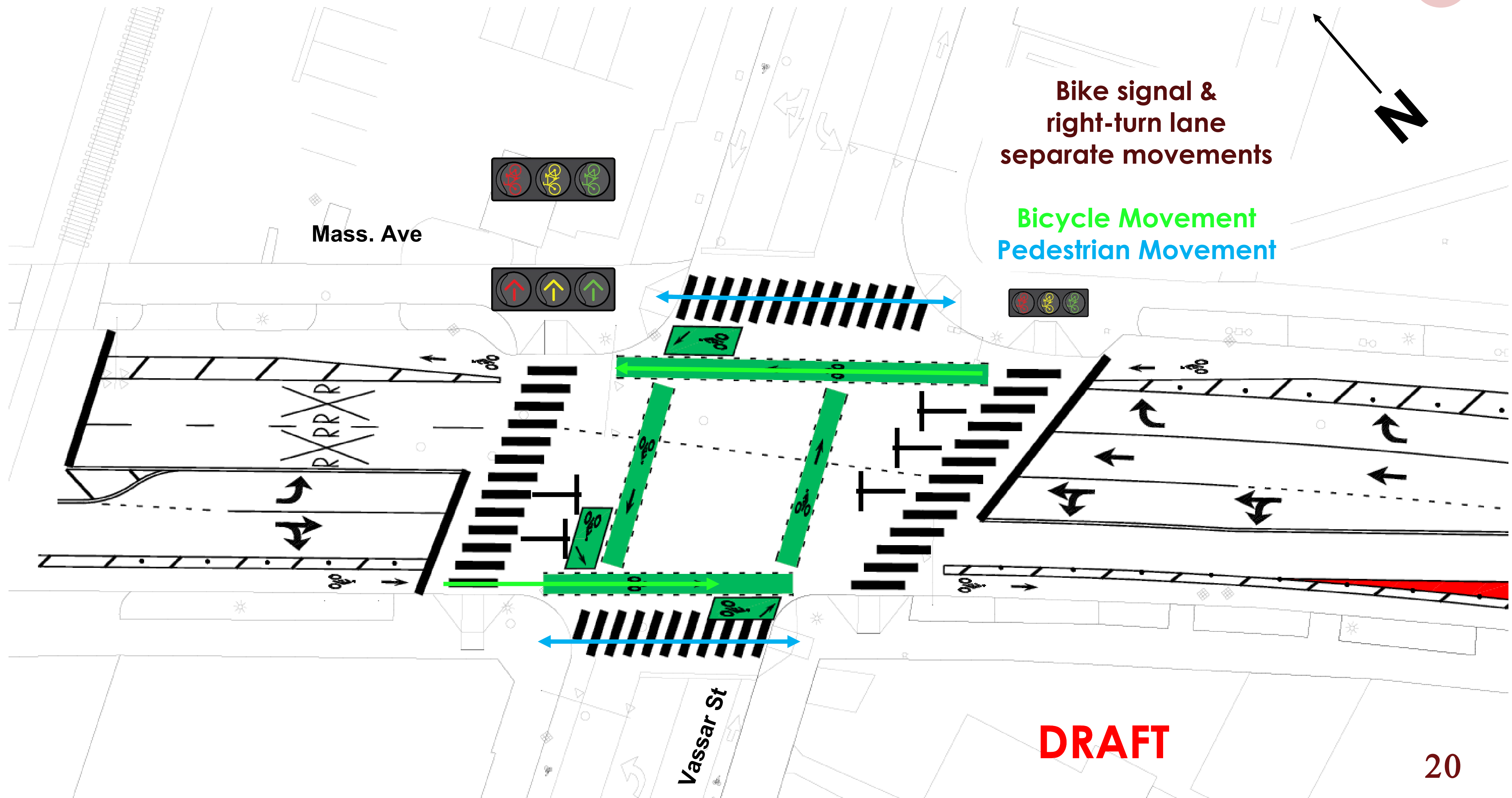
Bike signal &
right-turn lane
separate movements

Bicycle Movement
Pedestrian Movement



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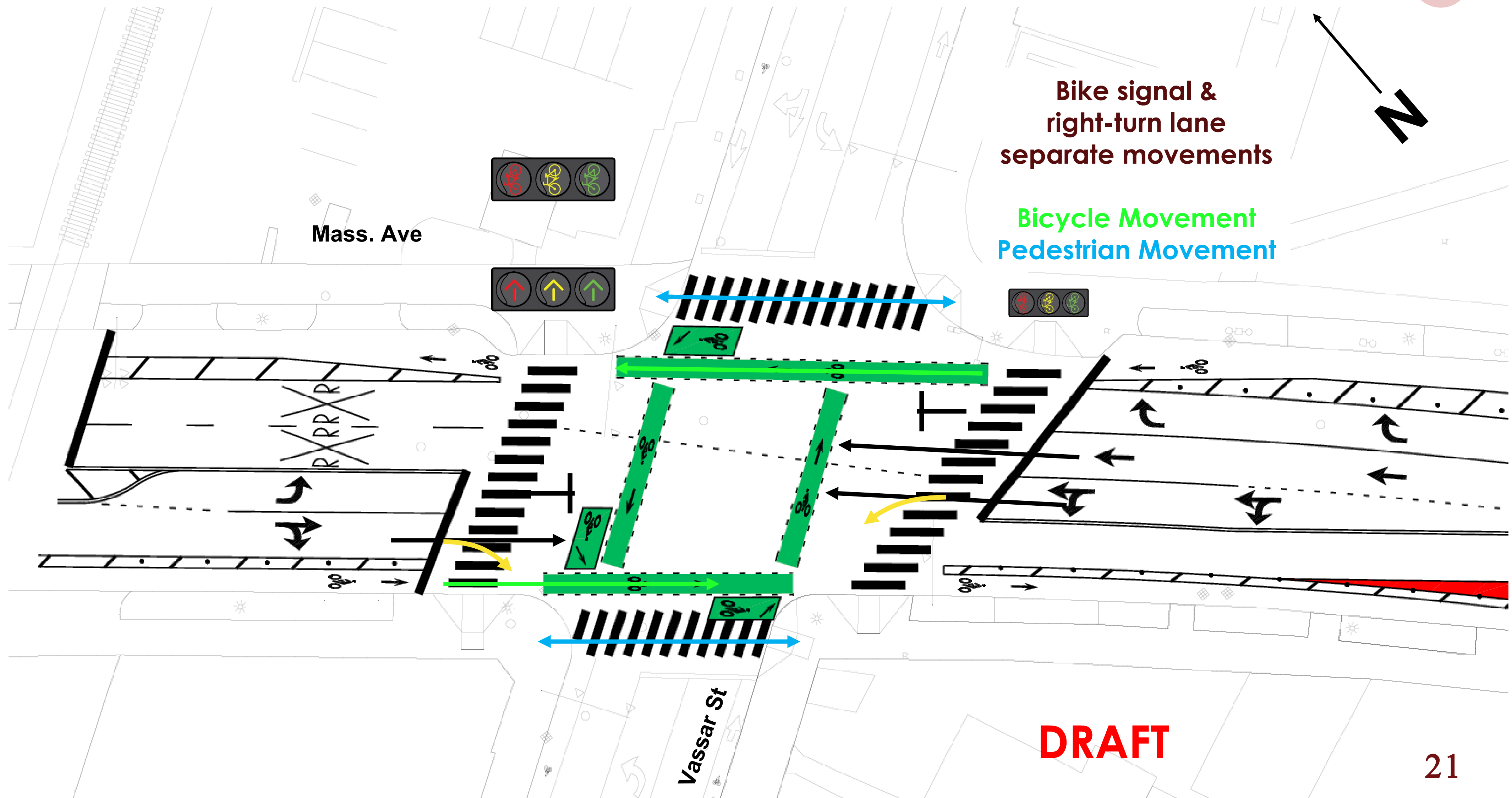


Bike signal & right-turn lane separate movements

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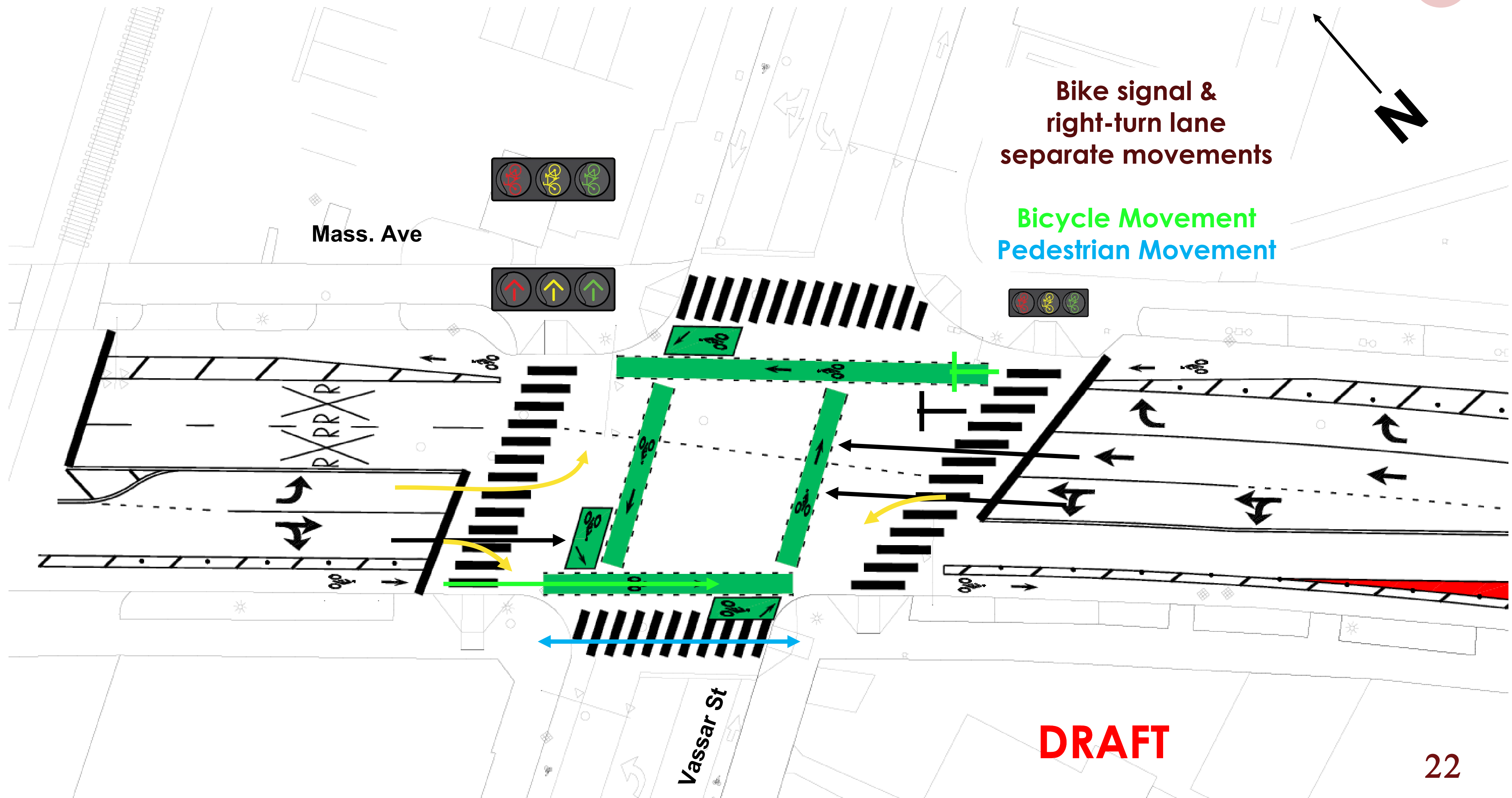


Bike signal & right-turn lane separate movements

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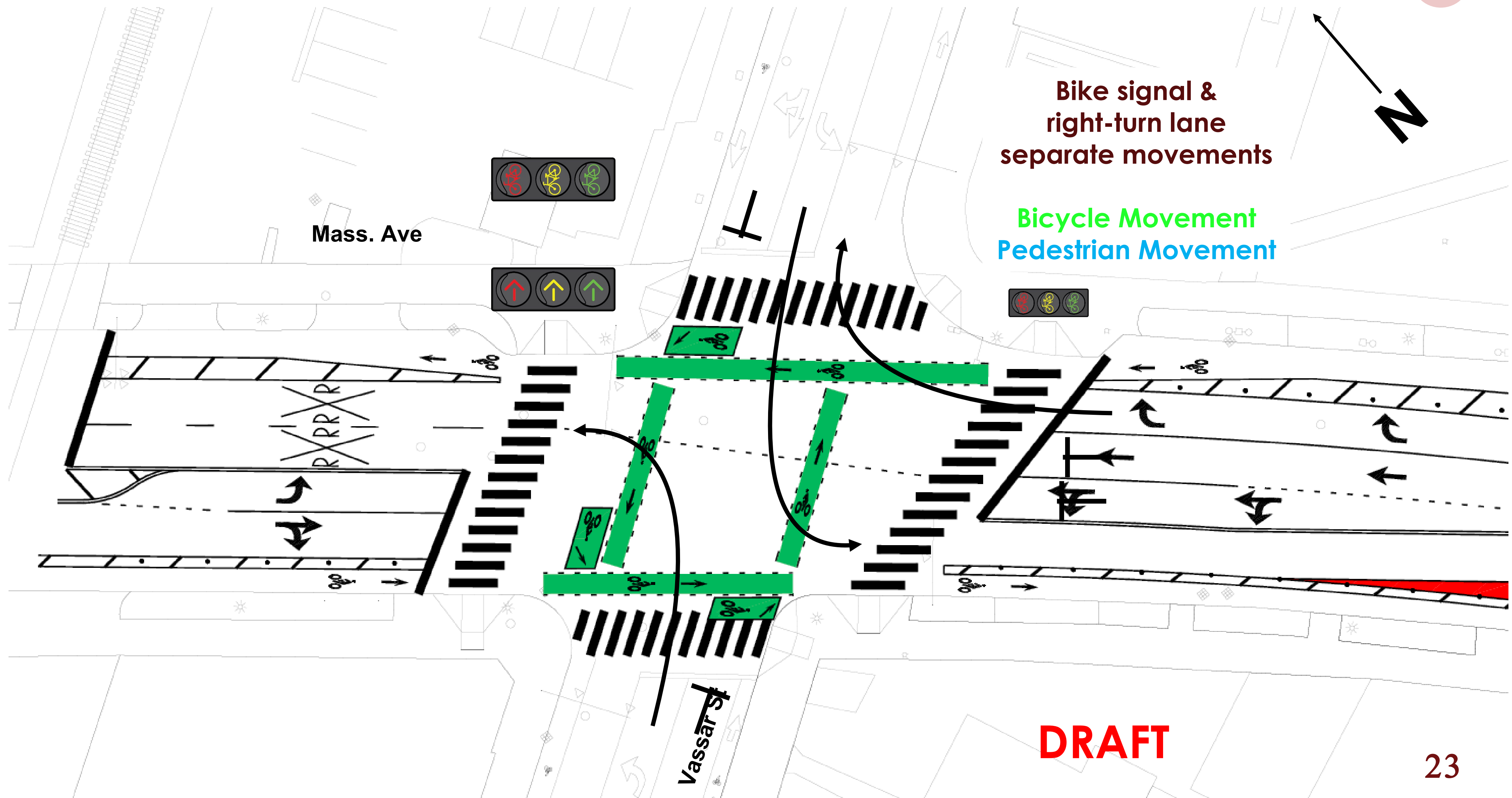


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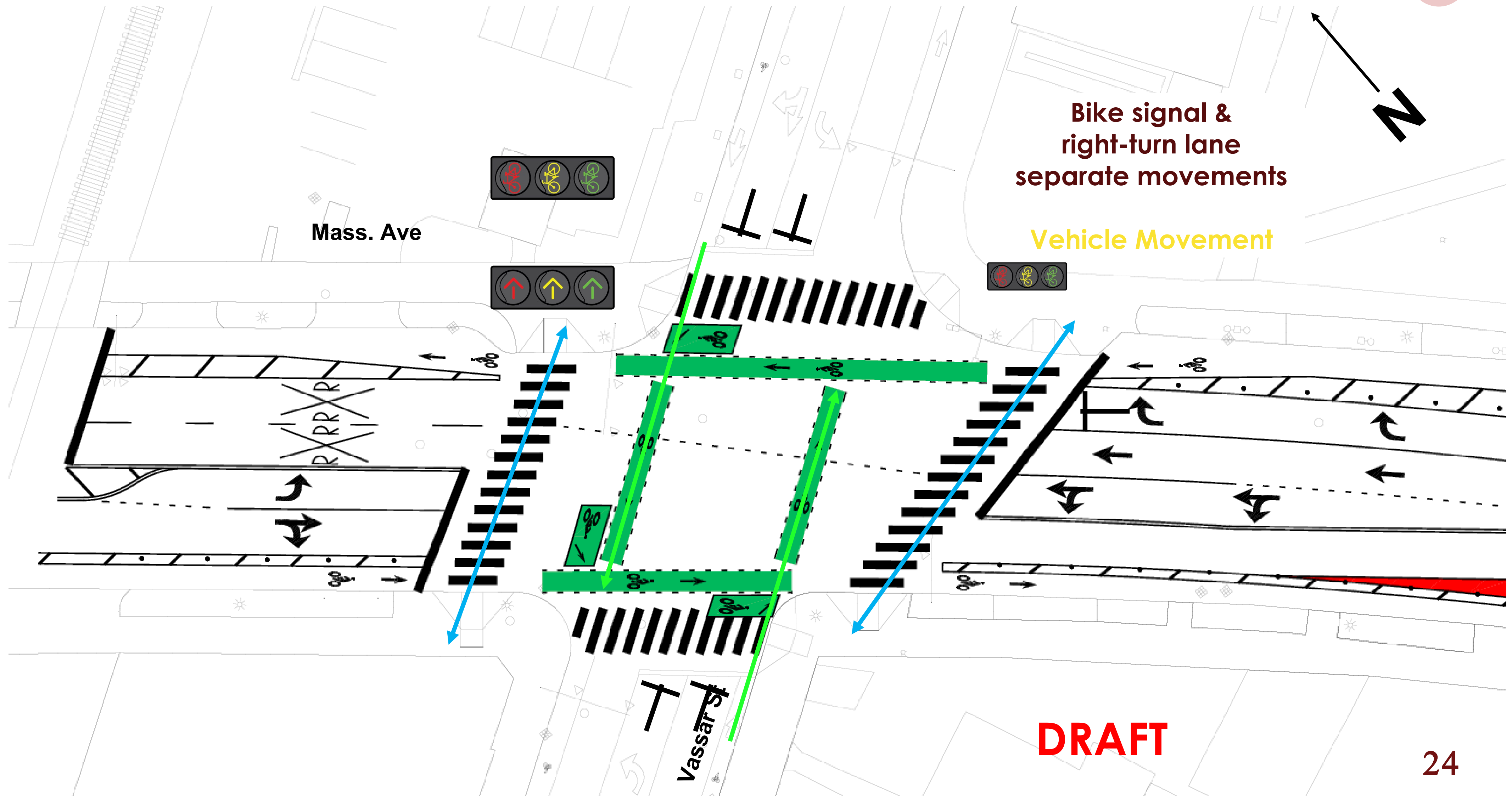
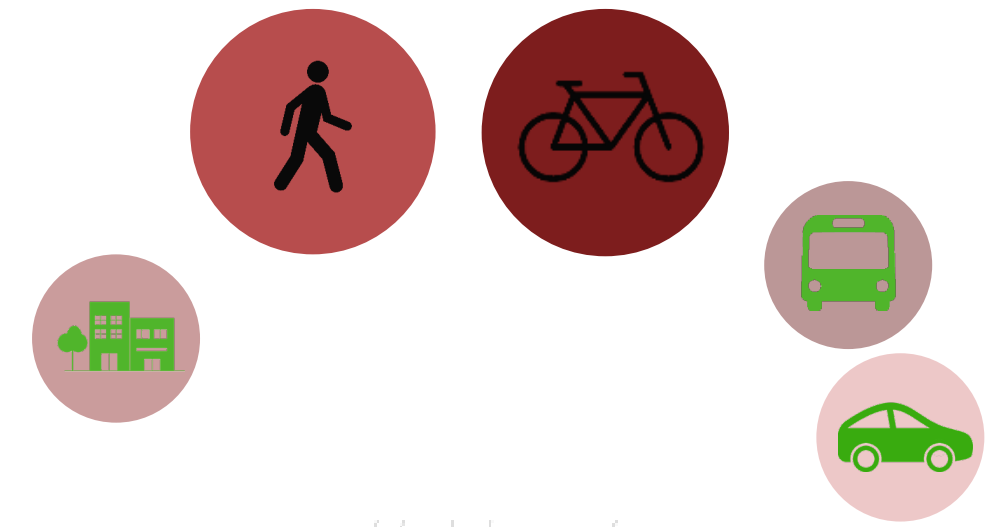


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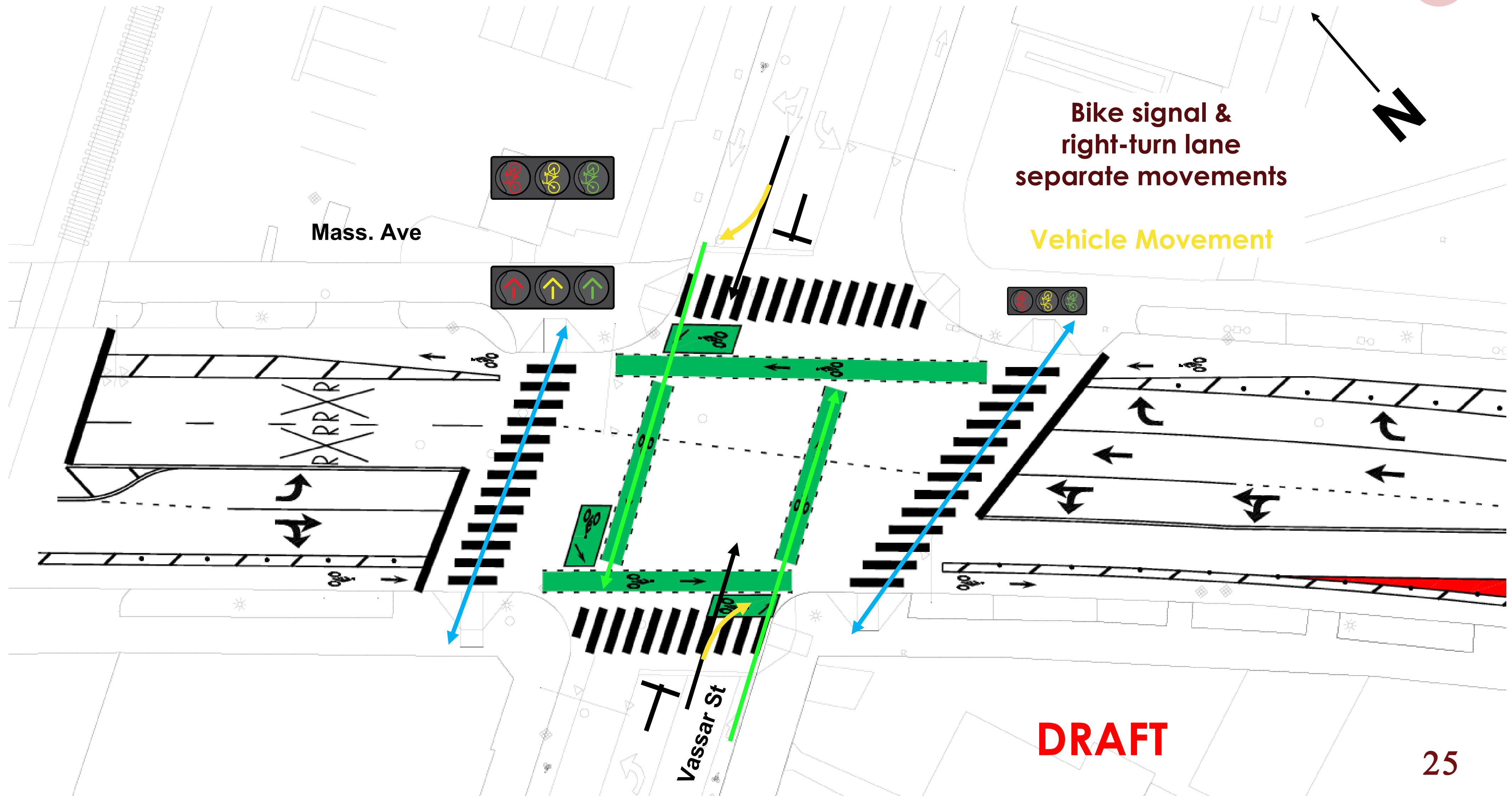
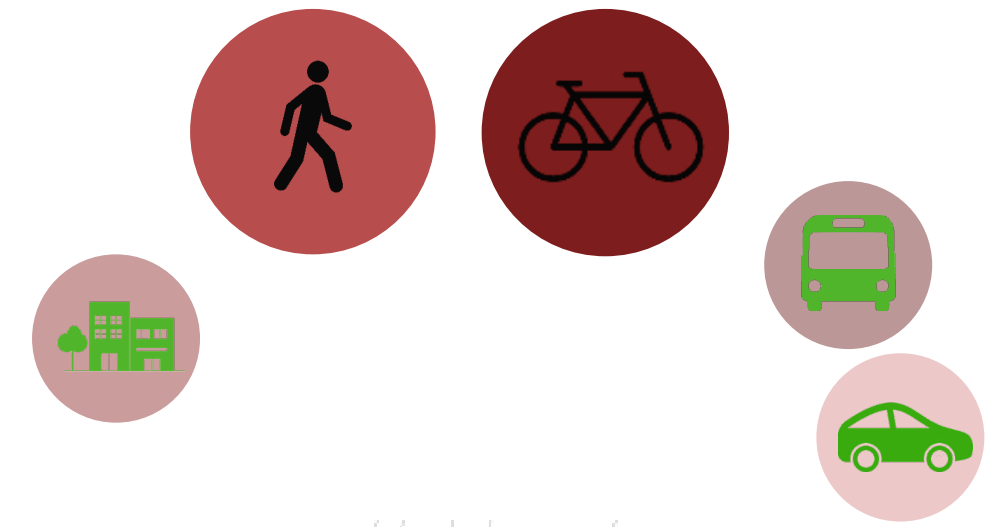
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Proposed Design



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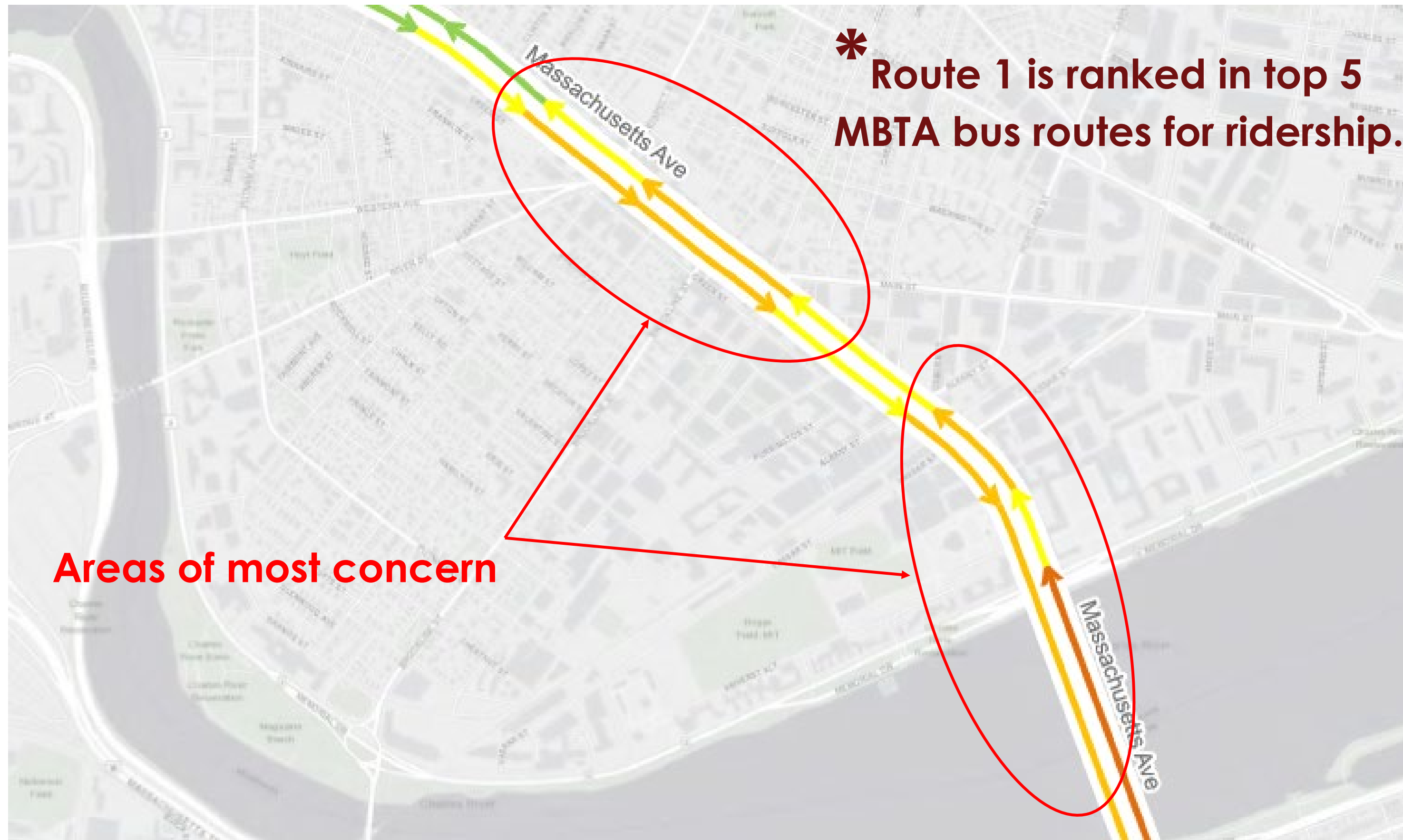
Proposed Design



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Transit Service Analysis

MBTA Bus Route 1*: AM Peak



Composite Grade**
Excellent (A)
Good (B)
Satisfactory (C)
Unsatisfactory (D)
Poor (E)
Failing (F)
N/A

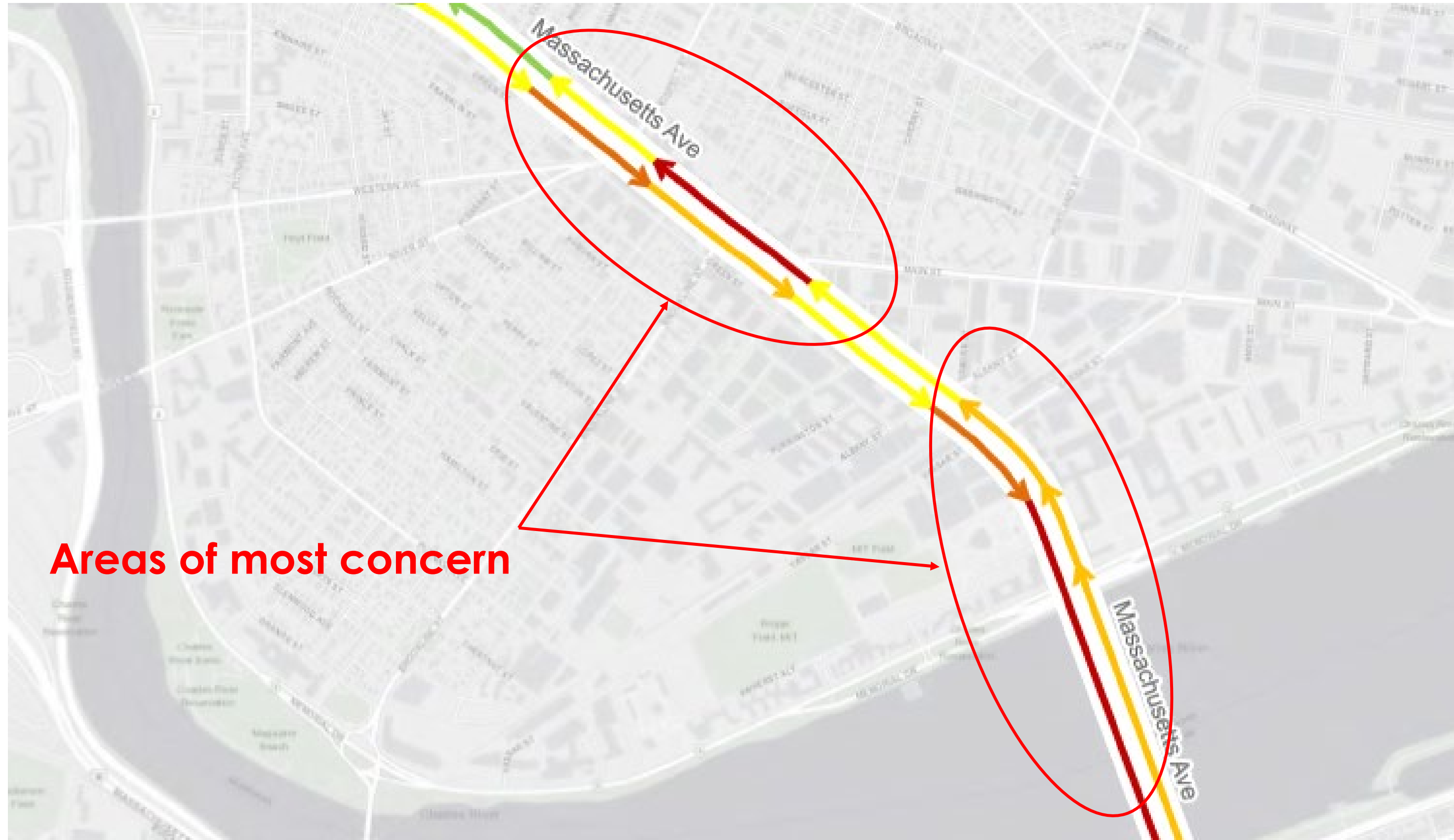
Method: Automatic Passenger Counter (APC) Data (MBTA)

****Criteria:**

Excess vehicle travel time compared to a minimum Passenger time (travel time x riders)

Reliability (how much the travel time varies)

MBTA Bus Route 1: PM Peak



Composite Grade
Excellent (A)
Good (B)
Satisfactory (C)
Unsatisfactory (D)
Poor (E)
Failing (F)
N/A