

Transit Advisory Committee (TAC)-Endorsed Transit Strategic Plan Implementation Plan - DRAFT						
Initiated April 2017, updated February 2021.						
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	Transit Strategic Plan Goal	Latest Information	Possible Next Steps		Notes
A. Moving forward - Allocating resources now, still needs momentum build (+ 11 items since Jan 2020)						
A1	Develop ideas for Participatory Budgeting projects	2 - Goal 2: Prioritize Funding	No 2020 PB projects	Consider participating in 2021 Participatory Budgeting initiative (cycle 8)		Winning Participatory Budgeting Ideas: (Cycle - Year: Idea) PB 2 - 2016: TSP for MBTA Route 1 PB 3 - 2017: Solar-powered real-time bus tracker displays
A2	Service / Amenities - Ames Street bus stops	5 - Goal 5: Improve usability, access, service	MBTA selected new shelter contractor - Intersection. Intersection provides digital signage and shelters in Chicago and LA	City to work with new shelter contractor Intersection to install shelter at Ames/Main.		
A3	Amenities - 500 Main St. Shelter	5 - Goal 5: Improve usability, access, service	KSTEP funding additional shelter at 500 Main St. Construction expected in summer 2021.	TAC to receive update		To serve EZride and MIT Shuttles
A4	Amenities - Real-time transit displays - Pilot and PB initiatives	5 - Goal 5: Improve usability, access, service	MBTA reported additional signage installed at Harvard Square's Dawes Island and Eliot Street stops.	Participatory Budgeting "Solar-Powered Real-Time Bus Tracker Displays" project using MBTA signage.	Coordinate with MBTA on their eInk-based realtime signage pilot and bus shelter contract bidding process.	Participation in regional municipal group procurement of real-time signage
A5	Bus priority - transit signal priority systems	3 - Goal 3: Improve efficiency and reliability of service	A several pilot installations are underway. Additional funding secured for expanded locations.	TAC to participate in future outreach for projects.	TAC to receive update from MBTA and TPT	Intersections with 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
A6	Bus priority - TSP Pilot Vassar-Albany	3 - Goal 3: Improve efficiency and reliability of service	TPT piloting two new locations for a cloud-based signal preemption and signal priority controller. Mass Ave at Vassar and Mass Ave at Albany.	Evaluation with MBTA	TAC to receive update from MBTA and TPT	Locations: Mass. Ave. at Vassar and at Albany
A7	Bus priority - Concord Avenue TSP Corridor	3 - Goal 3: Improve efficiency and reliability of service	In February 2021, MBTA took over from MPO as recipient of Federal funding	Funding agreement and MPO approvals.	Scheduling "kick-off" with MBTA later March	City staff to contract engineer/designer
A8	Bus priority - Belmont Street Reconstruction	3 - Goal 3: Improve efficiency and reliability of service	Preparing for a third meeting to share final design - includes design which gives cyclists dedicated space separate from buses	City expects to release a request for bids from construction companies in Summer.		Locations: 7-8 intersections between Harvard and Belmont municipal boundary
A9	Bus priority - MBTA Mass Ave Initiative	3 - Goal 3: Improve efficiency and reliability of service	City brainstormed additional transit priority measures in early 2020. Began partnership with MBTA in mid-2020. Evaluating feasibility of new bus lane concepts.	Additional traffic modeling for bus priority begun. Considering extended offset bus lanes, stop relocation, "floating" stops, changes to curb access, and other bus lane configurations.	Coordination with MassDOT and DCR on intersection at Memorial Drive and Harvard Bridge; Coordination with Boston.	Participation in outreach.
A10	Reconstruction - River Street	3 - Goal 3: Improve efficiency and reliability of service	Working group has TAC representative. Conceptual design for corridor includes bus lane. Plaza concept design has begun public process.	Engage in stakeholder process	MBTA to respond to TAC Route 47 proposal	Outreach could begin in Spring. Construction of additional quick-build separated cycling facilities would happen at same time.

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A11	Reconstruction - Inman Square	3 - Goal 3: Improve efficiency and reliability of service	Inman Square construction continues with altered scheduled as a result of COVID-19. Includes plan for peak hours-only queue-jump lane for Route 69 EB and floating bus stops.	Continue to engage in public process.	Potential for update presentation to TAC.		
A12	Expansion - Grand Junction Transit Conceptual Design	4 - Goal 4: Expand service	Multi-use path design has reached 25% design. RailVision project concluded - Grand Junction envisioned as hosting North-to-West Station rail shuttle.	Engage in stakeholder process	Continue to advocate for future Grand Junction two-track service.		
A13	Construction - Huron Avenue (Glacken Field)	3 - Goal 3: Improve efficiency and reliability of service	Public Works presented initial concept to public in a meeting in the past month. DPW will join March 17, 2021 joint committee meeting to present more detailed design	TAC to engage in stakeholder process.			
A14	Service - Bus Network Redesign	4 - Goal 4: Expand service	MBTA provided update to FMCB on Jan 25, 2021. Process is to identify high-priority corridors, local service corridors, proposal for new route network. Staff presented high priority corridors to FMCB	Engage in public process	Advocate for CT4 service, additional buses	Participate in Task Force	
A15	Service - MBTA Forging Ahead	1 - Goal 1: Serve all trips		Engage in public process	Advocate for return of service, more iterative scheduling		
A16	Service - Bus Facility Modernization	4 - Goal 4: Expand service	MBTA presented plans to renovate North Cambridge garage to convert Trackless Trolleys to Battery-electric Buses. Facility conversion planned for 2023.	Engage in public process			
A17	Expansion - Silver Line Extension	4 - Goal 4: Expand service	MassDOT/MBTA kicked-off Silver Line Extension Alternatives Analysis	Engage in public process	Request briefing from MassDOT/MBTA team	Advance Inner Belt transit/bicycle/pedestrian bridge concept	
A18	Bus priority - Broadway/Main/Third	3 - Goal 3: Improve efficiency and reliability of service	CRA has begun a conceptual design study of these three streets	Participate in engagement	Advocate for bus priority on Third Street	Advocate for bus priority on Broadway	Includes evaluation of signal priority and bus lane treatments along Broadway (from Galillei-Main to/from Third) for CT2/85/64/68
A19	Bus priority - First/Second	3 - Goal 3: Improve efficiency and reliability of service	City working with consultants and NED on evaluation of some potential cross sections for safe cycling facilities and bus priority on First St.	Participate in engagement	Advocate for bus priority on First Street		New England Development is paying for a conceptual design process as part of its mitigations for CS2.0 project.
B. Resources not yet identified - Requires new resources; funding strategy under development (+ 4 item since Jan 2020)							
B1	Bus priority - Mass Ave Porter Square Area Beech to Roseland	3 - Goal 3: Improve efficiency and reliability of service	Quick-build cycling facilities must be built by April 2022	Public, stakeholder, and MBTA engagement			NACTO Transit Program Accelerator explored priority treatments in various locations on Mass Ave
B2	Bus priority - Mass Ave Roseland to Waterhouse	3 - Goal 3: Improve efficiency and reliability of service	Quick-build cycling facility analysis due to City Council by April 30, 2021	Public, stakeholder, and MBTA engagement			NACTO Transit Program Accelerator explored priority treatments in various locations on Mass Ave
B3	Bus priority - Mass Ave Beech to Dudley	3 - Goal 3: Improve efficiency and reliability of service	Quick-build cycling facility analysis due to City Council by April 30, 2021	Public, stakeholder, and MBTA engagement			NACTO Transit Program Accelerator explored priority treatments in various locations on Mass Ave
B4	Bus priority - Mass Ave Plympton to Dunster	3 - Goal 3: Improve efficiency and reliability of service	Quick-build cycling facility analysis due to City Council by April 30, 2021	Public, stakeholder, and MBTA engagement			
B5	Bus priority - Mass Ave Sidney to Inman	3 - Goal 3: Improve efficiency and reliability of service	Design process to begin in 2022	Participate in engagement			

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B6	Bus priority between North Station and Kendall Square	3 - Goal 3: Improve efficiency and reliability of service	Ongoing coordination with design of relevant streets (e.g., Binney, Third, Main, First -- included below)	Coordinate with major ongoing development projects as they progress (e.g. Volpe site)	Identify resources to engage consultant to analyze tradeoffs, make the case for benefits, and more fully design if appropriate (TAC to review/comment)	Public and stakeholder engagement Kendall Square Mobility Task Force (KSMTF) recommendation
B7	Increase EZRide shuttle service	4 - Goal 4: Expand service		Charles River TMA to determine opportunities for service expansion		Kendall Square Mobility Task Force (KSMTF) recommendation
C. Not yet started - Requires new resources, source to be determined (0 new items since Jan 2020)						
C1	Transit wayfinding strategy	5 - Goal 5: Improve usability, access, service	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	Participate in River St Design Process
D. Revisit - Ongoing, but needs new focus/energy (+ 3 items since Jan 2020)						
D1	Green Line Extension - bus service planning	1 - Goal 1: Serve all trips	Lechmere station closed in May 2020. Rail-replacement bus shuttles have dedicated bus lanes, with a short shared bus-bike portion.	Coordinate with MBTA on planning for modified routings to Lechmere/Union Sq.		
D2	TAC special permit review and PTDM policy	Other		Best practices review (may require engaging consultant, students, etc.)	Work with Envision process or other policy initiatives	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)
D3	Explore ideas for long-term financial contributions to transit	2 - Goal 2: Prioritize Funding	KSTEP has begun to evaluate project ideas.	Best practices review (may require engaging consultant, students, etc.)	Work with Envision process or other policy initiatives	
D4	Route 85/CT2 priority	3 - Goal 3: Improve efficiency and reliability of service	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.)	Public, stakeholder, and MBTA engagement Kendall Square Mobility Task Force (KSMTF) recommendation
D5	Implement new CT4 service	4 - Goal 4: Expand service	With consultant, developed a rough operating plan, cost estimates, and demand estimate through KSMTF and refined under a separate contract in FY18.	Coordinate with MBTA bus network redesign initiative	Fund outside of service planning process, if required	Kendall Square Mobility Task Force (KSMTF) recommendation
D6	Alewife bike-ped bridge (from the Quadrangle toward Cambridge Park Dr.)	5 - Goal 5: Improve usability, access, service	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.

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D7	Bus priority - Alewife Advocacy	3 - Goal 3: Improve efficiency and reliability of service	MBTA presented to TAC in January 2020 the latest on the design. MassDOT began process of engineering/designing retrofits to off-ramp bridge over Alewife Brook.	City to follow-up with MBTA/MassDOT on design process.	TAC to continue to advocate to DOT and MBTA for the importance of this project.	TAC requests that the City advocate for implementing bus priority on non-City-owned roadways. MBTA/MassDOT has not provided update since last January
E. Ongoing advocacy and coordination (9 items)						
E1	Cosponsor overnight service pilot	4 - Goal 4: Expand service	Additional early-mornign and late-night service made officially permanent in 2019			Recommend recategorize to "Complete"
E2	Coordinate with other stakeholders on delays that happen across boundaries, particularly on bridges across the Charles River	Other	GoBoston 2030 identified the need to improve #1 bus service. Coordinating with DOT and DCR on Charles River crossings. Working with MBTA on an initiative to support bus priority on Mass Ave.	Advocate/coordinate with DCR and MassDOT processes		
E3	Advocate for two-track Grand Junction corridor transit service	4 - Goal 4: Expand service	KSMTF recommended both demand estimation and conceptual design for transit; RailVision completed	Advocate with MassDOT/MBTA	Engage with Rail Transformation group as opportunities arise	KSMTF recommendation
E4	Advocate further exploration of upgrading Red Line signaling system	3 - Goal 3: Improve efficiency and reliability of service	KSMTF recommendations and ongoing coordination with MassDOT and MBTA	Advocate with MBTA/MassDOT	Invite Red Line Transformation representatives to TAC	KSMTF recommendation
E5	Advocate for identifying and funding solutions to known bottlenecks on the Red Line	3 - Goal 3: Improve efficiency and reliability of service	KSMTF recommendations and ongoing coordination with MassDOT and MBTA	Advocate with MBTA/MassDOT	Invite Red Line Transformation representatives to TAC	KSMTF recommendation
E6	Participate in MBTA climate vulnerability assessment and advocate to prioritize Cambridge infrastructure as appropriate	7 - Goal 7: Resiliency and adaptation to climate change	MBTA has begun a study to assess Red Line infrastructure for climate vulnerabilities - focused on track, tunnel, stations. Other initiatives are looking at yards, power, and signals.	City staff to coordinate with MBTA and advocate with MassDOT		
E7	MASCO/EZRide access	5 - Goal 5: Improve usability, access, service	MASCO LMA Shuttle M2 tickets now available at City Hall for purchase	Coordinate with AFC2.0 rollout (expected 2024)		
E8	Improve regulations for bus stops and bus facilities	3 - Goal 3: Improve efficiency and reliability of service	City updated regulations in 2018 to define bus lane	Advocate with MassDOT	Advocate with legislature for automated enforcement	
E9	Reform parking minimums	Other		Advocate with City		
E10	MBTA AFC 2.0	5 - Goal 5: Improve usability, access, service	"Fare Transformation" reset in late 2020 and began piloting new readers on existing fare collection equipment and on vehicles	Advocate with MBTA/MassDOT		
Z. Completed since last review (6 items)						
A1	Service - MBTA Better Bus Project	4 - Goal 4: Expand service	Final round of BBP service changes implemented in December 2019.			MBTA initiative complete - West of Harvard Square routes were reorganized, Route 1 rerouted
A2	Bus priority - TSP on Mass Ave (PB)	3 - Goal 3: Improve efficiency and reliability of service	TPT piloted two locations (Mass Ave. at Brookline and Essex)			
A3	Bus priority - South Mass Ave	3 - Goal 3: Improve efficiency and reliability of service	Evaluation presented to TAC in September 2019. City brainstormed additional transit priority measures in early 2020. Began partnership with MBTA in mid-2020. Evaluating feasibility of new bus lane concepts.	Additional traffic modeling for bus priority has begun. Considering a queue jump, stop relocation, "floating" stops, and extended bus lane.	Coordination with MassDOT and DCR on intersection at Memorial Drive and Harvard Bridge.	Participation in outreach.

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A4	Bus priority - Inner Mount Auburn	3 - Goal 3: Improve efficiency and reliability of service	Implemented in early fall 2020. Includes shared bus-bike queue jump and transit-only signal. However, no bus priority.			
A5	Bus priority - Mt Auburn St	3 - Goal 3: Improve efficiency and reliability of service	Pilot was made permanent in August 2019. City has retained consultant to design "Brattle Merge" work to extend bus lane, create new stops, more permanent intersection changes at Brattle.			
A6	Bus priority - Mass Ave north, including Porter	3 - Goal 3: Improve efficiency and reliability of service	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.	PARKing Day 2020 - potential for a third one-day peak-only lane. TAC support and participation would be helpful to advance this idea.		Created several line-items based on different segments for implementation of cycling safety ordinance