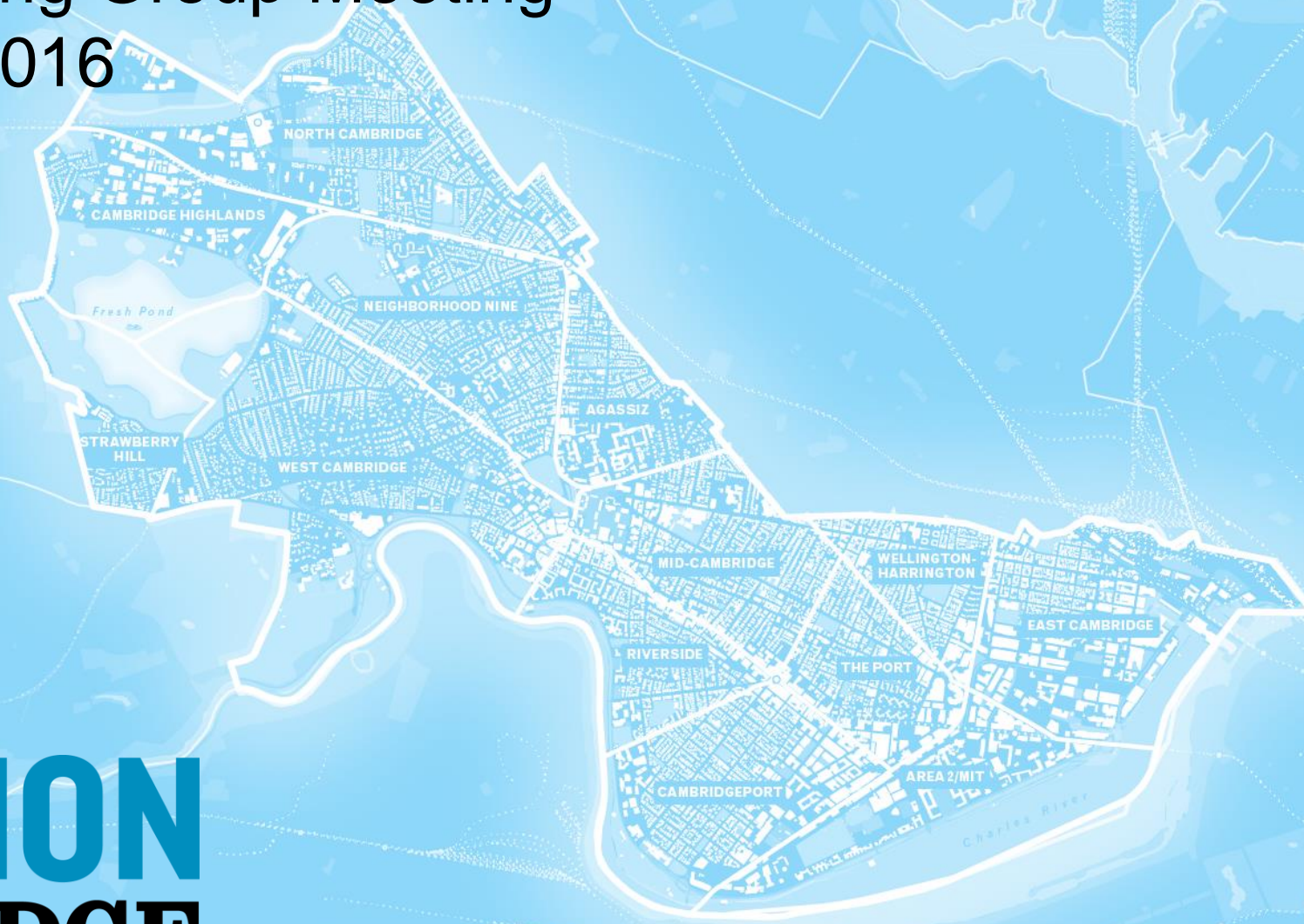


Alewife Working Group Meeting

October 20, 2016



ENVISION CAMBRIDGE

Agenda

Framing the need

Takeaways

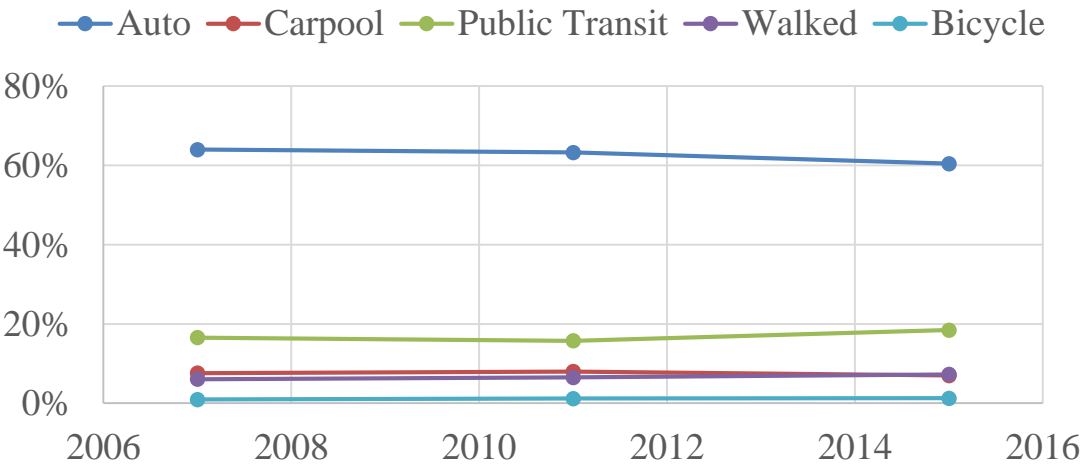
Challenges

Opportunities to discuss

City-Wide Population and Commute Trends

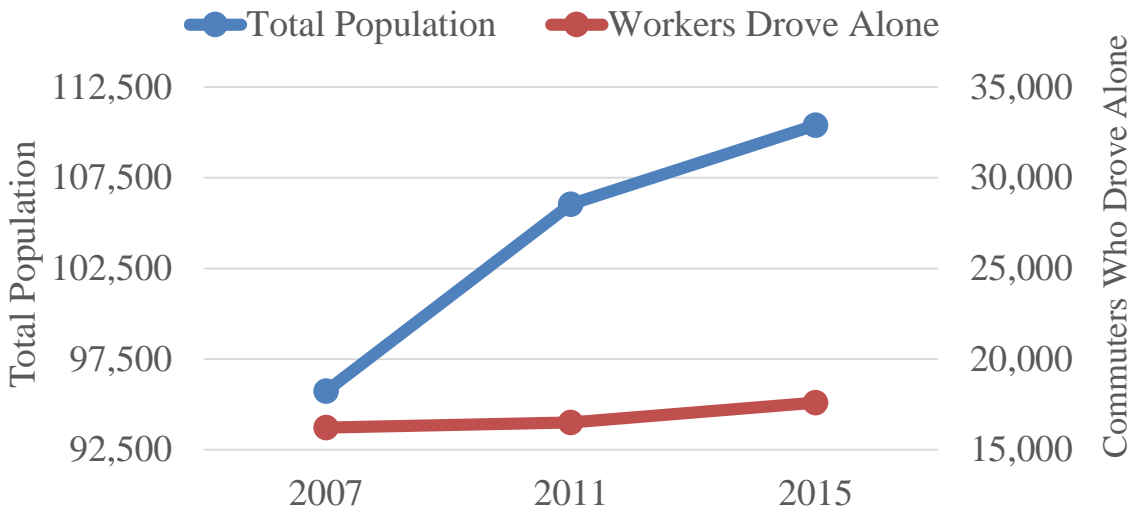
- Significant increases in population growth are off-set by the drop in vehicle mode share
- City-wide non-auto mode shares continue to increase while SOV trends are in decline

Boston Area Mode Share

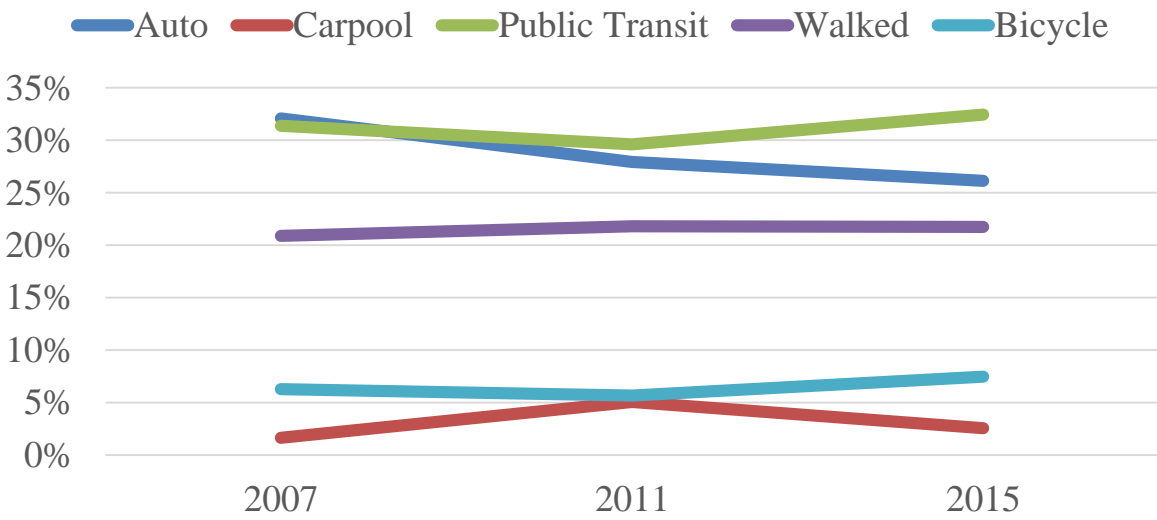


The Boston Area is defined as Norfolk, Suffolk, and Middlesex County

Cambridge Population Trends



Cambridge Residents' Mode Share



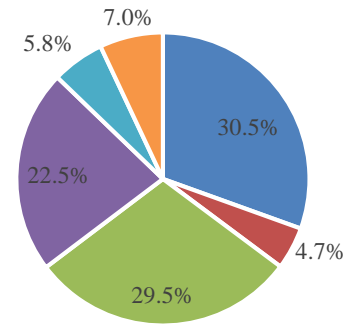
ACS 1-year Data



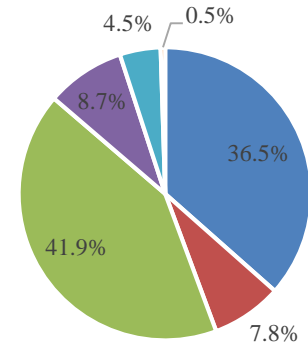
Population and Commute Trends

- Majority of **Cambridge residents** commute to work/within the city by non-auto modes
- Adjacent community employees** have an even split between SOV and public transit modes
- Approximately 65% of trips to Cambridge from **other communities** are auto (carpool and SOV)

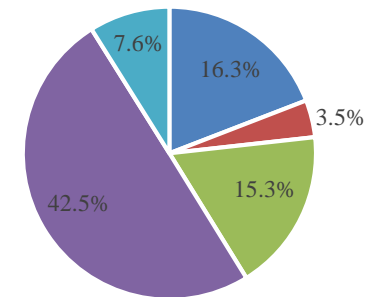
How Cambridge Residents Commute to Work



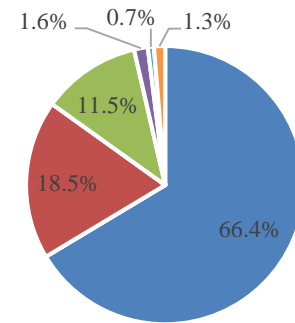
How Employees from Adjacent Communities Commute to Cambridge



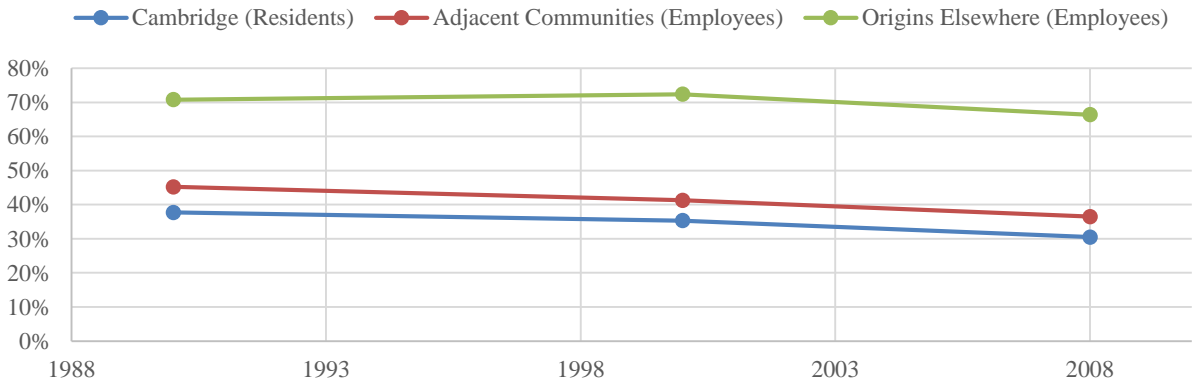
How Cambridge Residents Commute within the City



How Employees from All Other Communities Commute to Cambridge



Cambridge Commute Flow Drove Alone

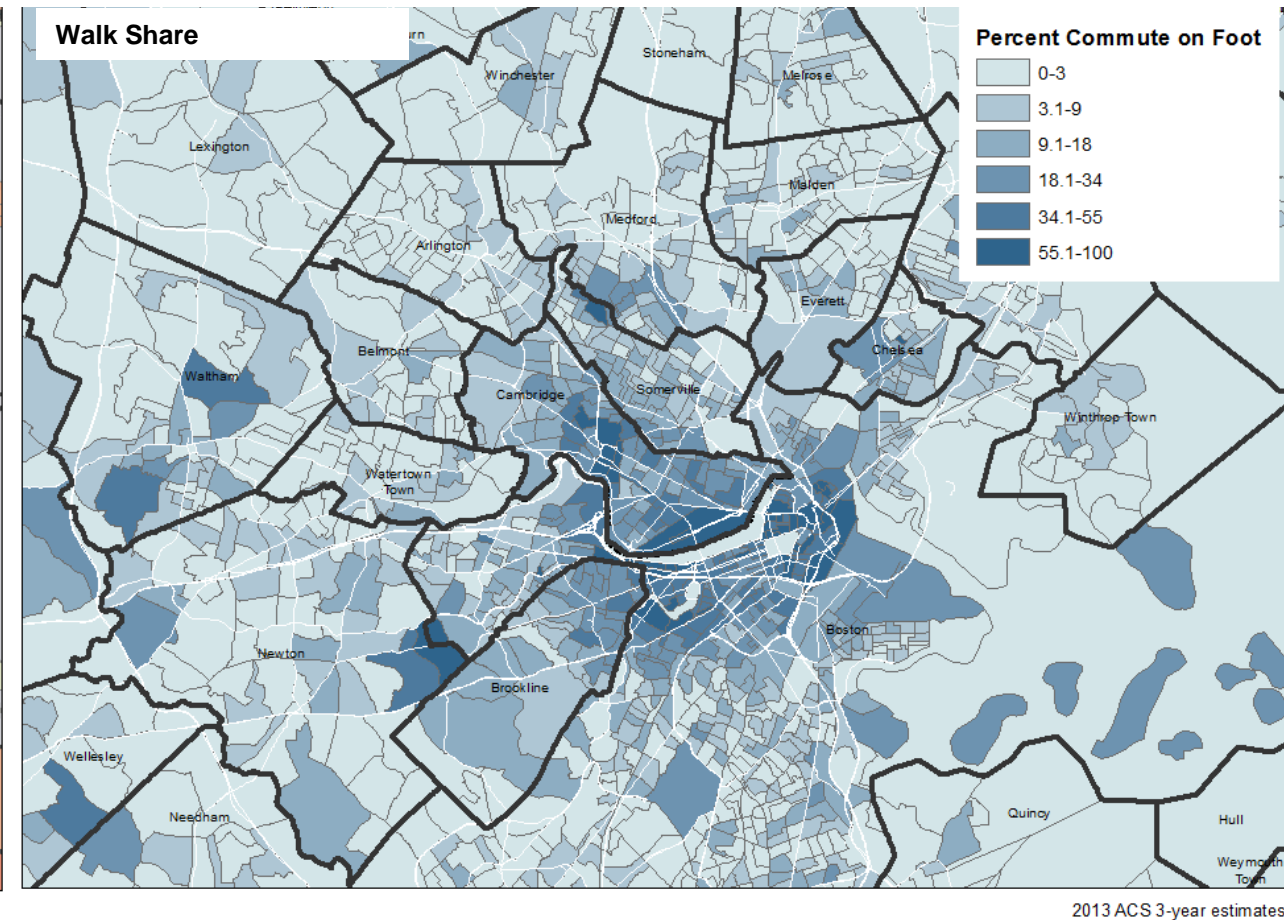
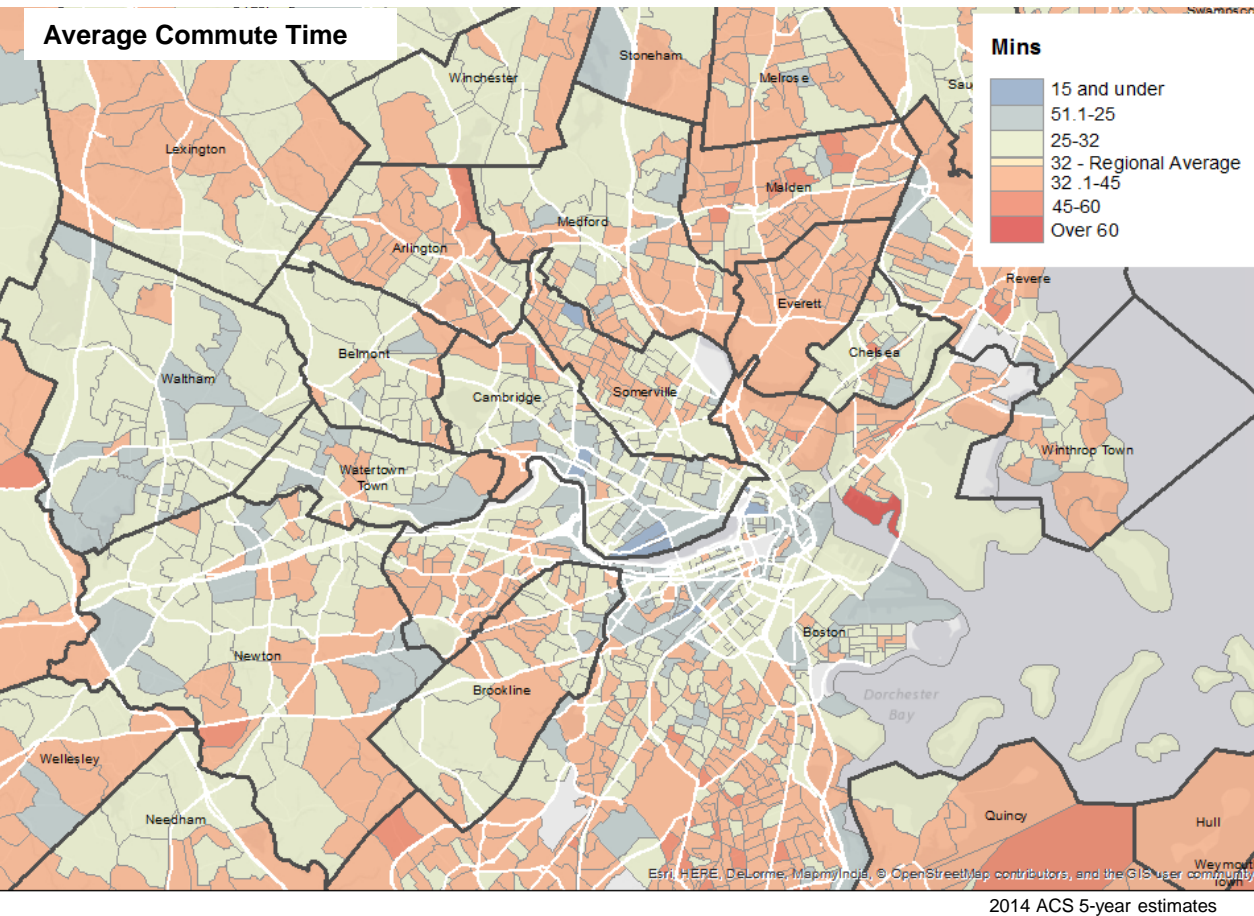


■ Auto ■ Carpool ■ Public Transit ■ Walked ■ Bicycle ■ Other

CTPP 2008

Adjacent communities include Arlington, Belmont, Boston, Brookline, Somerville and Watertown

Regional Trends



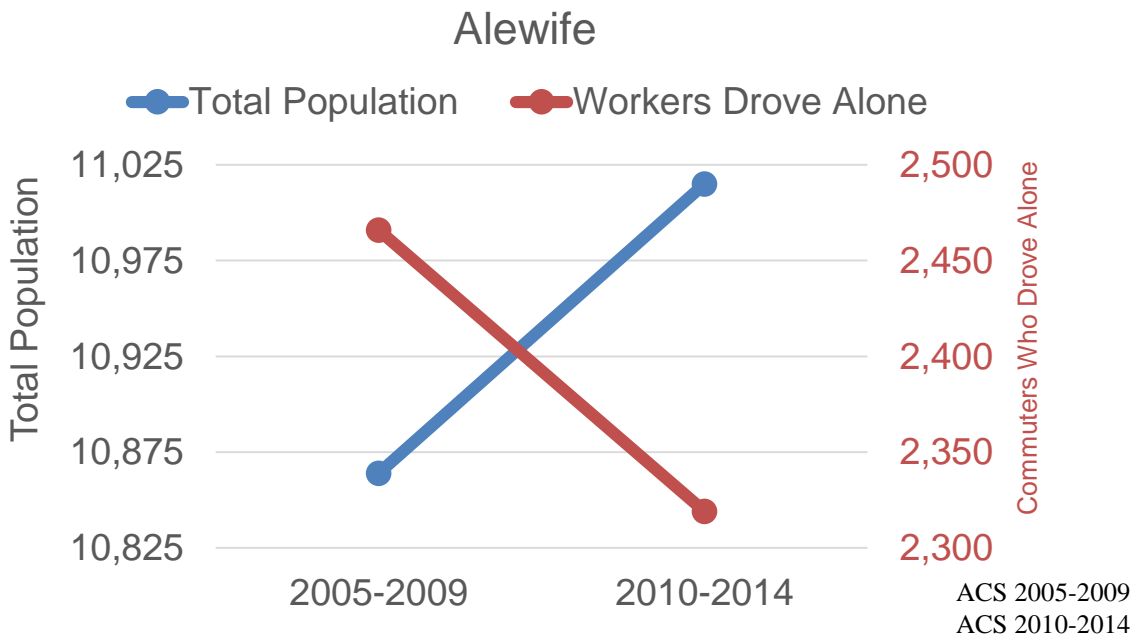
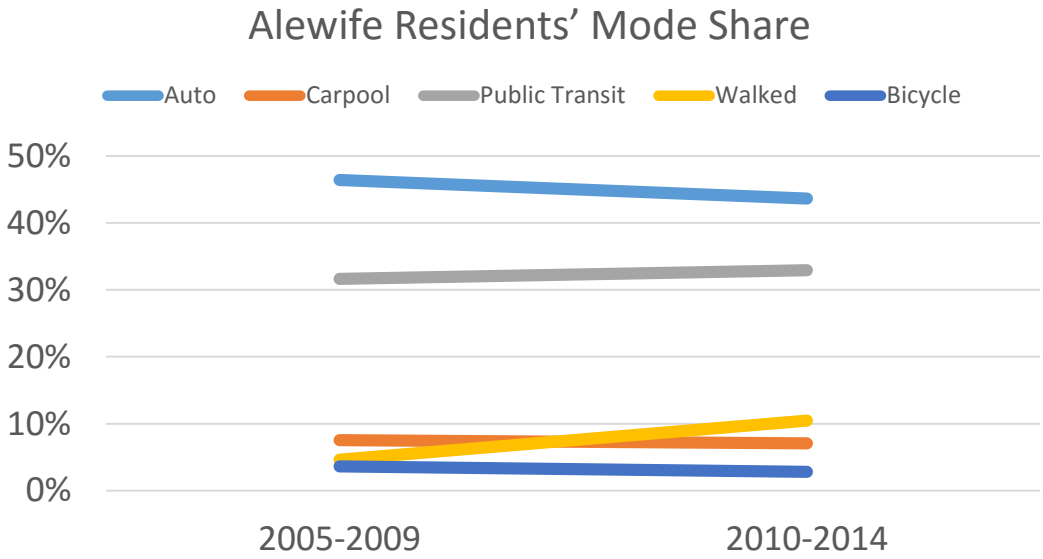
Average commute times in Cambridge are below the regional average.

Cambridge has the highest walk share compared to neighboring metro Boston communities

Alewife

Population and Commuting Trends

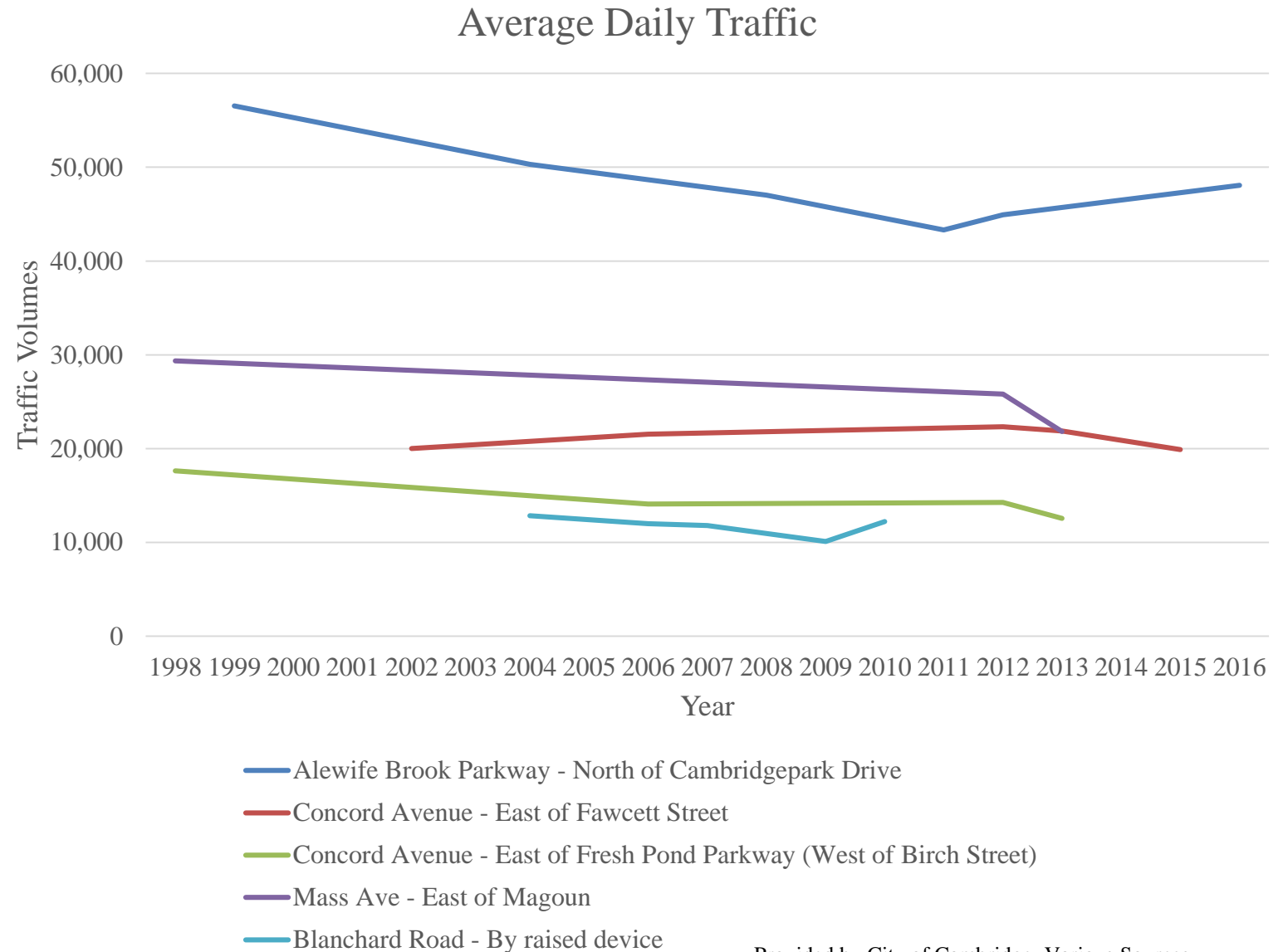
- Alewife has similar trends to the rest of Cambridge
- Decrease in auto mode share and increases in non-auto modes
- Growth in population but little growth in drive alone rates



Alewife

Traffic Trends

- Regional traffic still exists in and around Alewife
- Overall a decline / flat line in volume trends since around 2002/2003

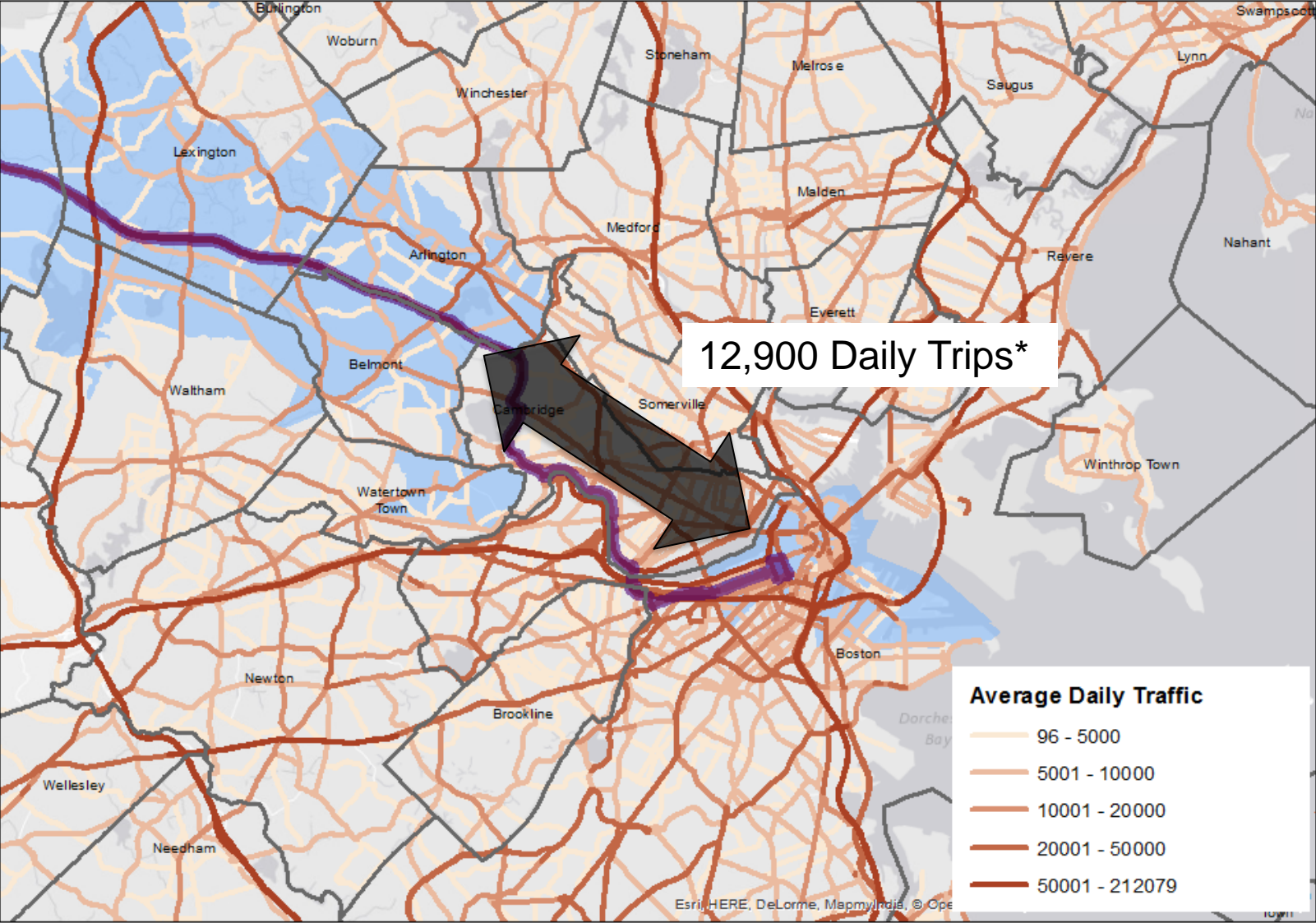


Regional Trends

Average Daily Traffic

- Thousands commute on Route 2 to Boston across/around Cambridge every day

Average Daily Traffic



* Represents the number of trips taken between TAZs within a mile of Route 2 (between Fitchburg and Cambridge) and Boston’s Main Employment District

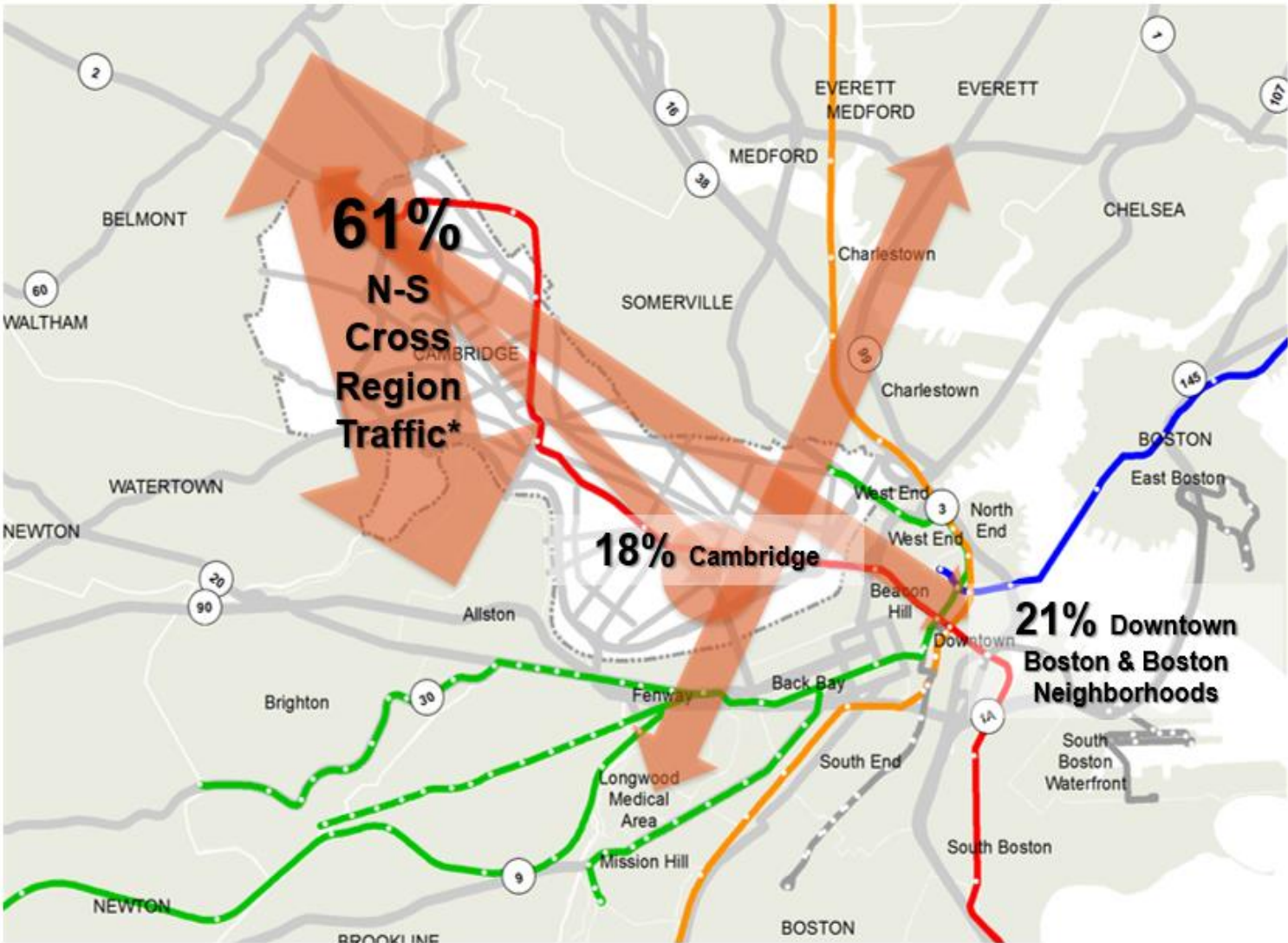
MassDOT and CTPP 2006-2010

Regional Trends

Alewife Through Traffic

- Route 2 to/from Boston is 21% of through traffic in Alewife
- Only 18% of estimated Alewife traffic goes to/from Cambridge itself
- Over 60% is other cross-region traffic

Through Volumes



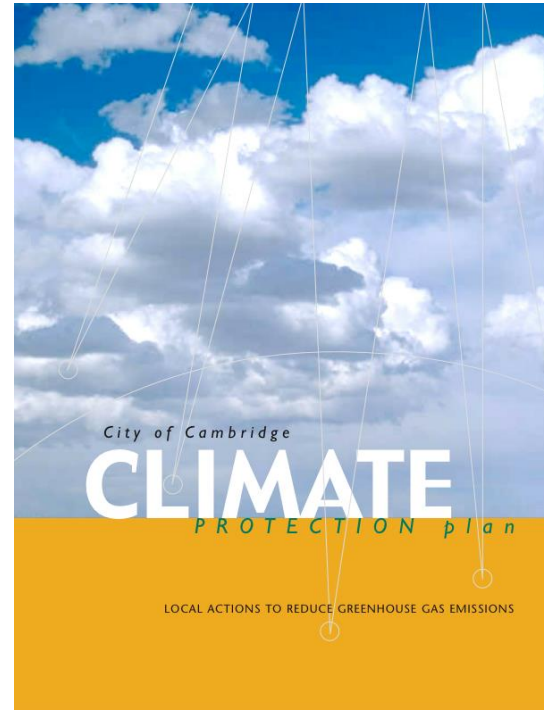
* Based on interpretation of 2010 CTPS regional travel demand model data

Takeaways

- Cambridge policies and programs have helped tame traffic growth
- Population growth will continue to demand improvements
- Alewife is a regional gateway; regional traffic will remain

Policy Initiatives

- Responsible growth
 - Vehicle Trip Reduction Ordinance, Growth Policy
 - PTDM Program
 - Climate Action Plan
- Multi-modal approach
 - Ped/Bike Plan
 - Public Transportation/EZ Ride



Policy # 22, Growth Policy Document

Undertake reasonable measures to improve the functioning of the city's street network, without increasing through capacity, to reduce congestion and noise and facilitate bus and other non-automobile circulation.



Policy # 23, Growth Policy Document

Encourage all reasonable forms of nonautomotive travel including, for example, making improvements to the city's infrastructure to support bicycling and walking.

Benefiting Factors



Regional Initiatives

- Alewife TMA
- Transit connections beyond Alewife
- Incentives to reduce driving into Cambridge



AlewifeTMA

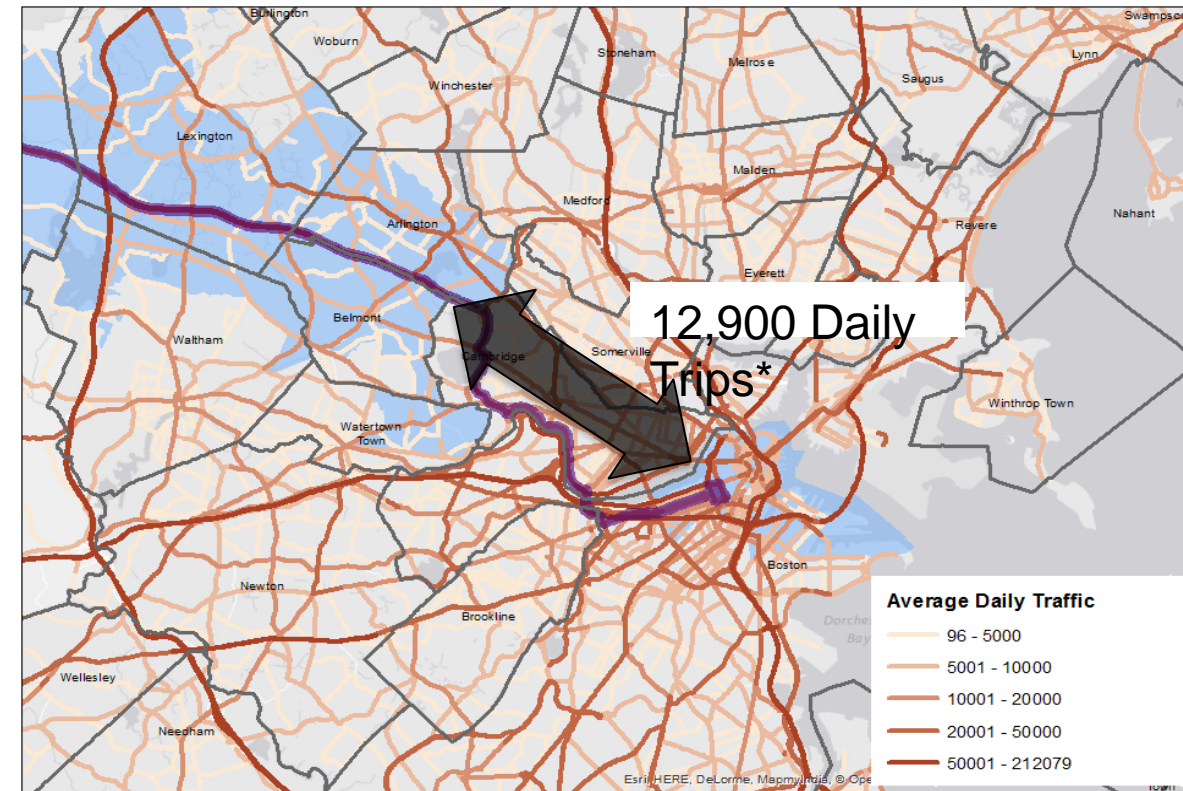
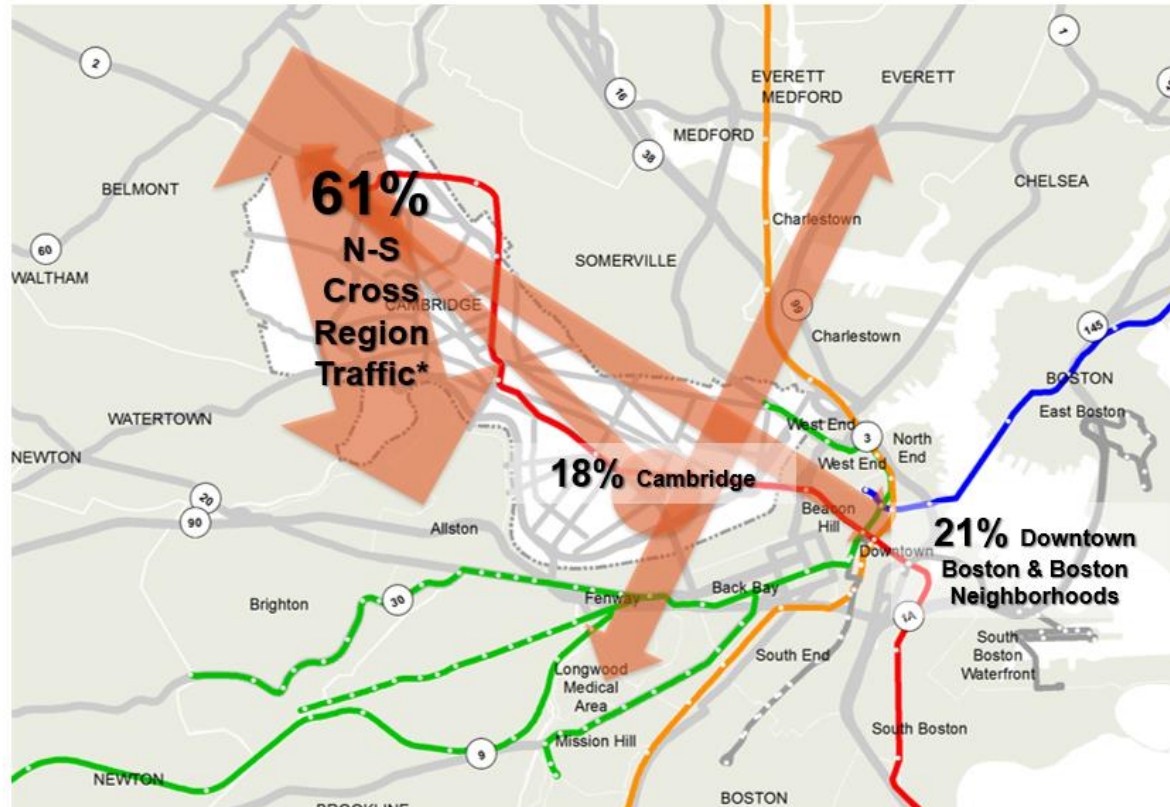


Park&Pedal
Making bike commuting accessible for all

Challenges We Must Overcome

Regional Impacts

- Cambridge can influence but not control regional decisions

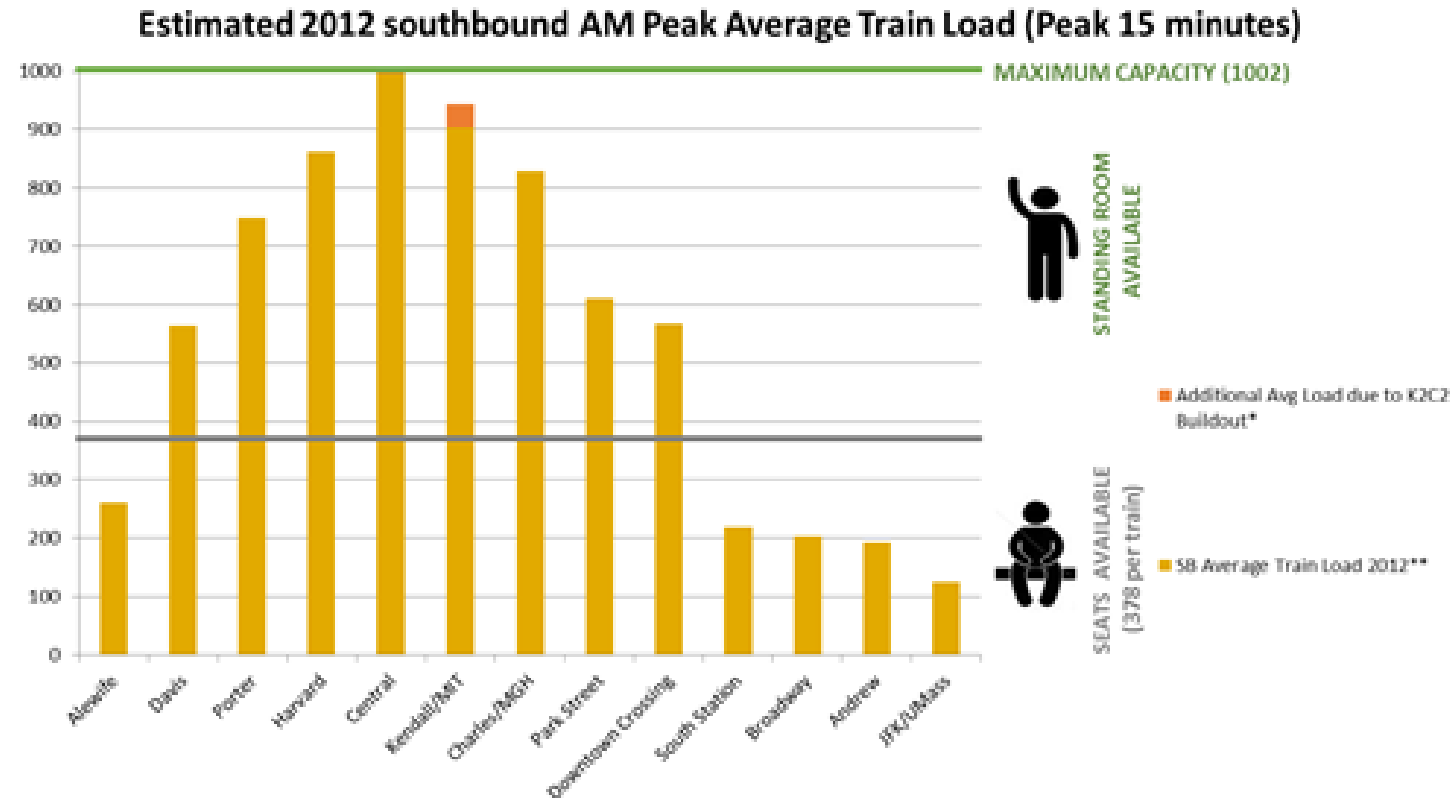


*represents the number of trips taken between TAZs within a mile of Route 2 (between Fitchburg and Cambridge) and

MassDOT and CTPP 2006-2010

Red Line Overloading

- MBTA improvements are coming



Encouraging the Right Kind of Development

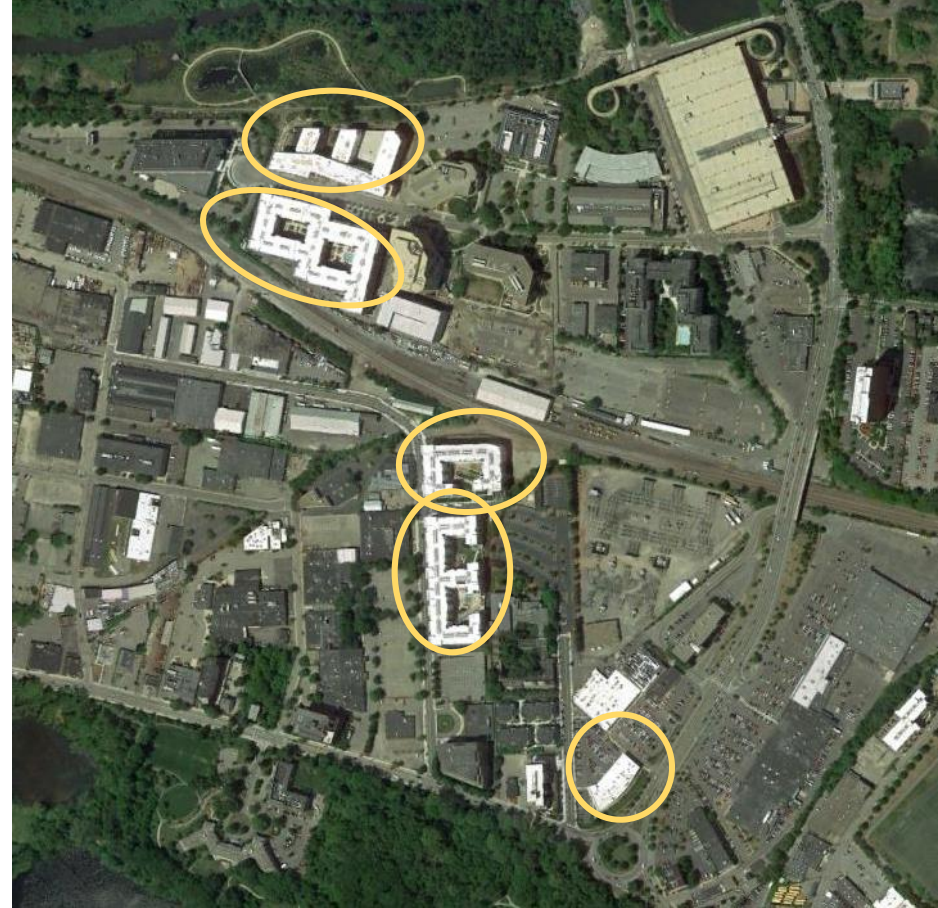
- Recent development has not added regional traffic



Alewife 2006



Alewife 2016



Opportunities to Discuss

New Connections

- Walking connections to Alewife
- Belmont path extension
- Finding/requiring live-work opportunities



Alewife Walk/ Bike Path Improvements



Alewife Live-work Opportunities

Transit enhancements

- Route 74 improvements
- 128 Business Council shuttle improvements
- New transit services (out Rt. 2 [and red line extension!], cross-town to north/south, commuter rail ROW)
- Alewife queue jumps
- Transit priority lane at Alewife
- Bus lanes on parkway



128 Business Council Shuttle Improvements (Alewife)

MBTA Begins Long-Awaited Improvement of Route 73

Six stops will be closed and others to be improved in size or location.
By Franklin Tucker (Patch Staff) - June 18, 2013 2:51 pm ET

Like 0 Share



Trending Now Across Patch

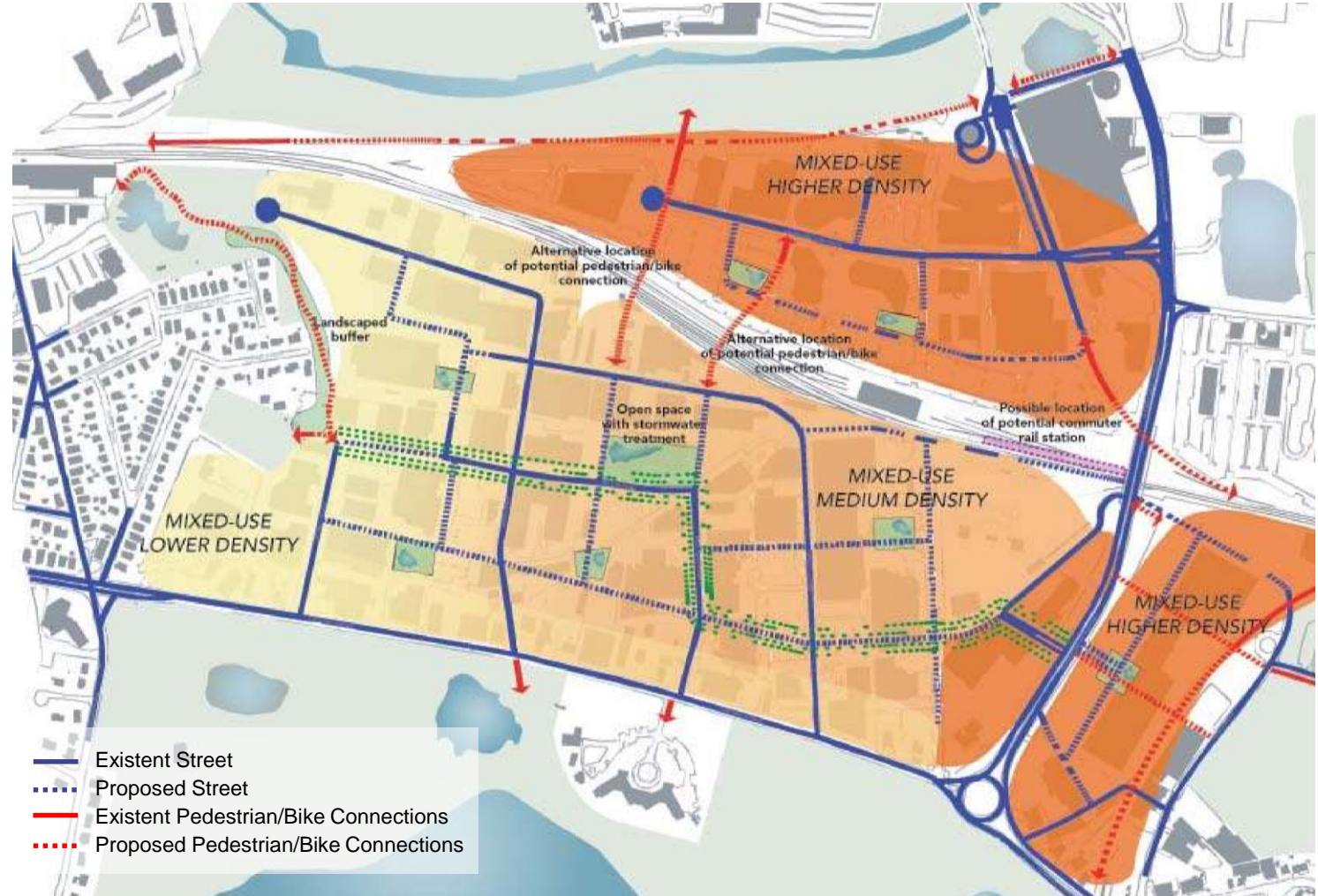
1. Watch Live Stream: Donald Trump Rallies In Colorado Springs, Grand Junction, Colorado
2. Community Rallies Around 70-Year-Old Ice Cream Man Beaten During Robbery
3. Flu Season: 10 Things Everyone Needs to Know This Year
4. Donald Trump's Bankruptcies Cost 400 N.J. Workers Millions Of Dollars, Report Says
5. Rock and Roll Hall of Fame Announces 19 Possible Inductees, Including Tupac, Pearl Jam and Janet Jackson

MBTA Route 73 Improvements

Concord-Alewife Planning Study (2005)

Vision:

- Create a people-oriented sense of place and developing a neighborhood “heart” for people who live, work, play, and shop in Alewife.



Concord Alewife Concept Plan (2005)

(Source: Concord-Alewife Plan. A report of the Concord-Alewife Planning Study, November 2005)

Agenda

Framing the need

Takeaways

Challenges

Opportunities to discuss