ALLSTON EARLY ACTION TRANSIT STUDY

Study Overview

- MassDOT has reviewed existing public transit challenges in Allston and **developed recommendations for near-term improvements**
  - The study is focused on bus service and the needs of current bus riders
- This effort is closely aligned with:
  - MBTA's Better Bus Project
  - City of Boston's Allston/Brighton Mobility Study
  - Outreach conducted by Livable Streets Alliance and the Allston/Brighton Health Collaborative
- **Longer-term transit needs are being explored** through MAPC's West Station Future Transit Study and the MBTA's Bus Network Redesign

Allston is Growing

- Population grew by **17%** from 2000 - 2010
- In 2016, **1,170,000 Sq. ft. of new development** was approved
- **7 to 8 million Sq. Ft** of future development anticipated to be approved in Allston and Brighton in next 5-10 years

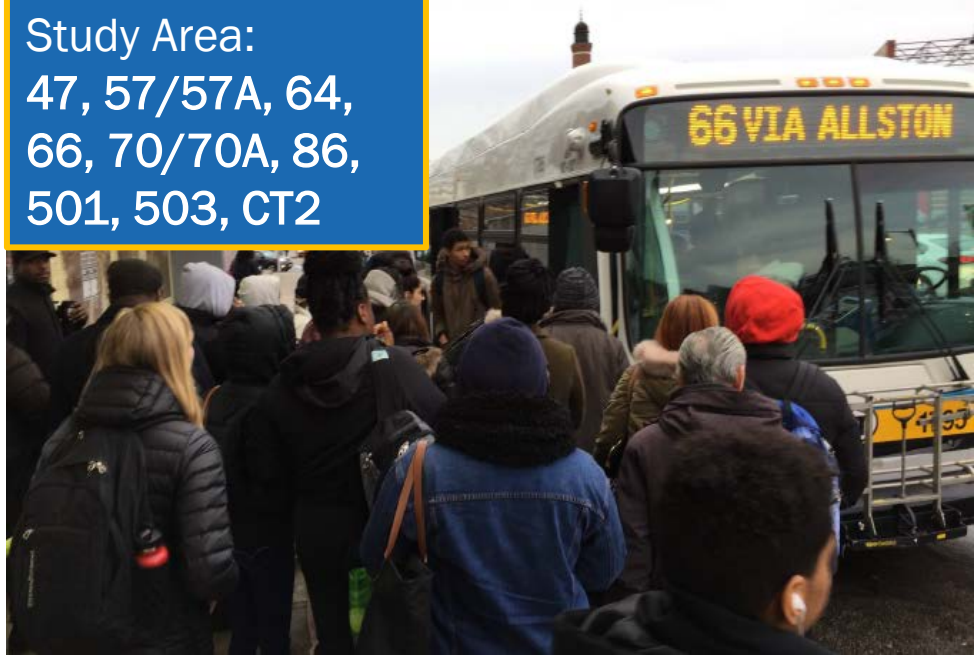
Data source: Boston Planning & Development Agency

Allston Residents Commute by Transit

- 40% of Allston residents commute via transit

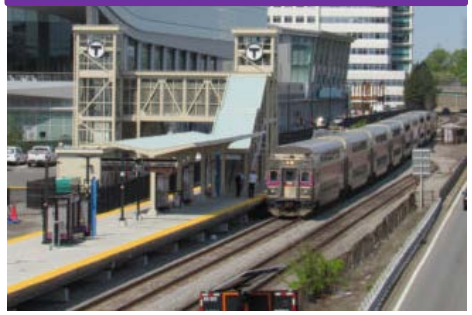
- 78% of Allston residents work in Boston, Cambridge, or Brookline

Bus Routes in Study Area:
47, 57/57A, 64, 66, 70/70A, 86, 501, 503, CT2



Green Line – B Branch

Commuter Rail – Boston Landing



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Data source: 2010 United States Census

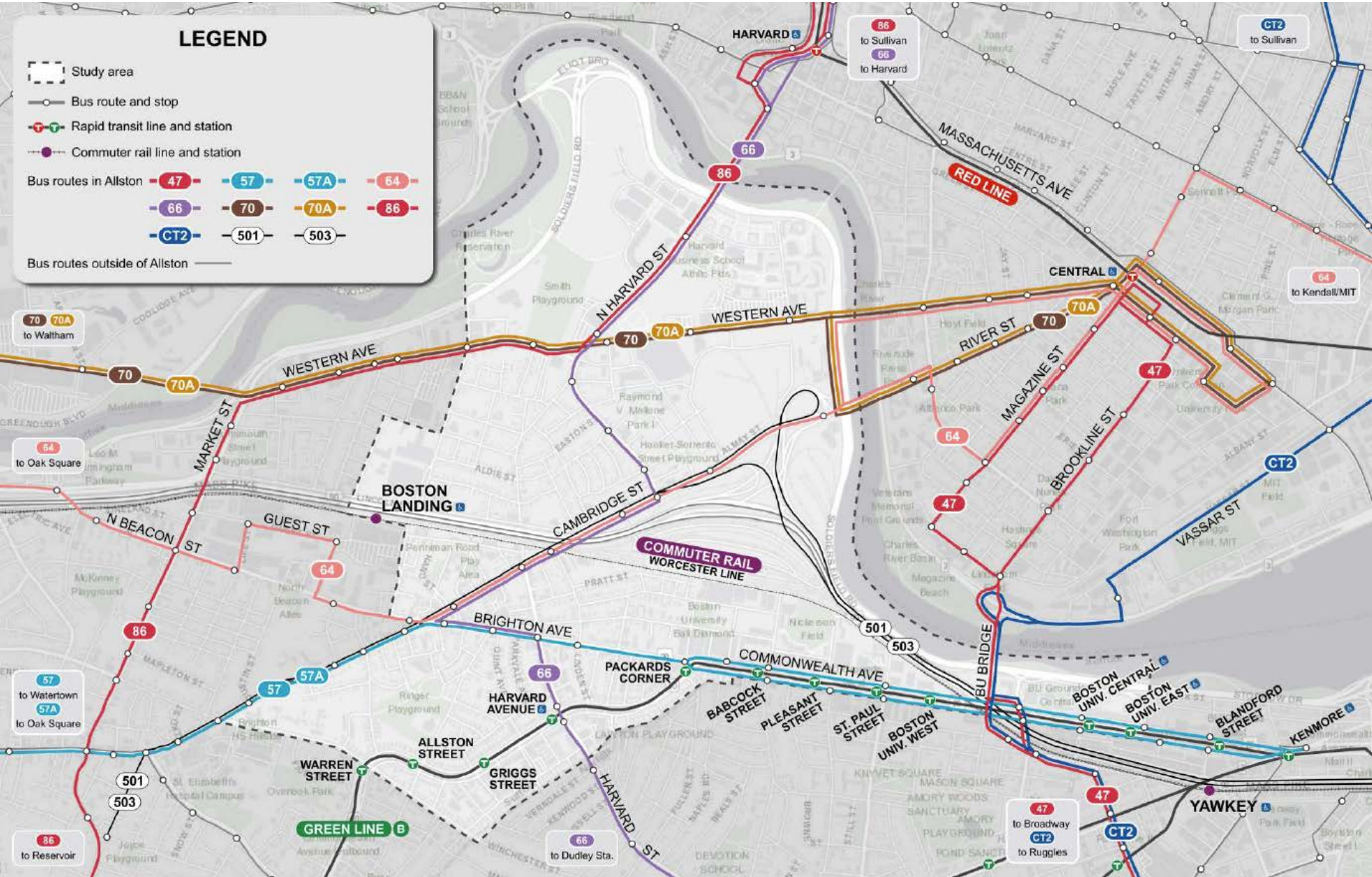
High Ridership Bus Routes

- 66 has 2nd highest weekday ridership in MBTA system
- 57 has 9th highest weekday ridership
- 70/70A has 13th highest weekday ridership
- 86 has 16th highest weekday ridership

Carry more than 35,000 riders daily

Data source: Fall 2017 Ridership from APC data

Study Area


LEGEND
Study area
Bus route and stop
Rapid transit line and station
Commuter rail line and station
Bus routes in Allston
47
57
57A
64
66
70
70A
86
CT2
501
503
Bus routes outside of Allston
HARVARD
86 to Sullivan
66 to Harvard
CT2 to Sullivan
MASSACHUSETTS AVE
RED LINE
CENTRAL
64 to Kendall/MIT
N HARVARD ST
WESTERN AVE
70 70A to Waltham
RIVER ST
MAGAZINE ST
BROOKLINE ST
64 to Oak Square
MARKET ST
BOSTON LANDING
CAMBRIDGE ST
N BEACON ST
GUEST ST
COMMUTER RAIL
WORCESTER LINE
VASSAR ST
BRIGHTON AVE
PACKARDS CORNER
COMMONWEALTH AVE
BU BRIDGE
BOSTON UNIV. CENTRAL
BOSTON UNIV. EAST
BLANDFORD STREET
KENMORE
BABCOCK STREET
PLEASANT STREET
ST. PAUL STREET
BOSTON UNIV. WEST
57 to Watertown
57A to Oak Square
HARVARD AVENUE
ALLSTON STREET
WARREN STREET
GRIGGS STREET
HARVARD ST
GREEN LINE B
86 to Reservoir
66 to Dudley Sta.
47 to Broadway
CT2 to Ruggles
YAWKEY

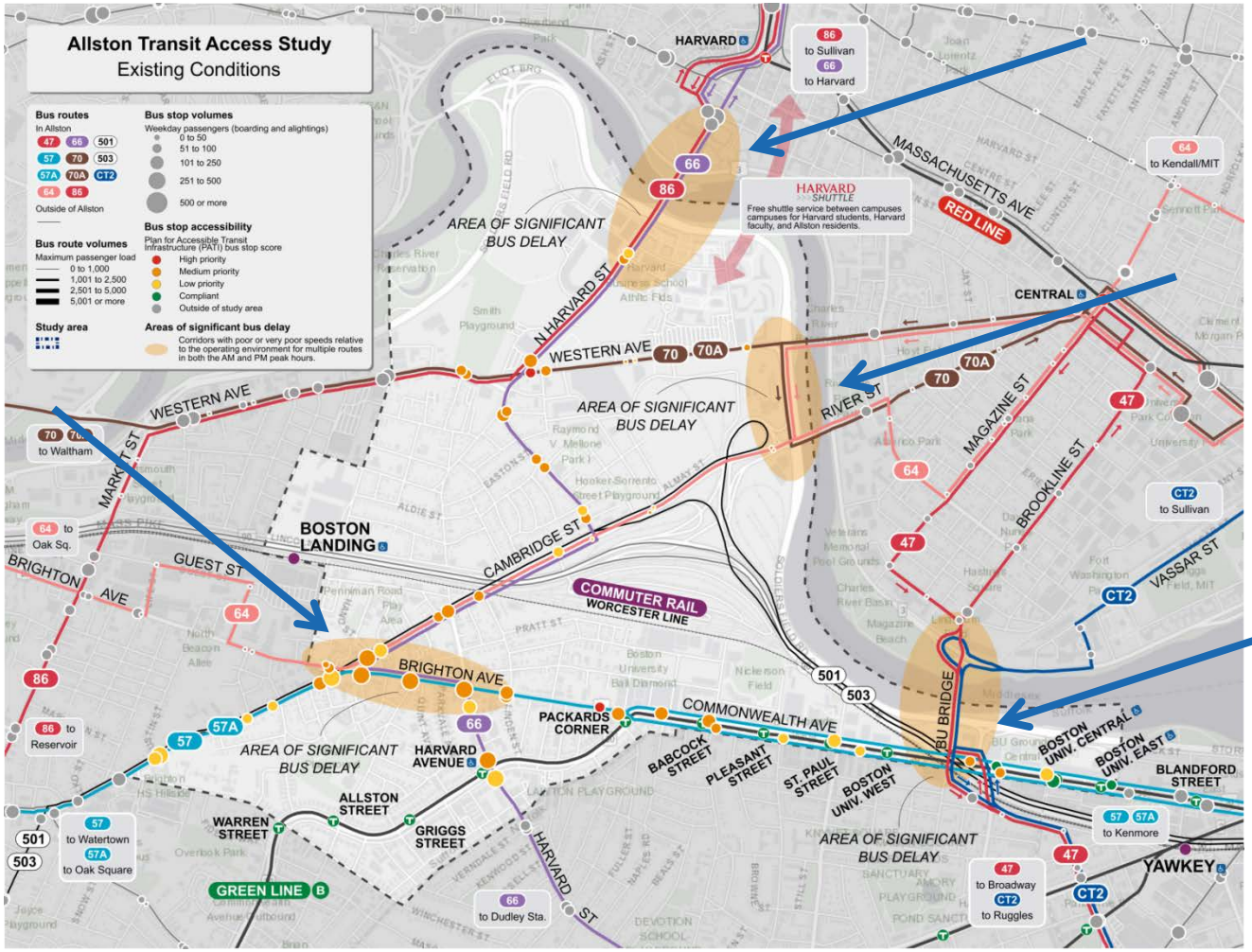
ISSUES AND CHALLENGES

Overcrowding

Bus route	% of weekday passenger minutes in comfortable conditions
47	89.9%
57/57A	87.8%
64	90.6%
66	91.3%
70/70A	96.2%
86	93.5%
501	92.3%
503	96.5%
CT2	96.9%

The MBTA's passenger comfort target for the bus mode is 96% of passenger hours in comfortable conditions, with 92% being considered acceptable

Buses get stuck in Traffic Congestion



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Unreliable Service

Bus route	% of time-point stops on time
47	53%
57/57A	77%/67%
64	59%
66	73%
70/70A	58%/50%
86	61%
501	73%
503	72%
CT2	43%

The MBTA's target for bus reliability as defined by the Service Delivery Policy is 75% of time-point stops are on time for non-key bus routes and 80% for key bus routes

RECOMMENDATIONS

Transit Priority Improvement Opportunities

Collaborating with the City of Boston to pilot bus lane on Brighton Avenue in Spring 2019 to improve speed and reliability on **57** and **66**

Bus lane on Washington Street in Roslindale

Daily ridership combined (2017)	22,784

- MasDOT/CTPS identified this corridor in the Dedicated Bus Lane Study
- BTD and BPDA, in collaboration with MassDOT/MBTA, will lead a public process with residents and local businesses
- BTD working with MassDOT and MAPC to conduct parking impact survey
- Pilot will be evaluated

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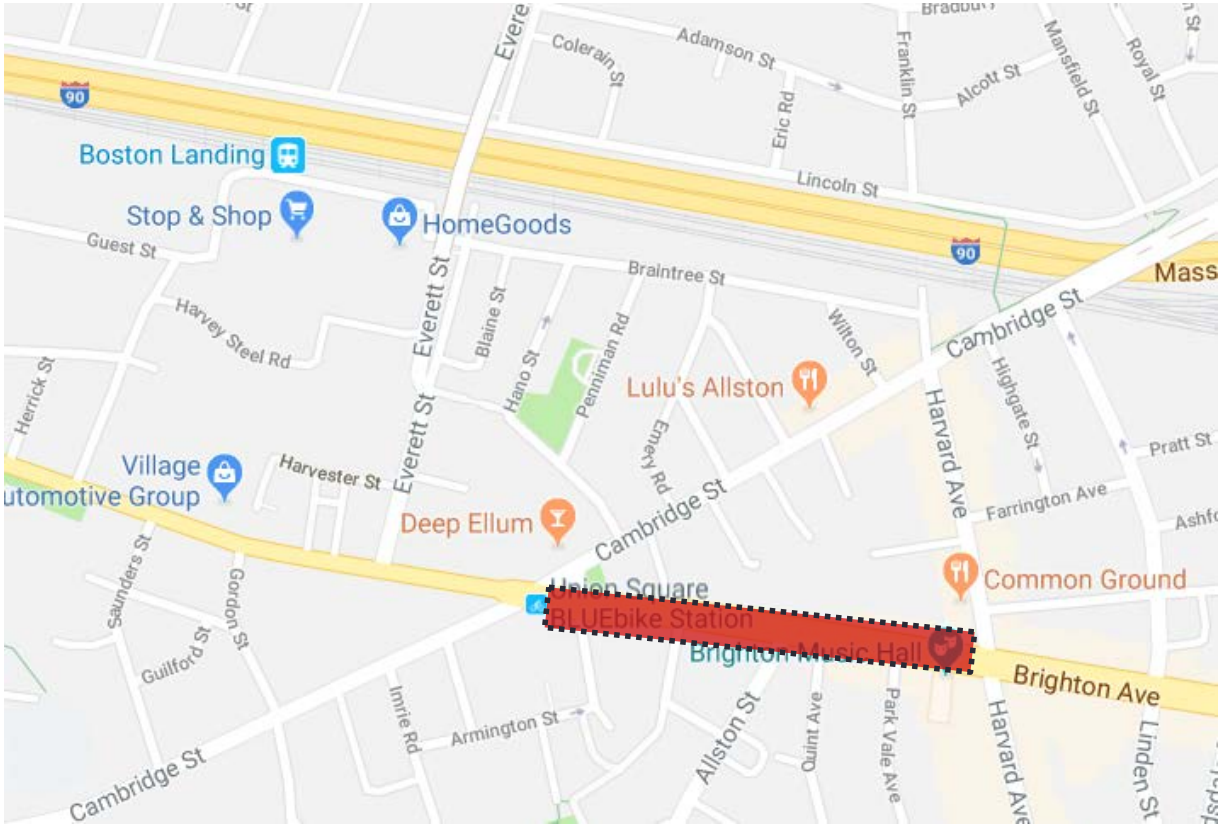
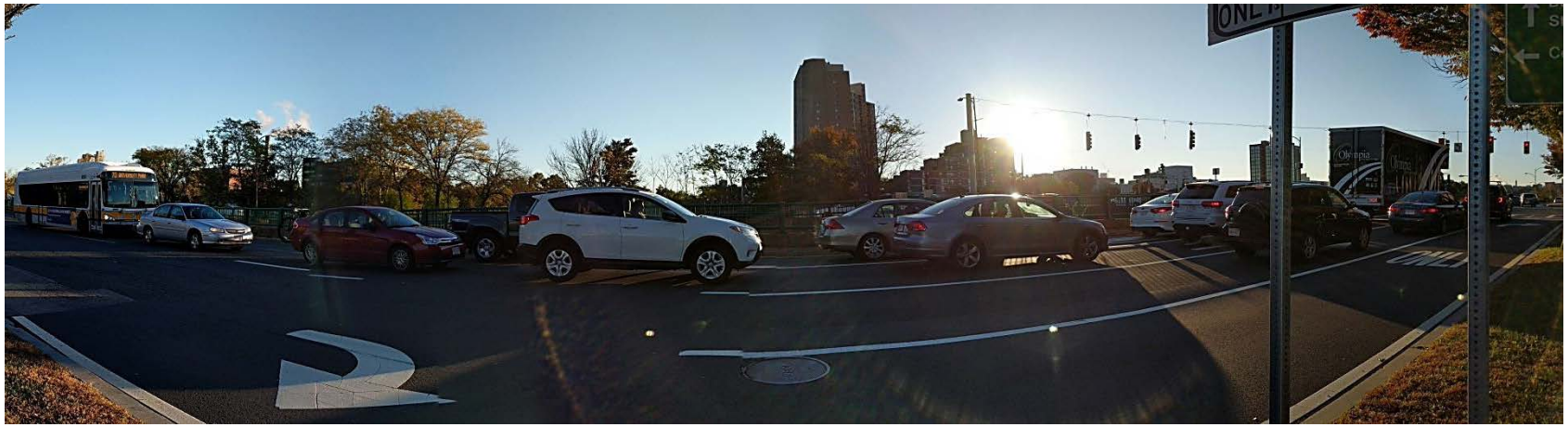
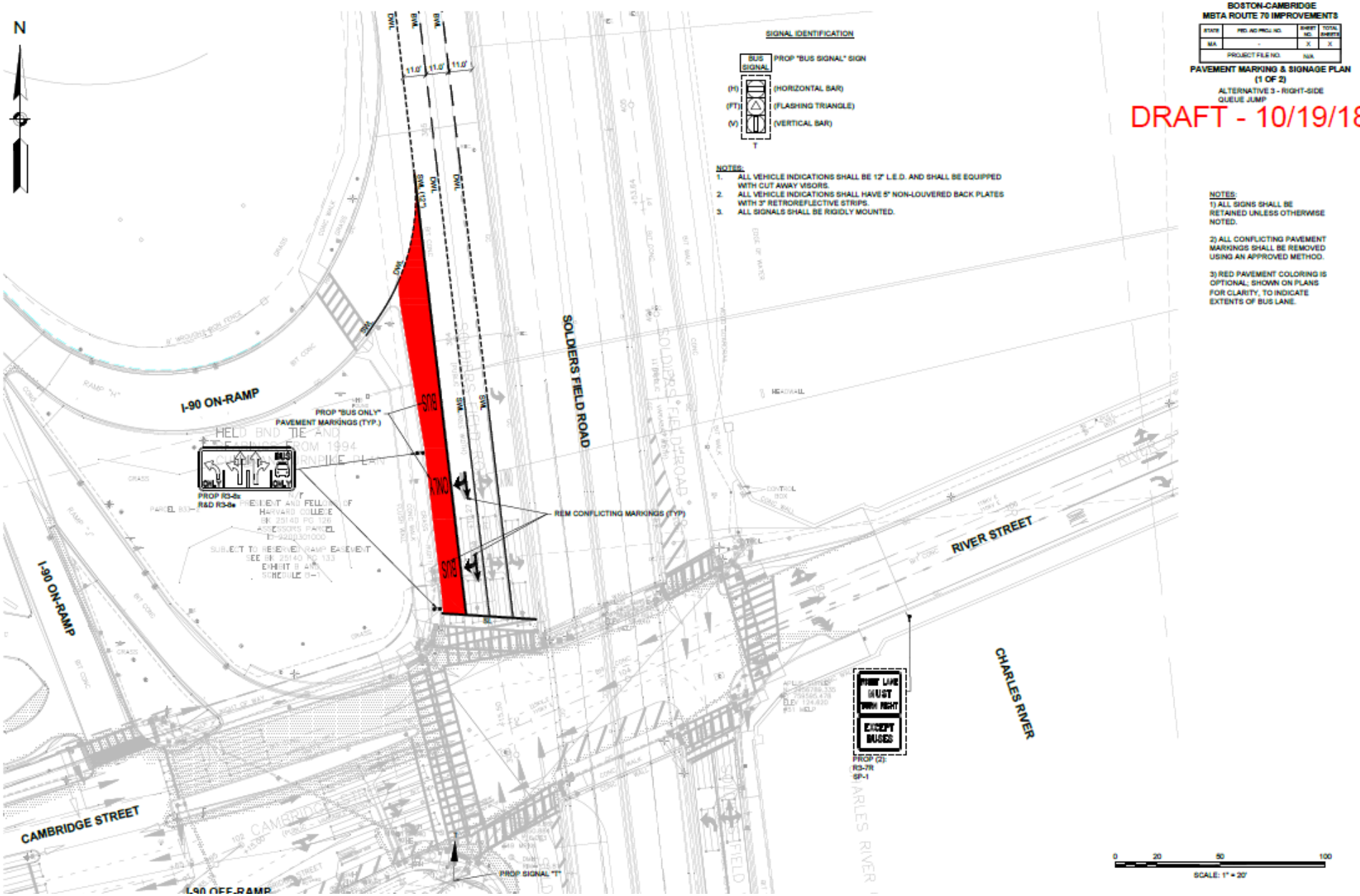


Transit Priority Improvement Opportunities

Implementing bus lane and transit signal priority on Soldiers Field Road in Spring 2019 to improve speed and reliability on **70** (will also help **64**)



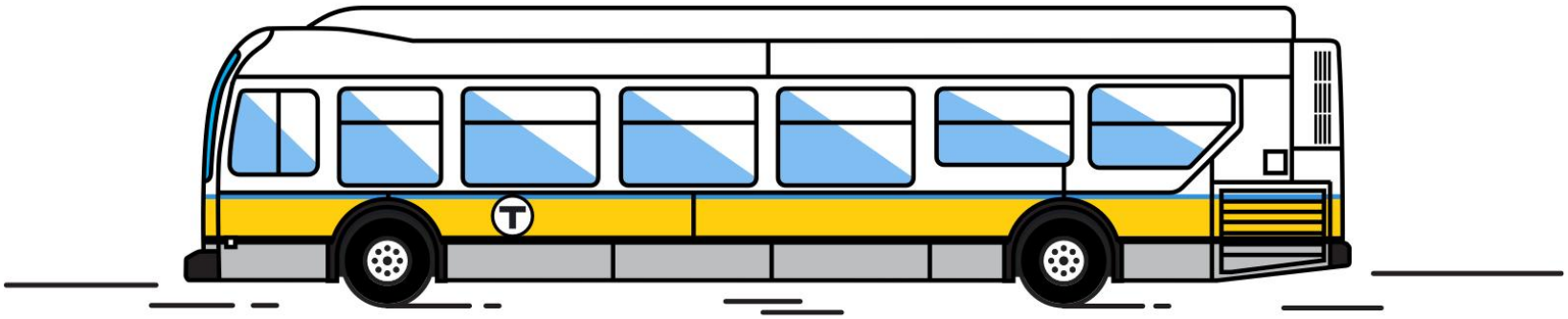

BOSTON-CAMBRIDGE
MBTA ROUTE 70 IMPROVEMENTS
PAVEMENT MARKING & SIGNAGE PLAN
(1 OF 2)
ALTERNATIVE 3 - RIGHT-SIDE
QUEUE JUMP
DRAFT - 10/19/18
SIGNAL IDENTIFICATION
BUS SIGNAL
PROP "BUS SIGNAL" SIGN
(H) (HORIZONTAL BAR)
(FT) (FLASHING TRIANGLE)
(V) (VERTICAL BAR)
NOTES:
1. ALL VEHICLE INDICATIONS SHALL BE 12" L.E.D. AND SHALL BE EQUIPPED WITH CUT AWAY VISORS.
2. ALL VEHICLE INDICATIONS SHALL HAVE 5" NON-LOUVERED BACK PLATES WITH 3" RETROREFLECTIVE STRIPS.
3. ALL SIGNALS SHALL BE RIGIDLY MOUNTED.
NOTES:
1) ALL SIGNS SHALL BE RETAINED UNLESS OTHERWISE NOTED.
2) ALL CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED USING AN APPROVED METHOD.
3) RED PAVEMENT COLORING IS OPTIONAL; SHOWN ON PLANS FOR CLARITY, TO INDICATE EXTENTS OF BUS LANE.
N
I-90 ON-RAMP
SOLDIERS FIELD ROAD
RIVER STREET
CHARLES RIVER
CAMBRIDGE STREET
I-90 OFF-RAMP
PROP "BUS ONLY" PAVEMENT MARKINGS (TYP.)
PROP R3-8a
R&D R3-8a
REM CONFLICTING MARKINGS (TYP)
PROP SIGNAL "T"
PROP (2):
R3-7R
SP-1
0 20 50 100
SCALE: 1" = 20'

Service Improvements

1. Improving midday headways on **66** (16 min to 14/15 min frequencies) in Winter 2019

2. Increased AM peak service on **47** this fall 2018

3. Exploring additional service improvements through the **Better Bus Project** to help increase bus speed and reliability



Real-Time Bus Arrival Signs

E ink real-time sign on Green Line D branch

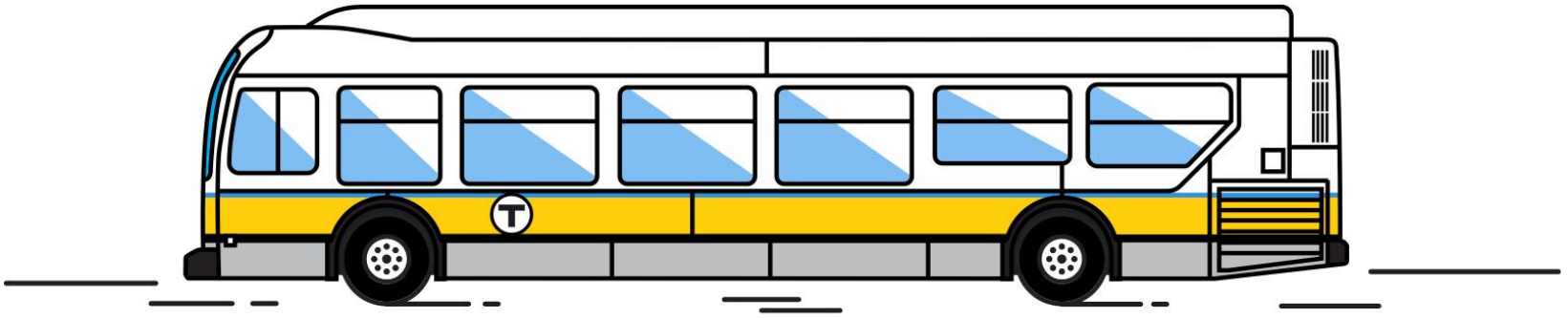
Real-time bus arrival signs experimentally deployed at some Allston bus stops (Pending winter 2018/2019 results of pilot e-ink deployment on Green Line D branch)

Additional Recommendations for Consideration

1. Upgrade **86** to Key Bus Route, primarily adding service in the off-peak

2. Upgrade **70/70A** trunk section of combined routes to key route standards, primarily by adding service in the off-peak and improving AM peak inbound coordination

3. Explore alternative bus routes to better serve Boston Landing/ Everett Street area



Recommendations

Other Action Items

1. New fare collection system will help speed up buses with all-door boarding (May 2020 start date)

2. New Green Line cars currently being tested. Transit Signal Priority pilots on GL