

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



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



Background

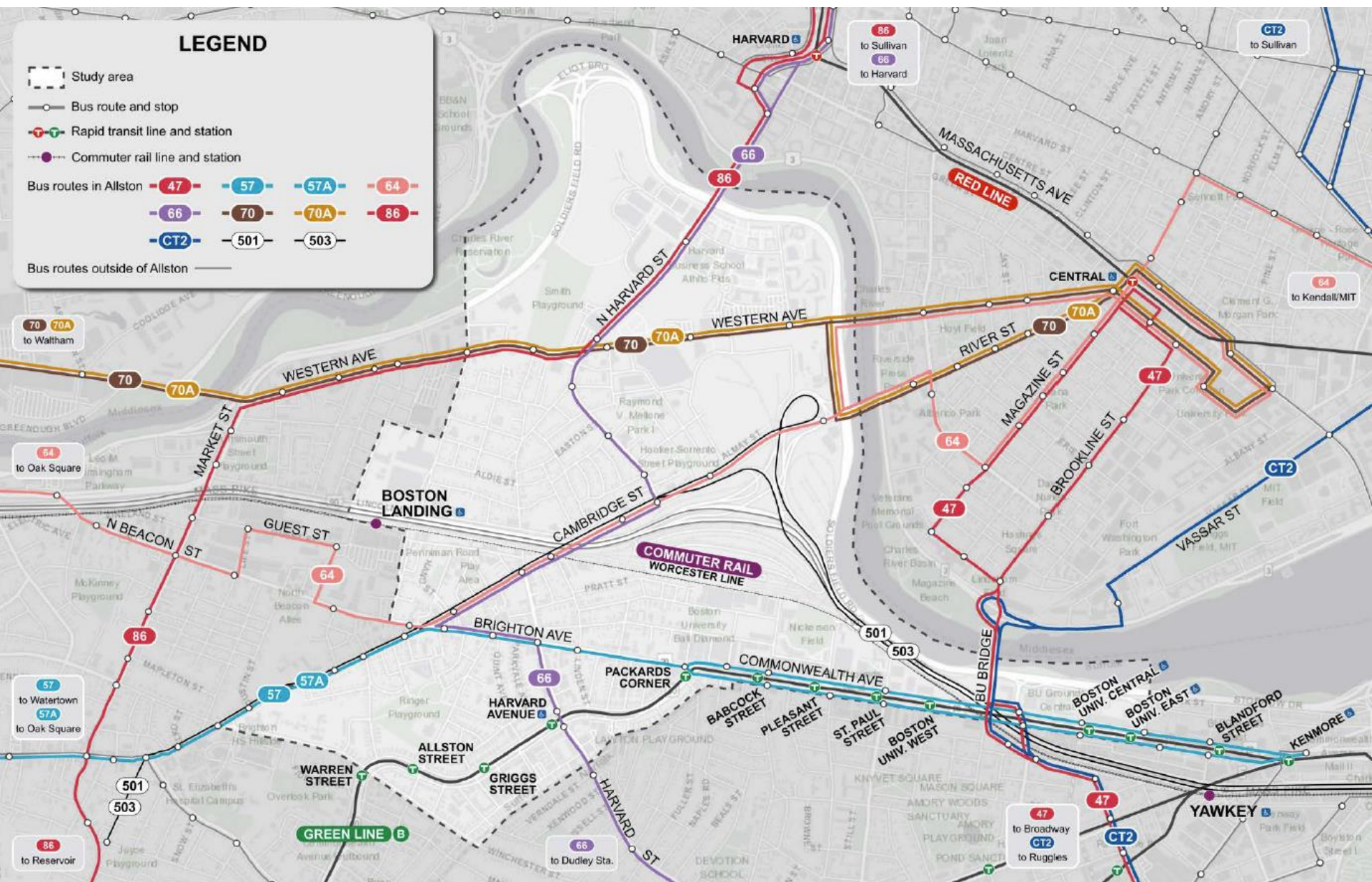
High Ridership Bus Routes

- 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



Study Area



ISSUES AND CHALLENGES

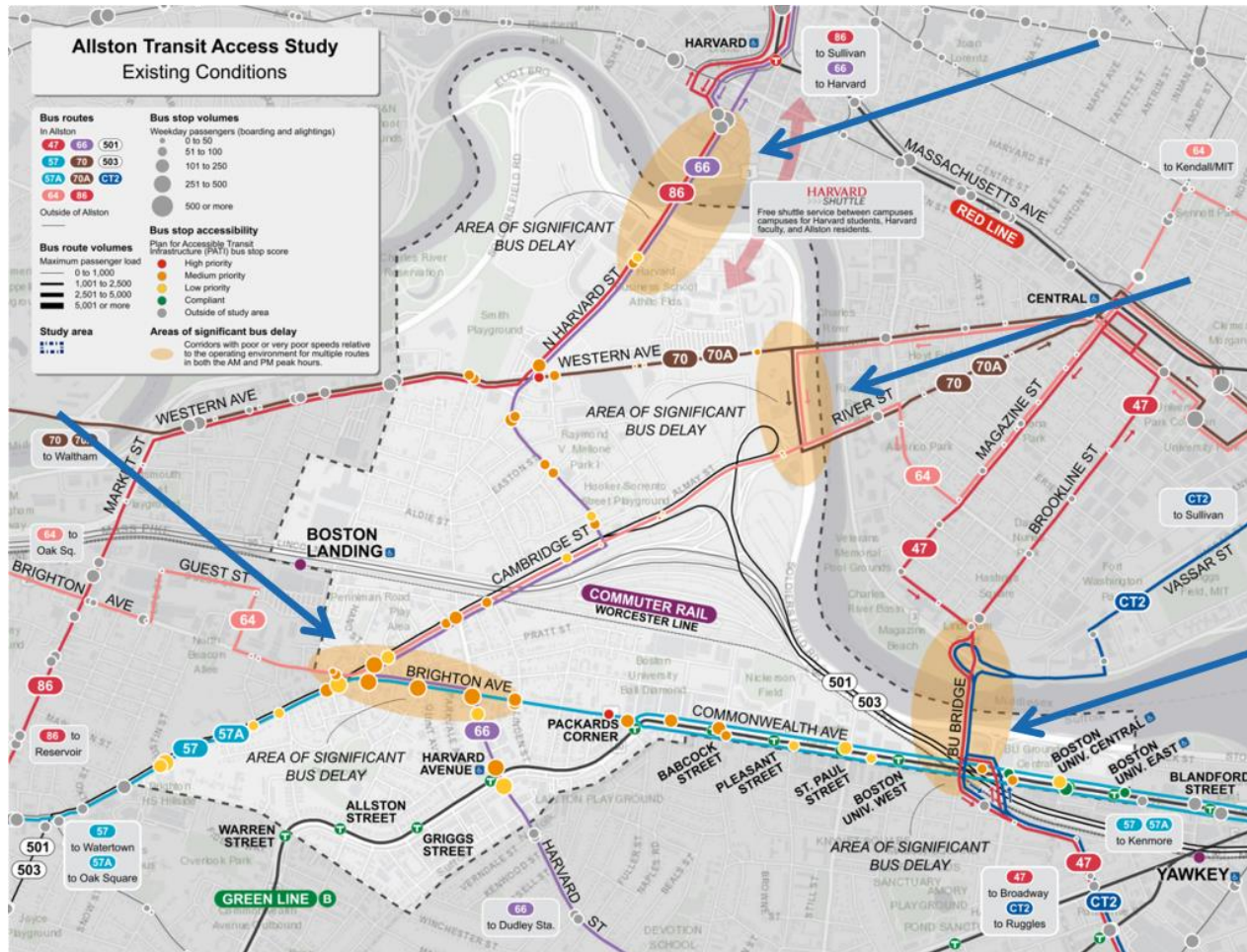
Overcrowding

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



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 1

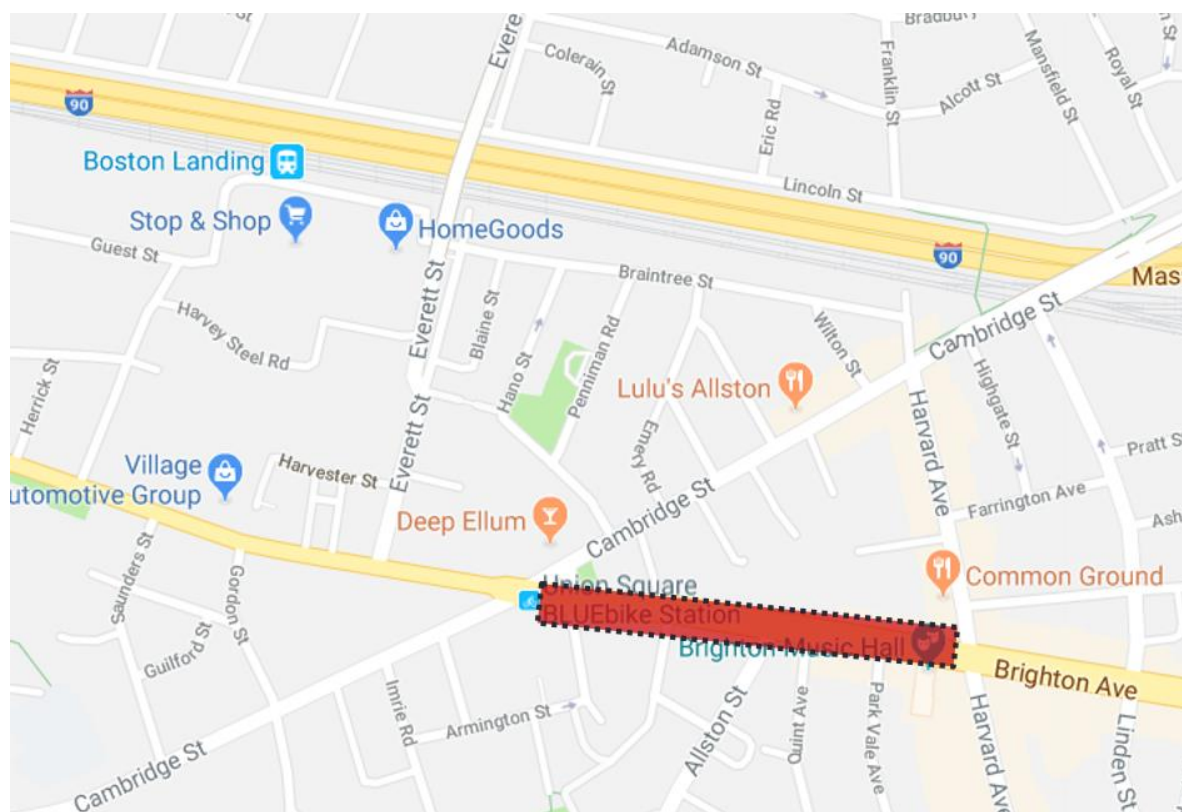
- Collaborating with the City of Boston to pilot bus lane on Brighton Avenue in Spring 2019 to improve speed and reliability on **57** and **66**
- Daily ridership combined is **22,784** (2017)
 - MasDOT/CTPS identified this corridor in the Dedicated Bus Lane Study
 - BTD and BPDA, in collaboration with 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



Bus lane on Washington Street in Roslindale

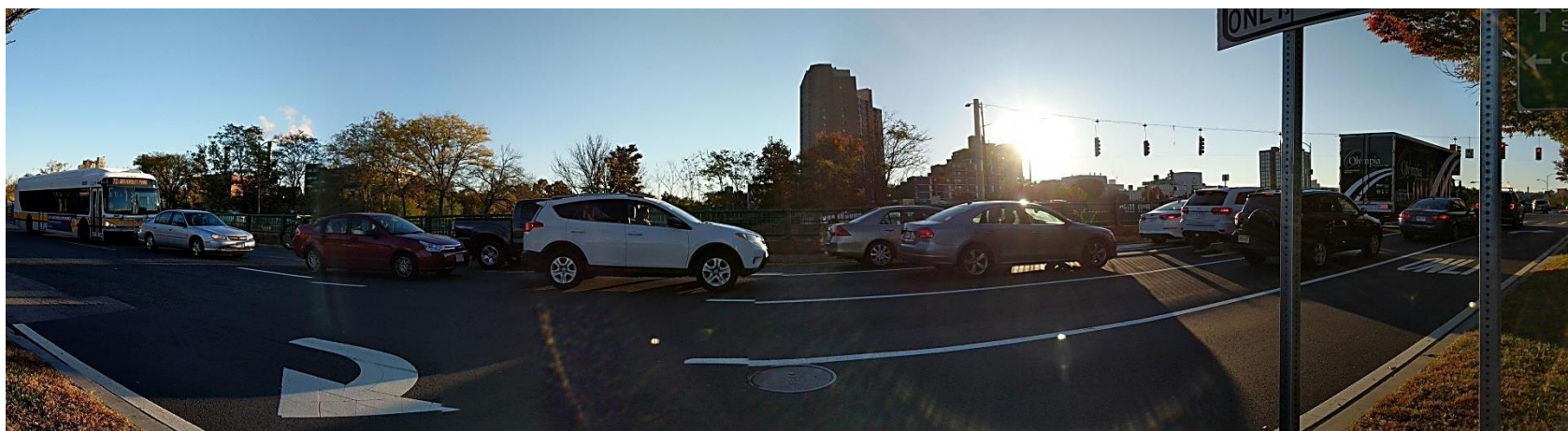
Transit Priority Improvement Opportunities 2

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



Transit Priority Improvement Opportunities 3

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)



(1 OF 2)
ALTERNATIVE 3 - RIGHT-SIDE
QUEUE JUMP

DRAFT - 10/19/18

BUS SIGNAL PROP "BUS SIGNAL" SIGN

(H) (HORIZONTAL BAR)

(FT) (FLASHING TRIANGLE)

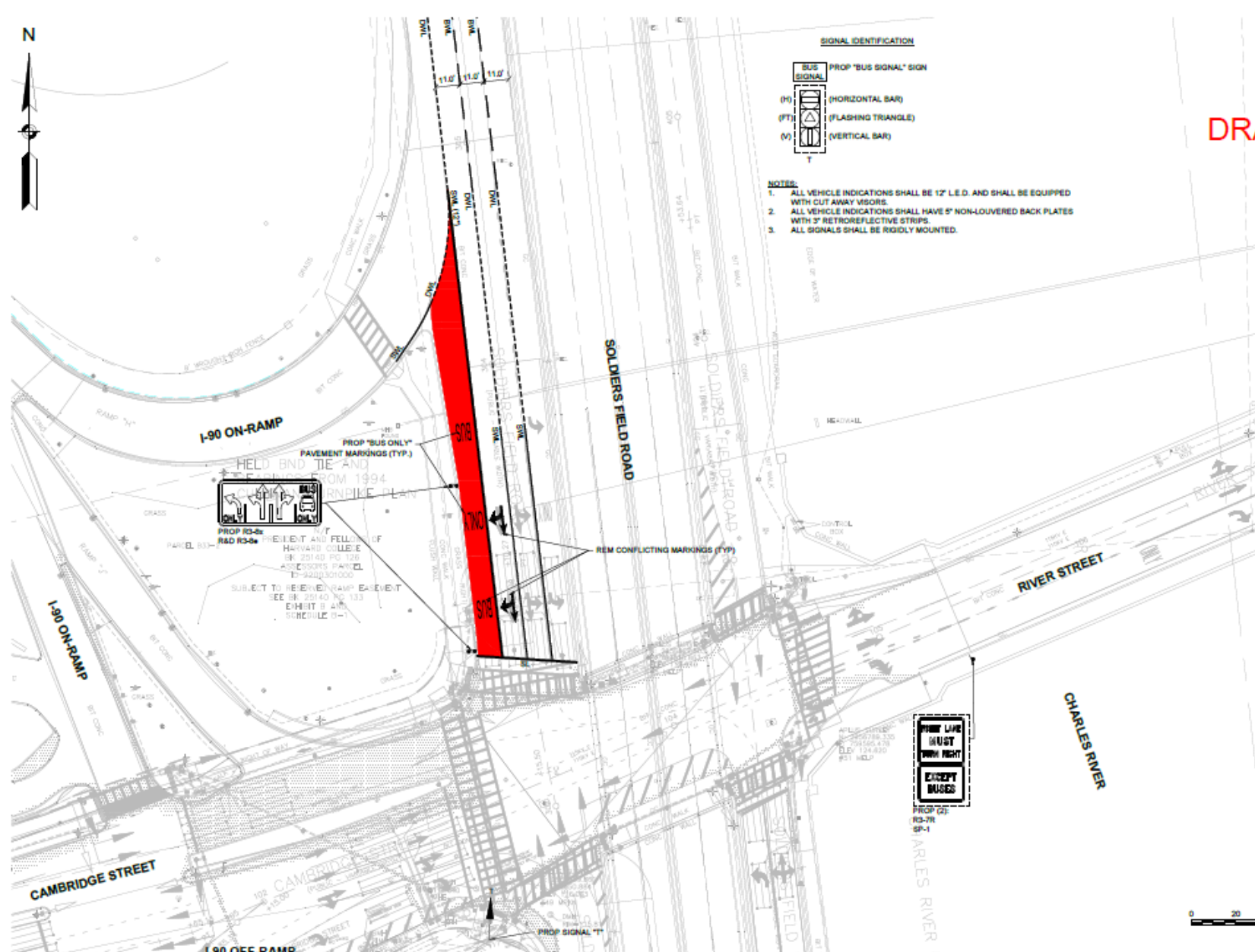
(V) (VERTICAL BAR)

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.

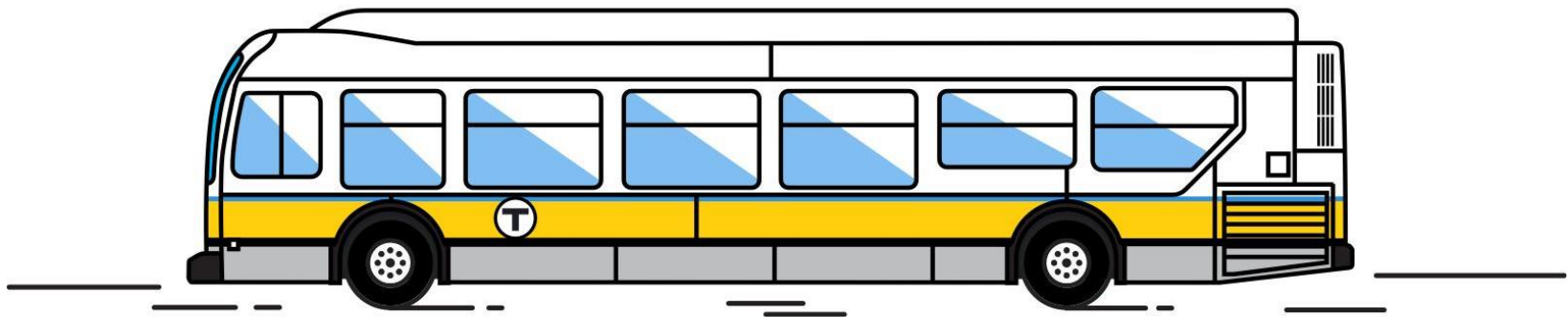
NOTES:

- 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.



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

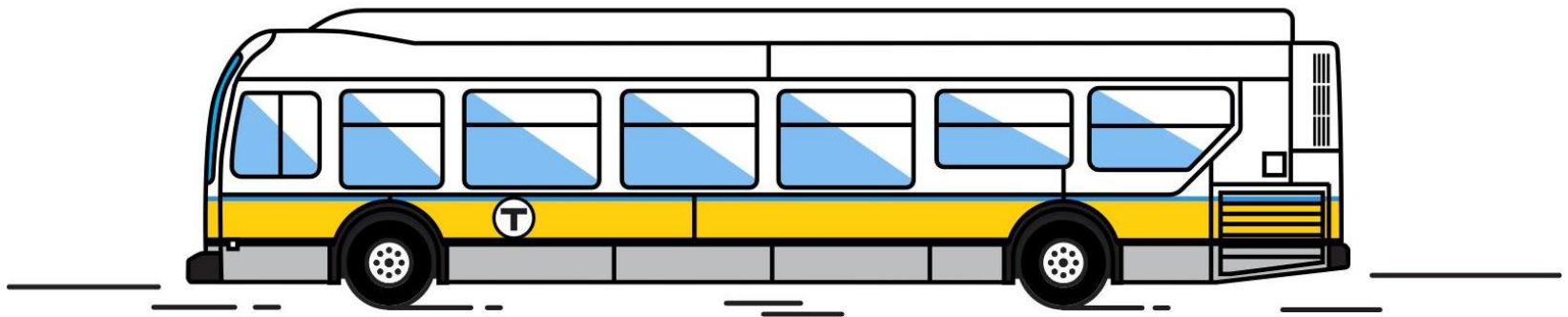


Real-time bus arrival signs experimentally deployed at some Allston bus stops (Pending winter 2018/2019 results of pilot e-ink deployment on Green Line D branch)

E ink real-time sign 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



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

