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
Background

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

Data source: 2010 United States Census
High Ridership Bus Routes

- **66** has 2\textsuperscript{nd} highest weekday ridership in MBTA system
- **57** has 9\textsuperscript{th} highest weekday ridership
- **70/70A** has 13\textsuperscript{th} highest weekday ridership
- **86** has 16\textsuperscript{th} 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, 68, 70, 70A, 86, CT2, 501, 503

Bus routes outside of Allston
ISSUES AND CHALLENGES
# Issues and Challenges

## Overcrowding

<table>
<thead>
<tr>
<th>Bus route</th>
<th>% of weekday passenger minutes in comfortable conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>47</td>
<td>89.9%</td>
</tr>
<tr>
<td>57/57A</td>
<td>87.8%</td>
</tr>
<tr>
<td>64</td>
<td>90.6%</td>
</tr>
<tr>
<td>66</td>
<td>91.3%</td>
</tr>
<tr>
<td>70/70A</td>
<td>96.2%</td>
</tr>
<tr>
<td>86</td>
<td>93.5%</td>
</tr>
<tr>
<td>501</td>
<td>92.3%</td>
</tr>
<tr>
<td>503</td>
<td>96.5%</td>
</tr>
<tr>
<td>CT2</td>
<td>96.9%</td>
</tr>
</tbody>
</table>

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

Data source: Office of Performance Management and Innovation
Issues and Challenges

Buses get stuck in Traffic Congestion
### Issues and Challenges

#### Unreliable Service

<table>
<thead>
<tr>
<th>Bus route</th>
<th>% of time-point stops on time</th>
</tr>
</thead>
<tbody>
<tr>
<td>47</td>
<td>53%</td>
</tr>
<tr>
<td>57/57A</td>
<td>77%/67%</td>
</tr>
<tr>
<td>64</td>
<td>59%</td>
</tr>
<tr>
<td>66</td>
<td>73%</td>
</tr>
<tr>
<td>70/70A</td>
<td>58%/50%</td>
</tr>
<tr>
<td>86</td>
<td>61%</td>
</tr>
<tr>
<td>501</td>
<td>73%</td>
</tr>
<tr>
<td>503</td>
<td>72%</td>
</tr>
<tr>
<td>CT2</td>
<td>43%</td>
</tr>
</tbody>
</table>

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

- 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

Daily ridership combined (2017) 22,784

Bus lane on Washington Street in Roslindale
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
Recommendations

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)
Recommendations

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

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