WASHINGTON STREET MOBILITY

Looking Ahead in Roslindale

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WHO WE ARE

City of Boston

BTD

Boston Transportation Department

BPDA

Boston Planning and Development Agency

MBTA

Massachusetts Bay Transportation Authority

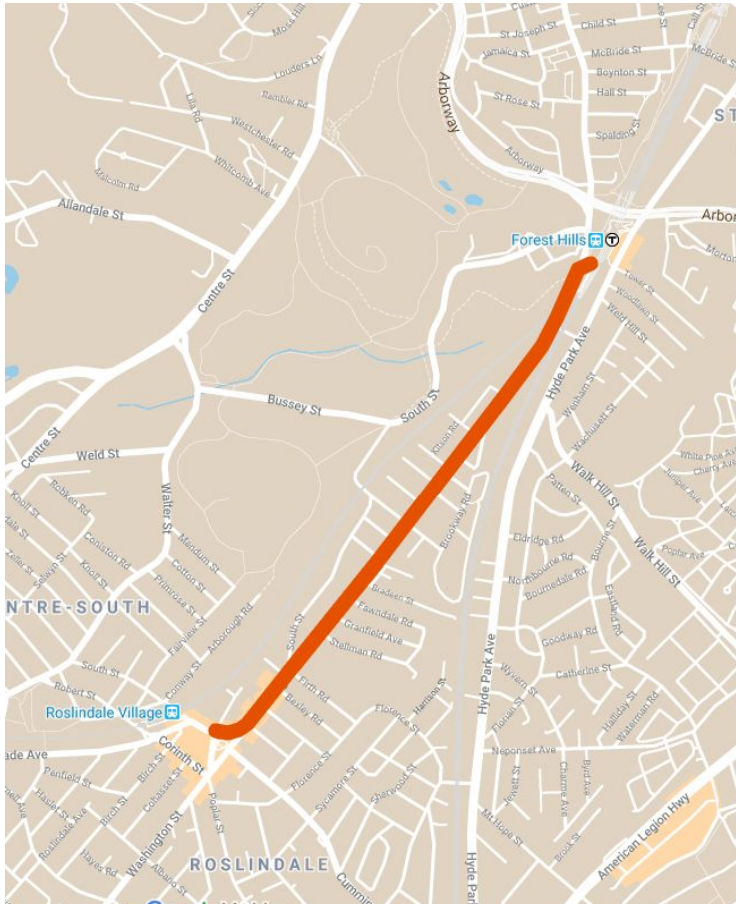
AGENDA

- *Project Background & History*
- *Southbound Planning*
- *Southbound Concepts*
- *Southbound Next Steps*
- *Hyde Park Ave Planning*

PROJECT BACKGROUND & HISTORY

Highest transit vehicle volumes, Congested roads

PLANNING CONTEXT



- ***Roslindale Washington Street Corridor***
- ***Forest Hills to Roslindale Village***

- *1.2 Miles in length*
- *9 MBTA Bus Routes*
- *Boston Public School Buses*

PLANNING CONTEXT

Go Boston 2030

Local

Forest Hills to Roslindale Square Rapid Bus

Bus priority treatments from Forest Hills to Roslindale Square

Project Score

- Access 1
- Safety 1
- Reliability
- Sustainability/Resiliency 1
- Sustainability/Resiliency 2
- Governance
- Access 2
- Safety 2
- Affordability

Identified on the ballot as an Early Action commitment

Project Description

Using a reserved transit lane on Washington Street and bus signal priority, all existing bus service between Roslindale and Forest Hills would be able to operate clear of traffic congestion, greatly increasing transit speed, capacity, and reliability. The transit lane could be reversible, and flexible curb regulations would preserve vehicle capacity in the peak direction. With these bus service improvements, existing services could serve more riders in Roslindale and in points further south. In the long term, this route could utilize abandoned rail tracks that extend to Hyde Park, potentially bringing rapid bus to even more underserved residents.

Benefits and Issues Addressed

Currently, half of motorized roadway users on Washington Street between Forest Hills T-station and Roslindale Square are bus passengers. This demonstrates an incredible demand for improved transit to Roslindale, a neighborhood currently served only by hourly commuter rail service and numerous buses. This rapid bus service would improve the quality of experience for those connecting to the

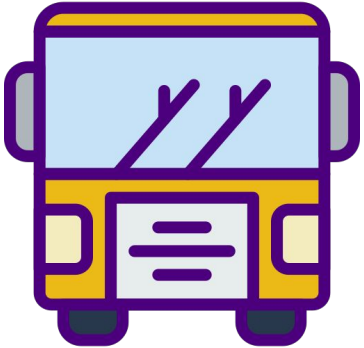
- ***Go Boston 2030 is a City of Boston Initiative from 2017 that envisions a bold transportation future for the next 5, 10, and 15 years.***

- ***Forest Hills to Roslindale Square Rapid Bus*** *proposed action plan project to allow bus service to operate clear of traffic congestion. The plan called for northbound and southbound dedicated lanes.*

KEY FIGURES

1.2 miles

Washington Street
Forest HIlls to Roslindale Square

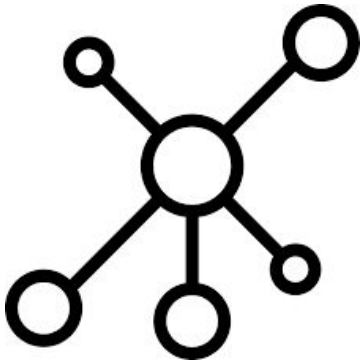


10 bus routes

***Routes* 14, 30, 34, 34E, 35, 36, 37, 40, 50, *and* 51**

19,000 riders

An average of about ***19,000 bus riders*** *on a typical weekday*



5% of the bus network

1 in 20 *weekday* MBTA *bus riders is on one of these ten routes*

Data Source: MBTA

PLANNING CONTEXT | PERSON THROUGHPUT IN VEHICLES

Average Weekday

	Northbound	Southbound
	AM Peak	*PM Peak*
	59%	60%
	41%	40%

Data Source: MBTA Load Volumes + BTD Traffic Counts - 2017

ROUTE CONGESTION

Washington Street in Roslindale

- ***Despite the high bus vehicle volumes**, the 1.2-mile corridor is frequently congested.*

- *It was common for buses, stuck in traffic, to take as long as **30 minutes** to travel between Roslindale Square and Forest Hills in the AM Peak.*

- *This condition is still a problem today for southbound PM Peak bus service.*

PROJECT HISTORY

From Pilot to Permanent

- **December, 2017**: *One-day pilot testing*

  May, 2018: *Four-week pilot*

  ***June*, 2018**: AM *Inbound bus lane made permanent*

- *"6 minutes, fastest ride from the square to Forest Hills I've ever had."*

  "Best! Thing! Ever!"

FINDING: REDUCED TRANSIT TRAVEL TIMES

Average Weekday

20 to 25%

Average reduction in travel times for people riding buses during the worst hour of congestion

1+ hrs

A typical daily rider saves about an hour or more each week on the Washington Street corridor

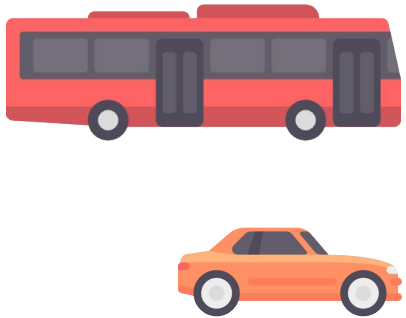
Data Source: MBTA - 2018

SOUTHBOUND PLANNING

Context & Analysis

PERSON THROUGHPUT IN VEHICLES

Average Weekday



	Northbound	Southbound
	AM Peak	PM Peak
	59%	60%
	41%	40%

Data Source: MBTA Load Volumes + BTD Traffic Counts - 2017

WE'RE WORKING ON IMPROVING...

- ***Additional signal improvements*** *to further reduce travel times*
- ***Stop enhancements*** *to reduce bus dwell times*
- ***Maintenance and enhancement*** *of lane markings and signage*
- *Improved* ***Enforcement Programs*** *for the bus/bike lane to eliminate illegal-parking*

SOUTHBOUND: WHAT WE'VE HEARD

- ***Heavy peak congestion means buses get stuck in traffic***, *increasing travel times by 10-15 minutes*
- *Along this corridor during peak Southbound times, there are* ***more riders on buses than people driving cars***
- *Opportunity to achieve* ***similar benefits from Northbound lane*** *with Southbound improvements*

SOUTHBOUND: PARKING

- ***MAPC conducted a parking study for the Washington Street Corridor in October 2019 from 6AM to 7PM***
- *The analysis included both sides of the street in the industrial zone, residential zone, and commercial core*
- *274 Total spaces are on the corridor between Ukraine Way and Roslindale Village*

SOUTHBOUND: PARKING

Key Findings

- *Less than 40% of spaces were at 7AM*
- *“Peak” parking demand was at 11 AM when 65% of spaces were occupied on the corridor*
- *At 5PM 53% of spaces on the corridor were occupied*

SOUTHBOUND: PARKING

Key Findings

- *In the outbound lane, the vehicles parked closest to Forest Hills Station had higher durations than most other blocks within the residential zone.*

- *From 6am to 10am, the percentage of vehicles parked and registered within the study area dropped from 50% to 18%.*

SOUTHBOUND CONCEPT

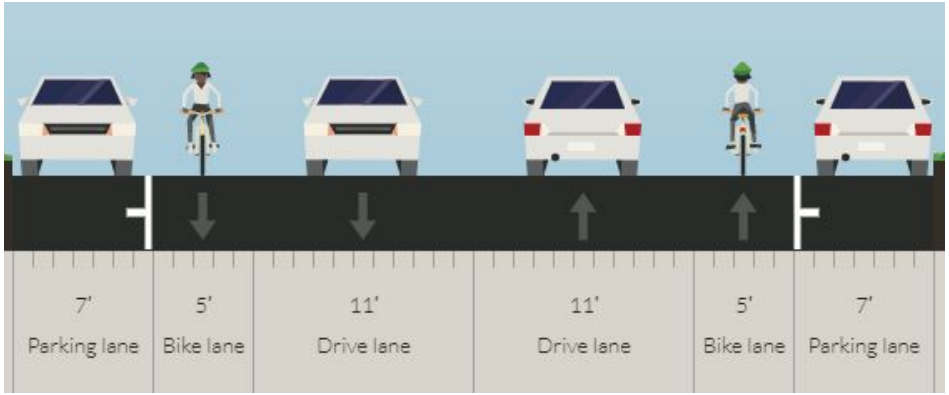
PM Peak Bus Lane

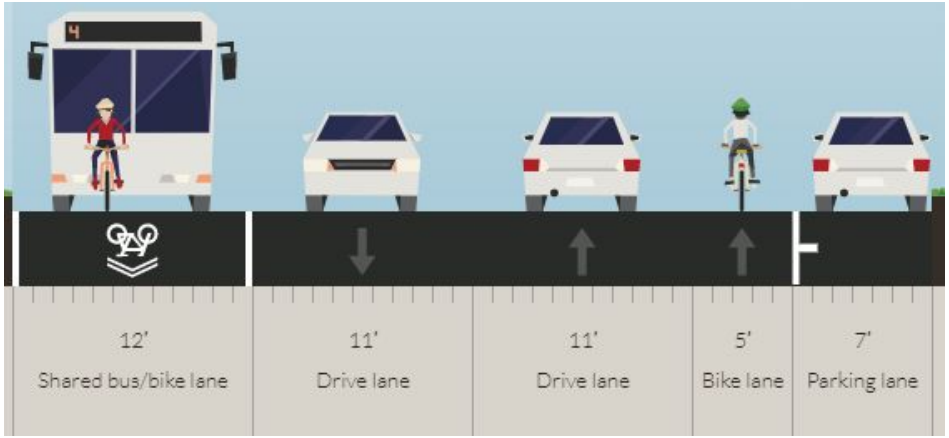
SB ENHANCEMENT CONCEPT

- *PM Shared Bus/Bike Lane*
- *Full Time Queue Jumps*
- *Transit Signal Priority*
- *Stop Improvements*
- *Potential Resident Permit Parking zone north of Healy Field*

SOUTHBOUND OPPORTUNITIES

PM Shared Bus/Bike Lane

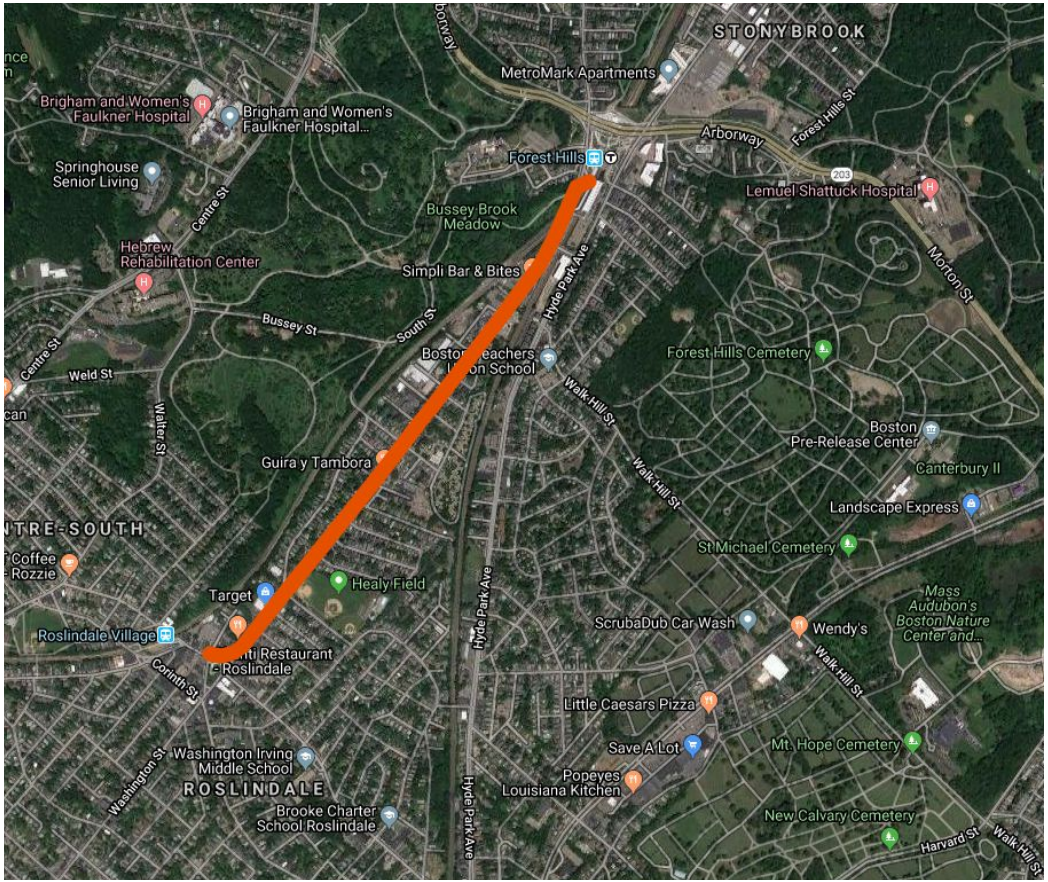




Advantages

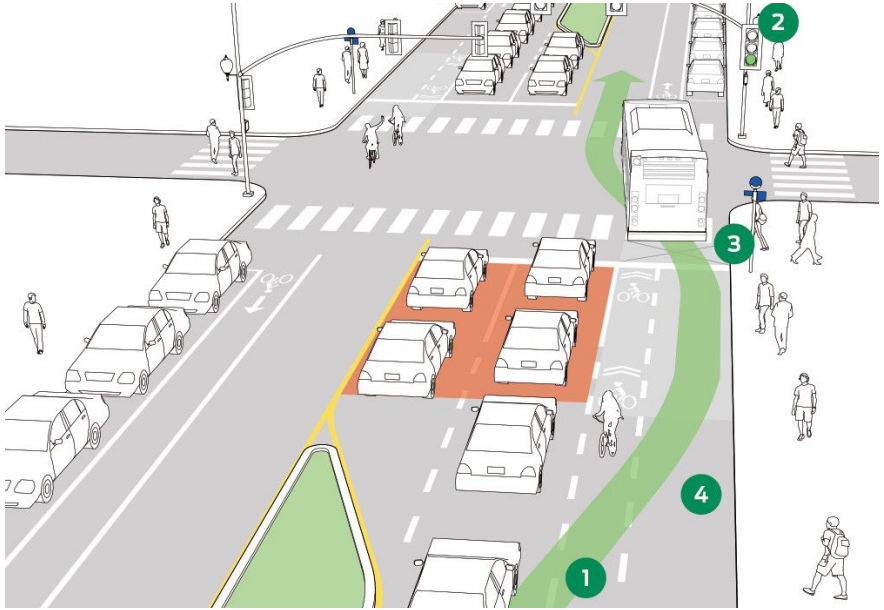
- *Similar expected scale of impacts:* ***1,000+ daily SB afternoon peak bus riders*** *with* ***similarly-congested peak hour traffic***
- *Similar expected benefits to* ***ridership, reliability, travel time, safety, and comfort*** *for people bicycling and taking transit*

SOUTHBOUND LANE EXTENT



SOUTHBOUND OPPORTUNITIES

Full-Time Queue Jumps

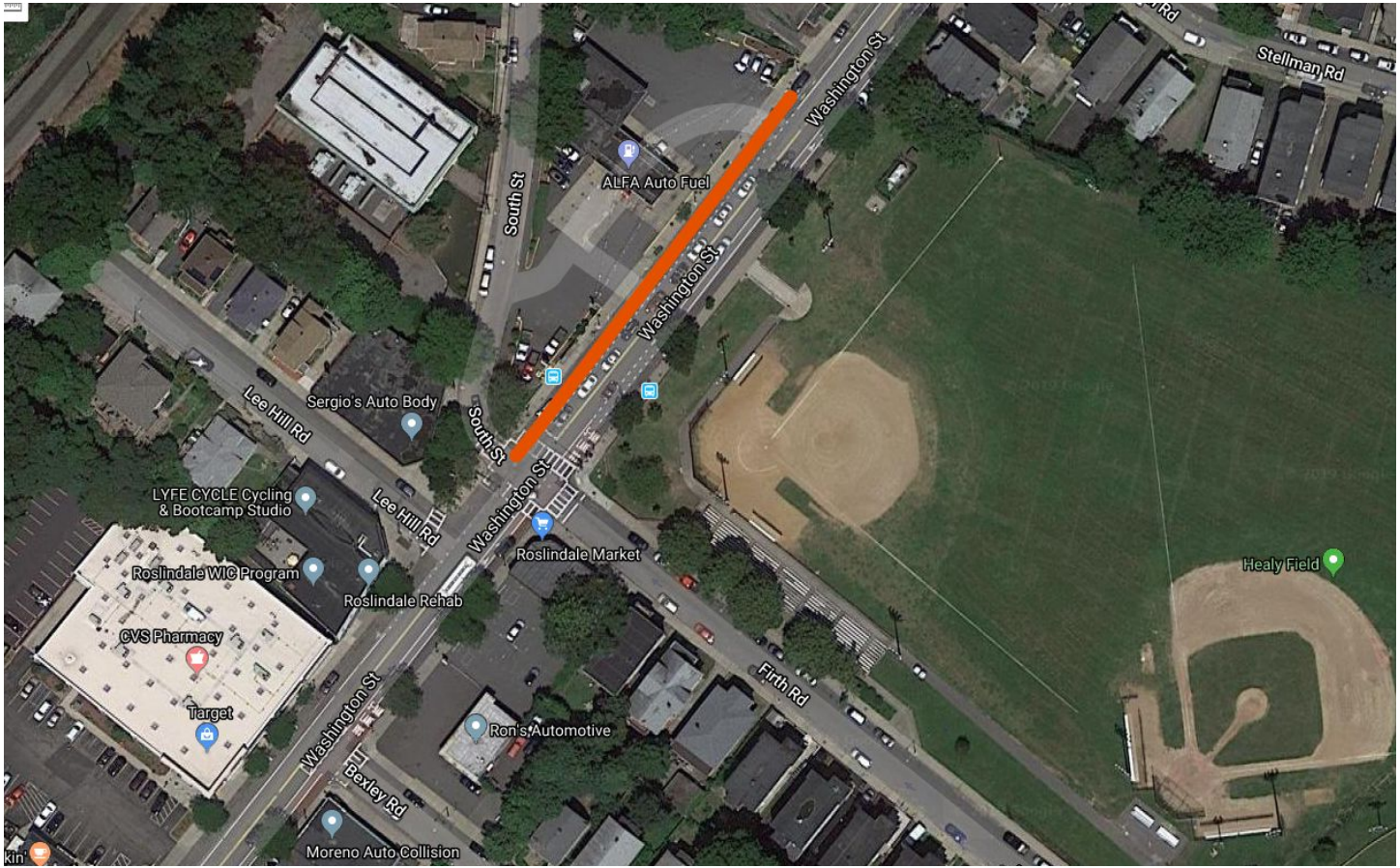


- *Queue jumps can let buses get a "head start" from dedicated green time to get in front of congested traffic*

Advantages

- ***Would reduce intersection delay** at regularly congested intersections*
- ***Would increase reliability and decrease travel times** by routing buses ahead of traffic*

SOUTHBOUND QUEUE JUMP - CONCEPT



SOUTHBOUND OPPORTUNITIES

Transit Signal Priority

- *Transit signal priority can be automatic timing adjustments to help lessen time spent at red lights*

Advantages

- ***Would reduce intersection delay** at four signals in 1.2-mile corridor*
- ***Would increase reliability and decrease travel times** by consistently providing buses a "green wave"*

SOUTHBOUND OPPORTUNITIES

Stop Improvements

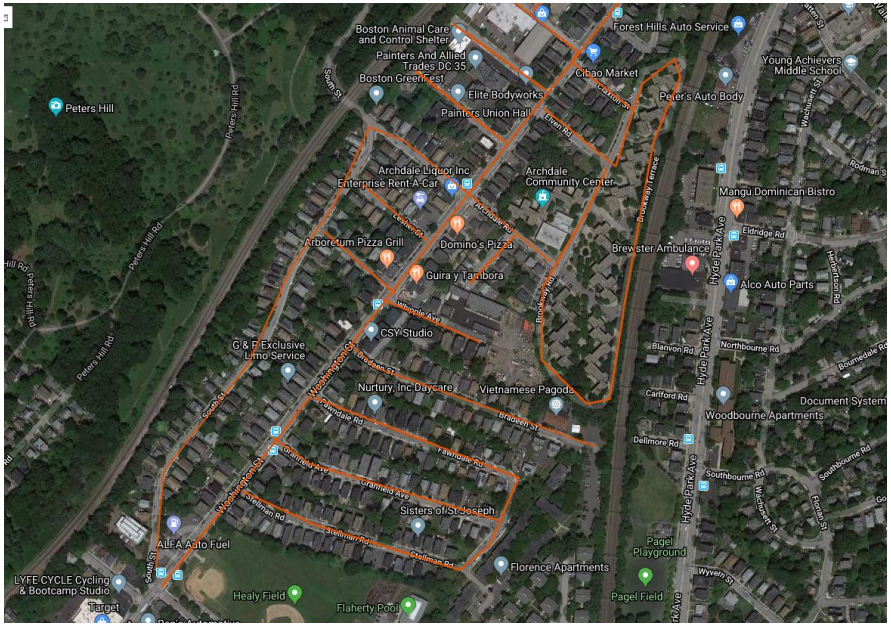
- *Stop improvements like **off-board fare collection**, **all-door boarding**, **improved amenities**, and **real-time information displays** can improve travel reliability and rider comfort*

Advantages

- ***Real-time information displays** result in shorter perceived wait-times*
- ***All-door boarding** reduces bus dwell times at stops by about 40%*

SOUTHBOUND OPPORTUNITIES

Potential RPP Zone



- *New Roslindale Resident Permit Parking Zone north of Healy Field in residential areas.*
- *Depending on input from area residents and businesses*

Advantages

- ***Allows residents full-time access to neighborhood parking***
- ***Keeps most commuter parking off area streets.***

WASHINGTON STREET: NEXT STEPS

- *Design + Engineering*
- *February Community Open House*
- *Merchant Outreach*
- *Washington Street Resident Outreach*
- *Spring Implementation – Pending Community Discussions*

HYDE PARK AVE

Planning for Multimodal Improvements

ORIENTATION

Extent

Forest Hills Station and Wolcott Square

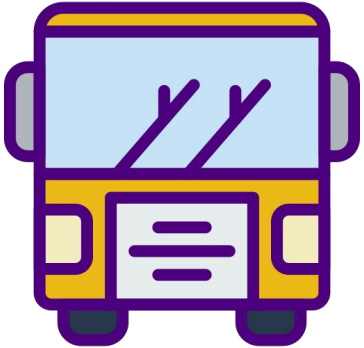
Existing Delay + Future Development

Hyde Park Ave. runs through the heart of Hyde Park, connecting many neighborhoods and anticipated development projects.

KEY FIGURES

4.5 Miles

Hyde Park Avenue
Forest Hills to Wolcott Square

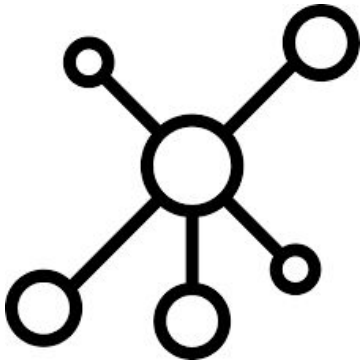


5 bus routes

Routes 32, 14, 30, 33, 50

Over 10,000 riders

An average of over ***10,000 bus riders*** *on a typical weekday*



Variable ROW Dimension

Anywhere from ***28’ – 62’*** *curb to curb measurements*

Data Source: MBTA

Hyde Park Ave Data

- **575 MBTA buses** *travel along Hyde Park Ave. every weekday.*
- *Bus riders account for* **54% of peak period roadway users** *on Hyde Park Ave.*
- *Hyde Park Ave.'s* **over 10,000 daily bus riders are experiencing 10 to 20 minute longer than necessary** *travel times every weekday.*
- *Delays are worst at the intersections of Hyde Park Ave. with* **Tower Street, Cummins Highway, and River Street**.

Multimodal Enhancements: Toolkit

- *Bus Improvements to reduce delays & improve rider experience*
- *Pedestrian improvements to address long crossing distances and high-crash locations*
- *Bike improvements to allow better cycling access to Hyde Park Ave communities*
- *Safety improvements to provide for better driving conditions*
- *Parking inventory and changes to improve resident experience and access to area businesses*

Hyde Park Ave: Next Steps

- *Stakeholder + Community Discussions (ongoing)*
- *Open House in mid-February to better understand public sentiment and get feedback on areas to study*
- *Open House with Enhancement Concepts in earl/mid-Spring for public feedback*

THANK YOU & DISCUSSION

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