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
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.

Forest Hills to Roslindale Square

Rapid Bus

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

Benefits and Issues Addressed

Currently, half of on-street roadway space on Washington Street between Forest Hills T station and Roslindale Square is for bus passengers. This demonstrates an incredible demand for improved transit in Roslindale, a neighborhood currently served only by hourly commuter rail service and numerous buses. This rapid bus service would improve the quality of service for those connected to the...
**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*
<table>
<thead>
<tr>
<th>Average Weekday</th>
<th>Northbound</th>
<th>Southbound</th>
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<tbody>
<tr>
<td></td>
<td>AM Peak</td>
<td>PM Peak</td>
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<td></td>
<td>59%</td>
<td>60%</td>
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<td>41%</td>
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Data Source: MBTA Load Volumes + BTD Traffic Counts - 2017
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%**
- **1+ hrs**

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

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

Data Source: MBTA - 2018
### PERSON THROUGHPUT IN VEHICLES

**Average Weekday**

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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
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.
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.
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
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
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
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

What if the riders could board using three doors instead of one?

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%.
NEW SOUTHBIND 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
**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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