

# Welcome!

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Tremont/Columbus Avenue  
Phase 2 Bus Lanes Project

Please settle in!

The meeting will start shortly.





# Tremont/Columbus Avenue Phase 2 Bus Lanes Project

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May 22, 2023

Phillip Cherry, Senior Project Manager,  
MBTA Transit Priority  
Maya Mudgal, Project Manager,  
BTD Transit Team

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# Diversity and Civil Rights

## English

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## Spanish

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# Welcome

## English

Thank you for joining the meeting! We appreciate your participation.

- This meeting will be recorded so that it can be shared with the people that were unable to join.
- All participants will be muted upon entry so that only the presenters can be heard.

## Spanish

¡Gracias por atender esta junta! Agradecemos su participación.

- Esta junta estaría grabada para poder compartir con los que no pudieron asistir.
- Los participantes están silenciados al entrar la junta para que solo se pueda oír a los presentadores.

## Chinese

感谢您参与此会议！

- 本次会议将会被录像，以便我们把它分享给没能来参加的人。
- 所有参与者在进来时都会被静音，以便于演讲者能被听到。



# Interpretation

## English

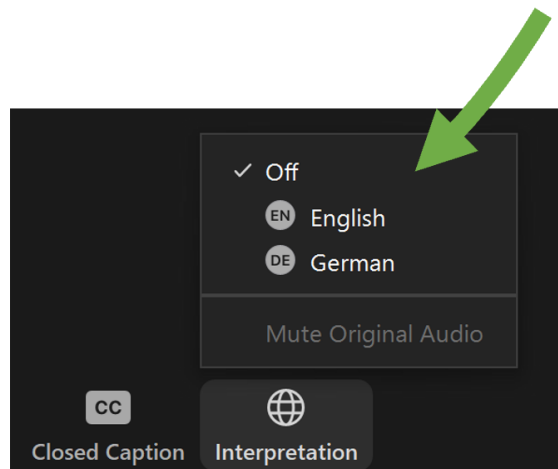
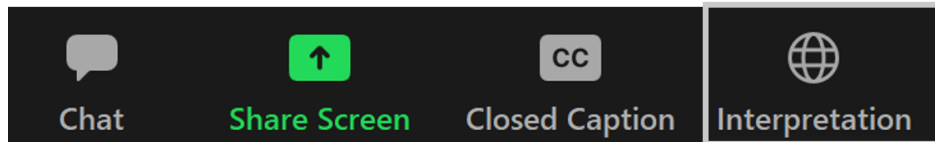
We offer interpretation during this meeting. In your meeting/webinar controls, click Interpretation (the small globe icon) and click the language that you would like to hear.

## Spanish

Ofrecemos interpretación en español durante esta junta. Para escoger el audio en Inglés o en Español tendrá que picar el botón de interpretación, el cual tiene un imagen de un mundo. Cuando le pique la interpretación por favor de escoger el idioma cual le gustaria oír.

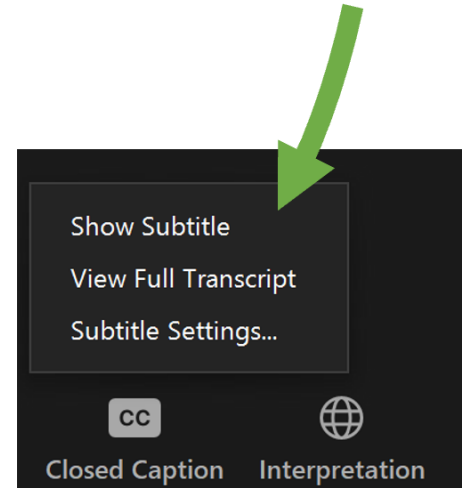
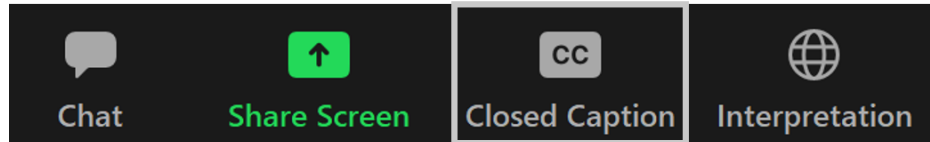
## Chinese

我们本次会议期间提供口译服务。在您的会议/网络研讨会的控件中，单击口译（小地球图标），并单击您想听到的语言



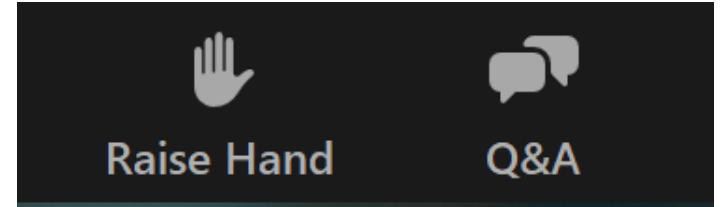
# Captioning

- You can view closed captions by clicking the **Closed Captions** feature and selecting from the options shown.
- **Show Subtitle** will display a caption at the bottom of the screen.
- **View Full Transcript** will display the meeting's audio transcription in a window to the right.
- To adjust the caption size, click the upward arrow next to **Start Video / Stop Video**. Click **Video Settings** then **Accessibility**. Move the slider to adjust the caption size.



# Submit a Question/Comment

- To submit a question, click the **Q&A** icon at the bottom of the window. When Q&A window pops up, type your question or comment in the comment box. To provide your comment anonymously, also click the **Send anonymously** checkbox before clicking the Send button.
- If you have a technical problem, please share your issue using the **Q&A feature** at any point during the meeting , and we will respond as quickly as possible.



What's your favorite candy?

Send anonymously

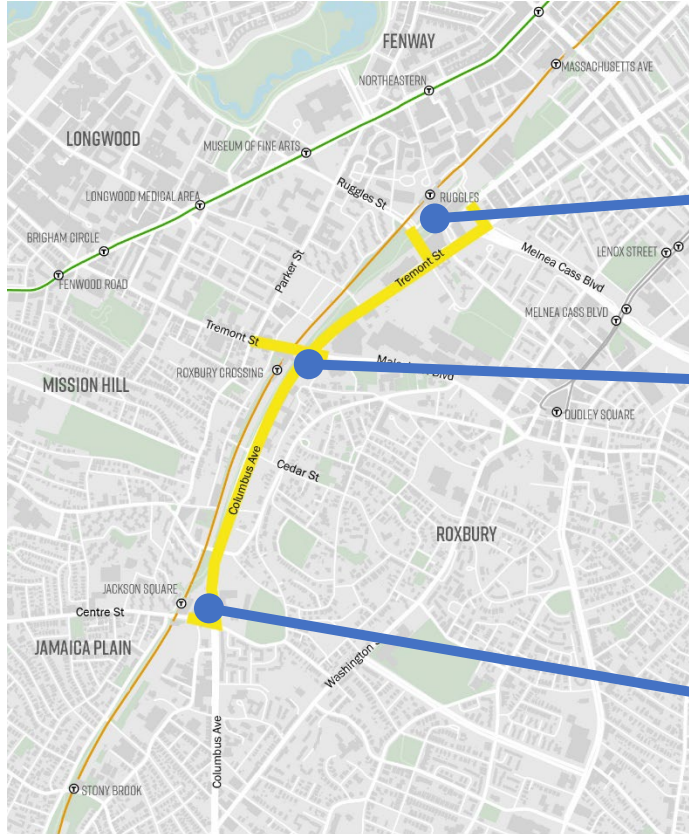
Cancel Send

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# Tonight's Meeting

- Introductions
- Overview, Background, and Goals
- Project Need
- Design Approach
- Draft Concept Design & Summary
- Design Tradeoff Discussion
- Questions and Answers
- Next Steps

# Where Is The Project?



Ruggles



Roxbury Crossing



Jackson Square



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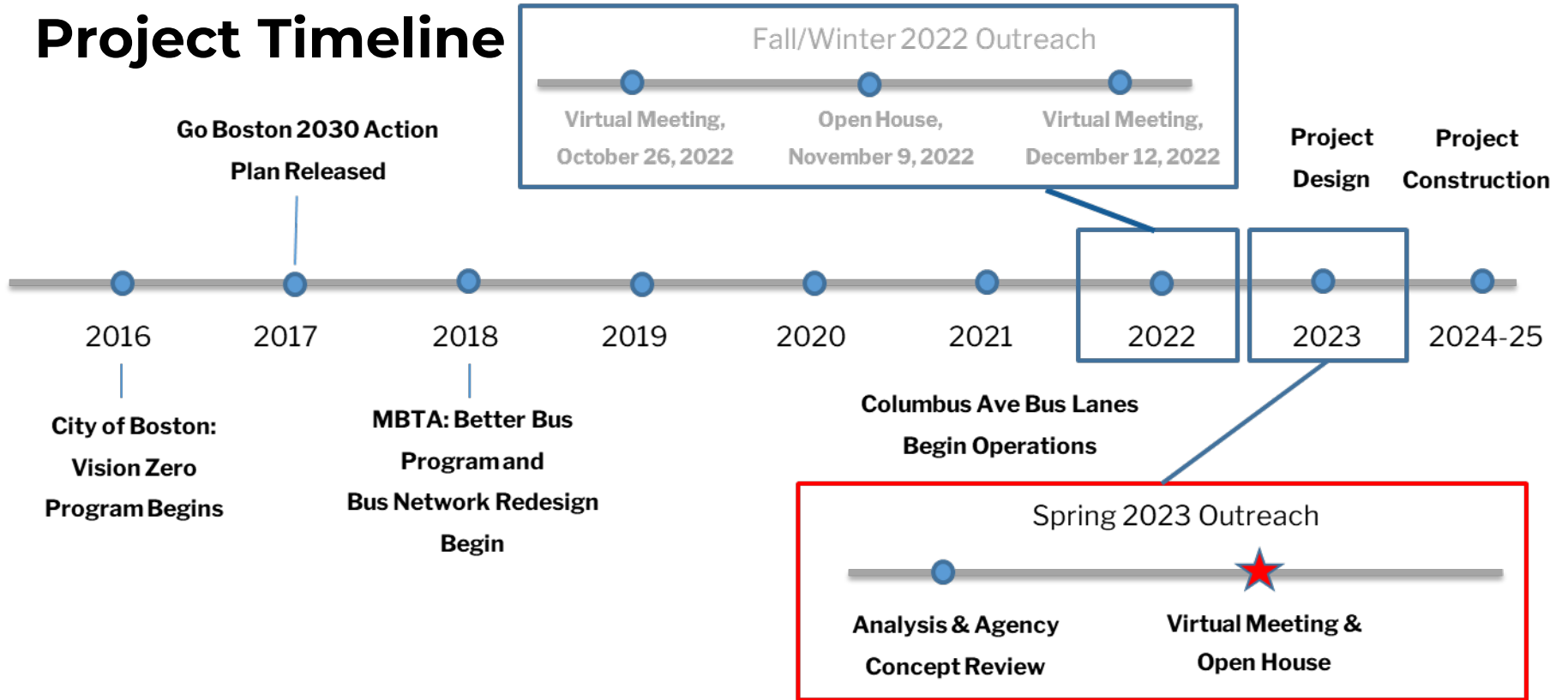
## Project Goals

- Prioritize transit, support active transportation and **safety**
- Center the needs of the people who live, work, and **gather here**
- Support residential, educational, institutional, and EMS **access**

## Partnership between City of Boston and MBTA

- City: Go Boston 2030, High Crash Network;
- MBTA: Better Bus and Network Redesign
- Responsibilities:
  - City: Streets, traffic signals, curb management
  - MBTA: Vehicles, Platforms, Fares, Operators
  - DCR responsible for Southwest Corridor path

# Project Timeline



# What Have We Done Since We Last Saw You?

- Analysis and concept design
- Stakeholder engagement
- Agency concept review
- Concept refinement





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# Why This Project?

# Project Need

- Makes corridor safer and more welcoming
- Benefits High-Frequency, High Ridership bus routes experiencing high delays
- Serves key education, health, and community facilities and connections
- Supports bus future network



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# High Crash, Congested, Transit Corridor



## High-Crash Corridor

140 Crashes in last 4 years



## Speeding Cars

50+ mph measured in all 24 hours of the day



## Multimodal

65% of corridor trips are made on transit, foot, or bike



## Long Crossings

6 - 7 lane crossings



## Slow Buses

0.5 Mile Bus Trip can Take 10 Minutes



## High Bus Ridership

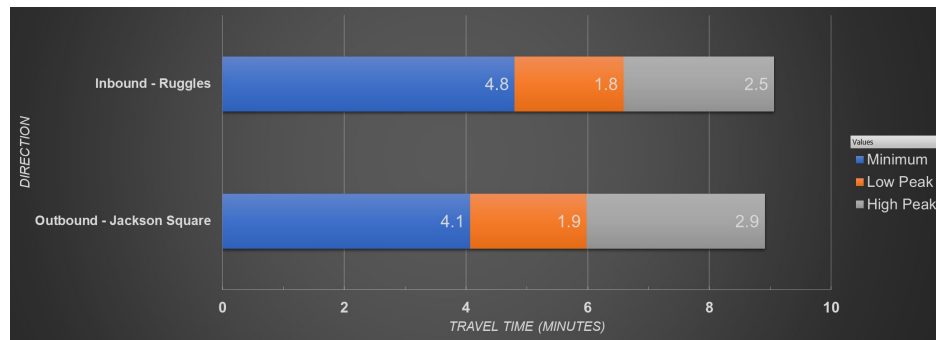
50,000 Served by buses traveling corridor

# Bus Runtimes – Peak Direction (Oct 2022)

## ROUTE 22

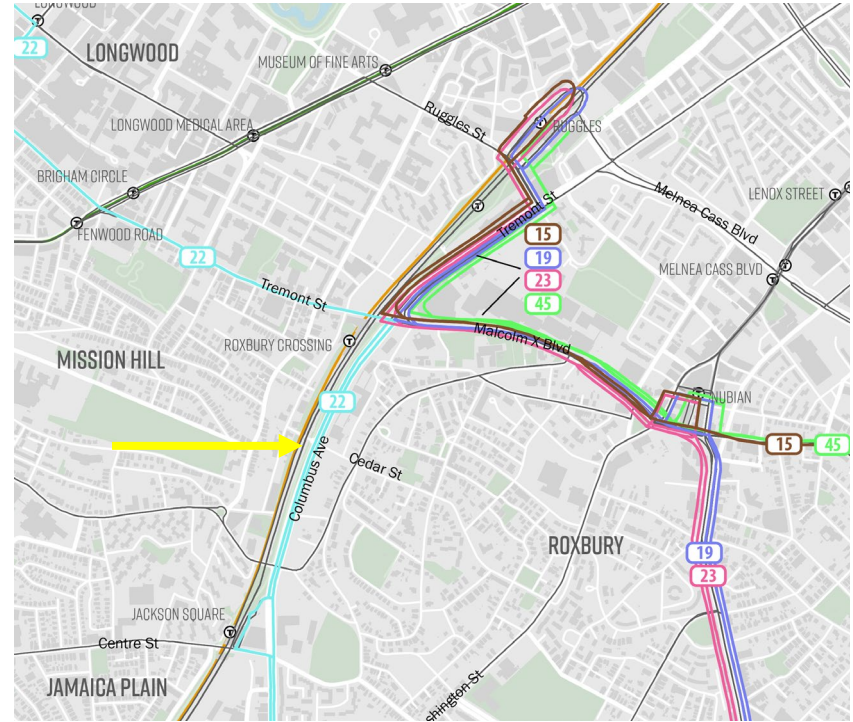
### RUGGLES ↔ JACKSON SQ

- *Should* take 4-5 minutes
- Often need 2 more min
- Sometimes need 4-5 *more*



# Important to MBTA's Bus Network Redesign

- Jackson Sq – Ruggles will continue to be an important area for high frequency buses
- Bus Network Redesign provides new, more direct connections to key destinations
- A great example is Route 22 allows 1-seat ride to Longwood Medical Area from Roxbury and Jamaica Plain



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# Unwelcoming Street

- High-speed road that divides neighborhoods
- Been described as a place you travel through, not somewhere you want to linger

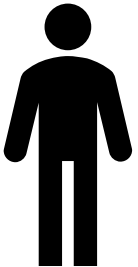




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## What We've Heard

“*[T]he intersection by Roxbury crossing...is so **unsafe**, for drivers, for walkers, for bikers and bus riders. **Drivers constantly speed** through it and **feels very dangerous**” – Fall 2022 online feedback form*



“*The sidewalk is right against the road. **It would be nice to have more green space for pedestrians.**”- Islamic Center 2023*



“*Crossing six lanes of traffic while cars have a concurrent green doesn't feel safe. **Either there should be fewer lanes to cross, or signals should provide a protected walk signal.**” – Fall 2022 online feedback form*



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# Project Design Approach



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# How Will the Project Address Existing Issues?

- **Transit Priority**
- **Safety for all users**
- **Greenery & Public Space**



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# Transit Priority Benefits

- Provides faster, more reliable transit service (Roxbury, Dorchester, and Mattapan <-> Back Bay / downtown)
- Travel lane for emergency vehicles: reliable response times
- Fewer general traffic – bus conflicts

## *Center Bus Lane Benefits*

- Fewer double parking and delivery conflicts than in curb lane
- Greater space for passenger platforms and amenities
- Proven travel time and reliability measures
- Continuity with Phase 1 center-bus lanes south of Jackson Sq





# Columbus Ave Post-Construction October 2021



*Photo credit: MBTA*



# Columbus Ave Post-Construction October 2021



Photo credit: MBTA



# Columbus Ave Post-Construction October 2021



Photo credit: MBTA

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## Significant Travel Time Savings!

During rush hour, the Columbus Ave bus lanes save bus riders about

**3-4 mins  
each trip**

or about 7 mins a day,  
which gives you extra  
time to grab your morning  
Dunkin'.





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# Phase 1: Minimal Traffic Delay Impacts

**AFTER the Columbus Ave bus lanes were built**, it takes an average of about

**20-40 more seconds** for people to drive the corridor

\*The 20- to 40-second range shows that added time for people driving is greater during rush hour, and lower during non-rush-hour times.



**AFTER the Columbus Ave bus lanes**, about

**10% more vehicles** are obeying the speed limit



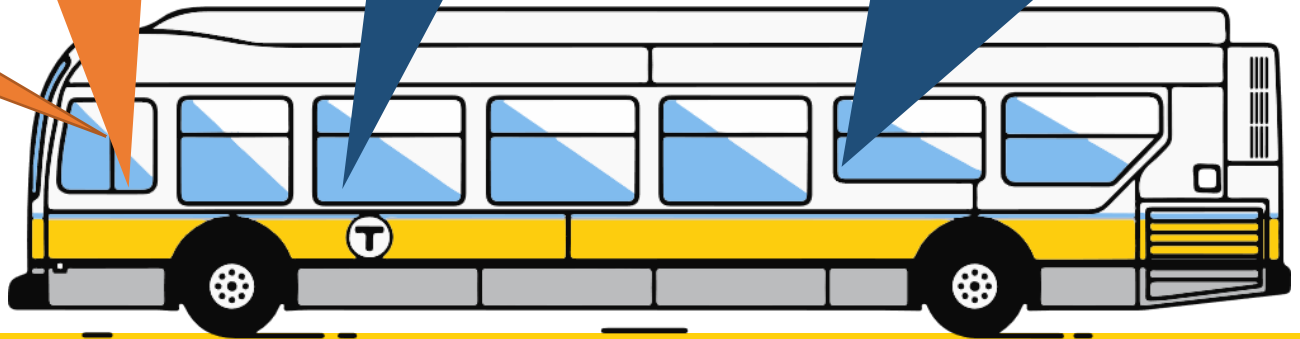
# Bus Riders & Operators

“[Build] more center running lanes on Columbus Ave to continue to Ruggles [Station].”  
- Operator

“I love the layout of Columbus Ave!”  
- Operator

“I used to sometimes walk to be on time for work, now I don't have to.”  
- Passenger

“I heard the new bus lanes were coming, so I tried it out and it's much faster. I like it because it's much more economical. I'm headed to the doctor and if I took an Uber it would cost \$20.”  
- Passenger





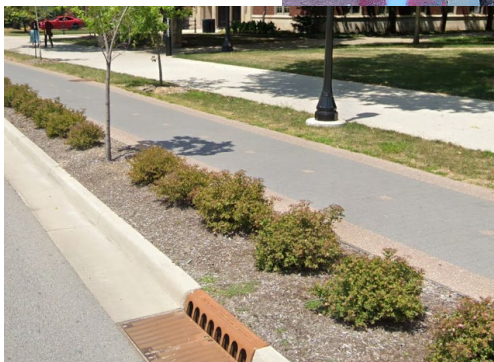
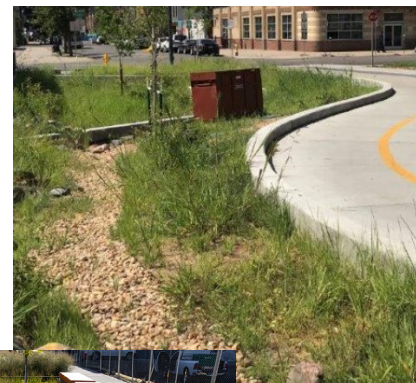
# Pedestrian & Bicycle Safety

- Shorten and raise existing crossings
- Add new pedestrian crossings
- Wider Southwest Corridor crossings
- Safer intersections
- Traffic calming



# Green Infrastructure & Public Realm

- Plantings & landscaping
- Gathering space
- Flood protection & cooling
- Buffer people from cars
- Cooling effect



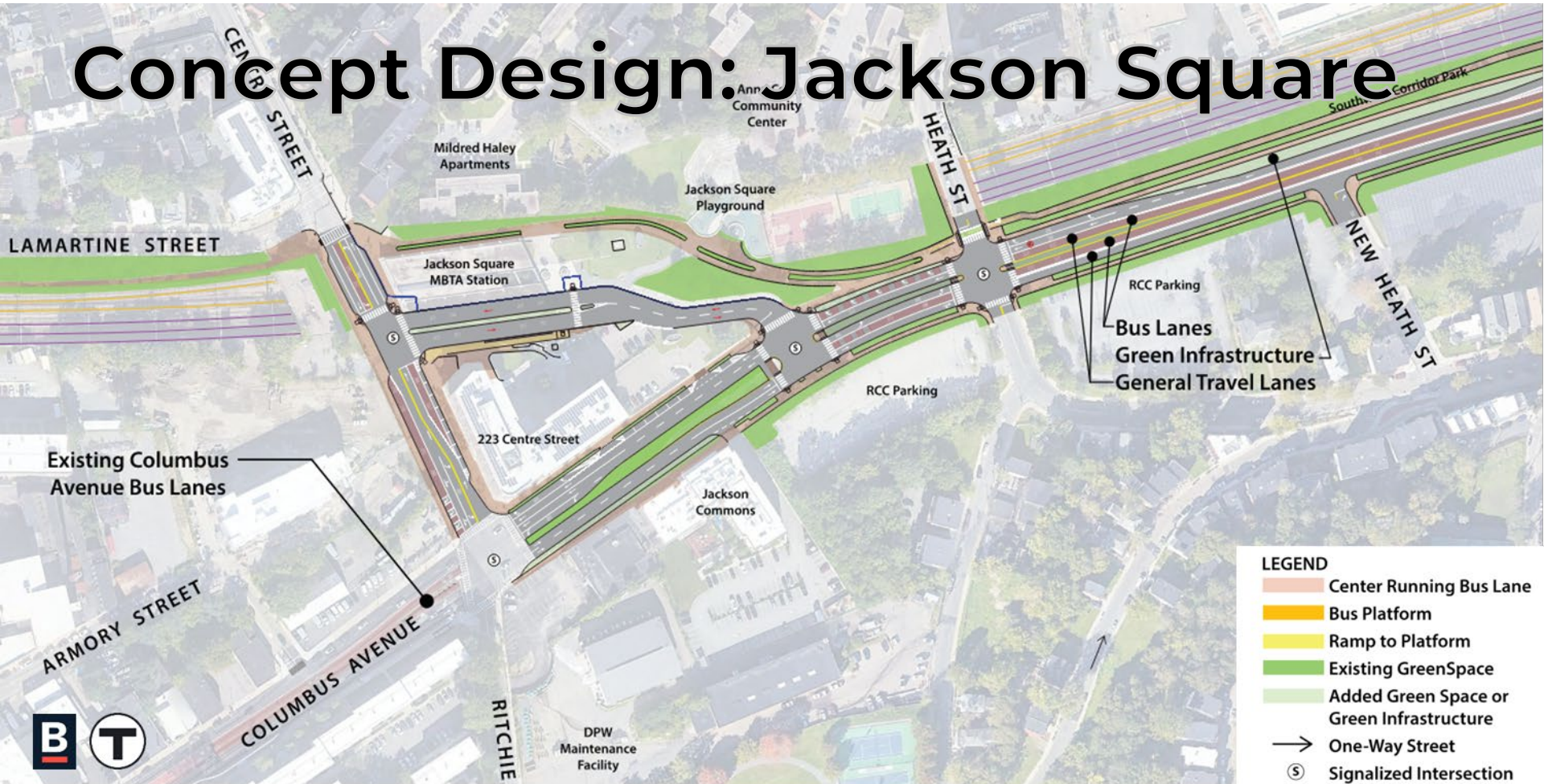
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# Draft Concept Design

*Seeking Your Feedback*

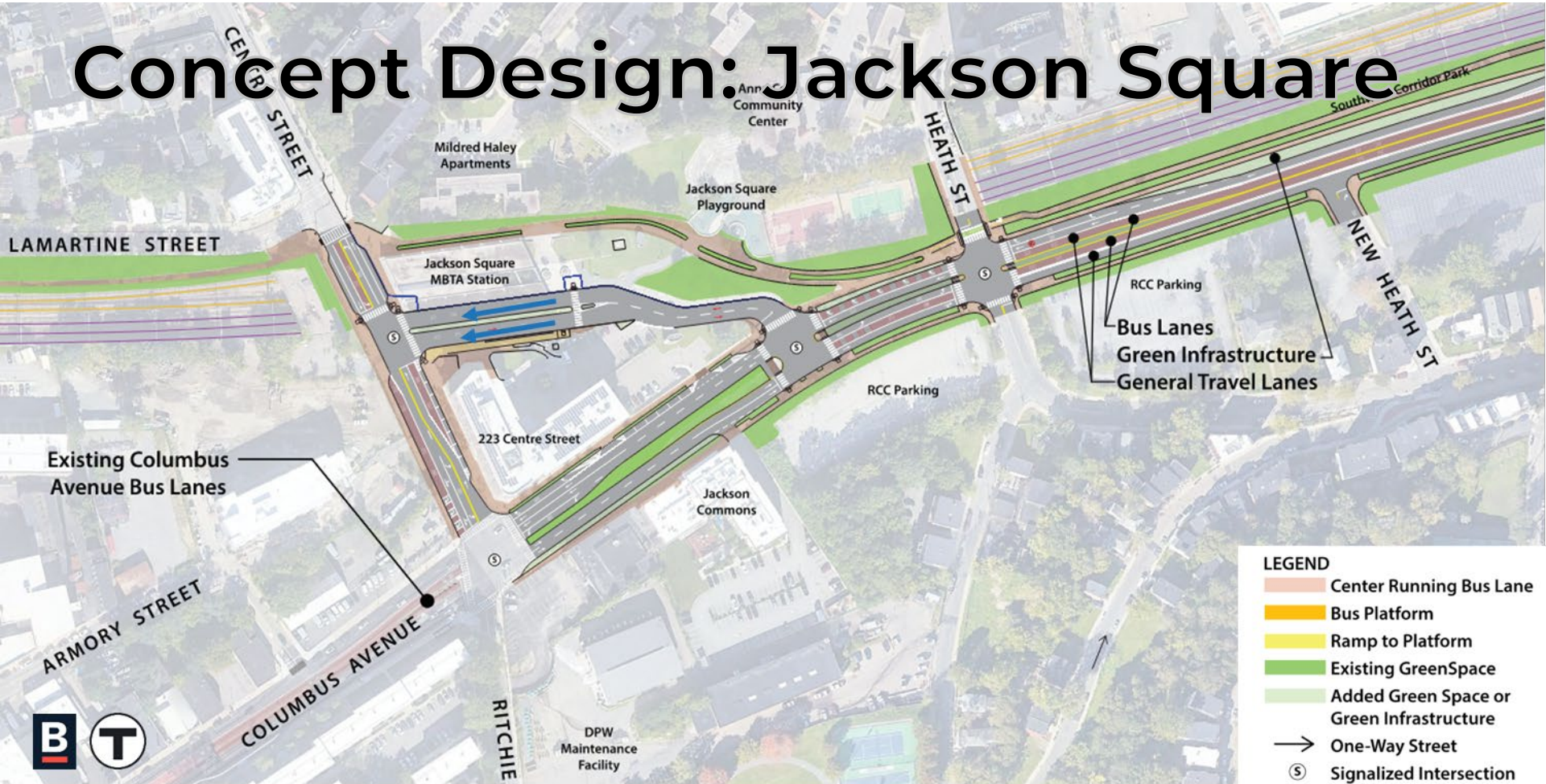


# Concept Design: Jackson Square





# Concept Design: Jackson Square



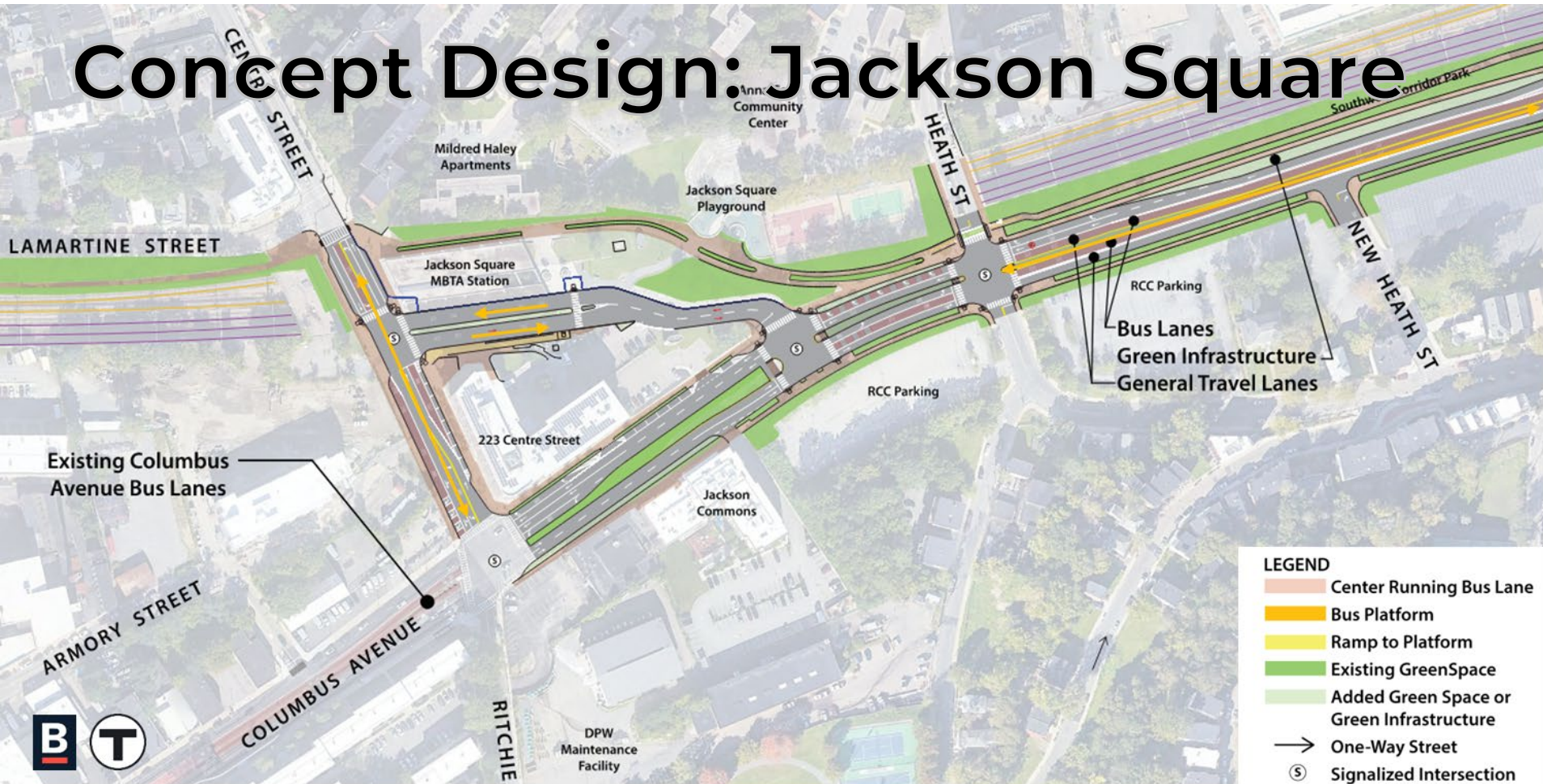
## LEGEND

- Center Running Bus Lane
- Bus Platform
- Ramp to Platform
- Existing GreenSpace
- Added Green Space or Green Infrastructure
- One-Way Street
- Signalized Intersection



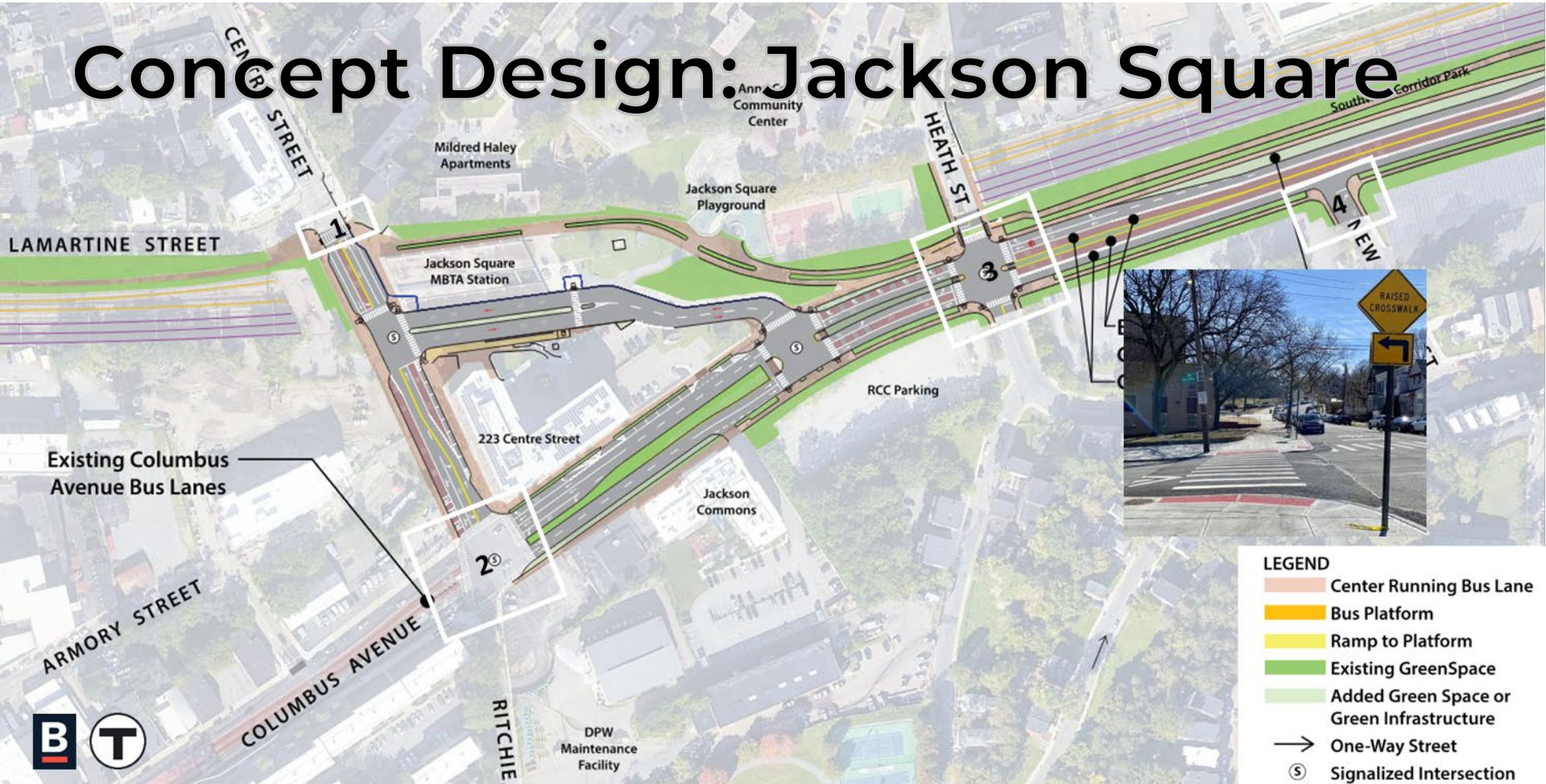


# Concept Design: Jackson Square





# Concept Design: Jackson Square



Existing Columbus Avenue Bus Lanes

ARMORY STREET

COLUMBUS AVENUE

RITCHIE

DPW Maintenance Facility

Jackson Commons

223 Centre Street

RCC Parking

Jackson Square MBTA Station

Jackson Square Playground

Mildred Haley Apartments

Ann Community Center

South Corridor Park

HEATH ST

CENTRE STREET

LAMARTINE STREET

1

2

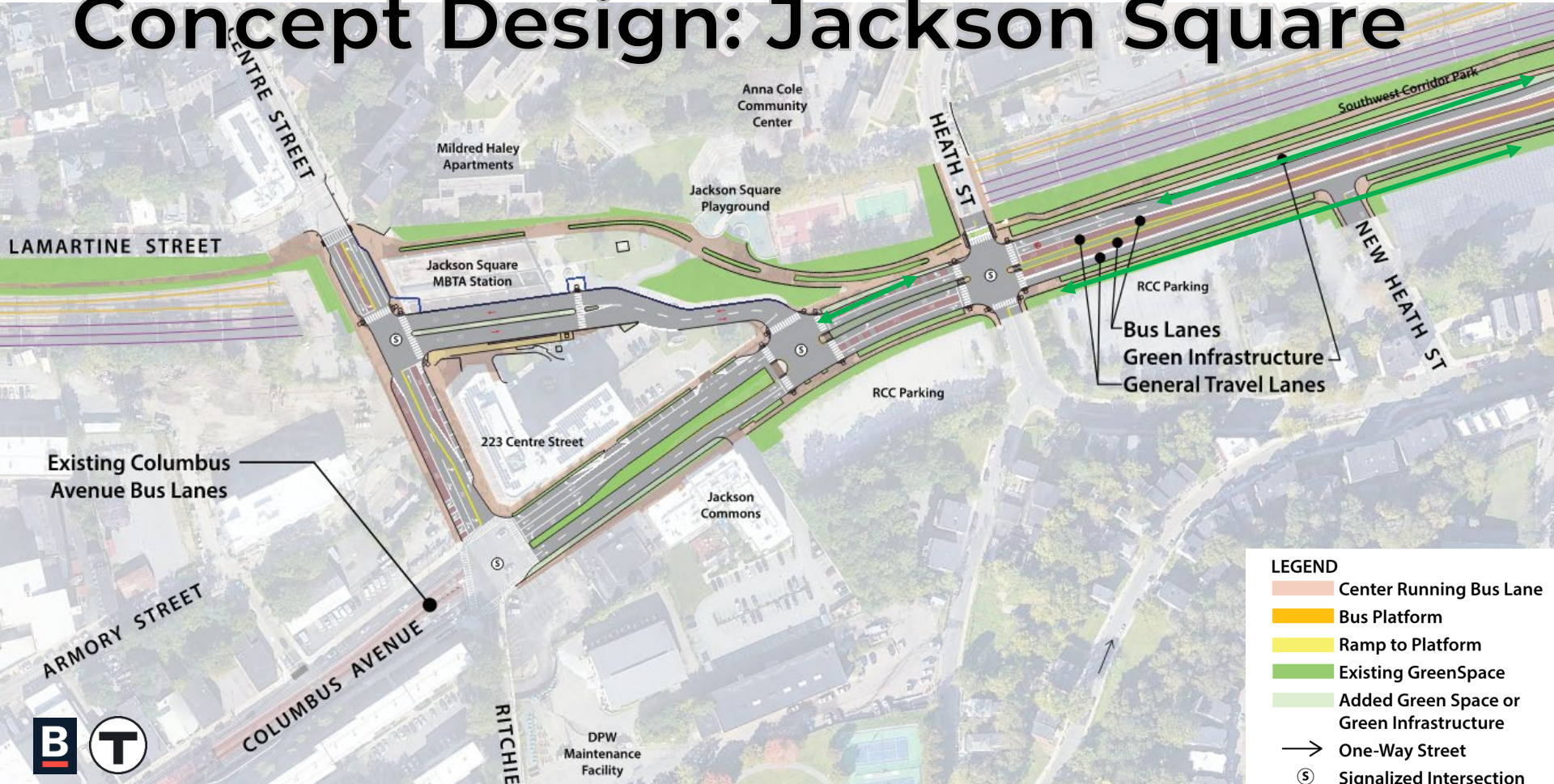
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4





# Concept Design: Jackson Square

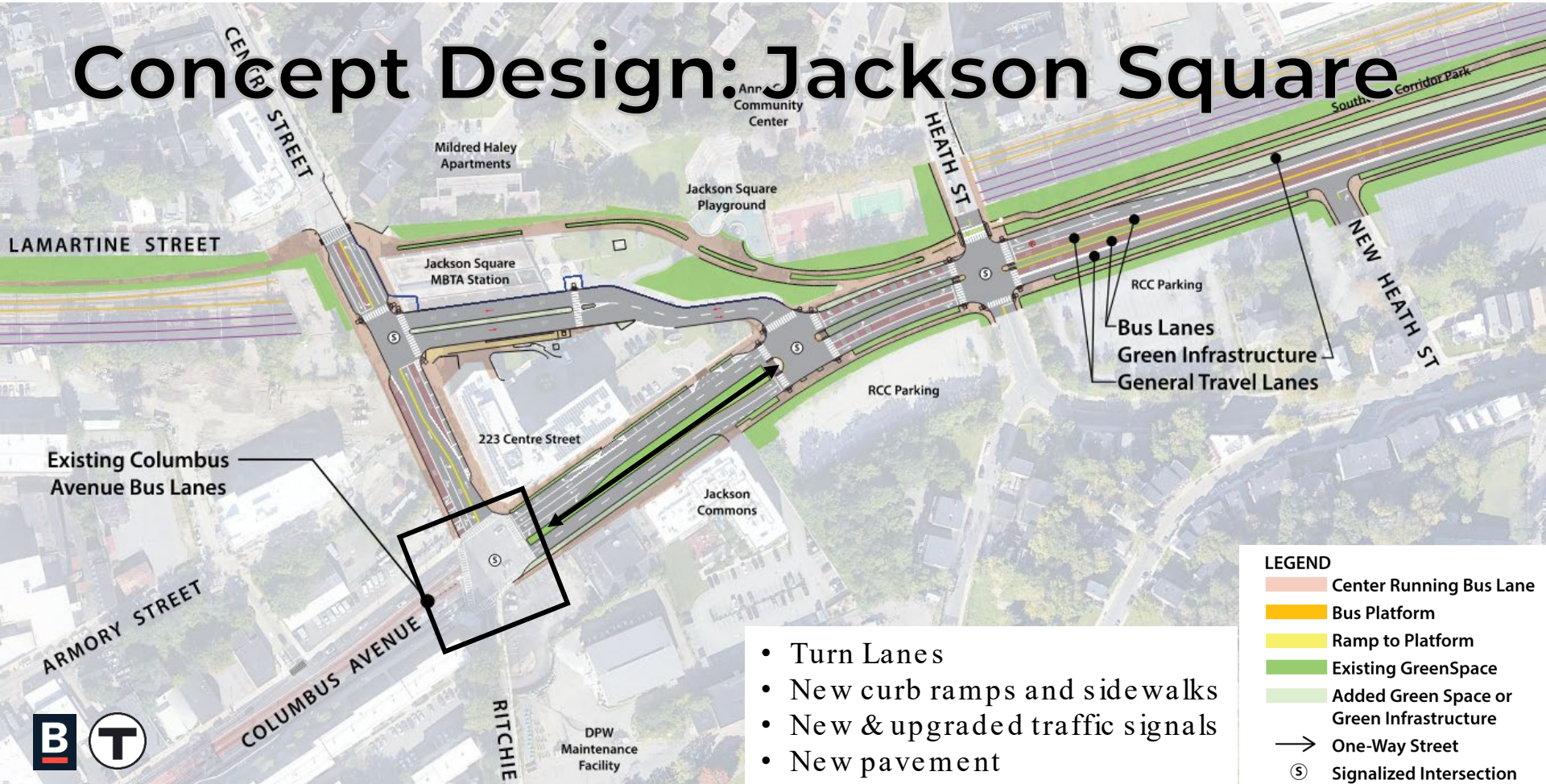


- LEGEND**
- Center Running Bus Lane
  - Bus Platform
  - Ramp to Platform
  - Existing GreenSpace
  - Added Green Space or Green Infrastructure
  - One-Way Street
  - Ⓢ Signalized Intersection





# Concept Design: Jackson Square



Existing Columbus Avenue Bus Lanes



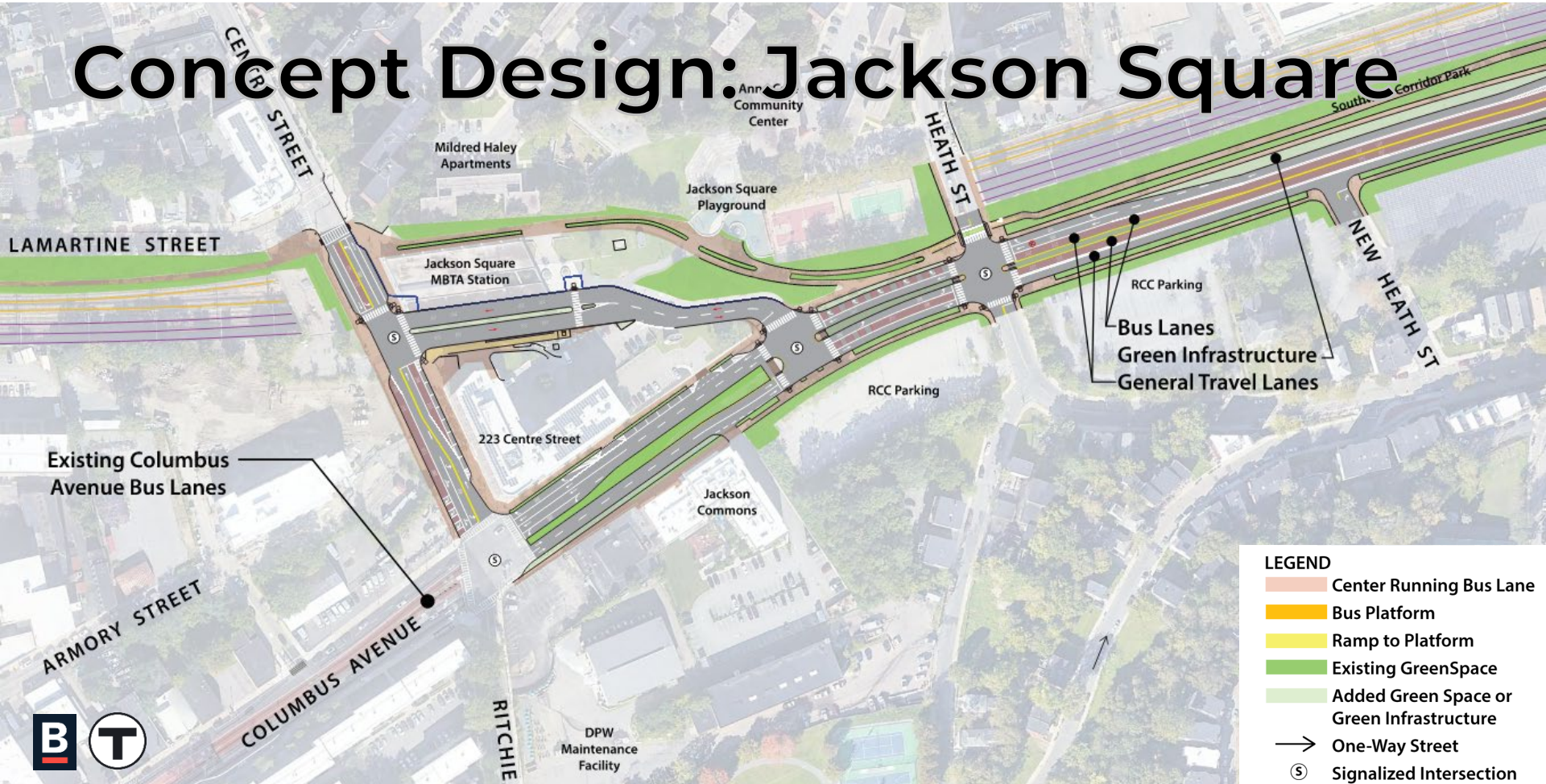
- Turn Lanes
- New curb ramps and sidewalks
- New & upgraded traffic signals
- New pavement

**LEGEND**

	Center Running Bus Lane
	Bus Platform
	Ramp to Platform
	Existing GreenSpace
	Added Green Space or Green Infrastructure
	One-Way Street
	Signalized Intersection

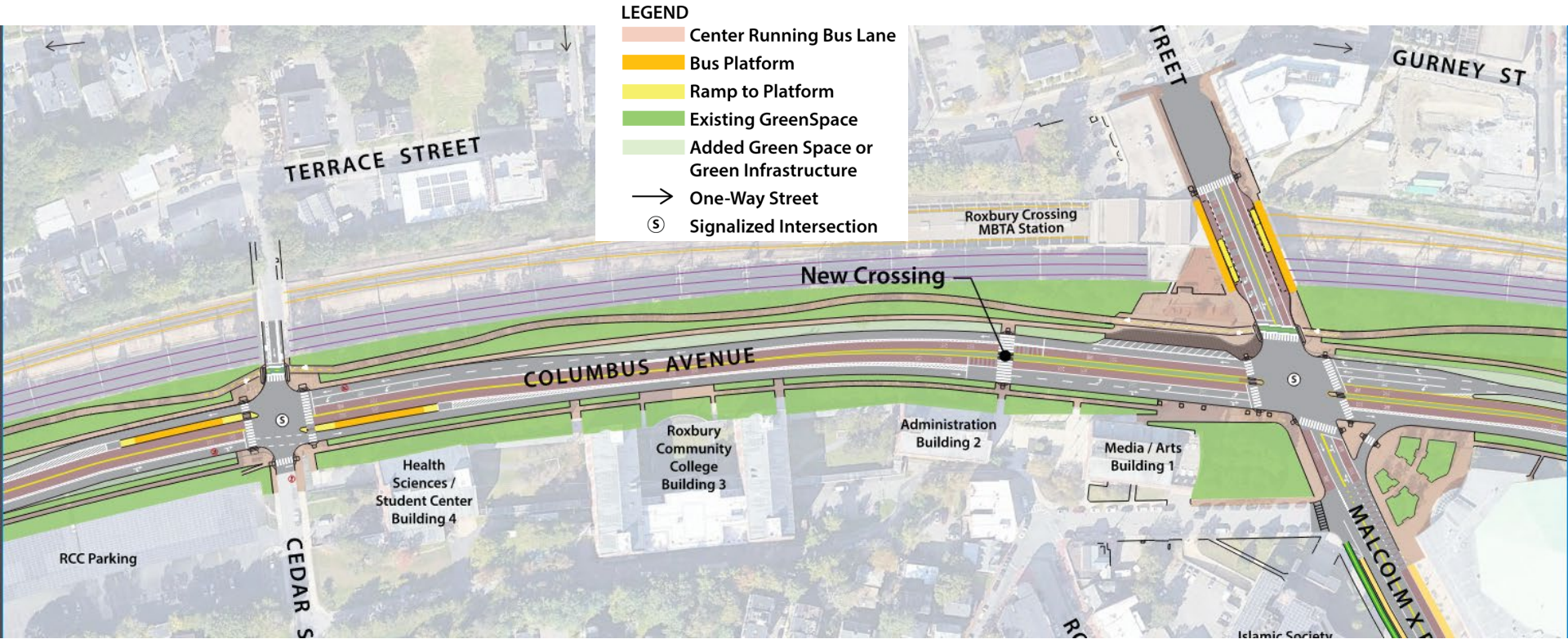


# Concept Design: Jackson Square

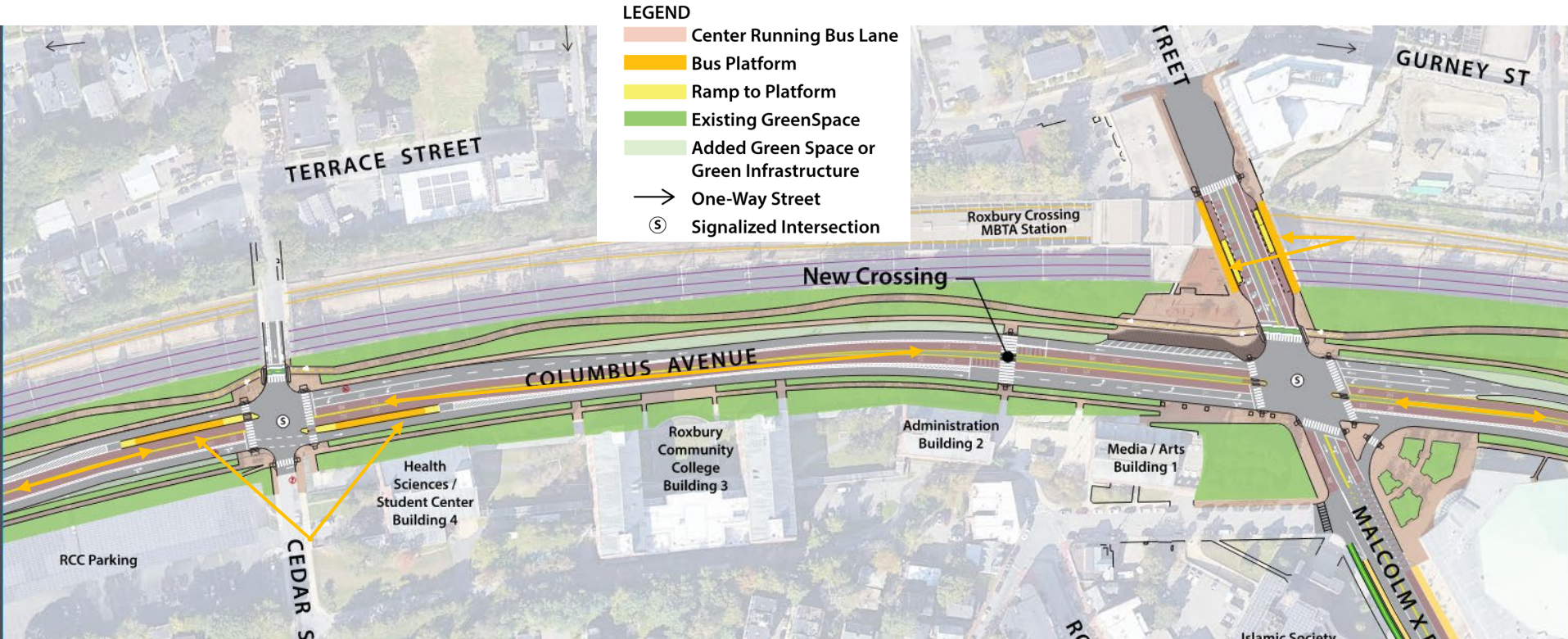




# Cedar Street – Roxbury Crossing



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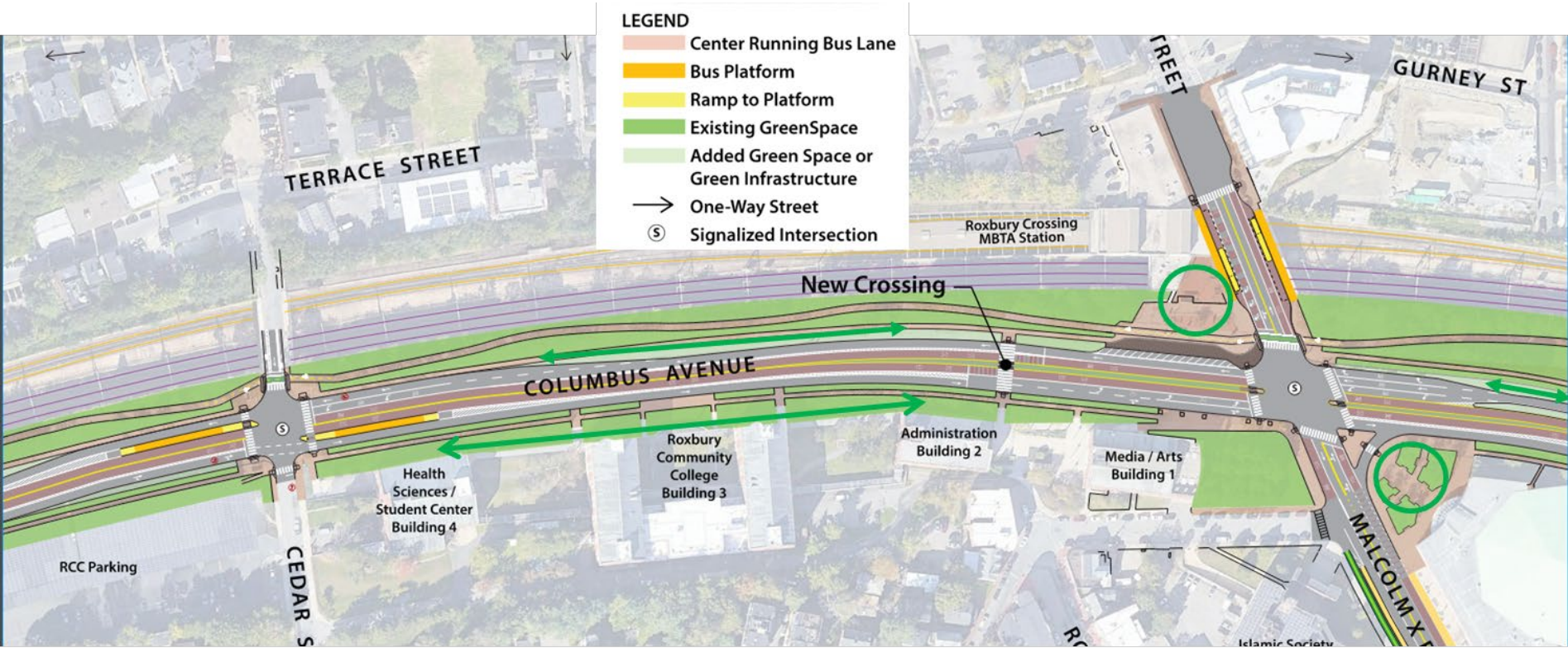




# Cedar Street – Roxbury Crossing

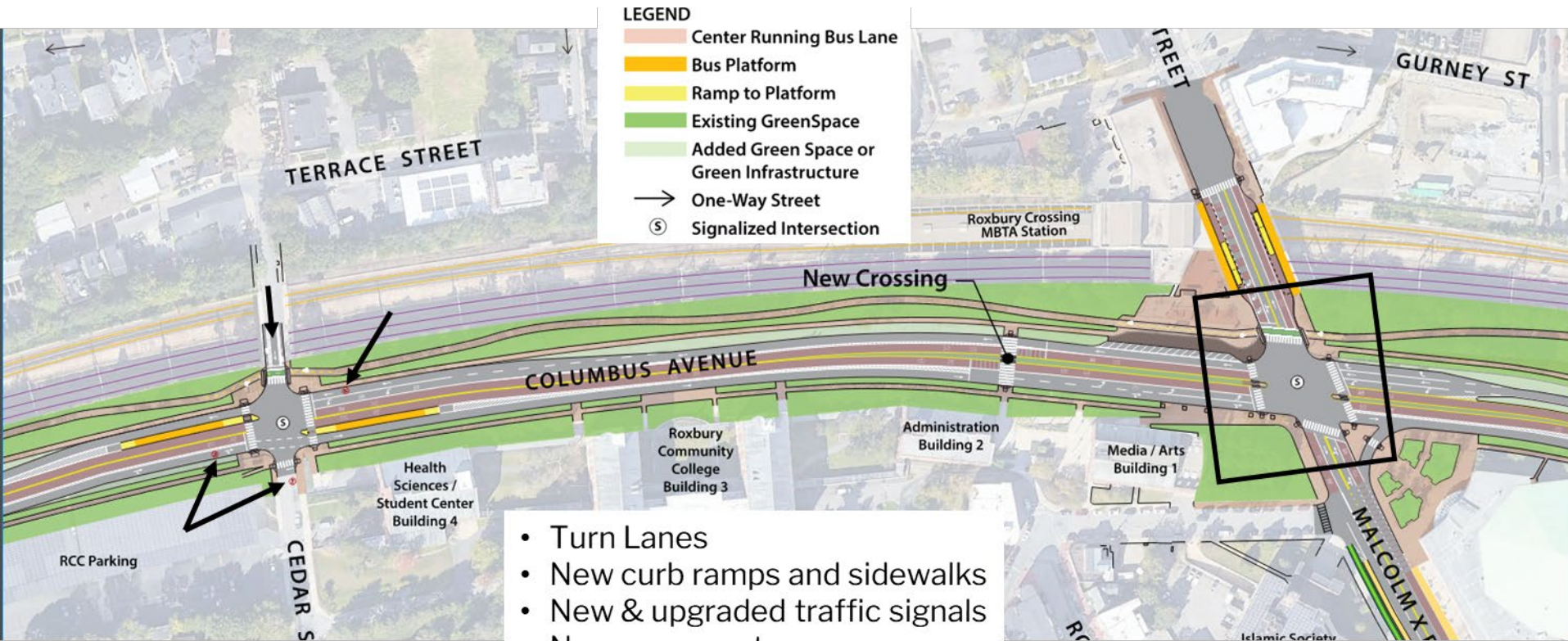


# Cedar Street – Roxbury Crossing



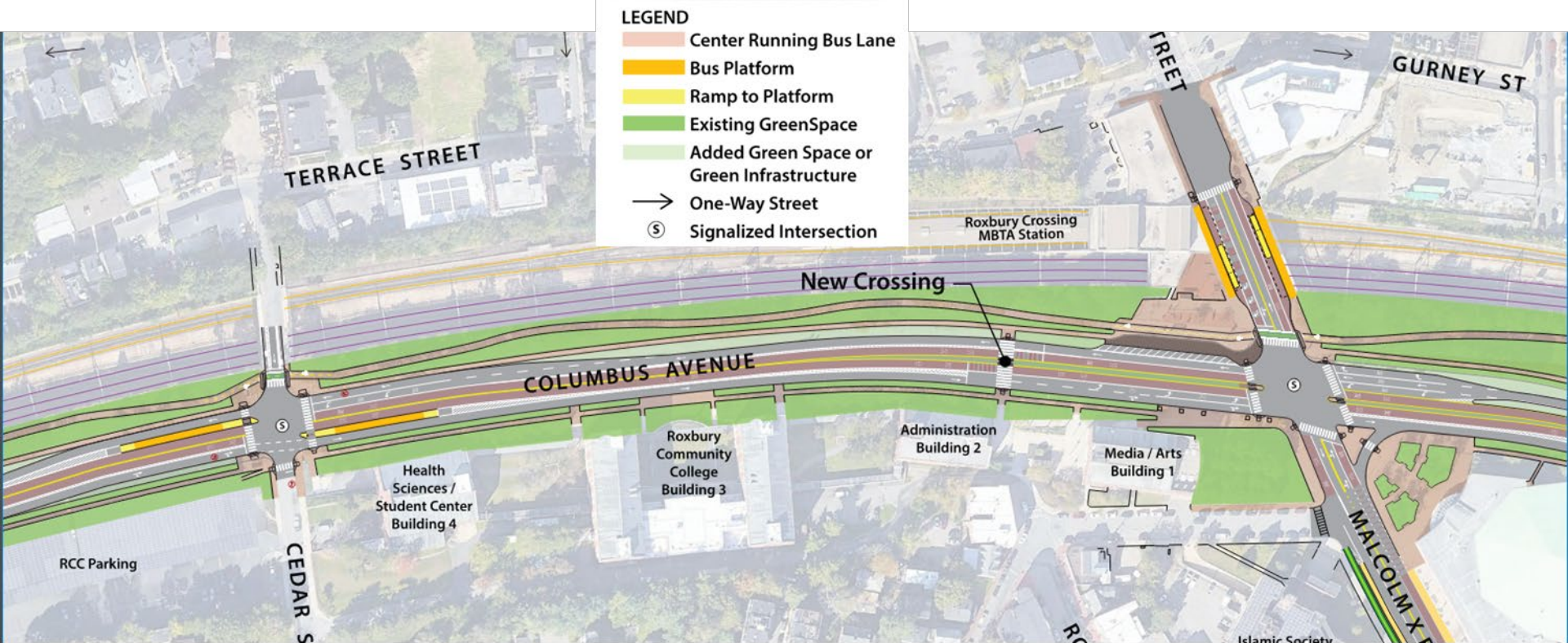


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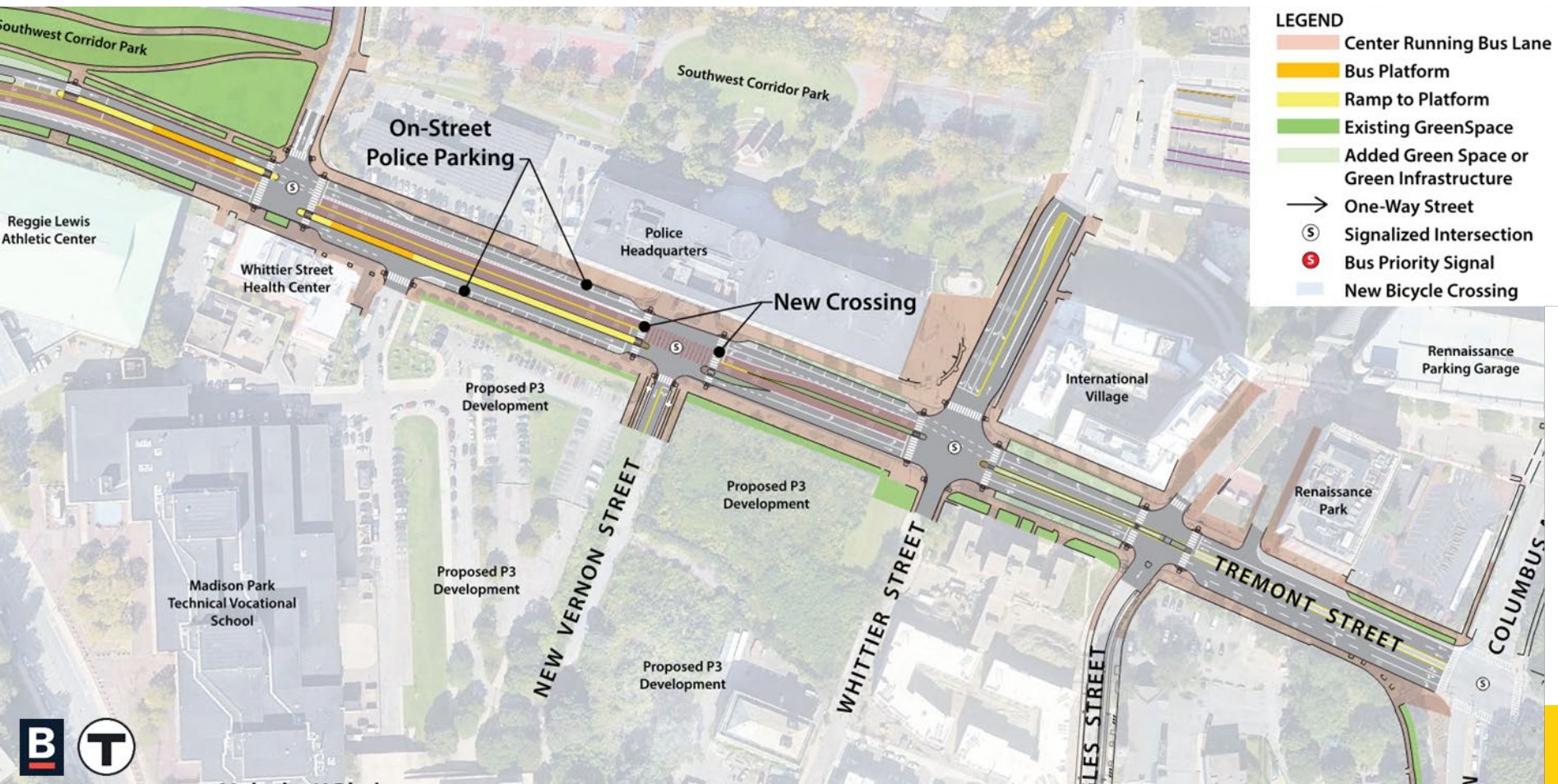


# Cedar Street – Roxbury Crossing



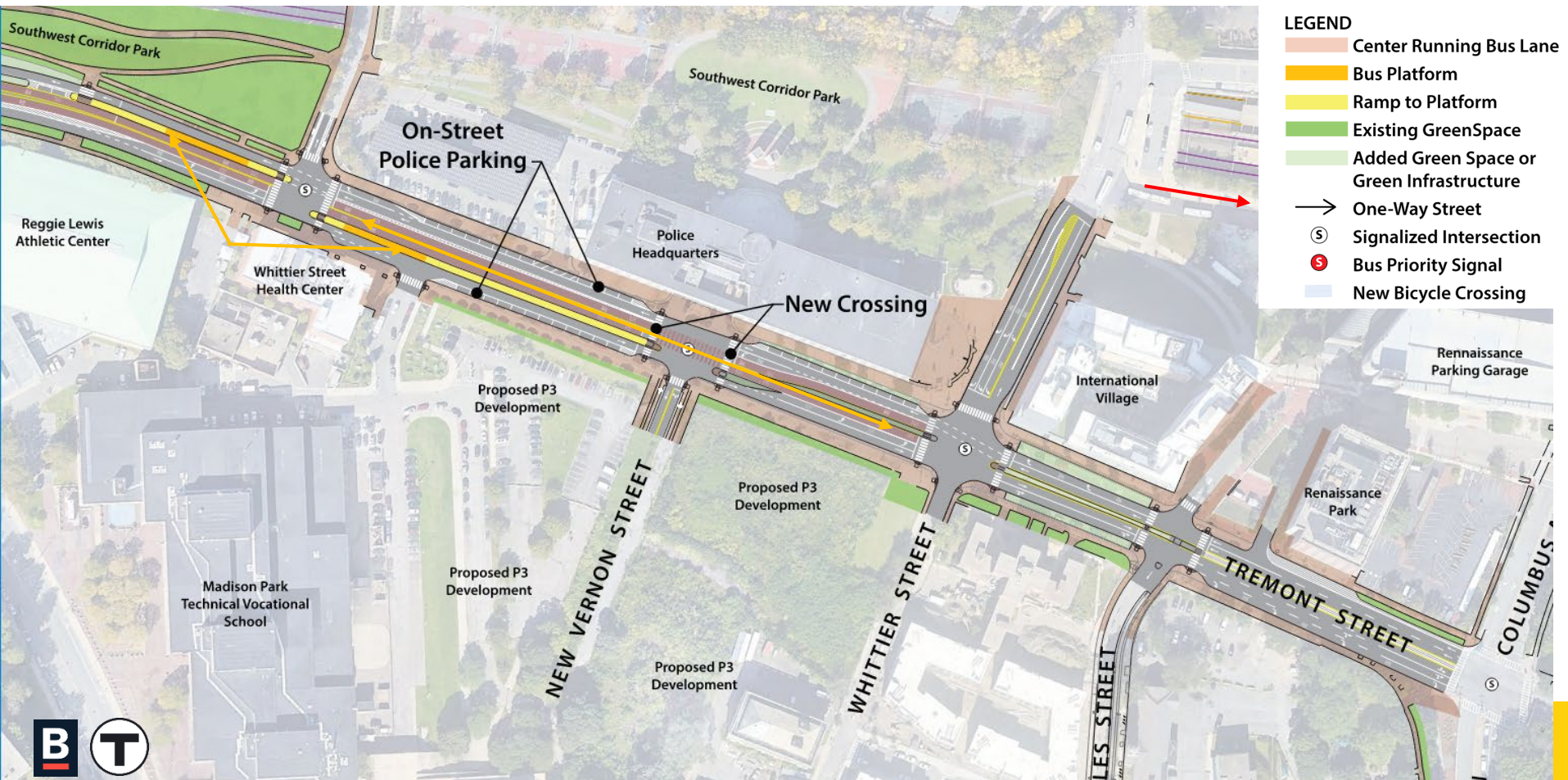


# Concept Design: Ruggles



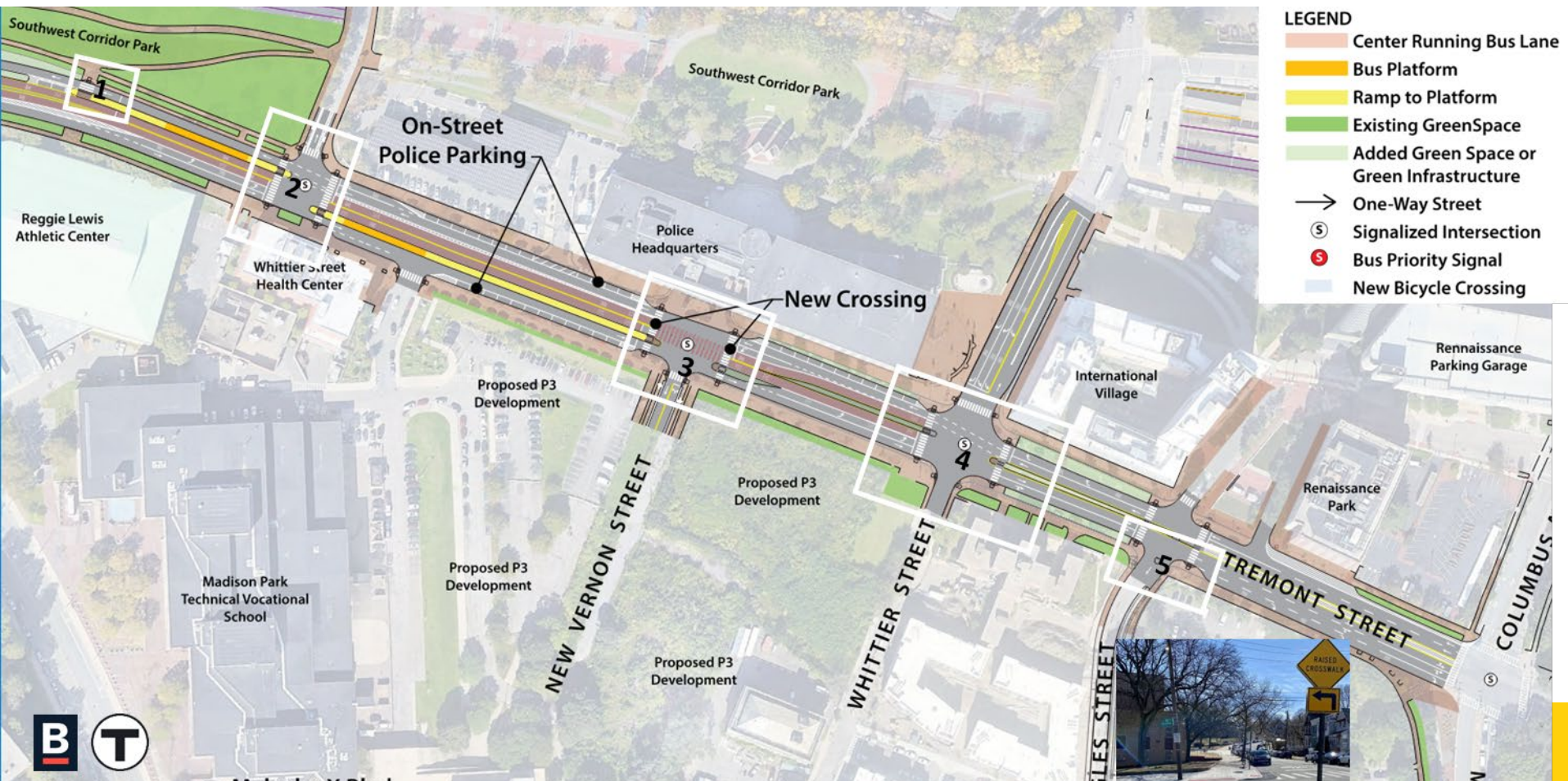


# Concept Design: Ruggles



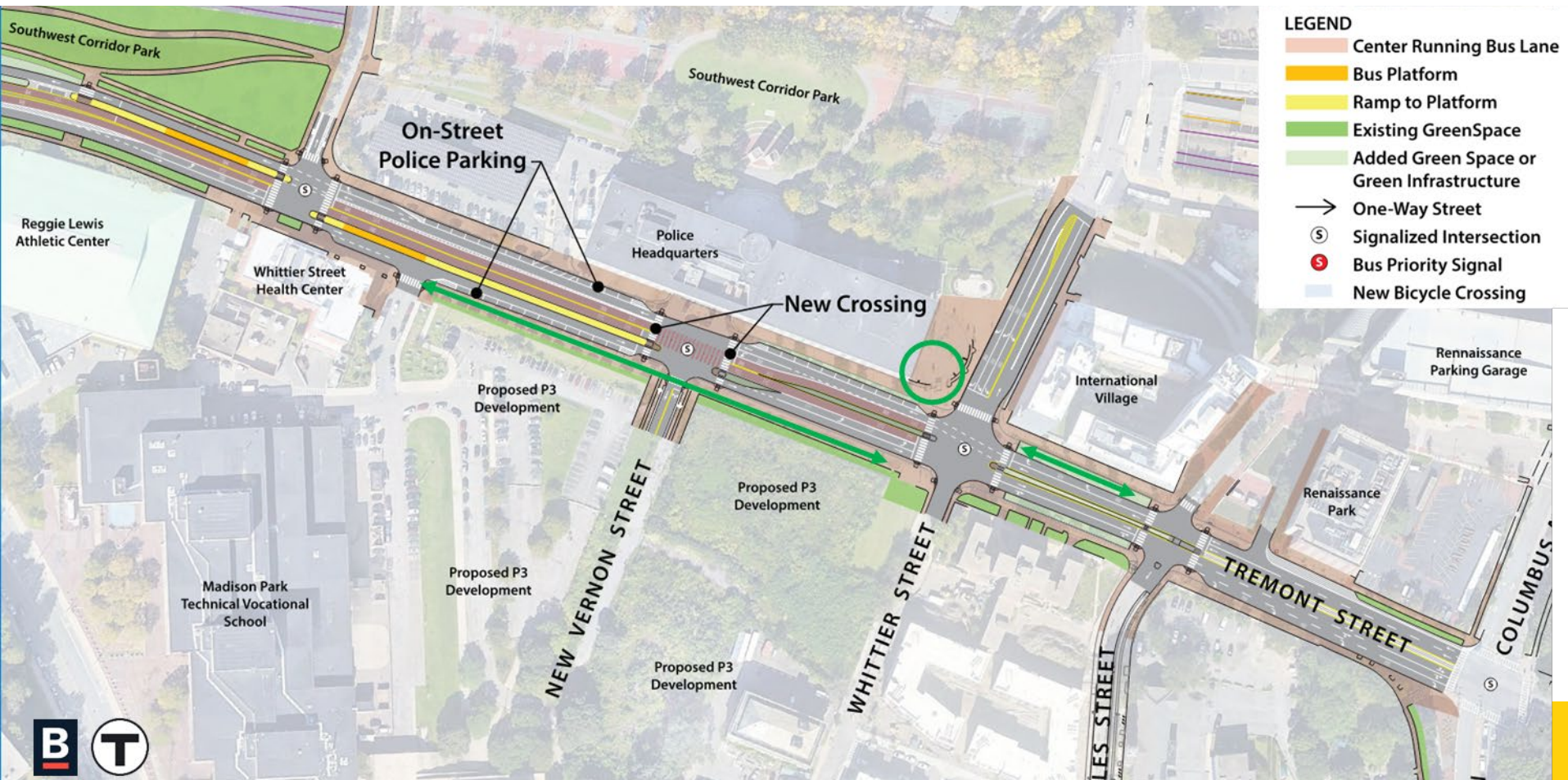


# Concept Design: Ruggles



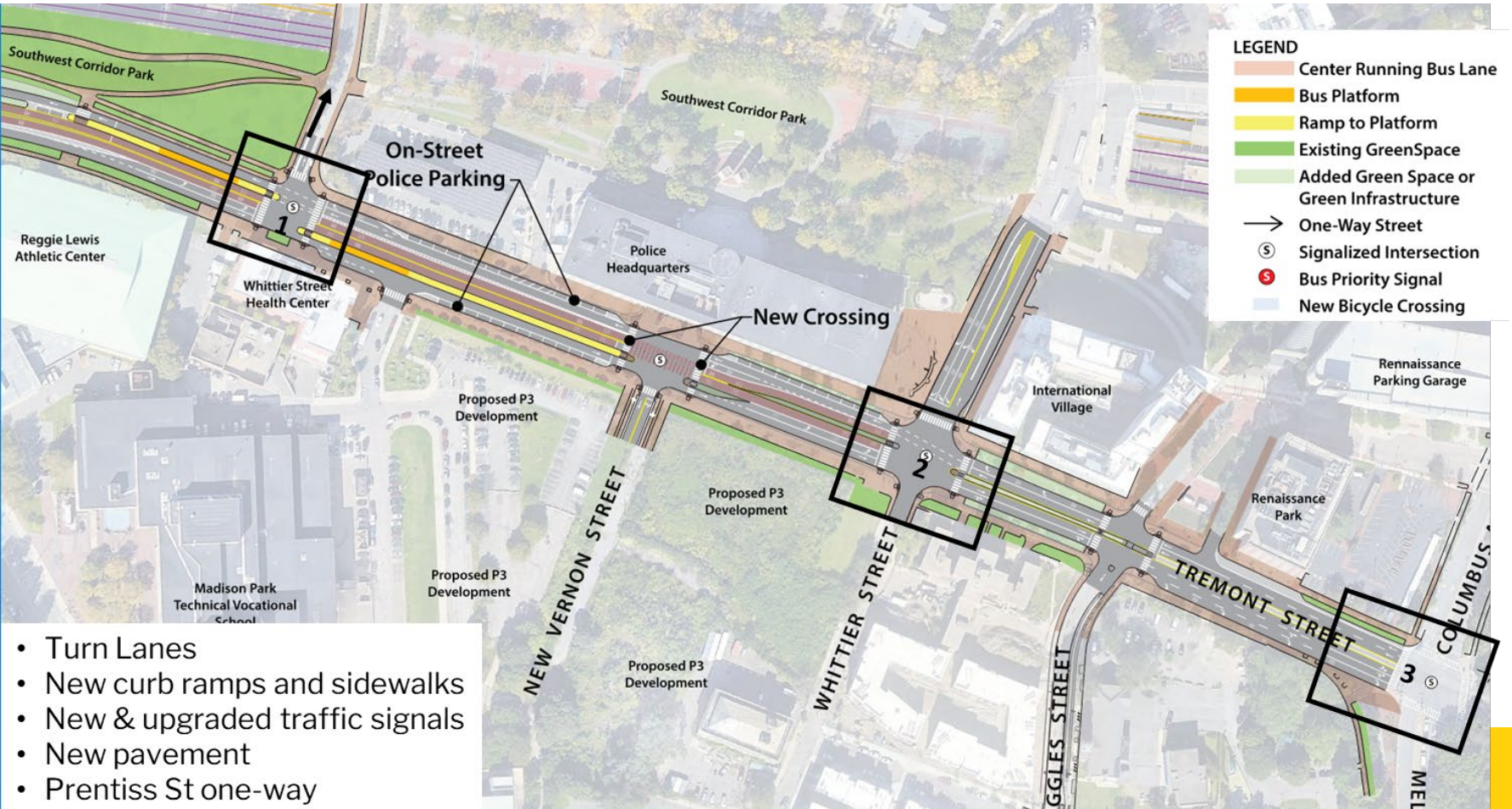


# Concept Design: Ruggles





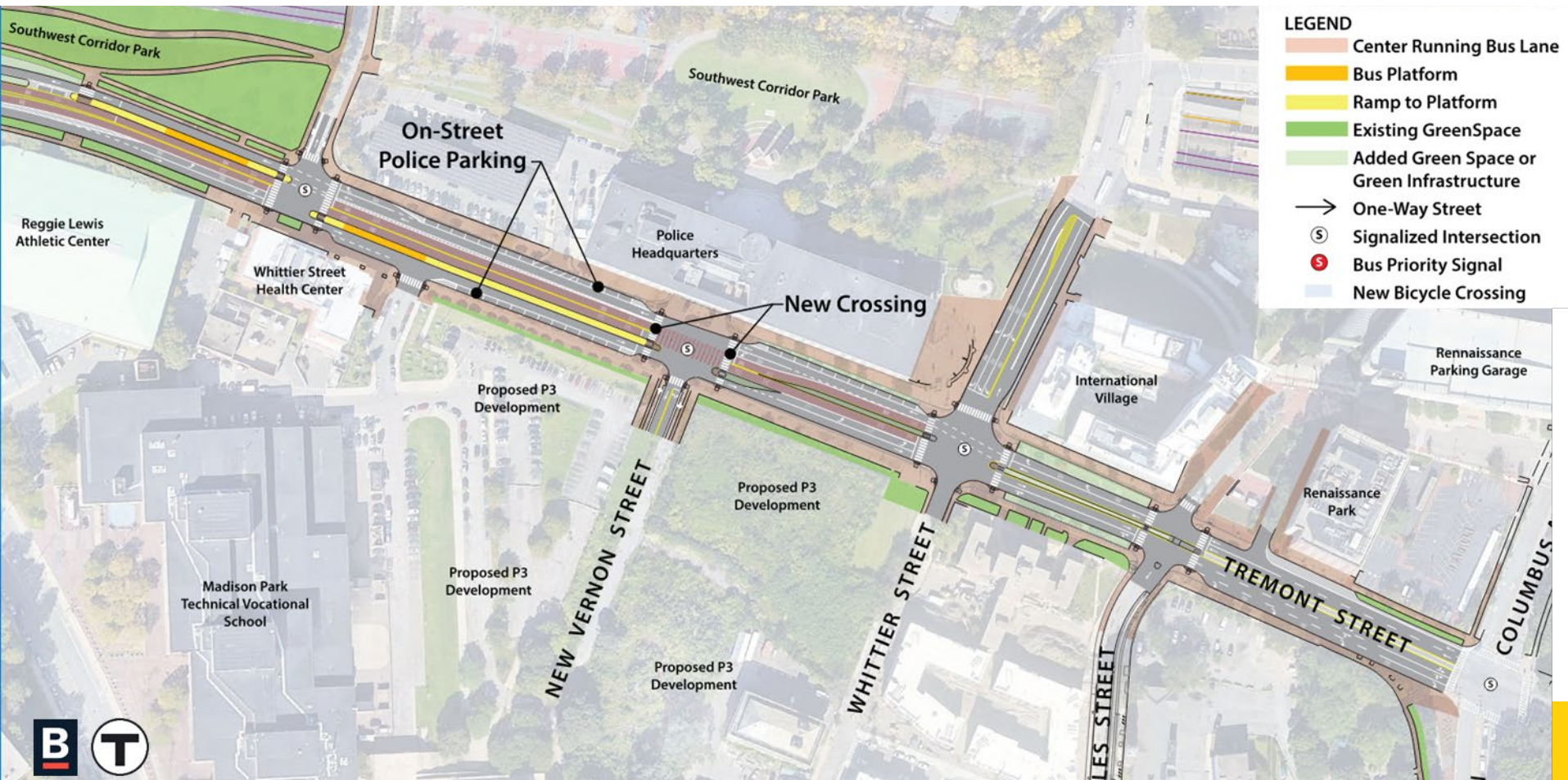
# Concept Design: Ruggles



- Turn Lanes
- New curb ramps and sidewalks
- New & upgraded traffic signals
- New pavement
- Prentiss St one-way



# Concept Design: Ruggles





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# Draft Concept Design Highlights

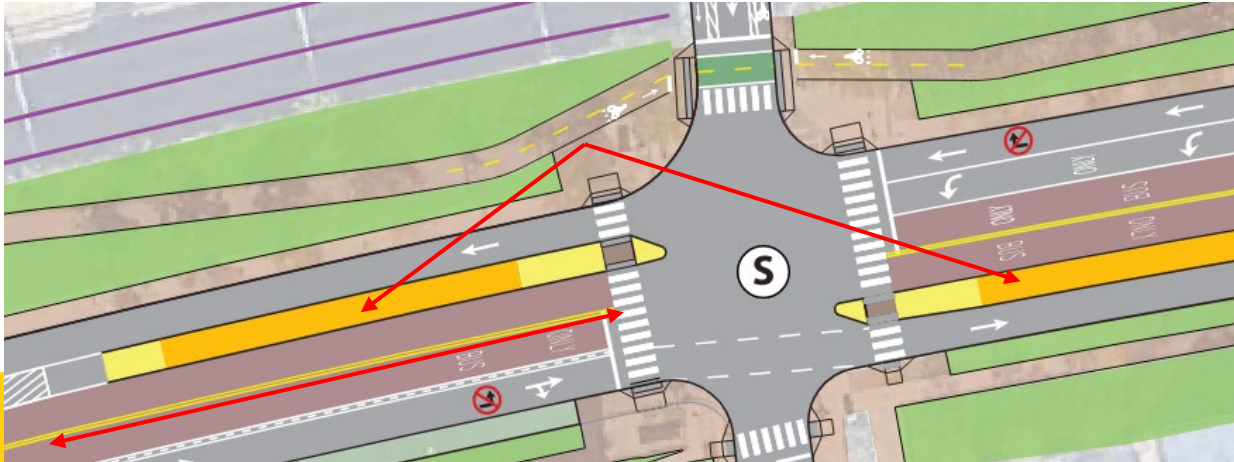
- Center-running bus lanes
- New center platform pairs with shelters + enhanced Roxbury Crossing platforms
- Estimated 6 – 9 minutes of transit travel time savings
- New and improved pedestrian crossings
- Upgraded Southwest Corridor crossings
- Public realm / green infrastructure improvements
- New and upgraded traffic signals with improved coordination
- Roadway repaving
- Sidewalk repairs and improvements

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# Benefits & Impacts Summary

# Transit Infrastructure & Travel Time

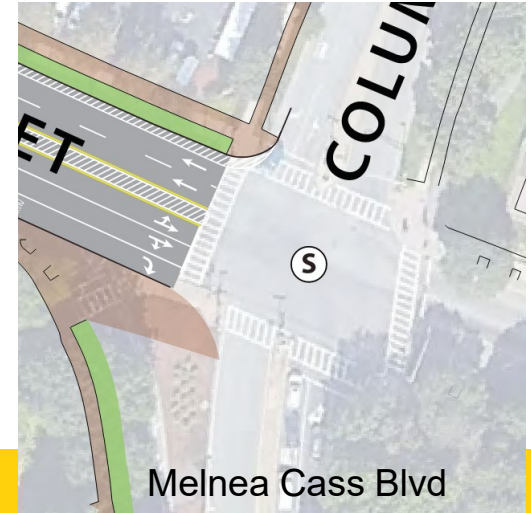
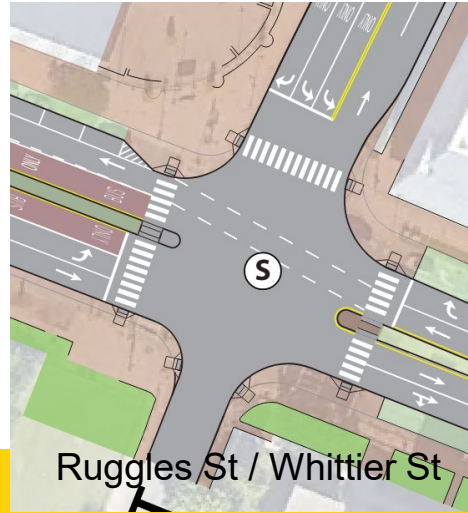
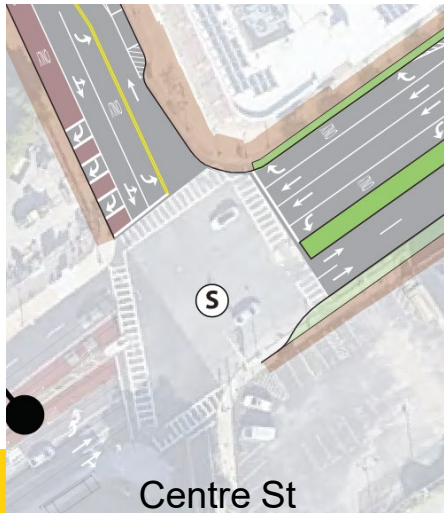
- 1 mile of center-running bus lane
- 2 new center platform pairs with shelters (Cedar St + Prentiss St)
- Enhanced platforms at Roxbury Crossing
- Projected Travel Time Savings:
  - Jackson Sq <--> Roxbury Crossing: 5 – 7 min
  - Roxbury Crossing <--> Ruggles: 3 – 4 min





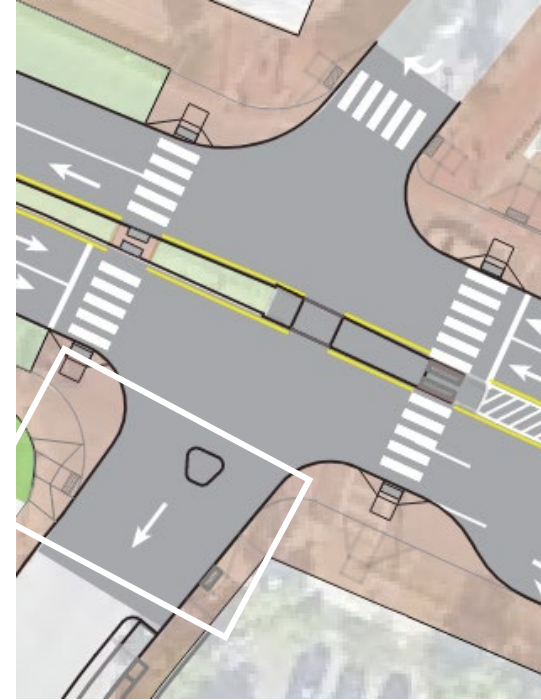
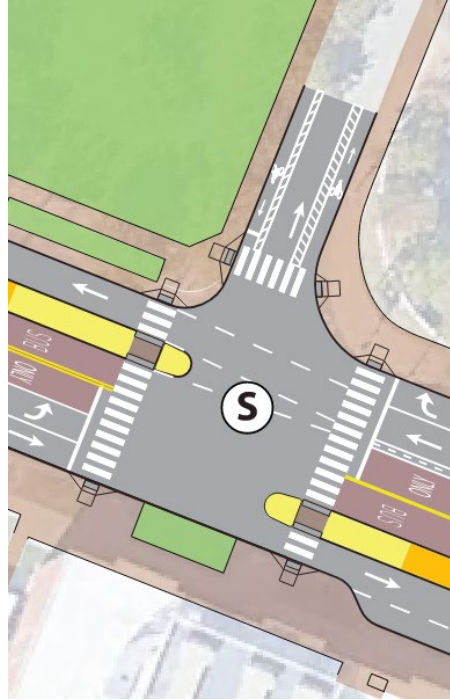
# Vehicular Traffic Impacts

- Evaluating where traffic capacity is needed based on data, existing lanes, and feedback
- Maintain key turning lanes and capacity
- Based on Phase 1 analysis and preliminary analysis, **project 2 – 4 minute travel time impact Analysis for final concept design will be provided**



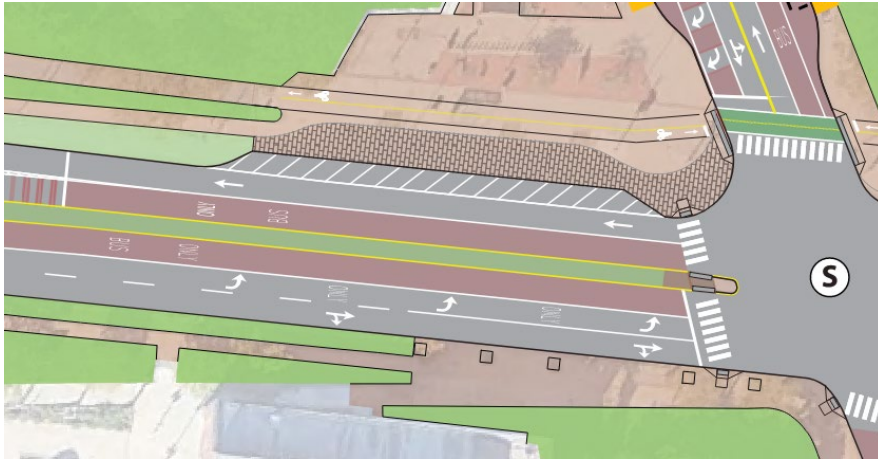
# Bicycle & Pedestrian Safety

- 3 new pedestrian crossings
- 4 upgraded SW Corridor crossings
- ~25% reduction in crossing distance
- Raised side street crossings



# Public Realm & Green Infrastructure

- Roxbury Crossing Plaza improvements
- Approx. 0.5-mile of green infrastructure
- Coordination with RCC and DCR
- Other potential plaza opportunities





# Additional Infrastructure Improvements

- Eight (8) traffic signal upgrades
- Roadway repaving
- Sidewalk repairs
- Lighting
- Utility relocation as needed



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# Design Trade-Offs

# Jackson Square Stop Location

## Key Question:

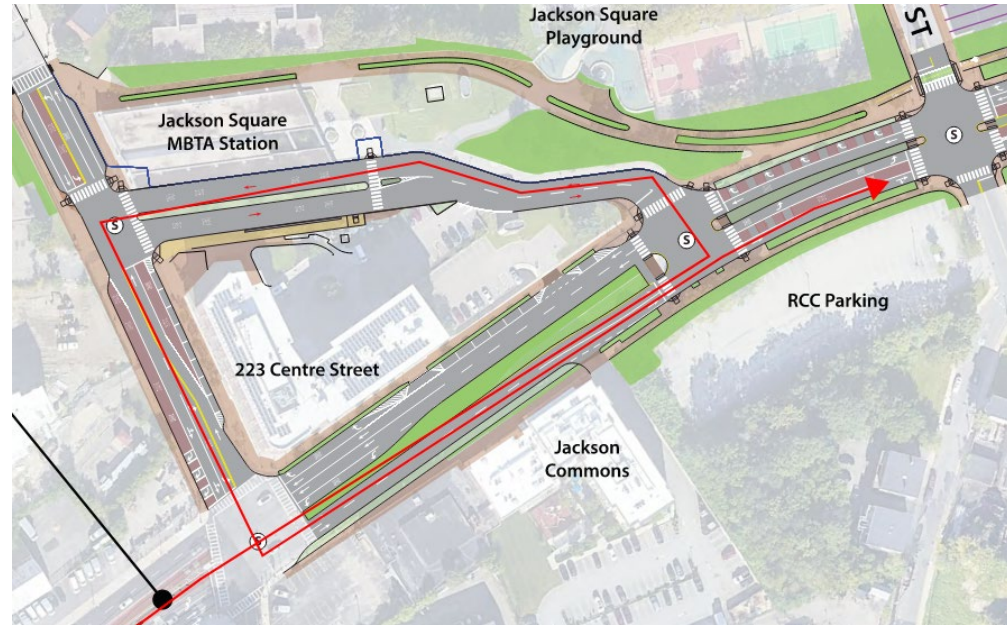
Continue sending Route 22 buses into Jackson Square Station OR locate platform on Columbus Ave?

## Trade-Offs:

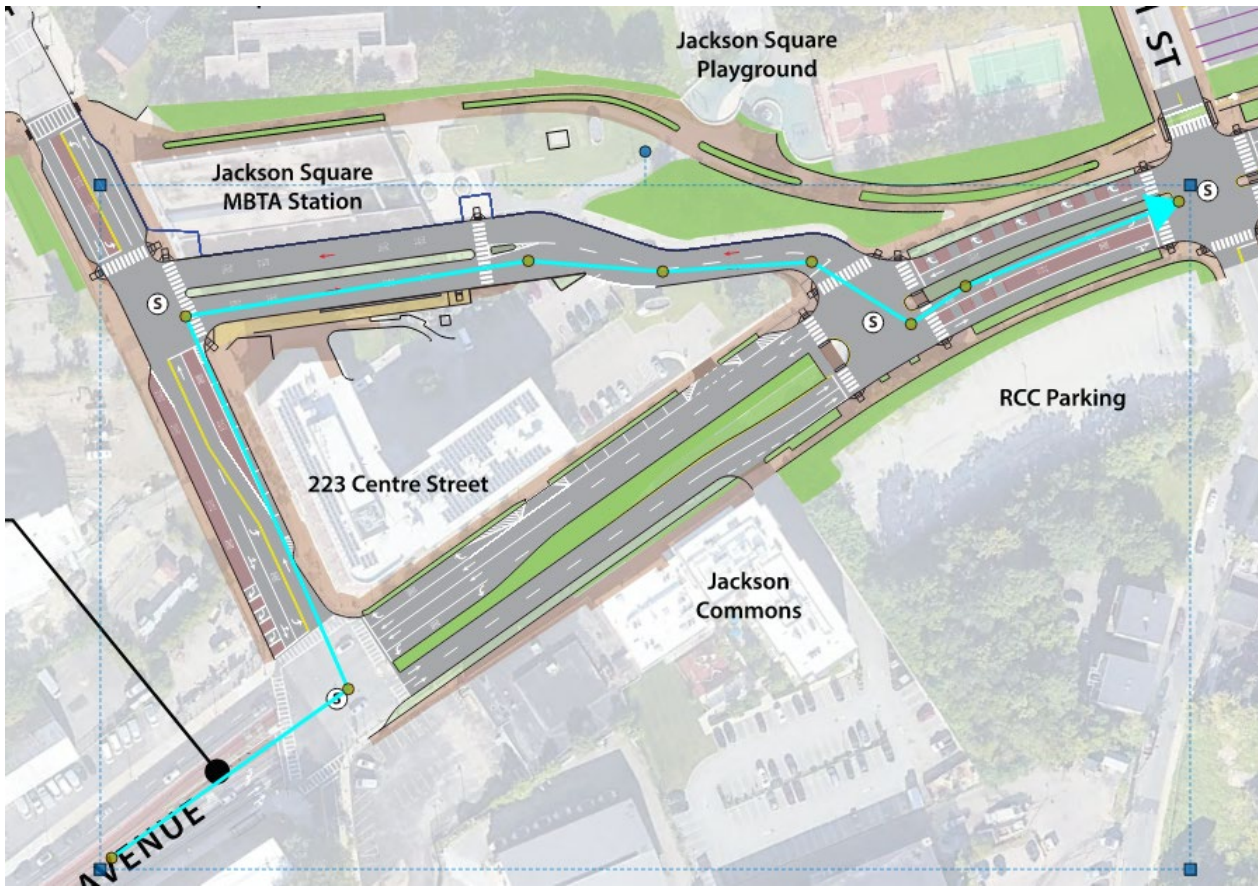
Transfer experience vs. transit travel time

## Decision:

Continue using Jackson Square station but convert to two-way bus travel







# Cedar St Design

## Key Question:

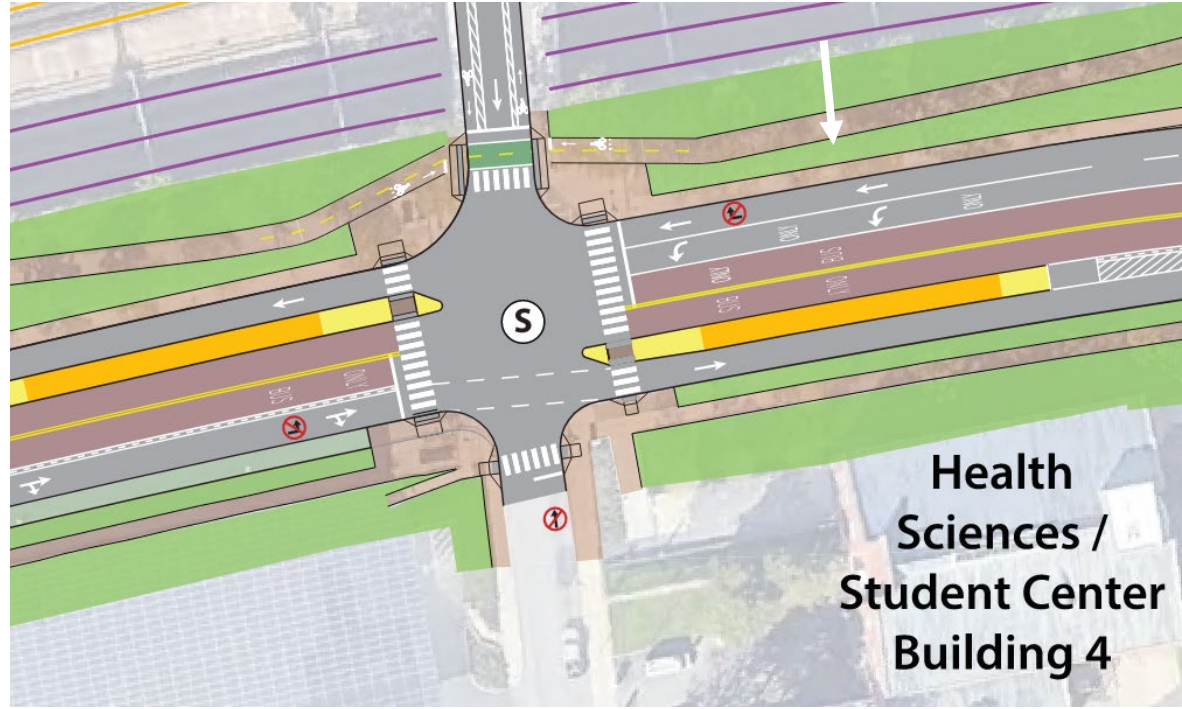
How to design Cedar St intersection

## Trade-Offs:

Bicycle and pedestrian safety; traffic operations

## Decision:

Convert Cedar St to one-way eastbound for cars with bike lanes in both directions



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# Roxbury Crossing Platform Location

## Key Question:

Locate bus platforms in front of Roxbury Crossing Station curbside or as center platforms

## Trade-Offs:

Transit priority, pedestrian crossing distance, general traffic operations

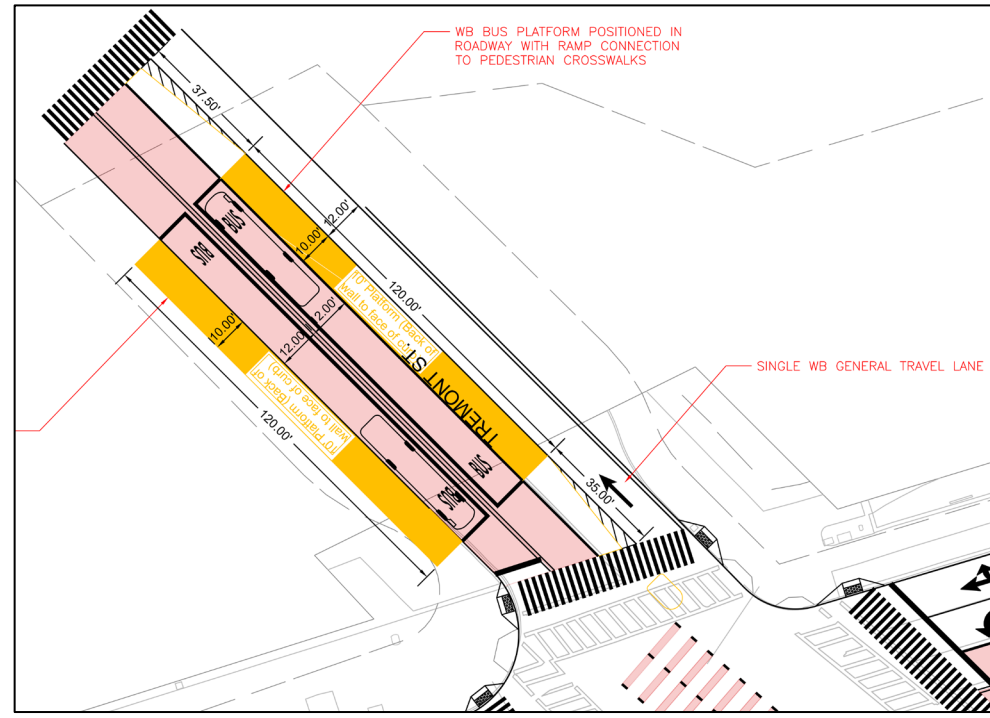
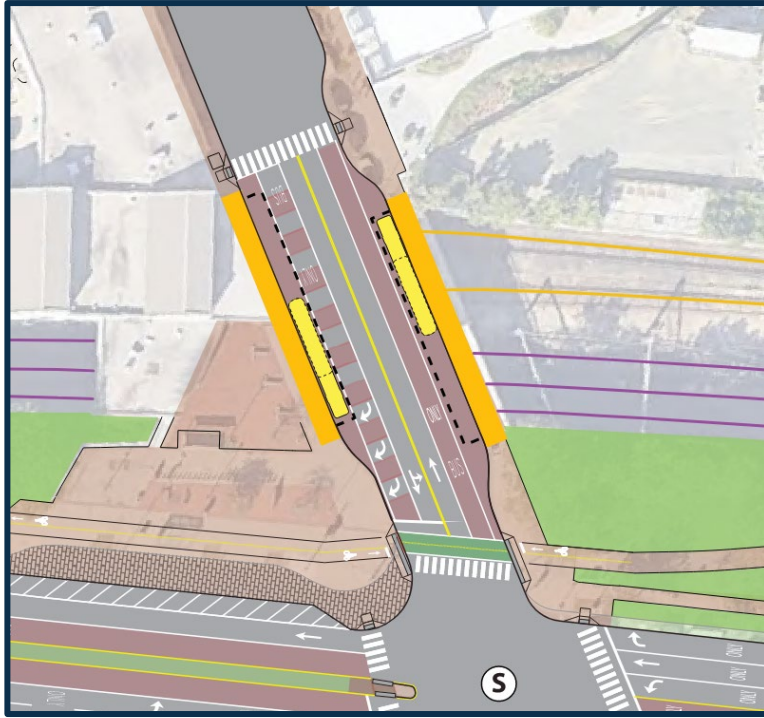
## Decision:

Curbside platform to maintain traffic operations and transit priority continuity





# Roxbury Crossing Station Platform Design



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# Corridor Case Studies

# Egleston Square to Longwood Medical Area

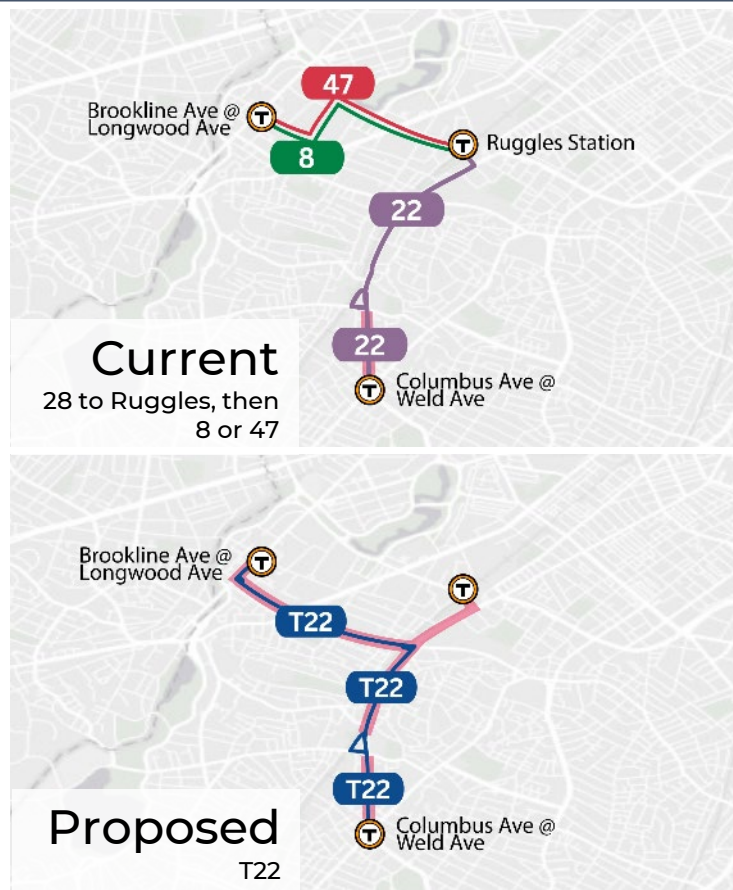


**Silvia**

*Roxbury*

Silvia commutes from Egleston Square to Boston Children's Hospital. Today she takes the 22 to Ruggles, then transfers to the 8 or the 47. Because her connections aren't frequent, Silvia sometimes has to wait a while.

In the new network the T22 is a one seat ride for Silvia, and it comes at least every 15 minutes all day.





# Ruggles Station to Nubian Square

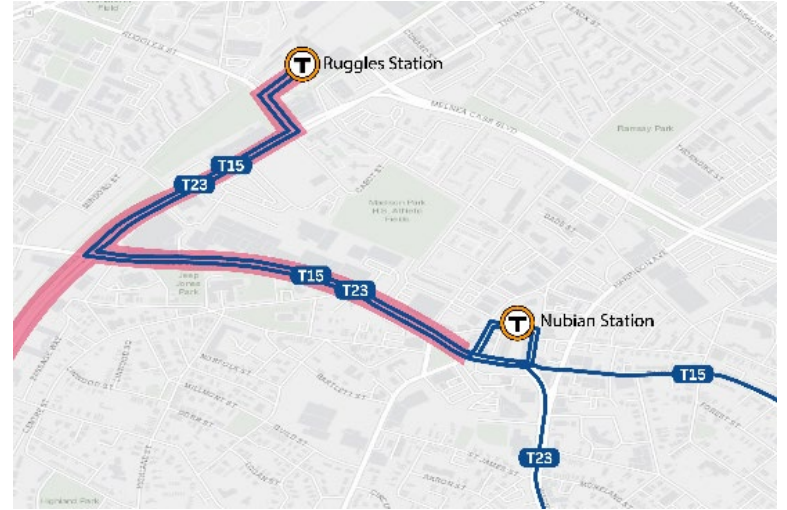


**Tim**

*Roxbury*

Tim often travels from Ruggles Station to Nubian Square. He takes the 15 or the 23, which often get stuck in traffic. Because of this, his short trip takes longer than it should.

With transit priority along Tremont Street and Malcolm X Blvd, Tim's connection between Ruggles and Nubian is quicker and more reliable.



# Walking Conditions at Roxbury Crossing

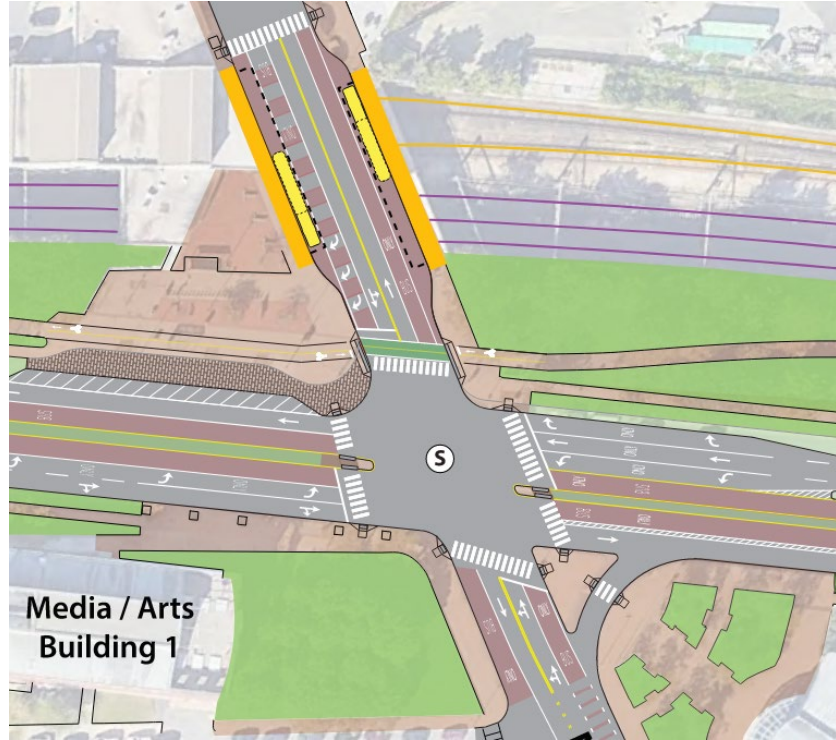


## David

### *Mission Hill*

David lives in senior housing near Terrace Street and stays fit by exercising at the Reggie Lewis Center. Right now, he must cross over 100 ft. along a wide Columbus Avenue, which can be challenging and dangerous.

After a redesign, David's crossing becomes shorter and safer.



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## How to provide feedback

- Submit feedback online through our online form (available in multiple languages):  
[mbta.com/TremontColumbusFeedback](https://mbta.com/TremontColumbusFeedback)
- The feedback form will be available through **June 16**.

## How to stay informed

- Stay updated on the project:  
[mbta.com/TremontColumbus](https://mbta.com/TremontColumbus)
- To learn more about other MBTA bus initiatives, visit the Better Bus Project website: [mbta.com/betterbus](https://mbta.com/betterbus)
- For general inquiries on MBTA public outreach, contact  
[publicengagement@mbta.com](mailto:publicengagement@mbta.com)



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**Q&A**



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# Thank you!

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For questions about MBTA bus initiatives, including Bus Network Redesign: **[betterbusproject@mbta.com](mailto:betterbusproject@mbta.com)**

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