MBTA Key Bus Route Improvement Program

Community Meeting
Routes 111-116-117

April 13, 2011
Chelsea Collaborative
318 Broadway, Chelsea

Agenda

- Welcome and introductions
- Safety briefing/Accommodations
- Meeting announcement
- Key Bus Route Program overview
- Today’s Challenges
- Preliminary recommendations
- Next Steps
- Discussion
Introduction

Enhancements to 15 Key Bus Routes

Funded by $10 million ARRA grant

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Project Schedule
Bus Routes 111-116/117

<table>
<thead>
<tr>
<th></th>
<th>Apr</th>
<th>Jun</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
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- April 7
- April 11
- April 13
Key Bus Route Goals

- **Reliability**
  - less bus bunching

- **Faster trips**
  - less stops, reduced delays

- **Improved accessibility**
  - for seniors and persons with disabilities

- **Passenger amenities**
  - shelters, benches, signage, trash receptacles

Route 111: Overview

- Haymarket to Woodlawn / Broadway & Park Ave
  - Via Chelsea Square, Bellingham Sq, and Cary Square.

- Connects to:
  - MBTA Green and Orange Lines
  - MBTA Bus Routes 110, 112, 114, 116, 117
  - Commuter rail
  - MBTA's 8th busiest route
  - Over 8,692 avg. daily boardings
  - Peak hour headways
  - Every 5-10 minutes
  - On-time performance
  - 75% Weekday

Source: MBTA’s 2008 Biennial Service Plan

- Approx. 5.1 miles long
- 54 Stops
  - 26 Inbound (to Haymarket)
  - 28 Outbound (to Woodlawn)
Route 116/117: Overview

- Wonderland to Maverick
  - Via Central Sq East Boston, Chelsea Square, Bellingham Square, and Broadway.

- Connects to:
  - Blue Line and Commuter Rail
  - MBTA bus routes, including 110, 111, 114, 119, 120, 121

- MBTA's 9th busiest route-
  - Over 8,446 avg. daily boardings

- Peak hour headways
  - Every 10-12 minutes

- On-time performance
  - 64% Weekday
  - Source: MBTA's 2008 Biennial Service Plan

- 5.5 (116) & 5.1 (117) miles long

- 116 Unique Stops
  - 49/44 Inbound (to Maverick)
  - 48/43 Outbound (to Wonderland)
  - 71 stops shared for both routes

Today’s Challenges

- Bus stops often not long enough to allow accessible and safe boarding/alighting at each door
**Improved Accessibility**

- **Legal Mandate**
  - All bus doors must open at curb
  - Longer bus stops
- **Deter cars from parking in stops**
  - Assist municipal/ transit police enforcement

**Required Bus Stop Lengths**

- **40’ bus**
  - Farside – 60-65ft
  - Nearside – 90-100ft
  - Midblock (or after left hand turn) – 100-110ft
Today’s Challenges

- Poorly located boarding area with blocked access
- Clear path of travel to/from/through stop
- Snow clearance

Preferred Bus Stop Locations

- Sufficient length to allow bus to pull to the curb
- Clear boarding/alighting area
- Not blocking crosswalks or driveways
- Considerate of adjacent traffic
- Appropriate distance between stops
Today’s Challenges
- Bus stops located too close together

Optimized Bus Stop Spacing
- Ideal spacing is one stop every 750-1,320 ft (4 - 7 per mile)
- Resulting walk time = 4-6 minutes
- Route 111 has an average of approximately 750 ft
- Some stops as close as 250 ft
Today’s Challenges
- Missing/Damaged Signs
- Obstructed Signs
- Incorrect/Outdated Information

Reliability Issues
- Bus ‘bunching’
- Overcrowding
- On-time performance
Bus Stop Locations
What we consider:

- Ridership – customer boardings and alightings
- Proximity to schools, medical centers etc
- Distance to adjacent stops
- Reducing traffic congestion
- Parking impacts
- Potential to add amenities – shelters, benches etc.

Bus Stop Consolidation

Benefits

- Shortens bus trip times
- Improves service reliability
- Minimizes “stop & go” experience
- Provides additional parking spaces
- Ability to provide better stop amenities
Better Pavement Markings

- Improves bus stop delineation
- Helps prevent illegal parking

Improved Passenger Comfort & Convenience

- Install shelters where possible
  - Weather protection, seating, comfort
- New street furniture
  - Benches, trash receptacles
New Bus Shelters

Traffic Signal Improvements

- Provide longer green time for buses
- Reduce overall congestion
- Requires coordination with roadway authority
Improving Reliability

Tools to monitor and control buses

Bus Arrival Times

Where’s the T?

Using real-time information instead of schedules, new apps tell you where your bus or train is and when it will actually arrive.

How to find an app:
1. Go to MBTA.com/apps
   Check out our app gallery to find an app that works for you! Real-time applications are available for smartphones, web, text, and your desktop.
2. Search “MBTA” in your smartphone’s app store.
   There are apps for the most popular platforms. Pick the one you like and download it to your phone!

mbta.com/apps or search MBTA in your phone’s app store
Preliminary Recommendations
Route 111

N Washington St @ Thatcher St
Remove stop due to proximity to Haymarket Station
N Washington @ Medford St
Relocate to farside of Causeway St due to proximity of Haymarket Station, add amenities.

Co-ordinate with Routes 116/117 in Bellingham Sq
* Park St @ Hawthorn St OB
Relocate to farside of Central, add amenities.

* Broadway @ Shurtleff St OB
Remove stop to improve bus stop spacing and poor location of stop mid crosswalk.
**Washington Ave @ Fifth St IB**
Relocate stop to farside and add shelter, bench, trash receptacle on curb extension, and add pavement markings.

* Co-ordinate with Rt 116/117

**Washington Ave opp. Orange Ct**
Remove stop due to proximity to Haymarket, ridership, parking conflicts.
**Washington Ave @ Cary Av**

Relocate stop back from Cary Ave. Add bench, trash receptacle and pavement markings.

**Washington Ave @ Cary Ave**

Consolidate with Bloomingdale to nearside of Bloomingdale. Install shelter or bench. Add amenities.
**Washington Ave @ Opp. Carmel St**

Lengthen stop to provide sufficient curb space for the bus to access the stop.

**Washington Ave @ Carmel**

Consolidate with Jefferson Ave to midblock stop. Install amenities and pavement markings.
**Washington Ave @ Revere Beach Pkwy**
Remove stop to improve stop spacing and traffic flow and due to low ridership.

**Sagamore Ave @ Washington Ave**
Lengthen stop. Replace existing trash receptacle, add pavement markings. Investigate signal improvements at Revere Beach Parkway.
Sagamore Ave @ Murray St
Remove IB and OB stops to improve stop spacing.

Garfield Av @ Clyde St
Remove stop to improve stop spacing and due to low ridership.
**Garfield Av @ Exeter St**
Add shelter. To provide sufficient bus stop length: Relocate handicap space behind stop OR relocate front sign and remove 2 parking spaces.

**Washington Ave @ Columbus St**
Remove stop to improve stop spacing and due to low ridership and location on curve.
Woodlawn @ Washington Ave
Consolidate with Prospect at new stop opp Hy Sil Ave. Add bench, trash receptacle and pavement markings.

Washington Ave @ Prospect
Relocate stop to farside of Hy Sil Ave
**Washington Ave @ Arnold St**
Remove stop to improve stop spacing, due to low ridership and poor sidewalk conditions.

**Woodlawn**
Add bench, trash receptacle and pavement markings.
Woodlawn Ave @ Staffiery Rd
Relocate farside to provide sufficient bus stop length and minimize parking impact. Add pavement markings.

Summary of Preliminary Recommendations on Route 111
- Add shelters, benches, trash receptacles
- Lengthen stops for accessibility
- Relocate stops
- Consolidate stops
  - Current Stop Plan  26 IB/28 OB
  - Proposed Stop Plan  18 IB/21 OB
- Investigate traffic signal improvements
- Sidewalk improvements/curb extensions
Preliminary Recommendations Routes 116/117

Central Sq, East Boston

Improve stops in co-ordination with City of Boston Central Square Project
Meridian St @ Saratoga St OB
Lengthen stop to improve traffic flow. Add amenities, pavement markings.

Chelsea
Pearl St @ Essex St & Marginal OB
Lengthen stops. Consider queue jump lane/signal improvements @ Marginal.

Pearl St @ Williams St IB
Relocate to farside to improve traffic flow. Add bench, trash receptacle, and pavement markings.
Co-ordination with Rt 111 in Bellingham Sq

* Park St @ Hawthorn St OB
Relocate to farside of Central, add amenities.

* Co-ordinate with Rt 111
* Washington Ave @ Fifth St IB
Relocate stop to farside and add shelter, bench, trash receptacle on curb extension, and add pavement markings.

* Broadway @ Shurtleff St OB
Remove stop to improve bus stop spacing and poor location of stop mid crosswalk.
Broadway @ City Hall Ave IB
Relocate stop to City Hall Ave

Proposed

Broadway @ Gerrish St IB
Remove stop due to low ridership and to improve stop spacing.

5726
**Broadway @ Crescent Ave**  
Remove stops due to low ridership, short bus stop length and to improve stop spacing.

**Broadway @ Cary Ave OB**  
Consolidate with Parker St to improve spacing and due to insufficient bus stop length. Add amenities and investigate signal improvements at Cary Ave.
Broadway @ Parker St IB
Remove stop due to stop length and to improve stop spacing.

Broadway @ Eleanor St
Lengthen stops by removing 1-2 spaces per stop.
**Broadway @ Webster St OB**
Remove stop due to insufficient stop length and to improve stop spacing.

**Broadway @ Stockton St IB**
Consolidate with Webster St to midblock @ Tedeschi. Add shelter.
**Broadway @ Cabot St OB**
Relocate stop to farside of Clinton St.

**Public Outreach**
Comments and Next Steps

- Project Updates at www.mbta.com/keybusroutes
- Mail to Operations and Service Development, 45 High St, Boston, MA 02110
- Email to keybusroutes@mbta.com
- Next community meeting
- Discussion
Discussion

These are

PRELIMINARY RECOMMENDATIONS

*We want to hear from you!*