WASHINGTON ST, ROSLINDALE

February 2025

BACKGROUND

Description

The project is a series of collaborative MBTA-Boston projects that have created a 1.2 mile long bi-directional, peak hour/peak direction bus lane facility between Roslindale Village and Forest Hills. The extends in the Inbound direction are from Albano to Forest Hills Busway, and in the Outbound direction from Arboretum Rd to Bexley Rd.


The corridor is served by the Route 14, 30, 34, 34E, 35, 36, 37, 40, 4050, 50, 51 and impacts approximately 15,000 daily riders.

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Design and implementation

The project is a series of collaborative MBTA-Boston projects that have created a 1.2 mile long bi-directional, peak hour/peak direction bus lane facility between Roslindale Village and Forest Hills over four phases:

- **Pilot (May-June 2018)**: Northbound tactical / "cone" pilot

- **Phase 1 (Fall 2018):** Northbound AM peak lane between Cummins Hwy & Tollgate Wy

- **Phase 2 (2020-21):** Southbound PM peak lane, northbound extension to Forest Hills busway, Roslindale Square bus stop and ADA upgrades

- **Phase 3 (2022):** Northbound AM peak lane extension from Corinth St to Albano St

Phase 2 was funded was awarded to MBTA through a $468k MassDOT Shared Streets and Spaces Grant.

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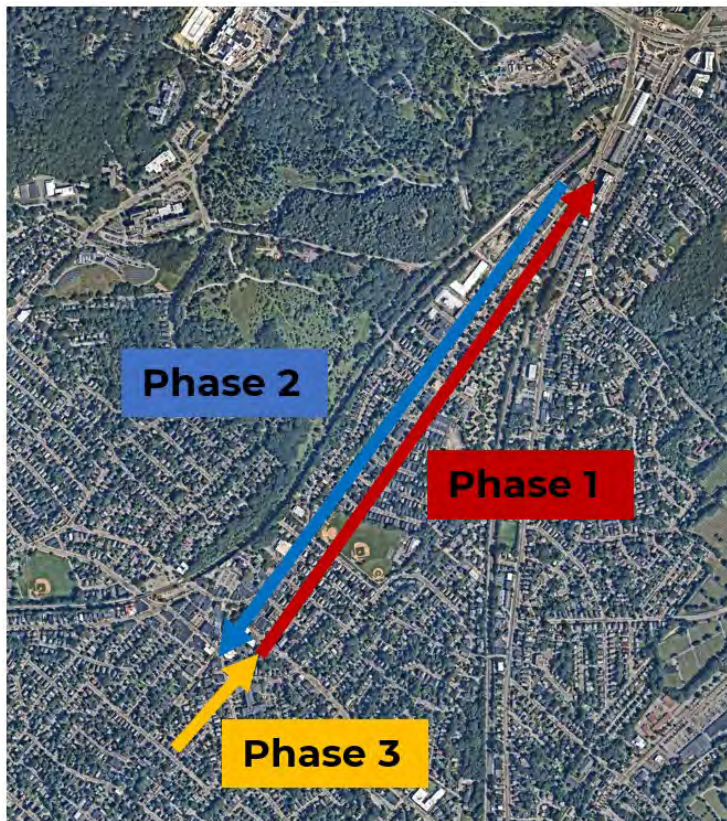
BUS OPERATIONS IMPACTS

Methodology

To evaluate the bus operations, we compared two time periods: Fall 2017 and Fall 2024. Fall 2017 represents the period prior to the pilot installation. Fall 2024 represents the performance of the permanent installation. The evaluation examined travel time by calculating the time spent in transit between stops and excludes dwell time (the period of time a bus spends at the curb allowing passengers to board/disembark.)

The two travel time figures shown are median and the 90th percentile. The 90th percentile is best understood as the "worst trip" a rider is likely to experience during regular weekly use. MBTA scheduling procedures uses the 90th percentile travel time to inform the schedules built for bus service to ensure operators can reliably complete their trips before beginning another. Improvements in the 90th percentile travel time can be directly translated into operational cost savings through a reduction in operator and vehicle demand to deliver the same level of service. We also know from transportation research that individuals schedule their travel based on their "worst trip" experience. For this reason, most riders will experience improvements in their "worst trip" as at least as impactful to their transit experience as reductions in median travel time.

Findings

This project is extremely impactful. It is hard to overstate just how effective this project is on any measure.

Inbound

Relative to Fall 2017, Fall 2024 median run times were 354 seconds (5:54 mins) faster during the AM peak and "Worst trip" run times 672 seconds (11:12 mins) faster during the PM peak.

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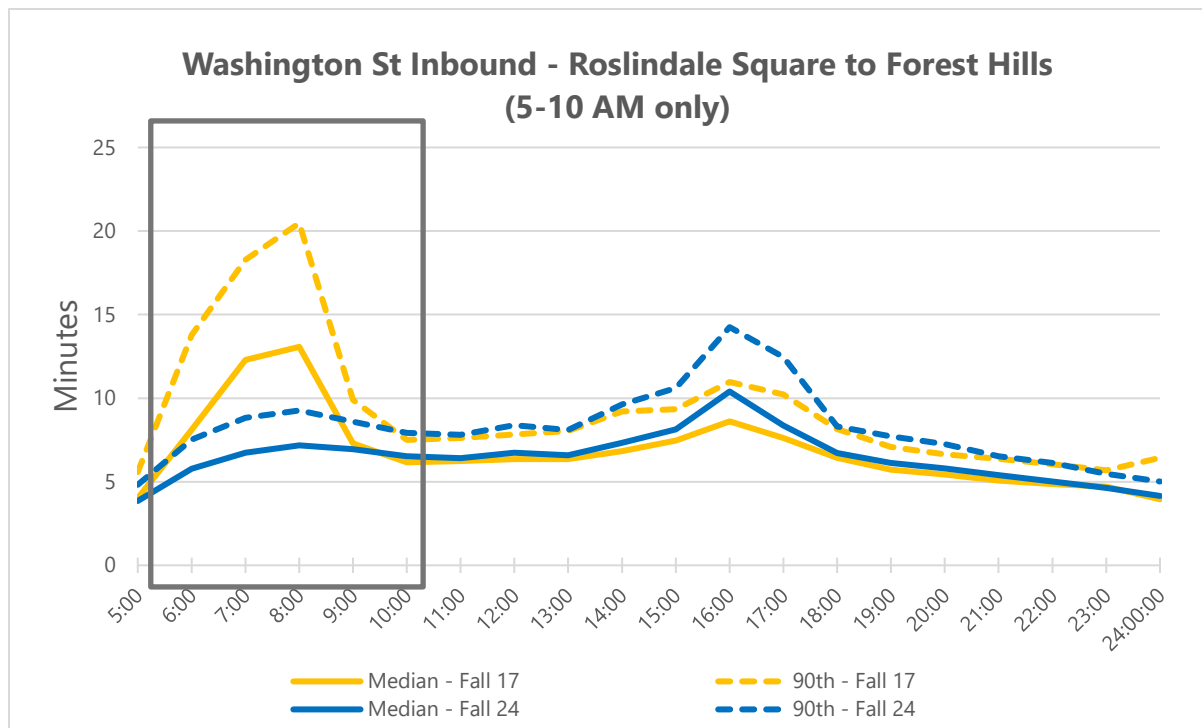
Outbound

Relative to Fall 2017, Fall 2024 median run times were 120 seconds (2 mins) faster during the PM peak and "Worst trip" run times 270 seconds (4:30 mins) faster during the PM peak.

Washington St Outbound - Forest Hills to Roslindale Square (2-7 PM only)

Legend:
- Median - Fall 19
- 90th - Fall 19
- Median - Fall 24
- 90th - Fall 24