

Mattapan Bus Rapid Transit and South Station Direct Connect Projects

Initiative to Improve MBTA Bus Service and Connect Key Boston Neighborhoods

A NEW ERA OF BUS RAPID TRANSIT

The Patrick Administration will seize the opportunity provided by the federal economic recovery program to dramatically improve the service provided in New England's most heavily used bus corridor.

A two-stage Bus Rapid Transit project will first provide a direct connection from Dudley Station to South Station. Next, the existing MBTA Route No. 28 will be enhanced to create a Bus Rapid Transit corridor connecting Mattapan to Ruggles via Dudley and Grove Hall. This will mean faster trips, more reliable service, and improved station amenities for tens of thousands of riders each day.

Using federal stimulus dollars, this initiative will radically transform existing MBTA service in a dense corridor of Boston, helping to spur economic development and improving the rider experience for neighborhoods traditionally underserved by rapid transit. Importantly, this initiative responds directly to public requests for better bus service - service that runs quicker, more often, more reliably, and on the routes that riders want.

Once this project is completed, it has the potential to serve as a national model for upgrading bus service in densely developed urban neighborhoods.

Corridor Bus Ridership*

Bus Route	Weekday Boardings
22	7,047
23	12,910
28	12,071
31	3,989

*Winter 2007

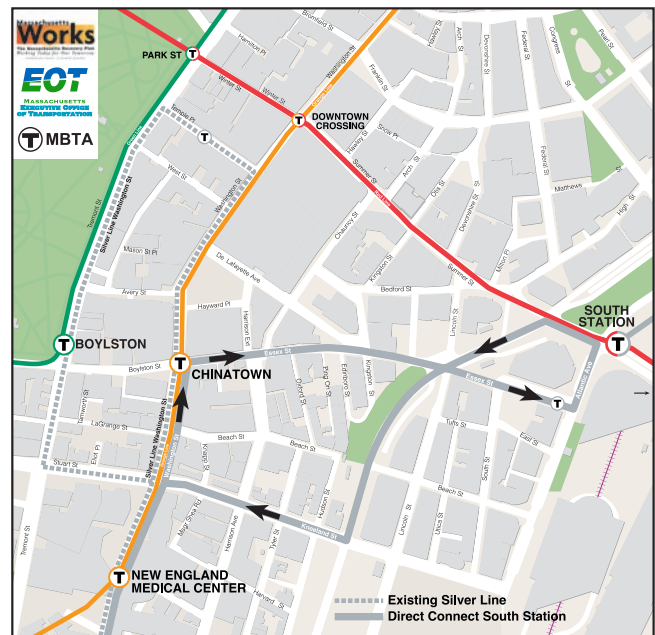
SEIZING THE OPPORTUNITY TO INVEST STIMULUS FUNDING WISELY

By using federal economic recovery funding to transform service on some of Boston's busiest bus routes, we can improve access to key neighborhoods, helping to promote individual and community mobility and spur economic growth. Furthermore, this new Bus Rapid Transit service will be fully integrated with the existing MBTA rapid transit network, providing new or improved connections to the Red, Orange,

and Silver Lines. Lastly, it will help to promote transportation equity by providing faster and better service to those who depend daily on reliable bus service for work, school, medical appointments, and many other trips.

» DIRECT CONNECT FROM DUDLEY TO SOUTH STATION

In the first stage of the initiative, Silver Line Washington Street service will be enhanced by instituting a new route between Dudley Station and South Station. A new street-level terminal at South Station will allow a direct connection to the Silver Line Waterfront serving the Seaport District and Logan Airport. The terminal will include bright lighting, seating, heaters, CharlieCard machines, and trip count-downs to improve passengers' waiting experience. Dedicated bus lanes will also be created along Essex Street and a portion of Atlantic Avenue to improve reliability. This new route will serve all existing Silver Line Washington Street stops except for Temple Place and Boylston. *This new initiative will not reduce existing Silver Line service to Downtown Crossing.*



This new Silver Line service will be implemented using transit stimulus funding under the American Recovery and Reinvestment Act.

Expected completion date: September 2009.

» ROXBURY-DORCHESTER-MATTAPAN BUS RAPID TRANSIT

Dramatic Transformation of Urban Bus Service

The existing MBTA Route 28 will be transformed into first-class Bus Rapid Transit service from Mattapan Station on the Red Line to Ruggles Station on the Orange Line. It will operate via Blue Hill Avenue and Warren Street and make a stop at Dudley Station – a hub of MBTA bus service. Bus Rapid Transit includes dedicated bus lanes, new transit stations with amenities such as heaters and lighting, 60-foot articulated diesel-hybrid buses, and features like queue jumping and traffic signal priority to speed up service and dramatically improve reliability.

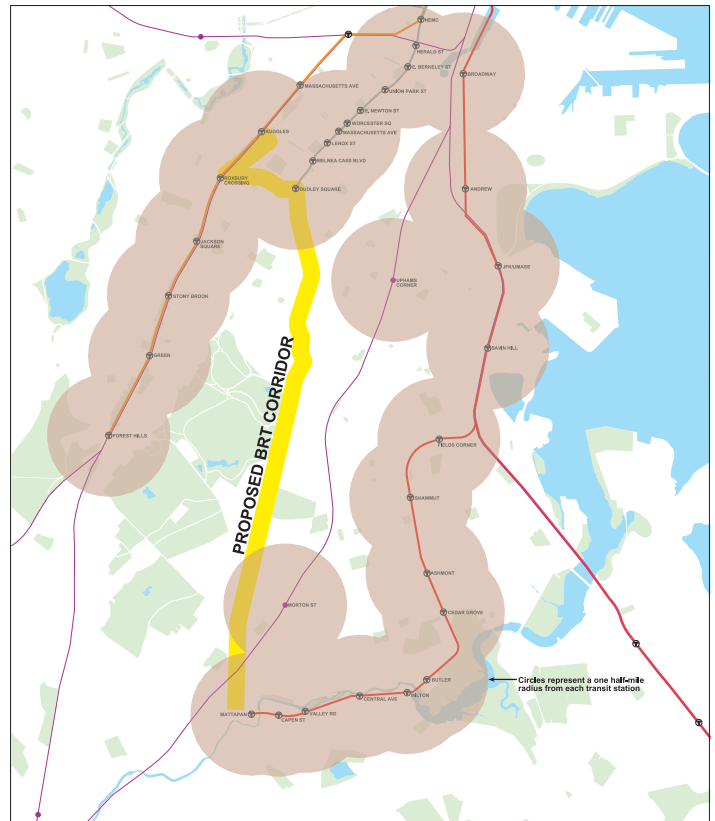
By transforming the entire Route 28 into Bus Rapid Transit, riders will be able to connect directly to more than a dozen bus routes at Dudley and Ruggles Stations, as well as the Orange Line for destinations not already served by the Silver Line Washington Street (including Back Bay, State Street, Haymarket, and North Station.)

This project is a joint initiative between EOT, the MBTA, and the City of Boston, and will also be implemented using a mix of transit and highway stimulus funding under the American Recovery and Reinvestment Act.

Description

A number of Bus Rapid Transit elements will be included in this service:

- o Dedicated bus lanes reduce travel time by taking buses out of congestion. Along portions of Blue Hill Avenue and Warren Street, there is potential to add bus lanes in one direction or both, given large medians and roadway width.
- o Queue jumps added at the approach to intersections where dedicated bus lanes are not possible, allowing buses to pass cars waiting at the light and be the first through the intersection when the light changes.
- o Transit signal priority gets buses through intersections faster by holding a green light longer or ending a red light sooner.
- o Increasing the stop spacing to one-quarter mile (comparable to Silver Line Washington Street) to reduce the stops by half and significantly improve travel times.



- o Curb extensions like those on Silver Line Washington Street bring bus stops into the parking lane to speed service. This also prevents automobiles from parking in the bus stops.
- o Bus Rapid Transit stations include shelters, seating, countdowns, and information kiosks.
- o Diesel hybrid articulated 60-foot buses increase capacity and are better for the environment.
- o On-platform fare collection reduces boarding time and speeds up service by allowing riders to pay while they wait for the bus at the stop, rather than having the bus wait at the stop while passengers pay.
- o Streetscape improvements enhance neighborhoods and can be done concurrently as they were with the Silver Line Washington Street.

Expected completion date: January 2012.

PUBLIC OUTREACH

EOT, the MBTA, and the City of Boston will establish a task force that will serve in an advisory capacity throughout the project, and will also host public meetings at strategic times during the process.

FREQUENTLY ASKED QUESTIONS

Where did the idea for this Bus Rapid Transit project come from?

The Patrick Administration is seizing a once-in-a-lifetime opportunity to efficiently and effectively use federal stimulus funding to dramatically improve bus service along some of Boston's busiest routes. MBTA buses serve hundreds of thousands of riders every day, and many of those rides are in corridors with major traffic congestion and other obstacles to reliability and efficiency. This is a corridor with enormous bus ridership and a physical layout that actually allows for capital improvement of the type that can significantly improve schedule adherence and travel times. Furthermore, the need for improved transit in this area has been identified in a number of municipal planning studies, including the Roxbury Strategic Master Plan and the City of Boston's Access Boston 2000-2010 effort. This effort will clearly address a public need.

What will happen to the existing MBTA Route 28?

The existing MBTA Route 28 will be replaced by the enhanced BRT service. Existing MBTA Routes 22, 23, and 31 will continue to provide service in the same corridor.

Is this project a good investment in a time of limited transportation funding?

This project allows us to utilize a once-in-a-lifetime opportunity to use stimulus dollars to make improvements to an existing service – MBTA Route 28 – that will provide significant, measurable benefits to a population for which public transit is a true lifeline, all for less than of the cost of planning, design, and constructing an entirely new public transit service.

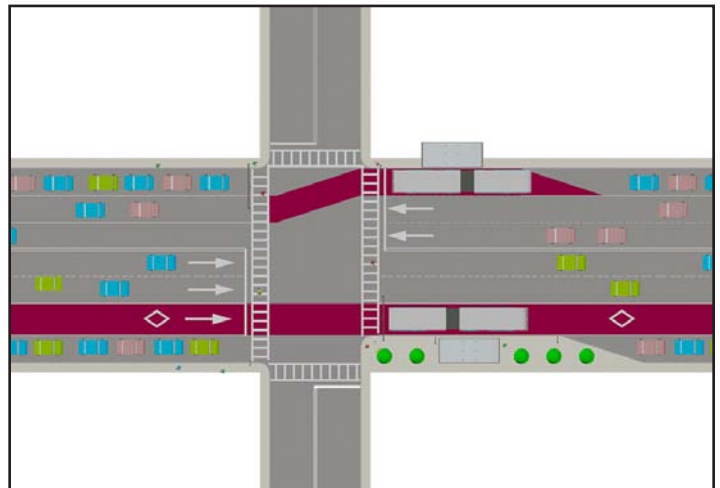
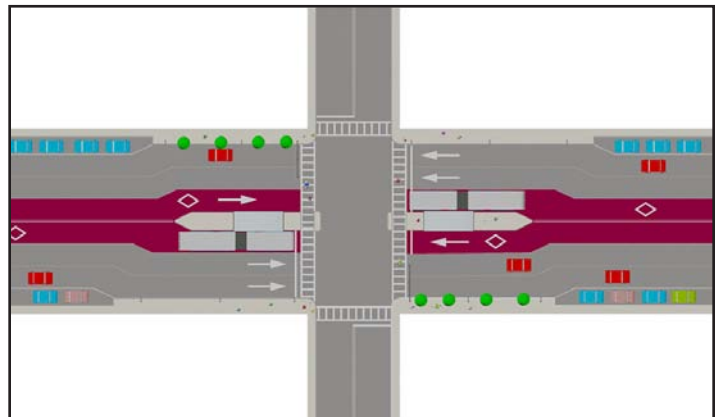
How does this project fit in with our other transit priorities?

The project meets our goal of maintaining and nurturing a public transit system that is functional, efficient, and able to serve large numbers of riders in a time in which public transit is crucial for mobility, environmental health, and economic competitiveness. Once completed, this project will bring improved transportation to an area of the Commonwealth that has been historically underserved by the transportation network.

I understand that this project may require some bus stops to be removed. Won't that be an inconvenience for bus riders?

In order to speed travel times and provide a more efficient connection to downtown, the new BRT service will offer fewer stops than the number of stops currently offered on the Route 28. The spacing of stops will be similar to that of other rapid transit services, like the Green Line.

Concept Drawing for Bus Rapid Transit Service on Blue Hill Avenue



To learn more and share your views about the Commonwealth's transportation initiatives, see www.mass.gov/youmovemassachusetts

Proposed Mattapan BRT Line with Adjacent MBTA Bus Service

