

SMACSI Transit Evaluation

SMACSI transit evaluation – Overview of bus lane implementations



SMACSI transit evaluation – Project elements

1. Bus lanes

- Implementation from late October to November 2018 –markings, red lanes, flexposts, initial signage
- Additional follow-up work through early 2019 – additional signage

2. Intersections

- Changed lane configurations and added signals at Albany and Vassar Sts

3. Curb-use regulation changes

- Added loading zones in corridor
- Moved location of curb uses within corridor

SMACSI transit evaluation – Evaluation elements

1. MBTA travel time data evaluation
 - Compared “typical day” and “typical worst” travel times between stops in April-May 2018 and April-May 2019
 - Evaluated positively if travel times improved on both a “typical day” and a “typical worst” day; evaluated negatively if travel times worsened for either
2. Site visits with MBTA and other project partners
 - Observed locations where travel times did not improve as much as expected
3. Evaluation of additional modifications

SMACSI transit evaluation – MBTA travel time evaluation

	AM Peak	Midday	PM Peak
Boston to Cambridge	Worse	Slightly worse	Worse
Back Bay to MIT	Worse	Worse	Slightly worse
<i>Project area</i>	Worse	<i>Slightly worse</i>	--
MIT to Albany	Worse	Worse	Slightly better
Albany to Sidney	Worse	Slightly worse	--
Sidney to Prospect	Worse	Slightly better	Worse
Cambridge to Boston	--	--	Better
Central Sq. to Sidney	--	--	--
<i>Project area</i>	--	--	--
Sidney to Albany	Worse	Slightly worse	Worse
Albany to MIT	Better	--	Better
MIT to Back Bay	Better	Better	Better

Note: -- = no change

SMACSI transit evaluation – MBTA travel time evaluation

	AM Peak	Midday	PM Peak
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Sidney to Albany	Worse	Slightly worse	Worse
Albany to MIT	Better	--	Better
MIT to Back Bay	Better	Better	Better

Note: -- = no change

SMACSI transit evaluation – Site visit

1. Buses and bus lanes

- Between Landsdowne and Windsor Streets, many MBTA and other buses did not use bus lane (least used during uncongested times)
- Buses have difficulty with merging into general traffic at Windsor St.
- When bus lane is next to parking, buses travelled between lanes or as far left as possible

2. Intersections

- Backups on Boston-bound Mass Ave at Vassar St. and Albany St. caused significant queuing; vehicles having difficulty clearing intersections when entering Mass. Ave.
- Central Square-bound vehicles did not fully utilize both through lanes on Mass Ave. at Albany and Vassar Streets

Buses outside bus lane



Queuing from Mass Ave at Vassar...



...through and beyond Front Street.



SMACSI transit evaluation – Additional work needed

1. Bus lanes

- Evaluate bus lane operations between Landsdowne and Albany St. – potential to extend lane to Vassar St
- Collaborate with MassDOT/DCR/Boston for bus priority on Mass Ave. / Harvard Bridge

2. Intersections

- Evaluate changing the configuration of Mass Ave between Albany and Vassar Sts
- Evaluate different signage to indicate bus lanes (i.e. bus priority, except right turns)

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