

Crosstown

LMA to JFK Rapid Bus via Dudley and Uphams

Quality transit connecting the LMA with Roxbury, Dorchester, the Fairmount Indigo Line, and the Red Line

Project Score

- Access 1
- Access 2
- Safety 1
- Safety 2
- Reliability
- Affordability
- Sustainability/Resiliency 1
- Sustainability/Resiliency 2
- Governance

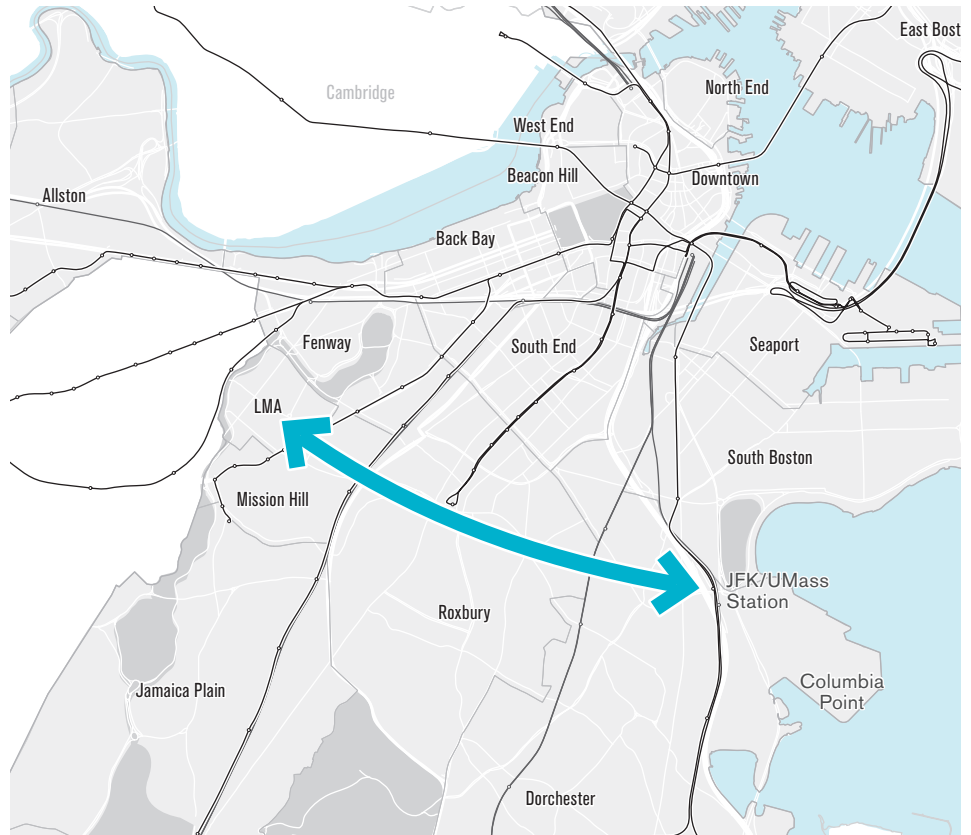
This project recommendation came out of the Needs Assessment.

Project Description

A single bus transit line utilizing signal priority and some exclusive lanes or queue-jump lanes will provide an essential crosstown transit connection from the JFK/UMass Red Line Station to Uphams Corner Indigo Line station, Dudley Square Silver Line station, Roxbury Crossing Orange Line station, and into the LMA. Likely following portions of MBTA Route 41 and operating on Columbia Road, Dudley Street, Malcom X Boulevard, Tremont Street, and Huntington Ave or St. Alphonsus Street, higher-frequency crosstown service would give a large residential population direct connections to commercial and employment centers along the line, with many more connected via transfers from the Red, Orange, and Fairmount Indigo Lines. A shorter term key bus route using existing transit equipment is possible between the Red Line stations and the LMA while final alignment planning for the rapid bus is being determined in conjunction with the surrounding neighborhoods of Fenway, Mission Hill, Roxbury and Dorchester in conjunction with employers.

Benefits and Issues Addressed

The need for Bostonians to get to the LMA, Dudley Square, and Columbia Point and UMass is growing and projected to increase in the future, but only select neighborhoods have direct transit access to these places due to the mostly radial nature of MBTA service. A new crosstown connection linking these jobs, commerce, and service centers to the Orange Line, Silver Line, Fairmount Indigo Line, Red Line, and several Main Streets districts in-between is now necessary to convey thousands of existing and future residents and employees. Providing key connections to radial transit lines outside of downtown, this route could greatly reduce travel times to these areas, ease vehicle congestion, and provide access to new jobs. Rapid bus treatments will aid other bus routes, such as the 15 and 41, which experience poor reliability along Dudley Street.



Best Practices

Los Angeles’s Metro Rapid system provides an excellent template for a mix of service improvements that increase overall bus speeds. During peak hours, buses arrive every 3 to 10 minutes. Buses are low-floor, which speeds up boarding times, and bus shelters have real-time bus displays. Signal priority allows buses to speed through traffic delays at intersections. Initial ridership increases were as high as 40%.

www.metro.net/projects/rapid/



Implementation

Approximate Cost: \$35 million for design and construction with vehicle costs to be determined.
Potential Funding Sources: City capital budget for design, Boston MPO TIP for roadway construction, and MassDOT/MBTA for vehicle costs
Who’s Responsible: BT and PWD with MassDOT/MBTA
Time Frame: Within 5 to 15 years in conjunction with local community process

Public Input

- “Connectivity to the Red Line: Bus from Dudley to JFK should also be more frequent.” —02139
- “South Boston needs to be better connected to the Longwood Medical Area by bus.” —02127