

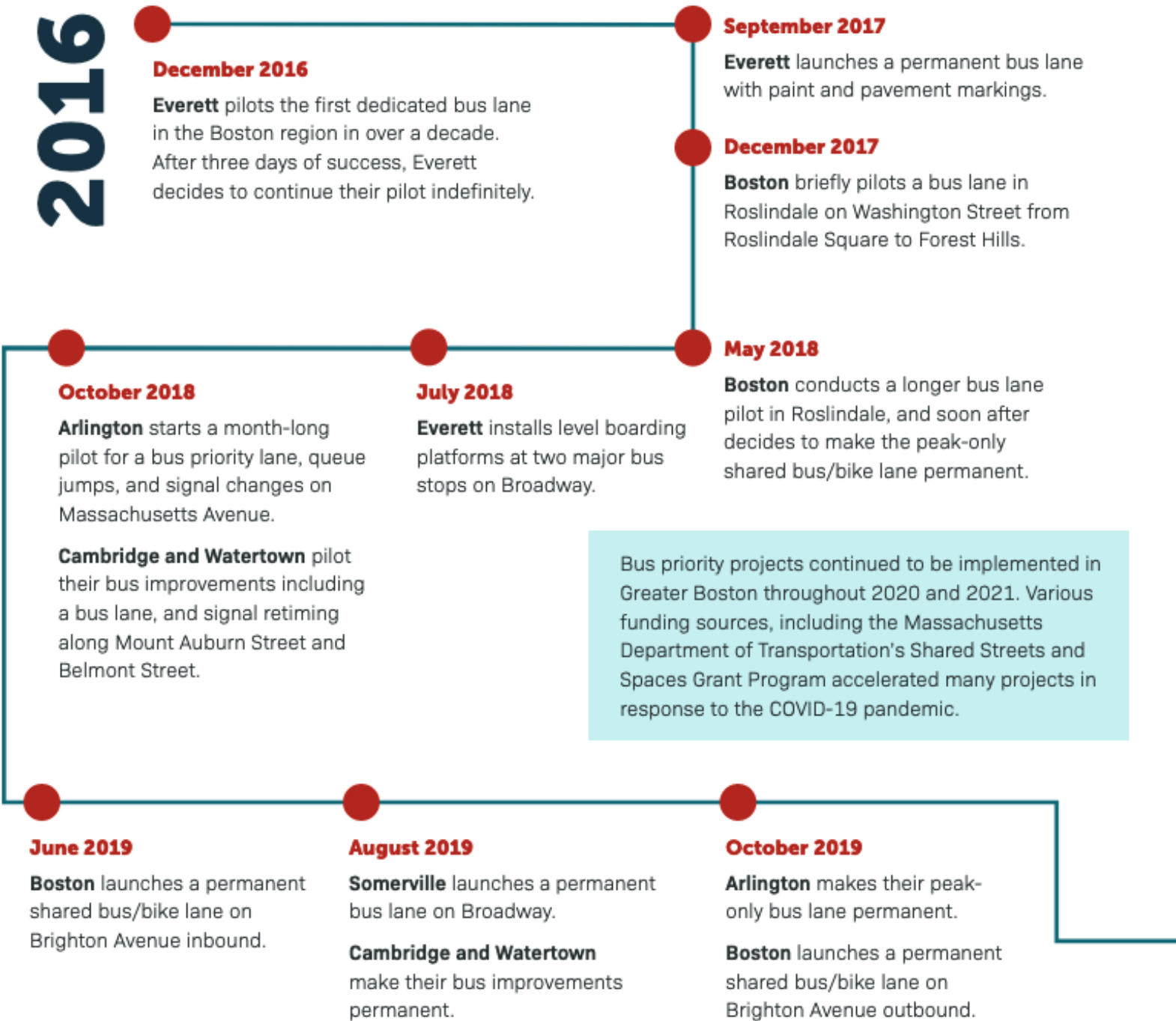


Reclaiming the Street: The Impact of Better Bike & Bus Infrastructure

Monday, October 25th, 2021

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Metropolitan Area Planning Council (MAPPC)

Where were we pre-pandemic?



Where were we pre-pandemic?

September 2019 – Livable Streets released 64 Hours: Closing the Bus Equity Gap

Source: [Livable Streets Alliance](#)

March 2020 – Boston ranked as America's most congested city – again

Source: [INRIX](#)

Annual Travel Time Disparity Compared to White Riders



Black Riders +64 hours



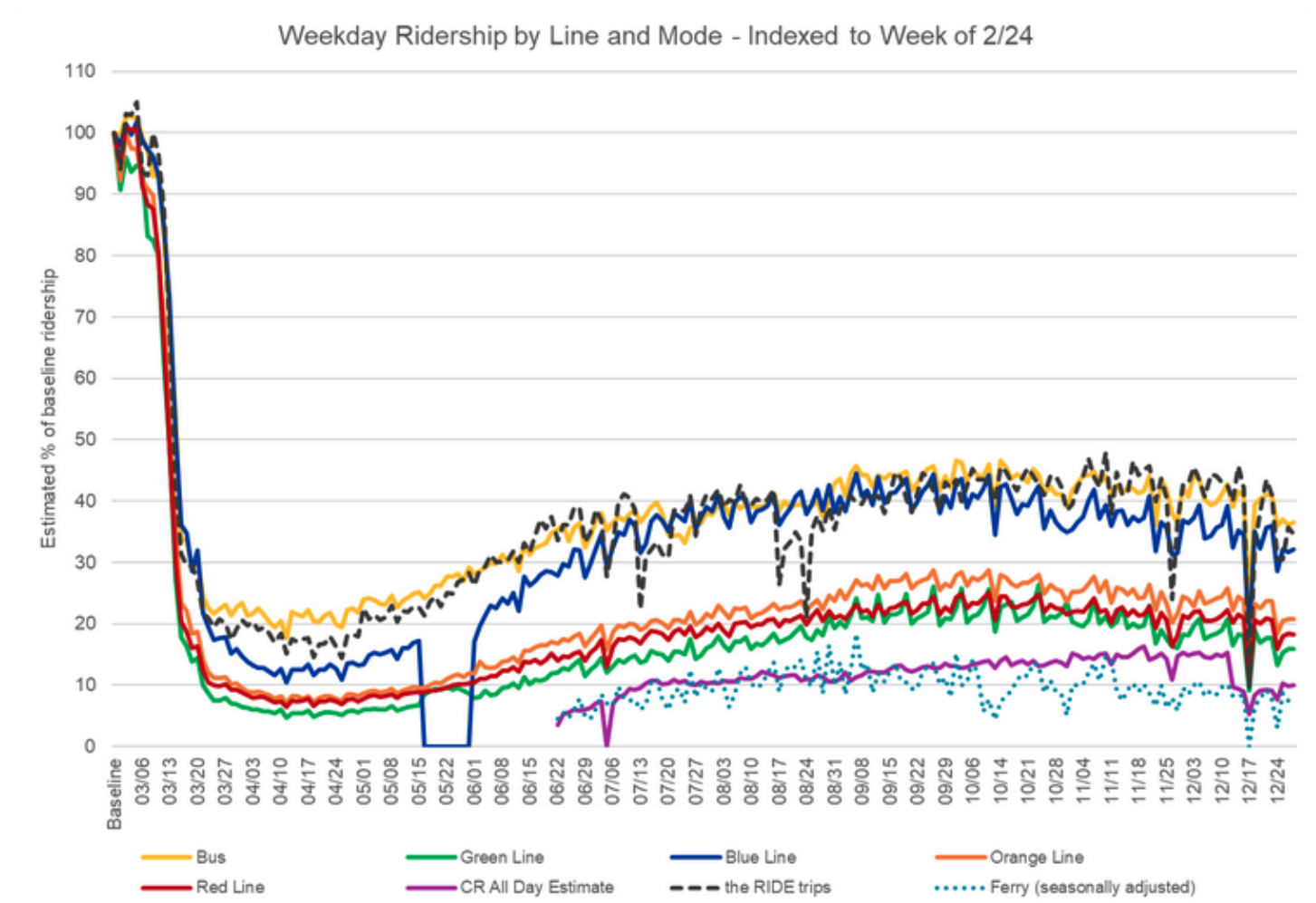
Latinx Riders +10 hours

Source: MAPC Regional Indicators, 2014

Pandemic MBTA Ridership

Throughout the pandemic, MBTA routes with higher proportions of people of color, low-income residents/riders, and people with limited vehicle access saw the least amount of change in ridership.

Source: [MBTA Back on Track](#)



Source: [MBTA Back on Track](#)

Pandemic MBTA Ridership

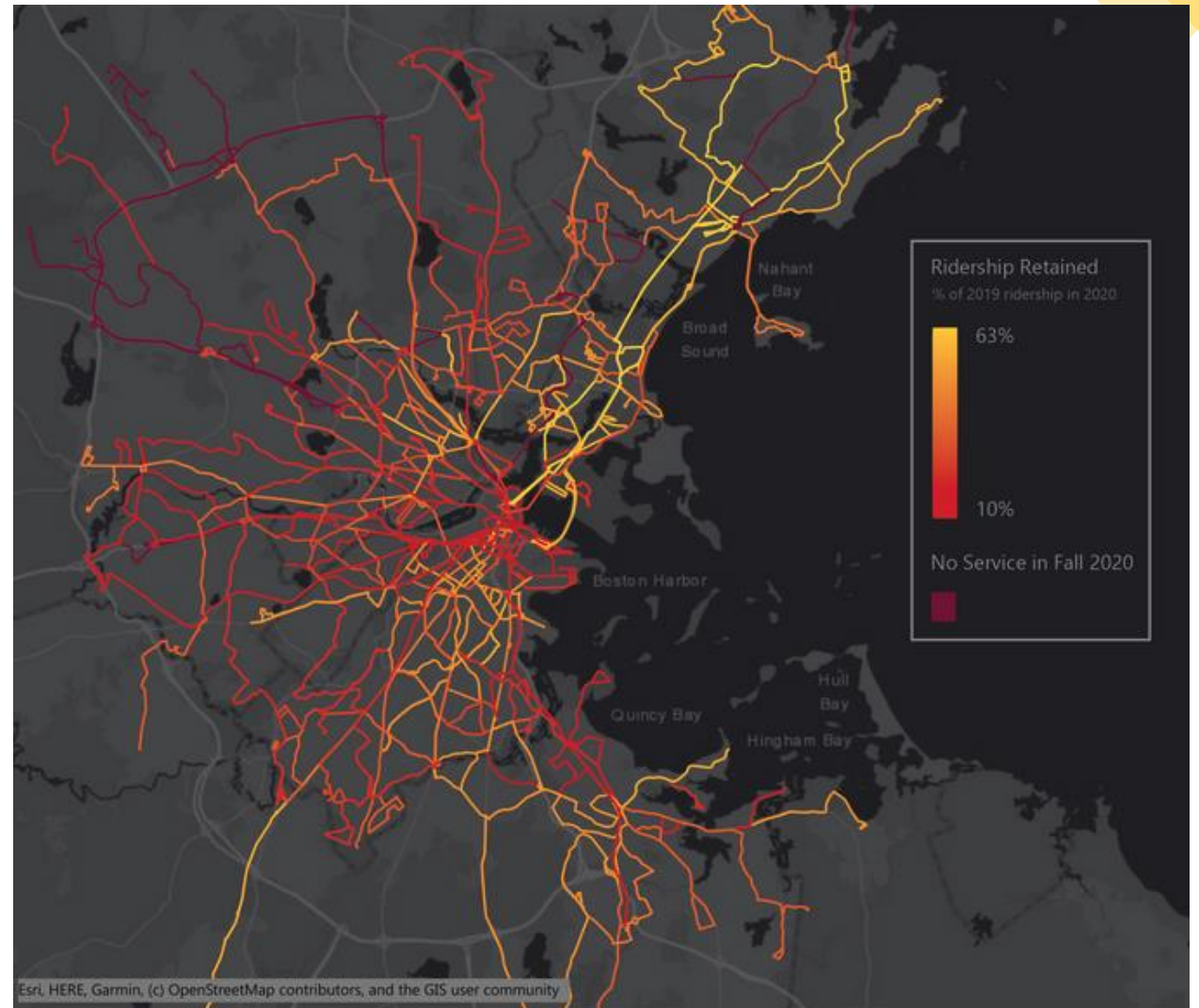
Ridership Retention:
Fall 2019 vs. Fall 2020

From this map, a few broad routes continued to see high ridership during the pandemic:

- Routes in Roxbury / Dorchester / Mattapan, Chelsea / East Boston, and Lynn / Salem
- Routes that travel a long distance, such as the 70
- Routes that provide the only service to a particular area, such as the 34E

Source: [MBTA Back on Track](#)

Explore more data on pandemic ridership here:
[MassDOT Mobility Dashboard](#)



Source: [MBTA Back on Track](#)

Pandemic response - Shared Streets

Summer 2020 – MassDOT announces the first round of Shared Streets and Spaces funding

Examples

- July 2020: **Somerville** - To create a dedicated bus lane and protected bicycle lanes at a high-delay intersection on a top 20 MBTA bus route.
- October 2020: **Lynn** was awarded \$125,000 to fund the costs of street marking/painting – in standard safety red – for a new bus lane.
- March 2021: **The MBTA, in partnership with Revere and Chelsea**, received \$196,900.00 to install a peak-only shared bus/bike lane on the southbound side of Broadway, from Revere Street to the Revere/Chelsea line.
- July 2021: **Malden**, in partnership with the MBTA, received \$491,000.00 to construct dedicated bus and bike lanes on Centre Street between Main Street and the Malden Center Orange Line station.



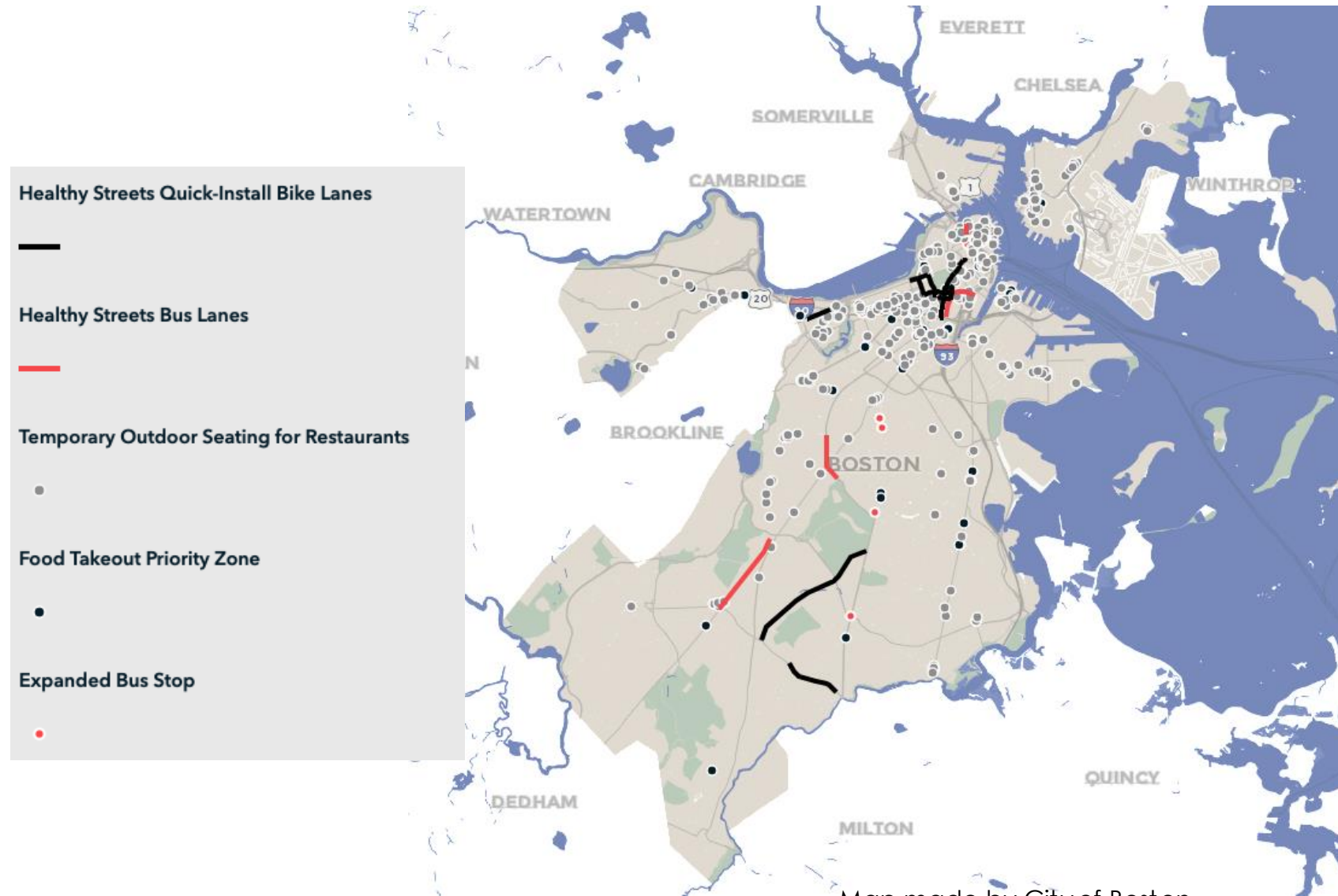
New shared bus-bike lane on North Common St in Lynn, Photo from the MBTA

Pandemic response – Boston Healthy Streets

Boston's COVID-19 response was driven by their Go Boston 2030 Goals:

- Equity
- Economic Opportunity
- Climate Responsiveness

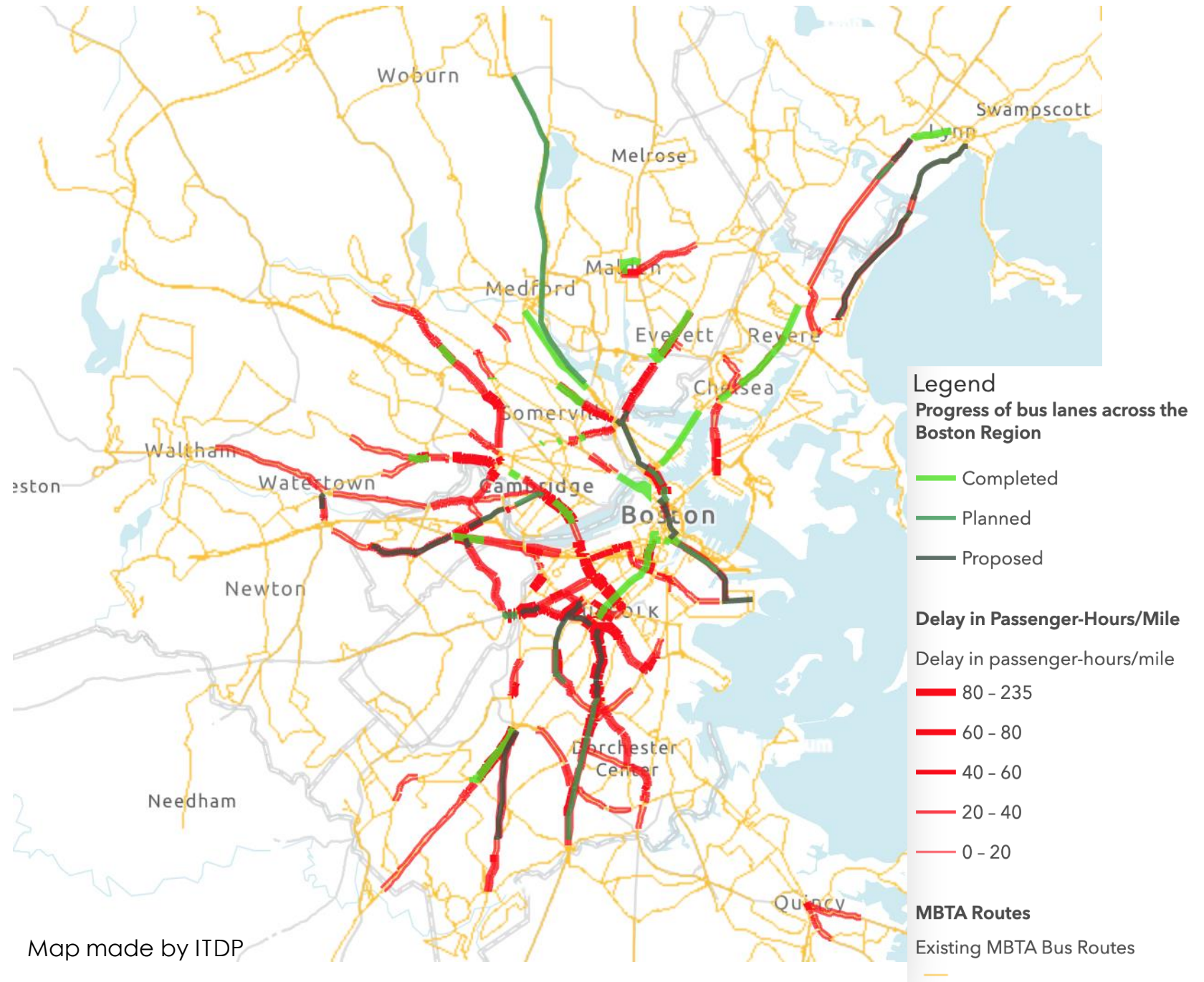
More information: www.boston.gov/healthy-streets



Current Bus Priority Lanes

The current network of bus priority lanes is focused on the highest delay corridors in the MBTA bus system

Map
Link: <https://www.arcgis.com/home/webmap/viewer.html?webmap=21b6330c4ae640d4ba0758bc5904f410&extent=-71.2197,42.232,-70.9838,42.3366>



Map made by ITDP

Results

Cambridge & Watertown

- MBTA bus riders will save **36,000 hours of travel time** on Mount Auburn Street in one year, with no measurable impacts on driving.
- **57%** of roadway users are **satisfied with the way Mount Auburn Street works now.**
(Compared to 19% pre-project)

Source: [Boston BRT](#)

Everett

- **81%** of bus riders supported for making the **elevated platforms** permanent.
- Riders reported **reduced waiting times** as well as **improved boarding and exiting**, particularly for people with mobility challenges and with young children in strollers.

Source: [Boston BRT](#)

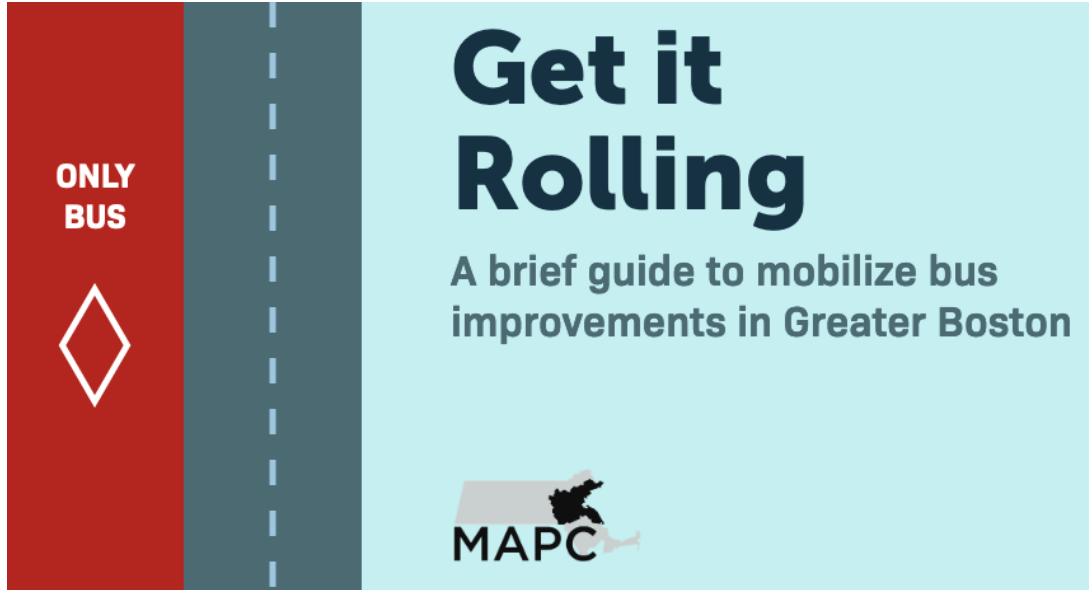
Arlington

- Bus riders in Arlington saved up to **10 minutes** on their commute.
- Sixty-seven percent of survey respondents reported satisfaction with the dedicated bus lane pilot.

Source: [Boston BRT](#)



MAPC's Latest Resource



View Report Here: [MAPC Get It Rolling](#)

Thank you!

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