



Allston-Brighton

Neighborhood Transit Link

Study Summary - Nov. 2022



**boston planning &  
development agency**

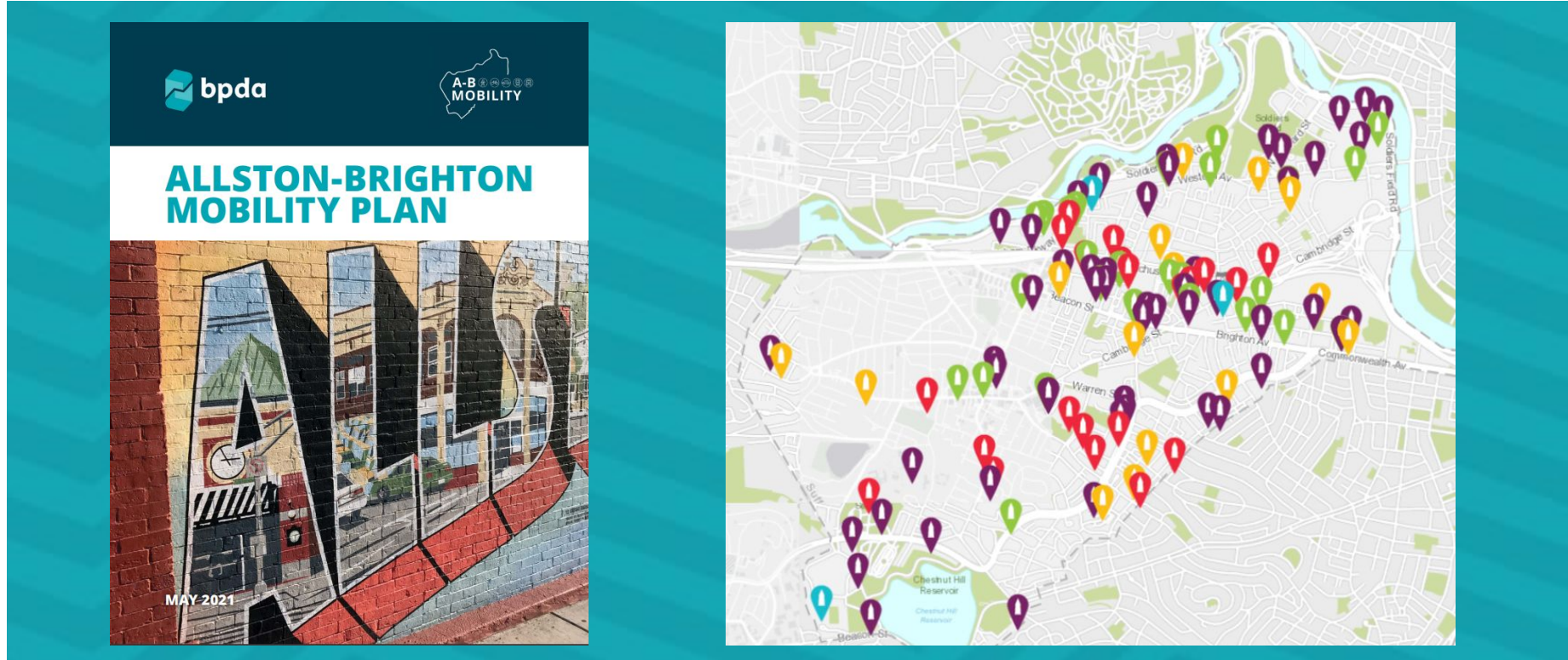


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# Intro and Background



# Neighborhood Transit Link Timeline



# Guiding Principles

## *Allston-Brighton Neighborhood Transit Link*

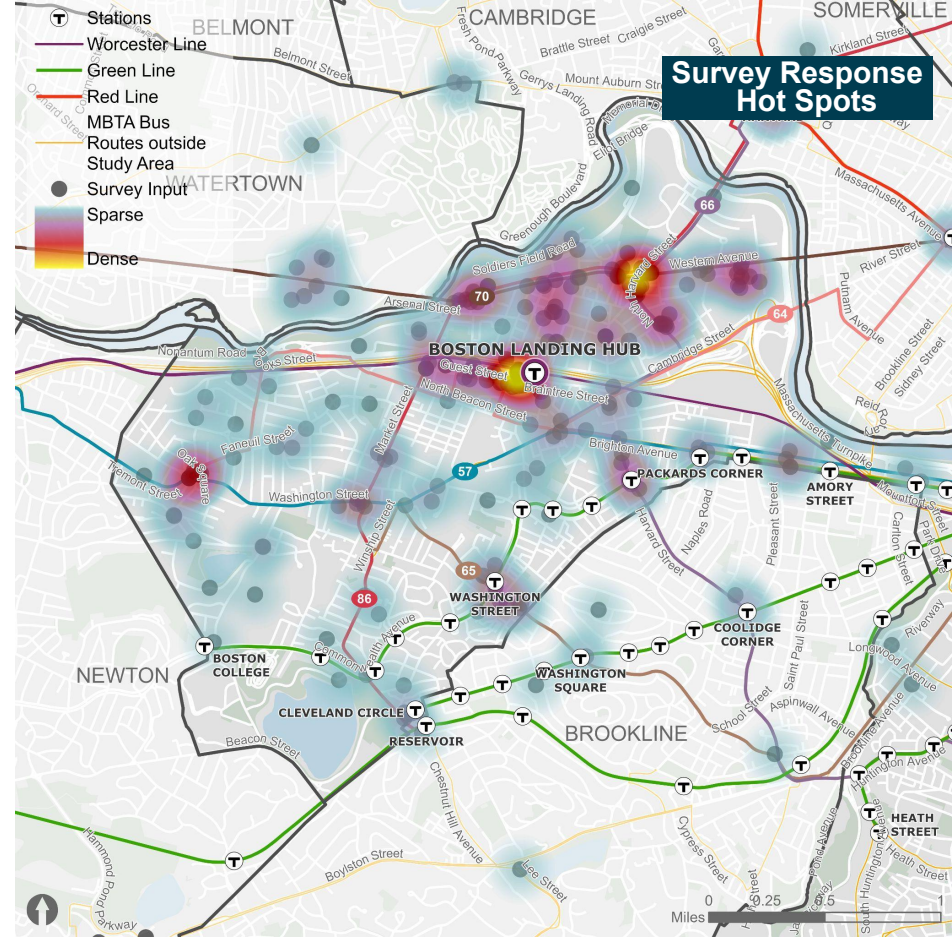
1. We are excited to **welcome new neighbors** to the community
2. Any proposed solution should support alternatives that will be open and **accessible to all**
3. The process will be open and collaborative, synthesizing feedback from all stakeholders through multiple opportunities for **engagement and feedback**
4. **First Mile/Last Mile** Connections in Allston-Brighton are a priority
5. Focus on **connections to transit hubs** for regional connectivity and also intra-community destinations like business districts, grocery stores, libraries etc.
6. We aim to **complement MBTA** service, not compete with it
7. Take into account **Bus Network Redesign** and the **future development pipeline** to bake in flexibility to adapt to changing conditions
8. The process will be informed by the experience of **effective connector systems** in the region and across the country
9. The resulting plan could set a **precedent of connectivity** that might be applied in other neighborhoods of Boston
10. We believe that a strong TMA with **participation by major property owners** is the key to ongoing adaptability and success

# Origin / Destination Feedback

Spring 2022

## Survey Summary

- **273** responses
- **222** responses in Allston-Brighton
- **51** responses across the region
- **12** responses mention Boston Landing
- **15** responses mention grocery stores



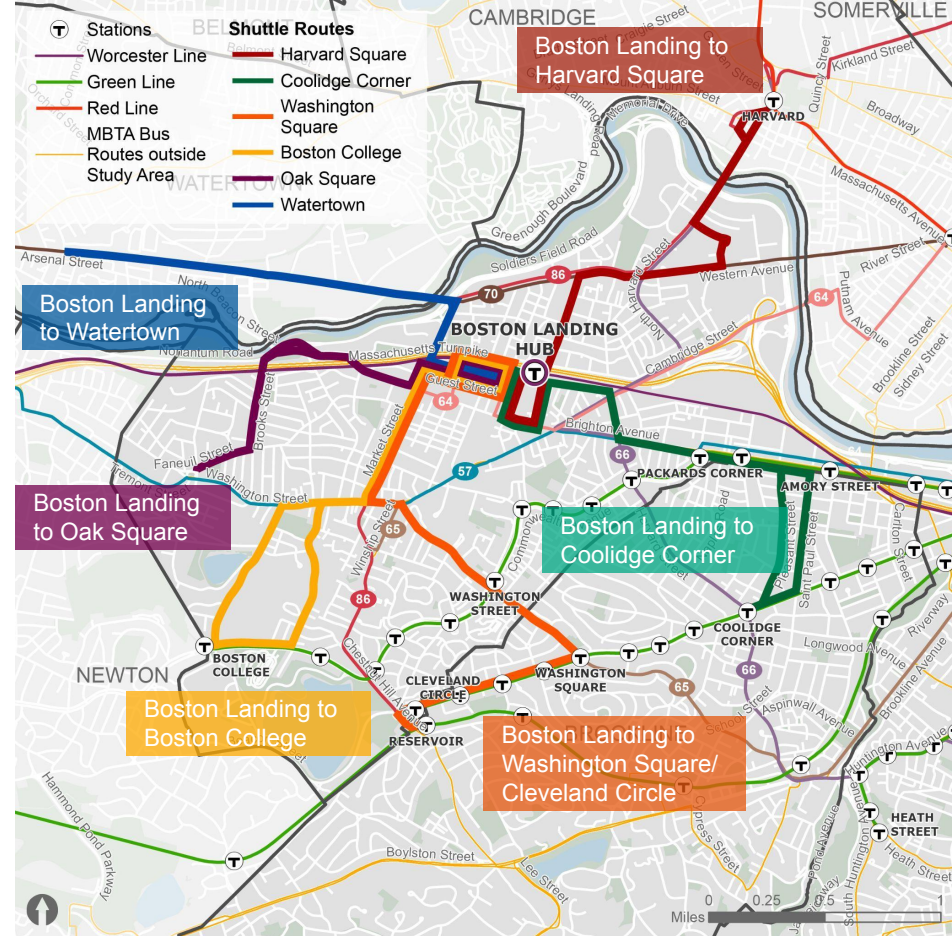
# Route Alternative Feedback

Summer 2022

## Survey Summary

- **111** respondents, hundreds of comments
- **76** responses on Harvard Sq route
- **62** responses on Oak Sq route
- **62** general comments

"It would be nice if the shuttles didn't all end at Boston Landing but continued through linking up each of these routes into pairs. That way you don't have to get off the shuttle."



# Technical Analysis Summary

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*Neighborhood Transit Link*



# Needs Assessment

## *Contributing Data Sources*

### Existing Conditions

- MBTA Service
  - Routes
  - Ridership
  - Reliability
  - Access-sheds
- Existing Shuttle Service
  - AB TMA Shuttle consolidation
- Population Density
- Employee Density
- Vehicle Ownership
- Land Use

### Survey Input

- 2022 Shuttle Survey
  - Data Cleaning
  - Allston-Brighton hot spots
  - Regional hot spots
- Other
  - 2018 survey
  - MBTA Commuter survey

### Future Conditions

- Article 80 Development Pipeline – near-term
  - Projected Trips
  - Transit mitigations
  - Increases in people and jobs
- Development Pipeline – long-term
- CTPS projections
- Summary of MBTA planning initiatives

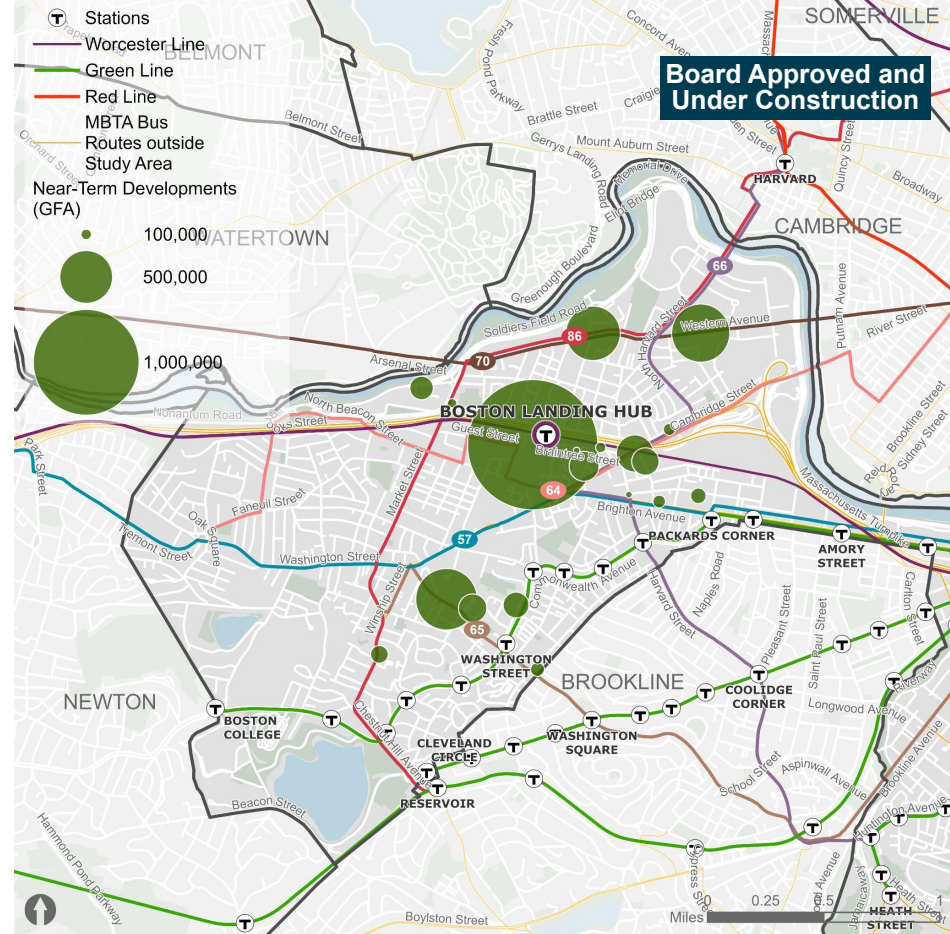
### Needs Analysis Overlays

- New development and existing density
- Access sheds and new development
- Survey results and new development

# Near-Term Development Projects

## New/Proposed Development

<b>Total GSF</b>	5,600,517 GSF
<b>Total residential units</b>	4,846 units
<b>Total Lab/Office SF</b>	1,006,954 SF
<b>Total retail SF</b>	185,210 SF
<b>Total other SF</b>	158,615 SF
<b>Trip Generation (Daily)</b>	22,498 vehicle trips 9,128 transit trips
<b>Total Parking Spaces</b>	4,621



# Needs Overlay Analysis

## Near-term development and shuttle survey responses

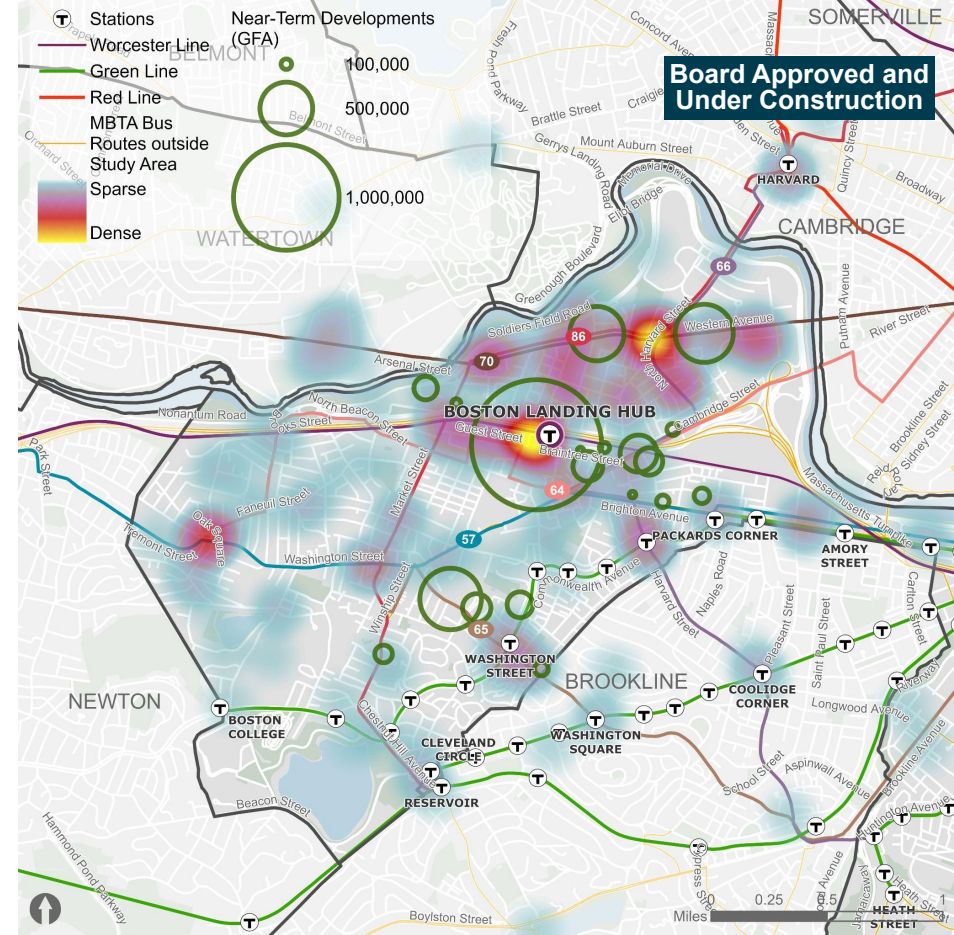
The largest developments near Boston Landing and Western Avenue overlap with hot spots from the survey input.

Development near the Green Line overlaps with high density areas.

Development at Boston Landing and Along Western Avenue are in the process of becoming denser.

Most of the new development in Allston Brighton is near the Green Line or Boston Landing.

Development along Western Avenue is the exception, as this area is only served by bus (Routes 86 and 70).



# Needs Overlay Analysis

## Near-term development and People + Jobs per Acre

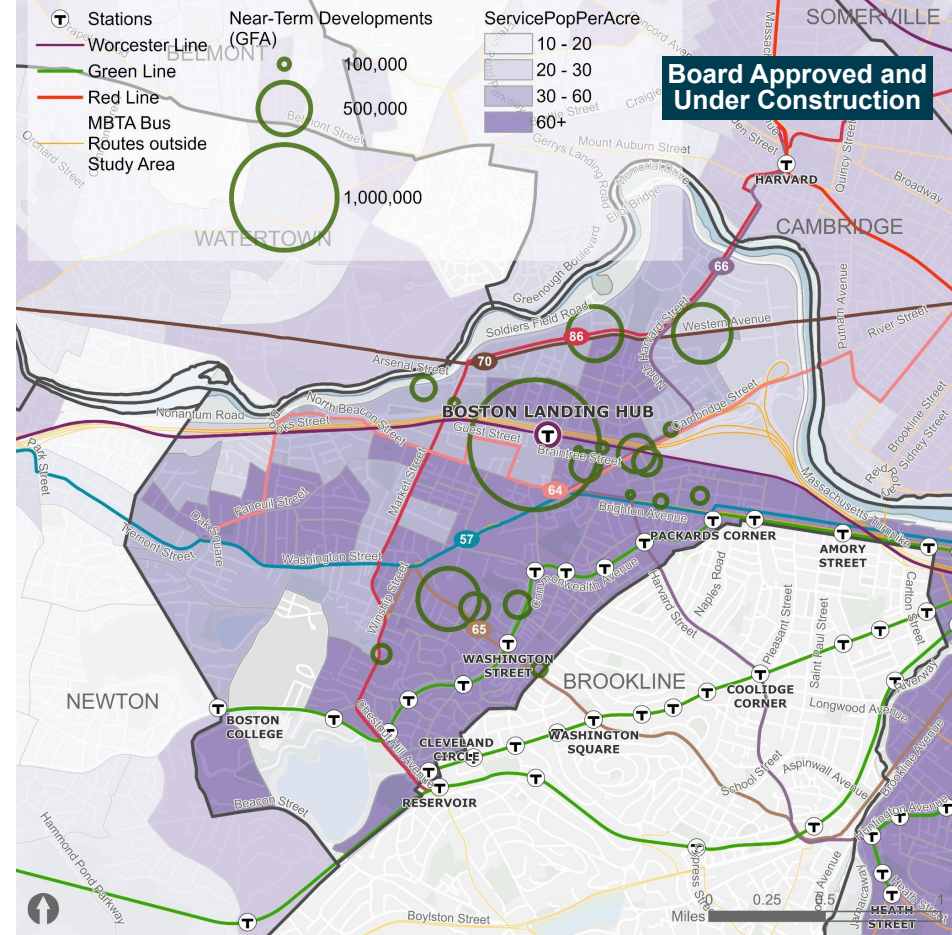
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# Needs Overlay Analysis

## Near-term development and rapid transit access sheds

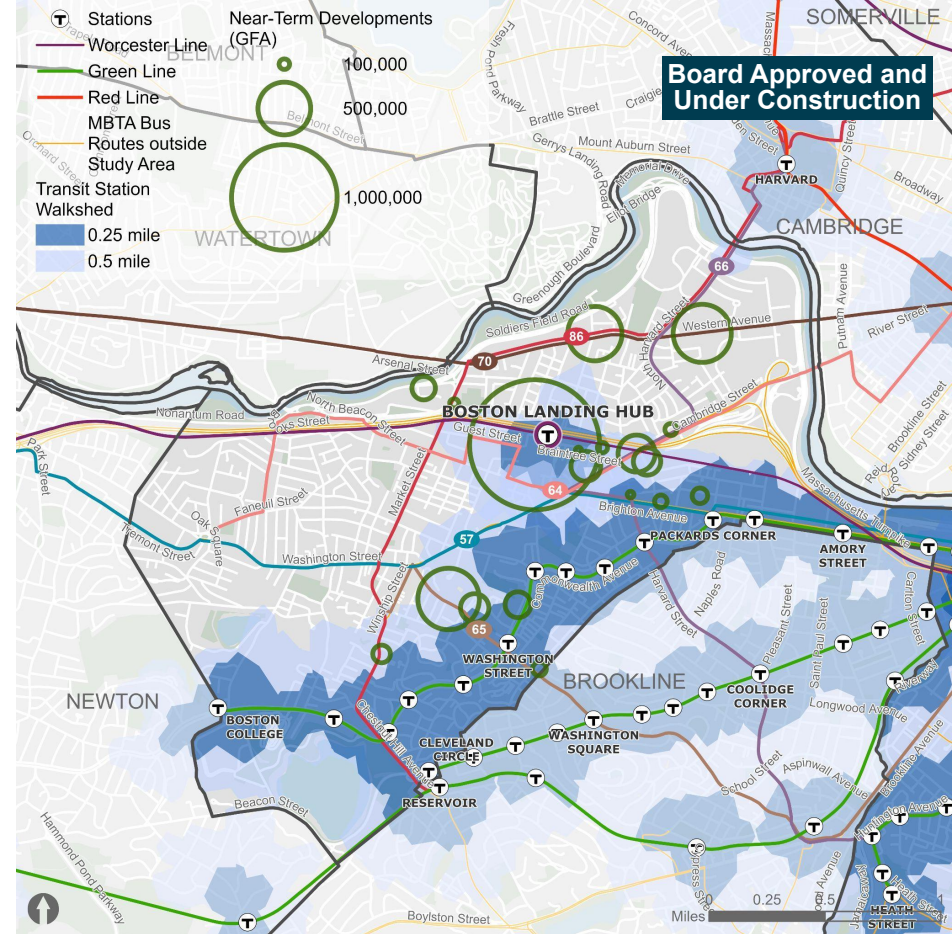
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# What's the Need?

## **First Mile-Last Mile Connections are insufficient**

- Boston Landing only has one connecting bus route (Route 64 bus)
  - Otherwise, it is a long walk to other parts of the neighborhood; for example, ~20 minutes to Brighton Center
- Western Ave has lengthy connections to Rapid Transit or parts of Brighton

## **Long Transit Trip Times**

- Brighton, in particular, has long trip times to Downtown Boston by transit with trips ranging from 35-55 minutes depending on route and traffic conditions. A ride to South Station from Boston Landing is only 16 minutes

## **More People are Moving to Allston/Brighton**

- Additional residents and workers will need ways to get around

# What are the Constraints?

## **MBTA does not have sufficient garage space for more buses**

- The existing bus garages are at capacity meaning there are limited opportunities for new bus routes in the near future
- Bus Network Redesign is not proposing to significantly alter transit routes in Allston/Brighton; however, some will become more frequent

## **Population growth will add pressure to existing transit services**

- More residents and workers will add pressure to existing routes and services

# What's the Vision?

## **High Quality & Distinct Transit Service**

- Service branded and stops identified for rider ease and accessibility
- Frequent Trips to Key Destinations in the Neighborhood
- Will not seek to significantly overlap with current or planned MBTA services

## **We will work with Area & City Projects**

- Incorporate into Development & IMP TDM Programs
- Coordinate with MBTA and City Construction Efforts

## **Equity will be a core component**

- We will focus on making this an equitable service and accessible to low income residents and people of color in Allston/Brighton



# Area Examples

## EZ Ride

- North Station to Kendall Square
- Fills gap not well covered by MBTA services
- Publically accessible and branded
- On the MBTA Map

## Mission Hill Link

- Loop around Mission Hill between Roxbury Crossing and Brigham Circle
- Accessible and Advertised in the Community
- Fills “last mile” gap with smaller vehicles



**GOT GROCERIES?**

The Mission Hill Link — our local shuttle bus — will take you home\*!

**We rely on rider fares to cover costs!**

**FARES**

\$1.50: adults  
\$.50: seniors & people with disabilities  
12 and under: free



\* Trips start at Brigham Circle and go down St. Alphonsus to Mission Main and Alice Taylor; stop on Gormey Street; go along Parker St. to Hillside to Calmont to Fisher Ave. to New England Baptist Hospital & Longwood Assisted Living; and back to Brigham Circle.

Find the Link at [whereisthelink.org](http://whereisthelink.org)

Supported with funding by New England Baptist Hospital, the MBTA, Board of the Mt. Zion, and the Mission Hill Friendly Neighborhood Trust

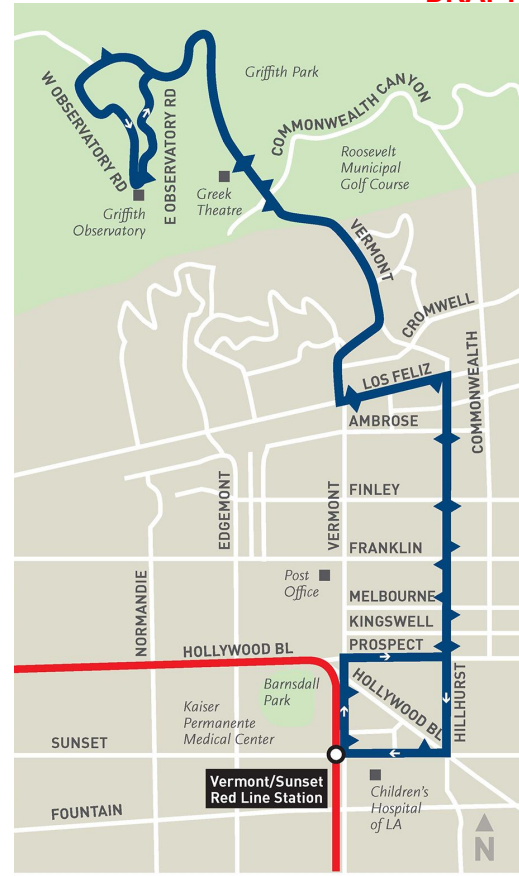
# What's the Vision?

## Component of Future City-Wide Link Bus Program

- Consider First Mile/Last Mile Programs for other Neighborhoods, such as Charlestown
- Overnight Bus Service to Serve Late Night Workers and Travelers

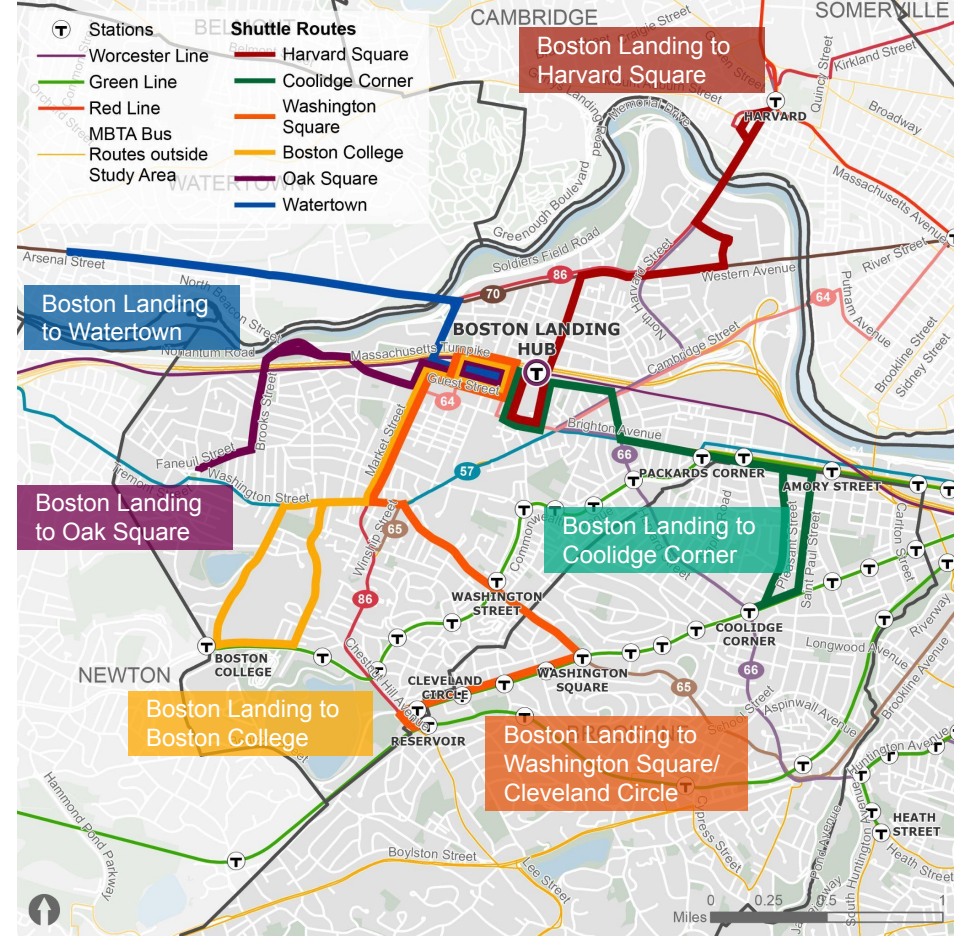
## Similar to Los Angeles DASH System

- Operated by Los Angeles Department of Transportation in Partnership with Neighborhoods
- Serves Distinct Routes from LA Metro with smaller vehicles and more nimble services
- Connects Transit Hubs with Local Destinations such as Shopping Districts or Areas with Elevation Gains



# Initial Neighborhood Transit Link Concepts

- Utilize a "hub and spoke" model by focusing on connections into and out of Boston Landing
- Connections from Boston Landing to
  - Other Transit Hubs
  - Development hot spots, especially those with Shuttle Commitments
- Build on 2022 A/B Shuttle Consolidation
- Opportunity to connect north/south and east/west routes as single routes



# Evaluation Criteria



**Coverage** – Reach key neighborhood destinations, developing, and high-density areas



**Efficiency** – Minimize delay via efficient routing and stop locations



**Cost** – Cost effective and leverage development commitments








**Simplicity** – Easy to use and understand



**Convenience** – Operates at a frequency and during times that are appropriate for users

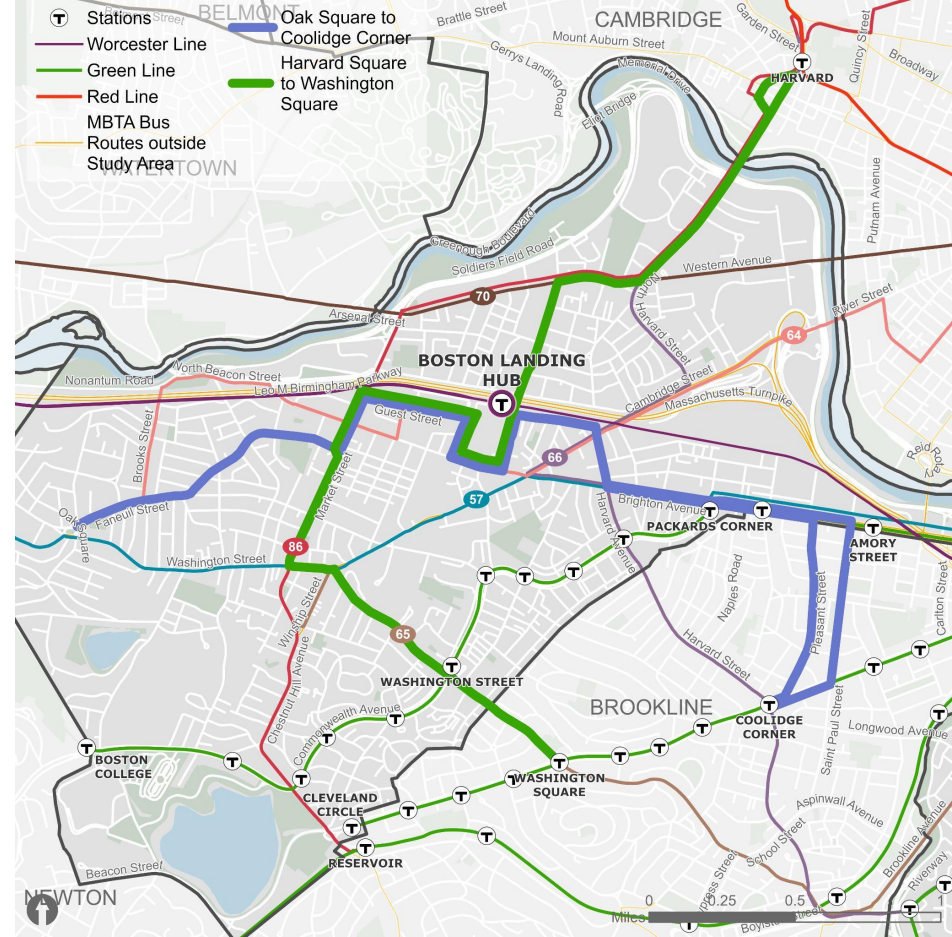
# Evaluation Summary

Criteria	Harvard Square	Washington Square	Coolidge Corner	Oak Square	Watertown	Boston College
 Coverage	High	High	High	Moderate	Low	Low
 Efficiency	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
 Cost	High cost	High cost	High cost	Moderate cost	High cost	Moderate cost
 Simplicity	High	Low	Moderate	Low	High	Moderate
 Convenience	<p><i>Final results for this metric will depend on policy decisions regarding operations. Many of the factors contributing to this metric will be route-agnostic.</i></p>					

# Combined Route Recommendations

Harvard Square to Boston Landing  
Landing to Washington Square

Coolidge Corner to Boston  
Landing to Oak Square

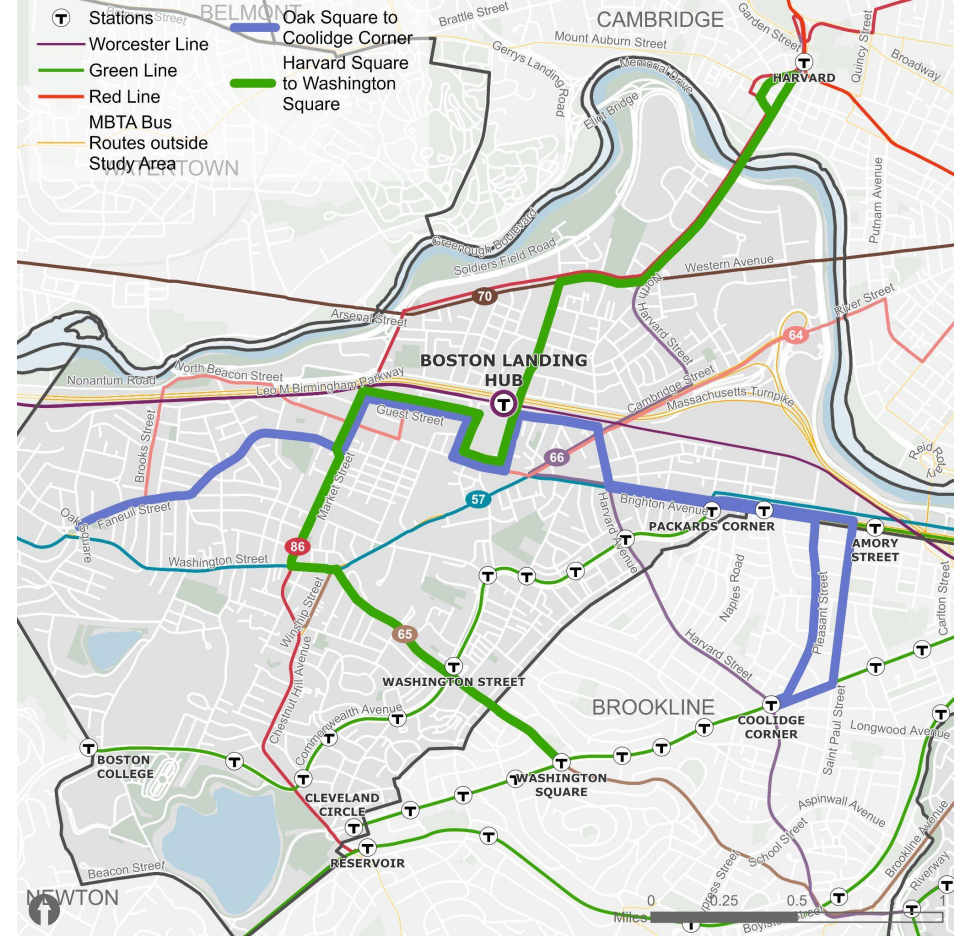


# Cost Considerations

*\$1 M - \$1.5 M per year per route*

## Additional Operations Considerations

- Frequency (30 min)
- Daily hours operation (14 hours)
- Days of operation (Mon-Fri)



# Next Steps

- Existing consolidated shuttle
- Operational considerations
- Cost estimates
- Financing strategies
- Potential Article 80 mitigation strategies
- Community engagement
- Governance
- Tie in to a city-wide strategy