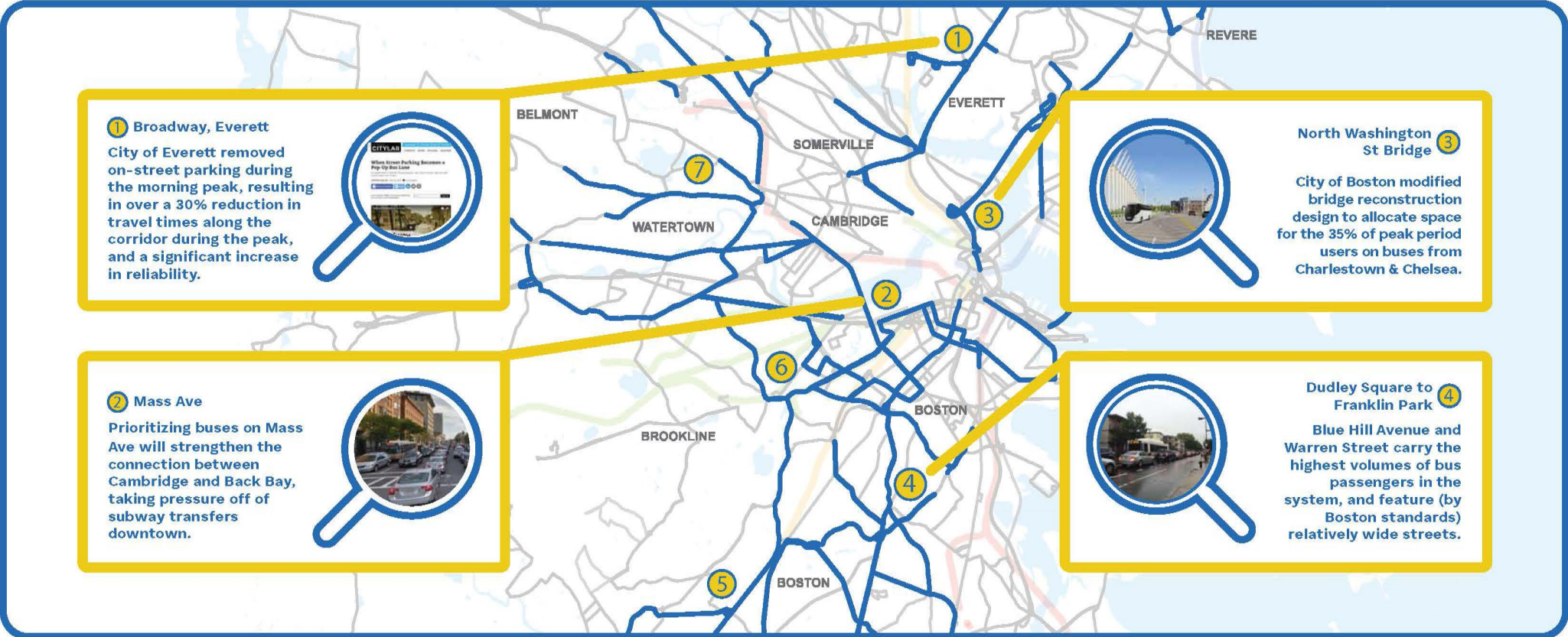


MAKING STREETS BETTER FOR BUSES

Many criticisms of bus service – too slow, unreliable – stem from buses navigating crowded city streets that, unlike rail corridors, are out of the MBTA's control. Focus40 identified the streets that have the highest volume of bus passengers during the peak period, experience the highest levels of traffic congestion, and where bus riders make up a significant portion of roadway users. MassDOT has been working with the City of Boston, Everett, and other municipal partners to advance dedicated bus lanes on these and potentially other corridors, where bus lanes can have the biggest impact.



High Demand Bus Corridors in Greater Boston



5 Roslindale
The City of Boston is exploring a bus lane pilot on Washington Street between Roslindale and Forest Hills, which has the highest percentage of roadway users on transit (60%) in the region.

6 Huntington Ave (Beyond Brigham Circle)
Routes 39 and 66 account for 40% of roadway users in the peak, not counting the mixed traffic Green Line. A dedicated transitway could serve all three routes.

7 Mt. Auburn St
The Department of Conservation and Recreation is studying changes to the Mount Auburn corridor that could improve travel times and reliability for the corridor's 12,000 bus riders.

 = HIGH RIDERSHIP BUS CORRIDOR
 = MBTA BUS ROUTE