



HUNTINGTON AVE BUS LANE

Project Snapshot & Update

February 2025



Contents

- Project Summary
- Project Goals
- Who Does This Serve?
- Project Evaluation: Outcomes to Date
- Planned Improvements



Project Summary

Project Snapshot & Update

February 2025



Project Summary: Geography & Design Elements



Bus Lane Geography & Design

The Huntington Ave Bus Bike lanes are **bi-directional shared bus-bike lanes** located on Huntington Ave from Gainsborough St to Brigham Circle.

The lanes is signified with “Right Lane Bus Bike Only” signage, sharrow and “Only Bus Bike” pavement markings, and Ruby Lake Glass.

Project Summary: Project Origin

Project Origin

- **Summer 2022:** Temporary bus lanes installed as an Orange Line Surge mitigation.
- **September 2022:** Mayor Wu announces the the lanes would be made permanent
- **Fall 2022:** Permanent bus-bike lane signage and abbreviated markings installed
- **November 2023:** remainder of red bus lane markings were installed

CITY OF BOSTON ANNOUNCES PERMANENT STREET CHANGES FOLLOWING ORANGE LINE SHUTDOWN

Select bus lanes, bike lanes, and parking changes will remain in place in effort to improve traffic flow and public safety.

Last updated: September 20, 2022



Project Summary: Transit Demand



High Ridership and Frequency of Service

The Huntington Bus Lanes serve the Route 39, which saw **8,830 weekday riders** in Fall 2024 and consistently ranks within the MBTA's top five highest ridership routes, and the CT2, one of the MBTA's two limited-stop crosstown routes. The lane directly serves several hospitals, universities, and BPS schools, and provide a key east-west connection for cyclists traveling to and through Fenway, Mission Hill, and the Longwood Medical Area.

Project Summary: Evaluation

Project Evaluation Data

Project Evaluation conducted in September 2023 found:

- Initial bus lane markings were **saving riders 125 hours a week**, providing **better mobility for nearly 5,000 trips**.
- Traffic speeds along the corridor were slightly lowered, providing **safer conditions for all road users**.
- While bus riders are experiencing **time savings of up to two minutes per trip**, average one-way automobile travel times on the corridor have increased by less than 45 seconds.

MBTA travel time and delay data from Fall 2024 are consistent with these findings and show that both average trips and 90th percentile “worst run time” trips are faster in both directions during the AM and PM peaks.

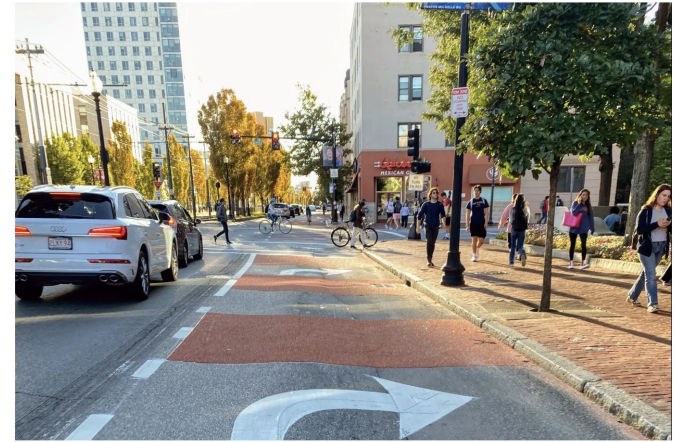
BUS LANES

Boston's New Huntington Ave. Bus Lanes Are Saving T Riders 25 Hours Every Workday



By Christian MilNeil

9:11 PM EDT on September 25, 2023



Huntington Avenue near Northeastern University in September 2022, shortly after the City of Boston installed new curbside bus lanes as mitigation for the MBTA's month-long shutdown of the Orange Line. Photo by Grecia White.

Project Summary: Timeline

May 2022

Temporary bus lanes are installed to support Orange Line shuttles

Spring 2023

Streets launches the Route 39 Transit Priority Corridor Project

November 2023

Remainder of Ruby Lake lane striping installed

Fall 2022

Permanent bus-bike lane signage and abbreviated markings are installed on Huntington Ave between Gainsborough St and Brigham Circle

September 2023

Data Analysis of the Huntington Ave bus lane finds the lanes on average 25 passenger hours per day



39 BACK BAY

Project Goals

Project Snapshot & Update

February 2025



Project Goals

- Better Transit Experience
 - **Decrease bus delay and improve trip time** to facilitate faster and more reliable bus trips
 - **Enable high-frequency bus service** along the Huntington Ave corridor
- Improve Safety and Accessibility
 - **Reduce excessive speeding** to improve safety for all road users and enhancing pedestrian experience.
 - **Provide a key east-west connection for cyclists** traveling to and through Fenway, Mission Hill, and the Longwood Medical Area



Project Goals: Better Transit Experience

- **Reduce Travel Time:** By providing buses with dedicated lanes and removing traffic conflicts, the Huntington Bus Bike Lanes have made average Route 39 trips faster at almost all times of day.
- **Improve Reliability:** 90th percentile “worst run time trips” have also improved at almost all times of day.
- **Increase Frequency:** As part of Phase 2 of the MBTA’s Bus Network Redesign, Route 39 will see a significant increase in service, with busses coming every 4 minutes during peak times. This change would not be possible without the infrastructure provided by the Huntington Bus Like Lanes.



Project Goals: Improve Safety & Accessibility

- **Reduce Speeding:** Vehicle speeds on Huntington Ave slightly decreased after bus lane implementation, providing safer conditions for all road users.
- **Accommodate Cyclists:** The shared Bus Bike lanes provide a key east-west connection for cyclists, and reduces conflicts with vehicles



Cyclists Using the Huntington Bus Bike Lane During Fall 2022 Implementation. Credit: Streetsblog MA



Who does this serve?

Project Snapshot & Update

February 2025

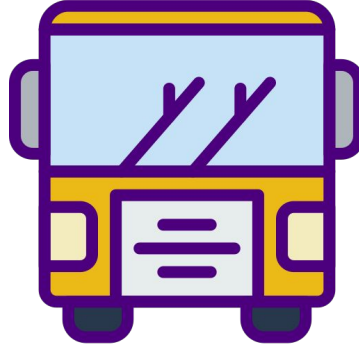


Who does this serve?



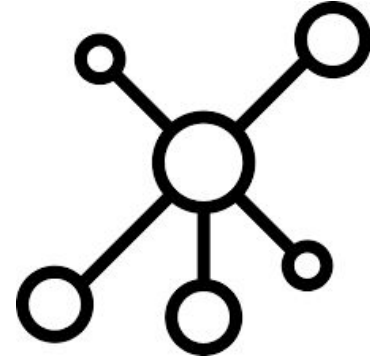
8,830 weekday riders

On Average, the Route 39 carried 8,830 riders each weekday in Winter 2023. The Route 39 consistently ranks within the MBTA's top five highest ridership routes.



38 Transit Connections

Route 39 connects to 38 unique transit routes, including 32 bus routes, the Green Line B, C, D, and E, the Orange Line, and the Commuter Rail



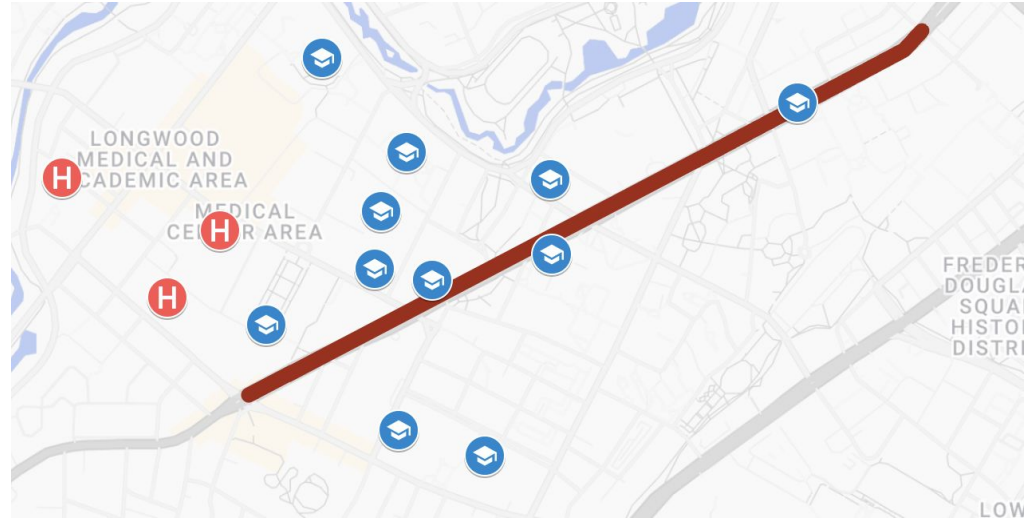
5 Neighborhoods

Route 39 serves residents and workers in Back Bay, Fenway, Mission Hill, the Longwood Medical Area and Jamaica Plain.

Who does this serve?

The Huntington Ave Bus-Bike Lanes serve several hospitals, higher education institutions , and BPS schools including:

- Boston Children's Hospital
- Brigham and Women's Hospital
- Beth Israel Deaconess Medical Center
- Harvard Medical School
- Massachusetts College of Pharmacy and Health Sciences
- Northeastern University
- Wentworth Institute of Technology
- MassArt
- Simmons College
- Emmanuel College
- The Boston Latin School
- The Tobin School





Project Evaluation: Outcomes to Date

Project Snapshot & Update

February 2025



For all riders combined,
the bus lane on
Huntington Ave saves

25
hours each
weekday

or the time it takes to
drive from Boston to
New Orleans

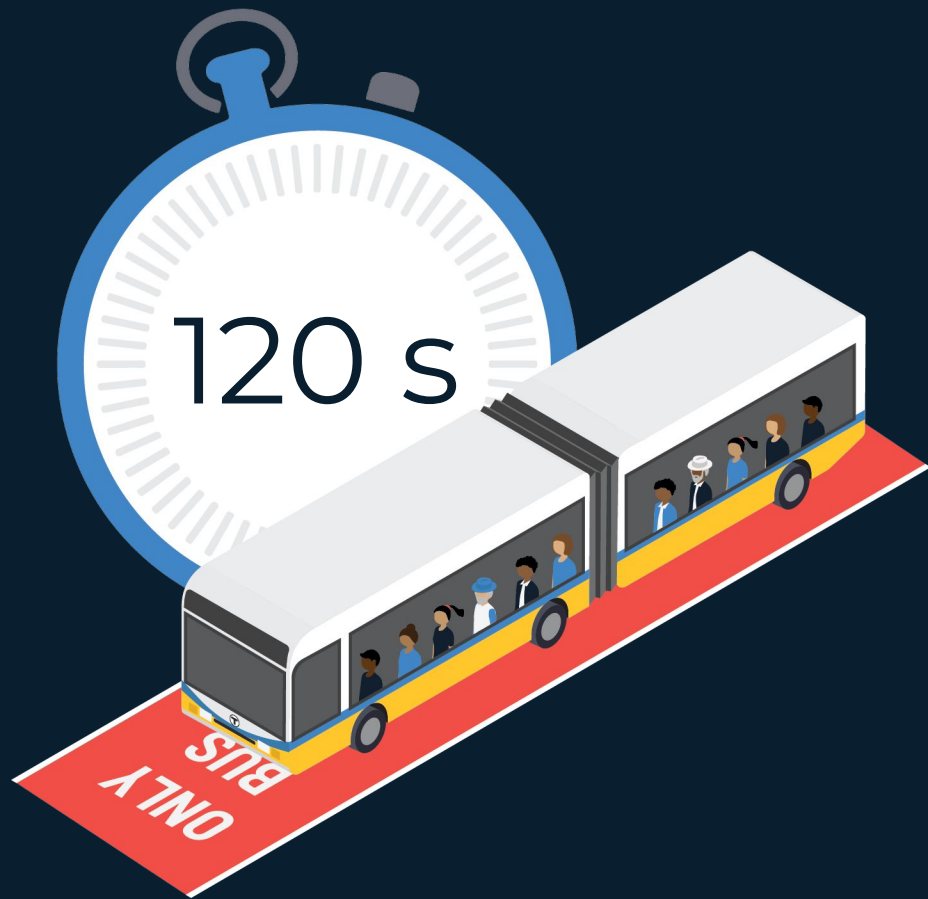


Source: September 2023 Evaluation

*Bus lanes on
Huntington Ave save
riders more than*

2 minutes

*at the busiest
times of day*



Source: September 2023 Evaluation

After installing bus
lanes on Huntington
Ave, it takes only

45
seconds

Longer on average for
people to drive the
corridor



Source: September 2023 Evaluation

Outcomes: Post Implementation Evaluation - September 2023

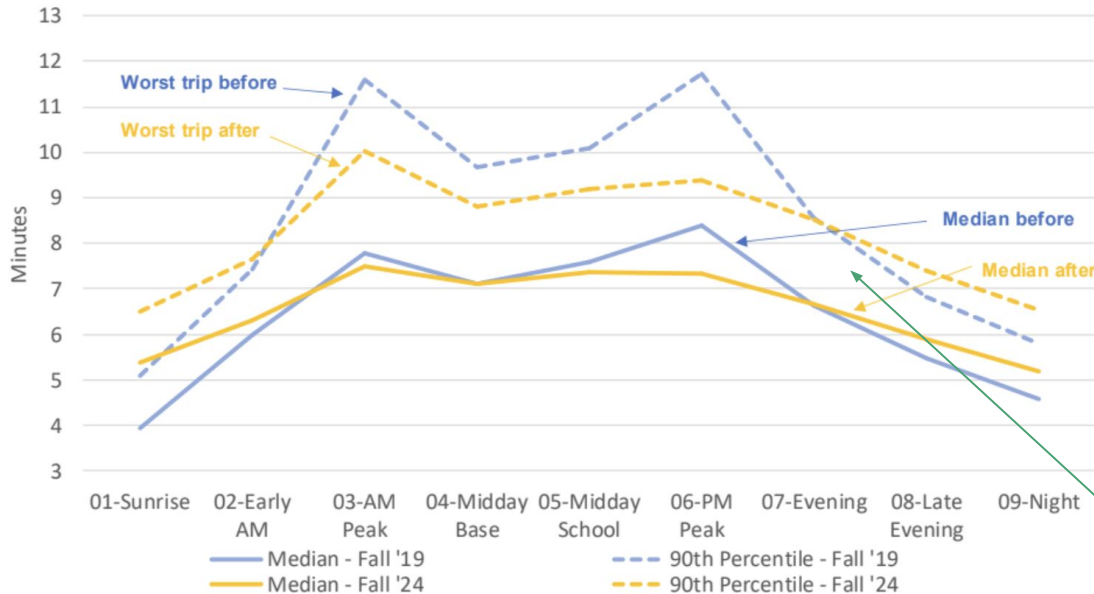
Project Evaluation conducted in September 2023, using data from Streetlight and the MBTA, found that :

- Initial bus lane markings were **saving riders 125 hours a week**, providing **better mobility for nearly 5,000 trips**.
- Traffic speeds along the corridor were slightly lowered, **providing safer conditions for all road users**.
- While bus riders are experiencing **time savings of up to two minutes per trip**, average one-way automobile travel times on the corridor have increased by less than 45 seconds.

Outcomes: Fall 2024 Bus Operations - Outbound

Travel times on Route 39, Fall 2019 vs Fall 2024

Route 39 Outbound - Huntington Ave, Gainsborough St to Fenwood Rd

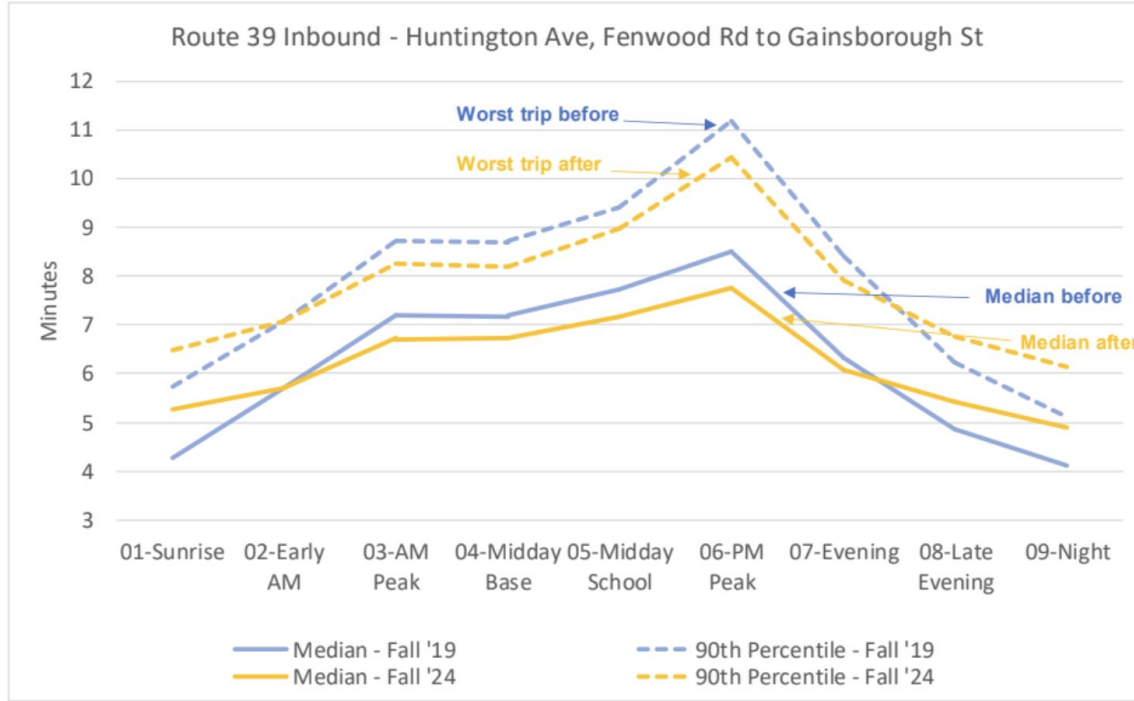


- Relative to fall 2019, Fall 2024 outbound trips are **18 seconds faster during the AM peak** and **64 seconds faster during the PM Peak**
- The worst 10% of trips are **95 seconds faster during the AM peak** and **141 seconds faster during the PM Peak**

During the PM Peak, 90th percentile trips are over two minutes faster!

Outcomes: Fall 2024 Bus Operations - Inbound

Travel times on Route 39, Fall 2019 vs Fall 2024



- Relative to fall 2019, Fall 2024 inbound trips are **at least 30 seconds faster** through most of the day **45 seconds faster during the PM peak**
- 90th percentile 'worst run-time' trips saw similar improvements



Planned Improvements

Project Snapshot & Update

February 2025



Planned Improvements

Improved Enforcement

As a part of the roll-out of the Automated Enforcement Program, MBTA is considering Huntington Ave as a candidate for early deployment. Early bus lane enforcement testing conducted by MBTA on Route 39 found that over **1,000 vehicles a week obstruct the bus lanes on Huntington Ave.**

Improved Signal Operations

Building off the successes of the Brighton Ave TSP pilot, MBTA and City of Boston are considering the Huntington Ave bus lanes for future TSP implementation.

Increased Service

As part of Phase 2 of the MBTA's Bus Network Redesign, Route 39 will see a significant increase in service, with busses coming every 4 minutes during peak times.

Planned Improvements

Route 39 Transit Improvement Project

In Spring 2024, Streets published evaluated concepts for infrastructure improvements along the Route 39 to improve safety, accessibility, and reliability along the corridor. Recommendations within the Bus Bike Lane corridor include:

- Curb Extensions
- Pedestrian Phasing Improvements
- Additional Bus Shelters
- Stop Relocation
- New Curb Ramps

ROUTE 39 TRANSIT PRIORITY CORRIDOR

We're working to improve the experience of Route 39 bus riders!

[SURVEY](#) [GOALS](#) [BACKGROUND](#) [MAP](#) [EVENTS](#) [MATERIALS](#) [RELATED PROJECTS](#)

The Boston Transportation Department is planning improvements to the Route 39 corridor to reduce transit delay, enhance safety, and generally make the bus work better for Route 39 riders. Improvements could include changes to bus stops, re-timing signals, or changes to how traffic operates at intersections.

Sign up on the right to get updates and learn about upcoming public events!