

A white and blue Huntington bus with route 39 BACK BAY and number 1222 is driving on a red-paved bus lane. The bus is moving towards the camera. The lane is bordered by a sidewalk on the left and a road on the right. There are trees and a fence in the background.

Huntington Bus Lanes

Project Snapshot & Update

February 2025



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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.

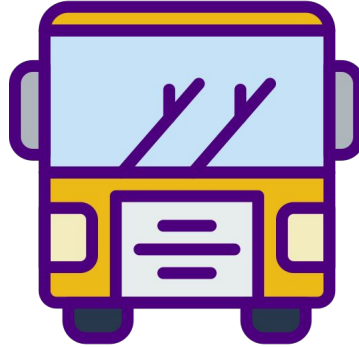
The lanes is signified with “Right Lane Bus Bike Only” signage, sharrow and “Only Bus Bike” pavement markings, and Ruby Lake Glass.

Project Summary: Key Figures



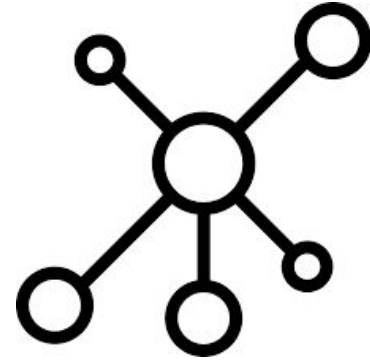
8,830 weekday trips

On Average, the Route 39 had 8,830 boardings each weekday in Fall 2024. 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, including key connections to hospitals, universities, and Boston Public Schools

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

Data Analysis

Project Snapshot & Update

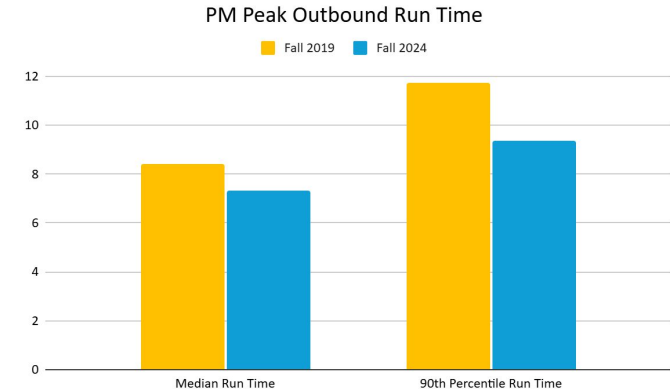
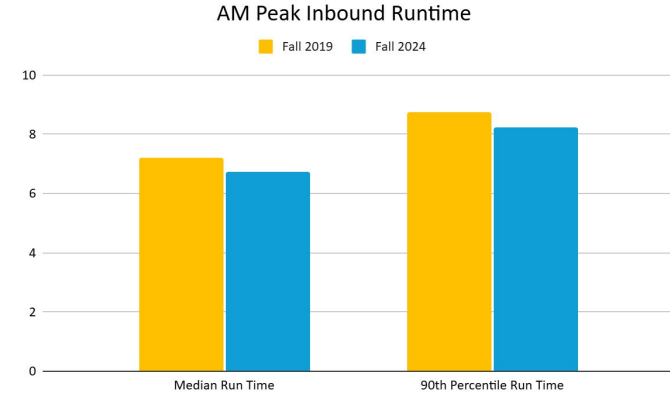
February 2025



Project Evaluation

Analysis of the Huntington Ave Bus Bike Lanes have consistently found that the lanes facilitate faster and more reliable trips:

- **2023 Evaluation:** Evaluation of the initial lane markings conducted in September 2023 found the lanes improved bus travel time, lowered vehicle speeds, and caused minimal delay to drivers.
- **2025 Evaluation:** Comparison of bus run time before (Fall 2019) and after (Fall 2024) lane implementation found runtime improvements throughout most of the day, consistent with the findings of the 2023 analysis.



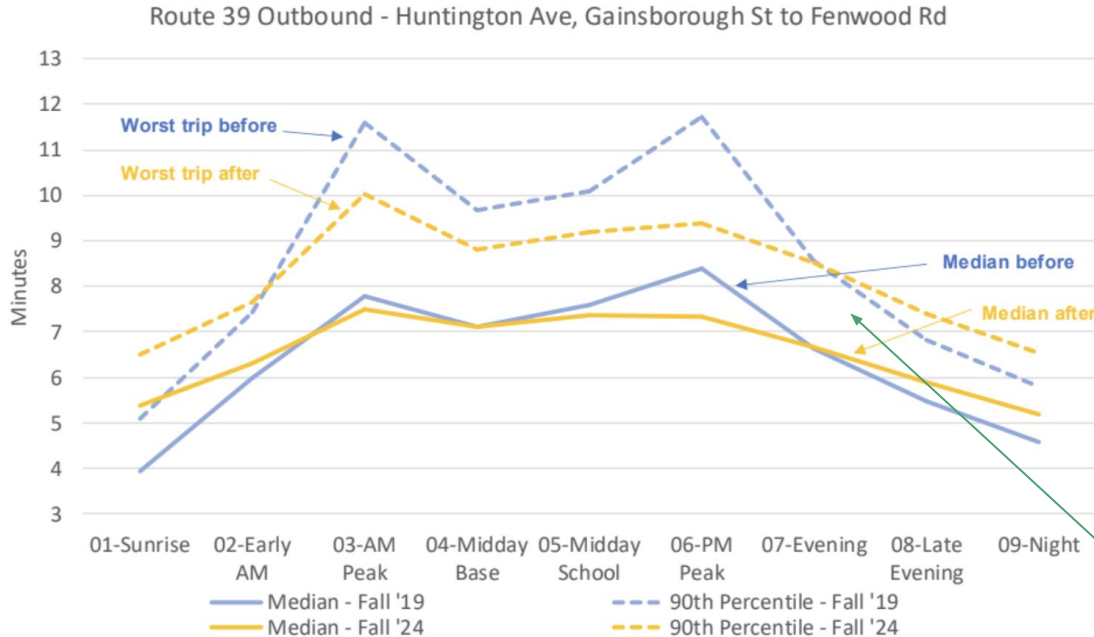
September 2023 Evaluation

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

- **Bus Trips Are Faster:** Initial bus lane markings were saving riders a total 125 hours a week, providing better mobility for nearly 5,000 trips.
- **Huntington is Safer:** Traffic speeds along the corridor were slightly lowered, providing safer conditions for all road users.
- **Vehicle Trip Time is Minimally Impacted:** 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

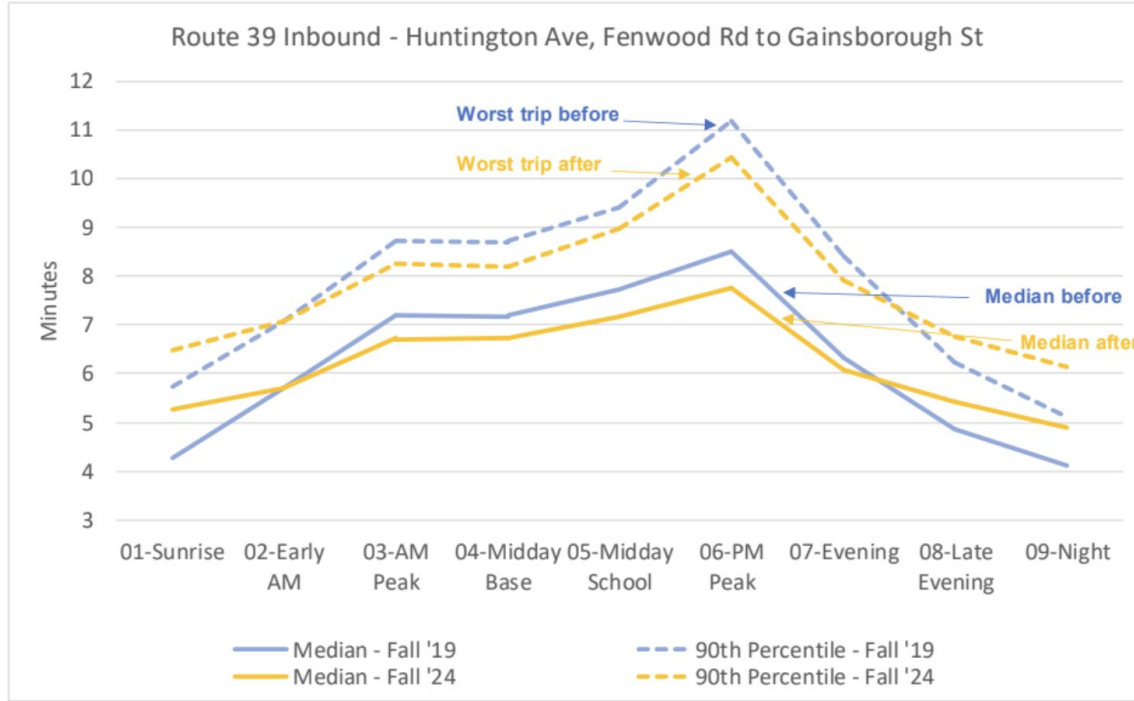


- Relative to fall 2019, Fall 2024 outbound trips are **18 seconds faster during the AM peak** and **64 seconds faster during the PM Peak**
- The worst 10% of trips are **95 seconds faster during the AM peak** and **141 seconds faster during the PM Peak**

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!



Appendix: Graphics

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

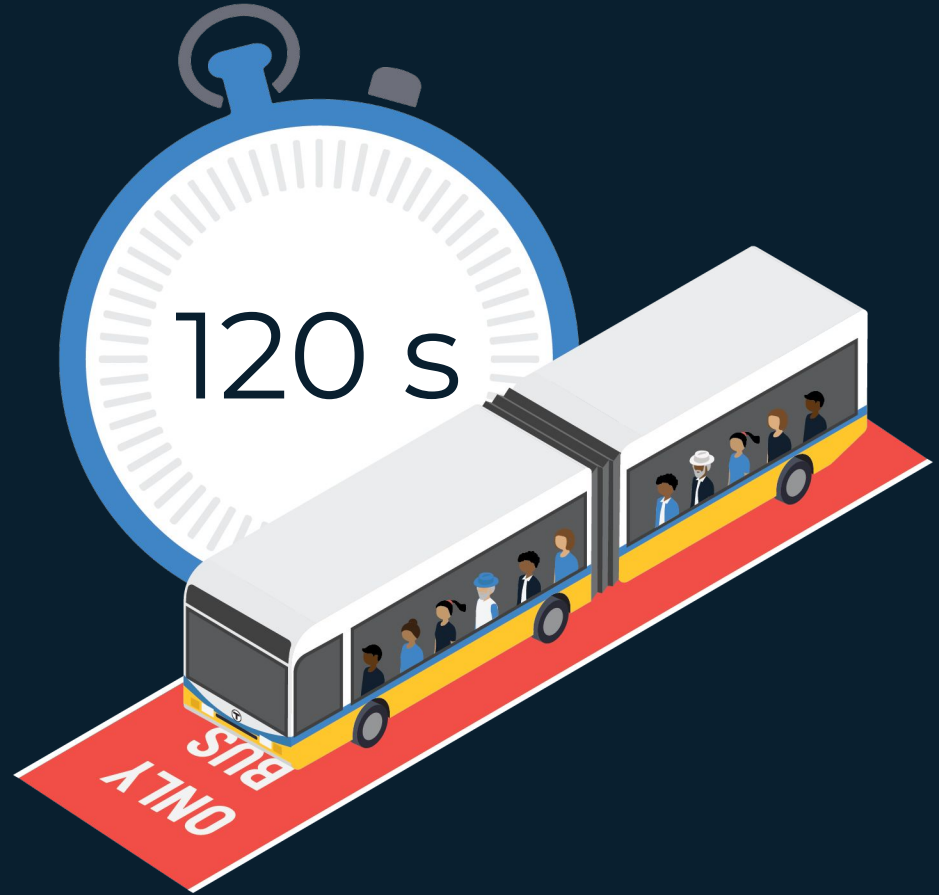


Source: September 2023 Evaluation

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