



# Roslindale Bus Lanes

Project Snapshot

July 2025

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# Summary

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The Roslindale Bus Lanes are a 1.2 mile stretch of **side-running peak-hour bus lanes** between **Forest Hills Station** and **Roslindale Square**.

The northbound lane is operation 5 a.m. – 10 a.m., and the southbound lane is operation 2 p.m. – 7 p.m. When not in operation both lanes are designated for parking.

The lanes serve 10 bus routes, 15,000 weekday riders- 1 in 20 weekday MBTA riders.

# Summary - Project Origin

Rapid bus service between Forest Hills and Roslindale Square was **identified as a key priority in Go Boston 2030**, Boston's guiding transportation plan.

Before lane implementation, the average bus rider faced **10-15 minutes of delay, with trips taking as long as 30 minutes** between Roslindale Village and Forest Hills.



VISION People's Voice I Boston Today Goals and Targets

ACTION PLAN People's Voice II Boston in 2030 Projects and Policies

## Local

### Forest Hills to Roslindale Square Rapid Bus

Bus priority treatments from Forest Hills to Roslindale Square

#### Project Score

- Access 1
- Access 2
- Safety 1
- Safety 2
- Reliability
- Affordability
- Sustainability/Resiliency 1
- Sustainability/Resiliency 2
- Governance

Identified on the ballot as an Early Action commitment

#### Project Description

Using a reserved transit lane on Washington Street and bus signal priority, all existing bus service between Roslindale and Forest Hills would be able to operate clear of traffic congestion, greatly increasing transit speed, capacity, and reliability. The transit lane could be reversible, and flexible curb regulations would preserve vehicle capacity in the peak direction. With these bus service improvements, existing services could serve more riders in Roslindale and in points further south. In the long term, this route could utilize abandoned rail tracks that extend to Hyde Park, potentially bringing rapid bus to even more underserved residents.

#### Benefits and Issues Addressed

Currently, half of motorized roadway users on Washington Street between Forest Hills-Turton and Roslindale Square are bus passengers. This demonstrates an incredible demand for improved transit to Roslindale, a neighborhood currently served only by hourly commuter rail service and numerous buses. This rapid bus service would improve the quality of experience for those commuting in the Orange Line, provide a boost to local businesses, open up new areas for potential development, and provide some measure of congestion relief to that segment of Washington Street.

The bus passenger percentage of motorized roadway users on the stretch on Washington St between Forest Hills and Roslindale is as follows:

| AM Peak Hour      | PM Peak Hour      |
|-------------------|-------------------|
| Northbound: 38.4% | Northbound: 32.4% |
| Southbound: 46.1% | Southbound: 59.8% |

Bus routes currently serving this corridor include: 30, 34, 34E, 35, 36, 37, 40, 50, and 51.

#### Implementation

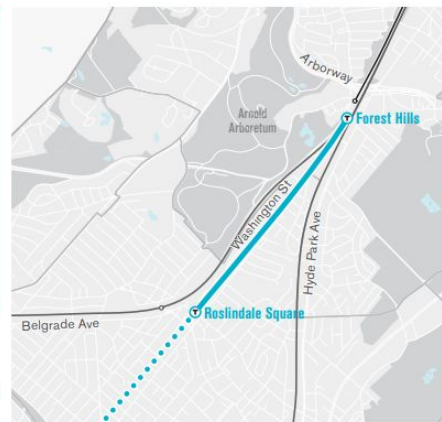
Approximate Cost: \$250,000 for design and construction

Potential Funding Sources: City capital budget and MBTA

Who's Responsible: MassDOT/MBTA and BTD

Time Frame: Within five years based on partnership with local community process

Go Boston 2030



#### Best Practices

In San Francisco, CA, Bus Rapid Transit (BRT) lanes on Haight Street were carved out of a combination of travel lanes and parking lanes to help MUNI buses jump past queues of cars and improve service along these busy routes. With just a few blocks of exclusive lanes, buses are arriving on time more often and shortening the length of their route times.

[broadline.com/2015/10/16/cheating-on-usb-buses-buget-street-a-muni-only-lane](https://broadline.com/2015/10/16/cheating-on-usb-buses-buget-street-a-muni-only-lane)



Photo credit: Aaron Balick

#### Public Input

"Would like to see a bus route from Washington St. Roslindale to Centre St. West Roxbury. We have to go to Roslindale Square to catch another bus to get to Centre St. West Roxbury. At the CVS in Roslindale the cars come out of the parking lot and stop the traffic coming down Washington St. West Roxbury - there is always a jam all day long."

—02131

"BRT along Washington Street to reduce congestion."

—Roslindale roundtable



## Summary - Key Figures

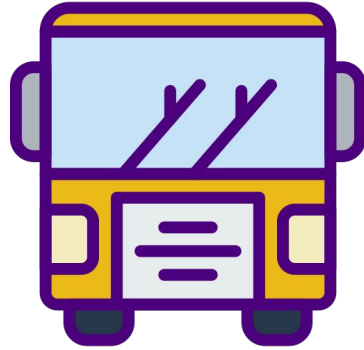
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**1.2 miles**

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**Washington Street**  
Forest Hills to  
Roslindale Square



**10 bus routes**

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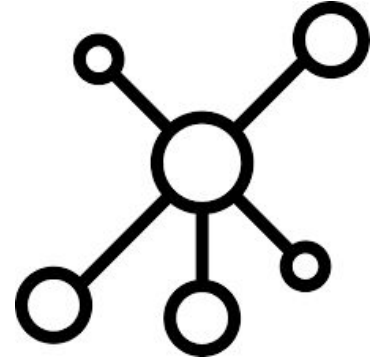
**Routes 14, 30, 34, 34E,  
35, 36, 37, 40, 50, and  
51**



**15,000 riders**

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*An average of about  
**15,000 bus riders** on a  
typical weekday*



**5% of the bus  
network**

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***1 in 20** weekday MBTA  
bus riders is on one of  
these ten routes*

# Summary - Timeline

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**2017**

Go Boston 2030 proposes  
Forest Hills to Roslindale  
Square Rapid Bus



**DECEMBER 2017**  
One-day pilot testing

**MAY 2018**

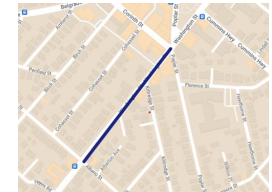
Four-week bus lane pilot



**JUNE 2018**  
AM inbound  
(northbound)  
bus lane made  
permanent

**SPRING 2021**

PM outbound  
(southbound)  
bus lane  
installed



**SPRING 2023**  
New inbound bus  
lane extension is  
striped



# Data Analysis

Project Snapshot

July 2025

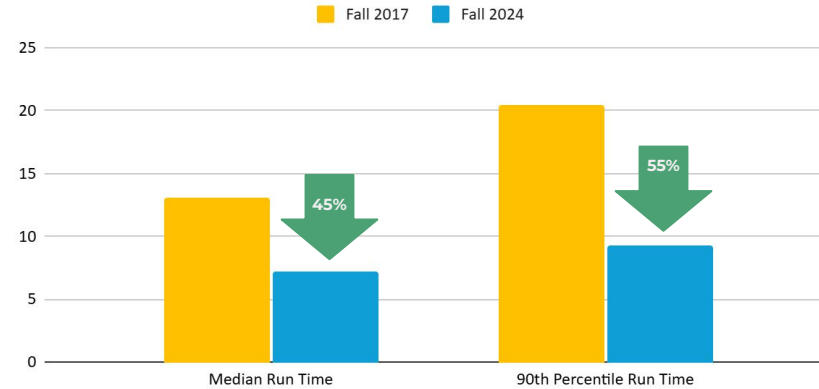
**B**

# Data Analysis

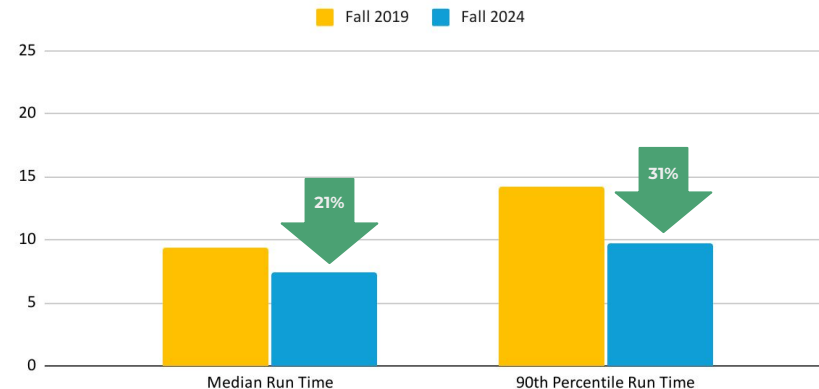
**The inbound bus lane has cut trip time nearly in half!** The **average inbound trip is nearly twice as fast** during the busiest time of day, and **90th percentile trips are more than twice as fast.**

The outbound lane has also seen significant decreases in both median and 90th percentile run time.

Inbound Run Time (8 a.m.) - Fall 2017 vs. Fall 2024



Outbound Run Time (4 p.m.) - Fall 2019 vs. Fall 2024



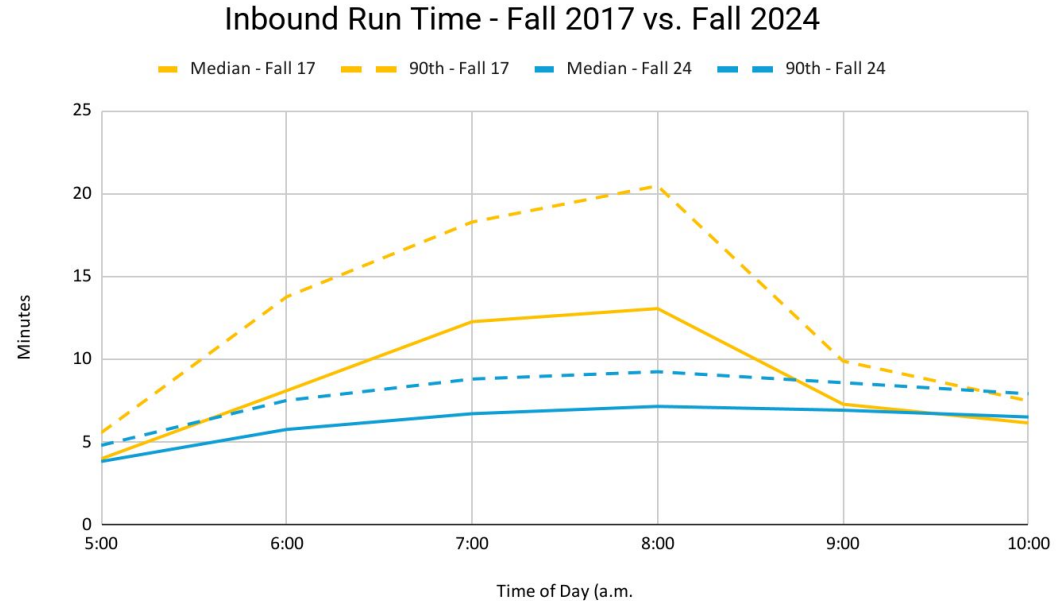


# Inbound Runtime

During inbound bus lane operation, the average trip from Roslindale Village to Forest hills is up to **six minutes faster**.

90th percentile run time is up to **over eleven minutes**- That's more than twice as fast!

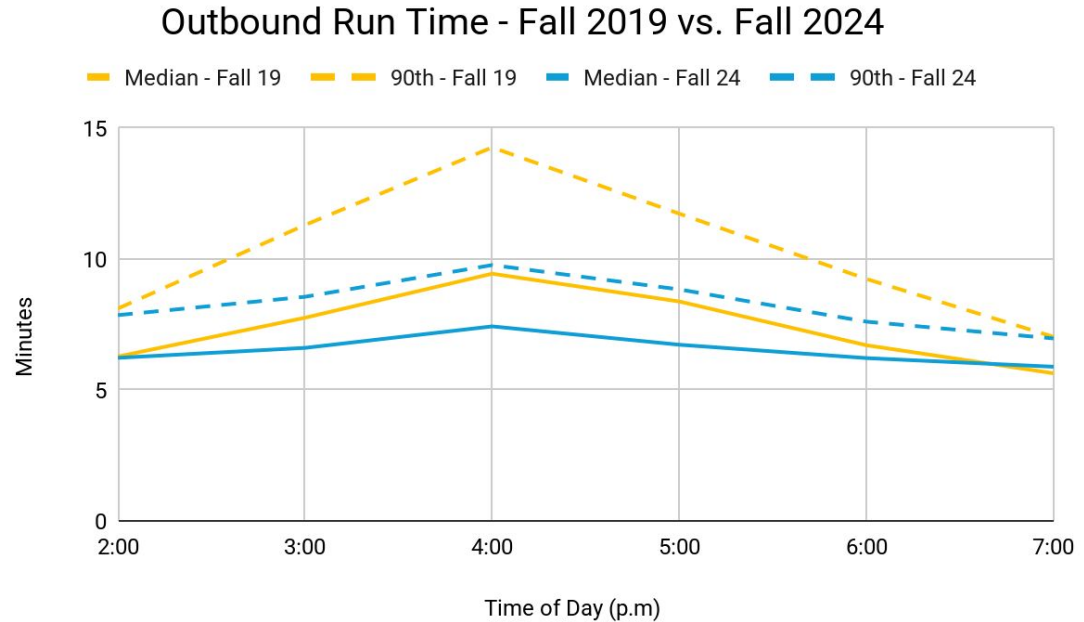
**At 8 a.m. today, the worst 10% of trips are almost four minutes faster than the average run time pre-bus lane.**



# Outbound Runtime

During outbound bus lane operation, the average trip from Roslindale Village to Forest hills is up to **two minutes faster**.

90th percentile run time is up to **four and a half minutes faster**- That's one minute faster per quarter mile!



# Upcoming Improvements

Project Snapshot

July 2025

**B**



## Upcoming Improvements

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### **New Crosswalks**

*In coordination with the Planning Department's Squares + Streets initiative, two potential new crosswalks were identified. These crosswalks at Granfield Ave and Whipple Ave would close a gap of over 1,900 feet without a crossing.*

### **Bus Lane Refresh**

*It has been over 5 years since the bus lanes were striped. Repainting them will ensure they continue to operate as intended.*