

Crosstown

Longwood Transit Hub

A consolidated LMA transit center to improve transit quality and safety

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

This project recommendation came out of the Needs Assessment and conversations with the Medical Academic and Scientific Community Organization (MASCO).

Project Description

In the heart of the LMA within a five-minute walk of most of its institutions, a new transit center is envisioned on Longwood Avenue to serve the majority of MBTA routes that connect Boston residents to the LMA's jobs and services. As proposed by MASCO, the hub will have modern passenger amenities, real-time arrival displays, new off-street loading bays, and amenities for pedestrians and bicyclists. Transit riders will have a safer and more comfortable experience. Future long-term expansion could include new enclosed public spaces and direct underground connections to an enhanced LMA to Kendall crosstown connection. Carshare, bikeshare, and shuttles in the surrounding area will provide additional transportation choices.

Benefits and Issues Addressed

The LMA maintains a very high transit share given the institutions' emphasis on employee transit, walk, and bike travel, and despite the high congestion on Longwood Avenue, the district's primary transit spine. Buses have little off-street pick-up space, bus stop amenities are lacking, and congestion makes a one-block ride out of the district often exceed 10 minutes. With new *essential transit routes from JFK and Dudley, Mattapan, and West Station/Kendall planned for the LMA*, a new transit center will attract new riders to transit. Once established, the hub can become a future major rail station if crosstown rail service is established and would reduce vehicle congestion on Longwood Ave to the benefit of riders, motorists, and emergency services alike.

Longwood Medical Area Transit Hub Concept



Image Source: MASCO



Implementation

Approximate Cost: \$5 million for design and construction of first phase

Potential Funding Sources: MASCO institutions with BTM, Public Works, and MassDOT/MBTA

Who's Responsible: MASCO as lead

Time Frame: Within 10 to 20 years in conjunction with local community process

Best Practices

In Denver, CO, the recently completed RTD bus hub is a 22-gate underground area. A bus departs every 48 seconds from this hub.

www.rtd-denver.com/unionstation-busconcourse.shtml

In Poughkeepsie, NY, a new bus hub opened in 2013. The hub includes bus bays, monitors, and passenger amenities on a small site. In 2014, the design received an engineering award.

cityofpoughkeepsie.com/archives/4463

Public Input

"Connectivity: Centralized bus/transit hub in Longwood Ave."

—02467

"Push parking for all out to perimeter and increase shuttle access from parking to all of the LMA. Limit access to inner LMA to shuttles, emergency, and commercial vehicles only."

—02460