

DRAFT May 2010

Bus Detour Alternative for Morton Street Bridge Replacement in October 2011

Original Proposal

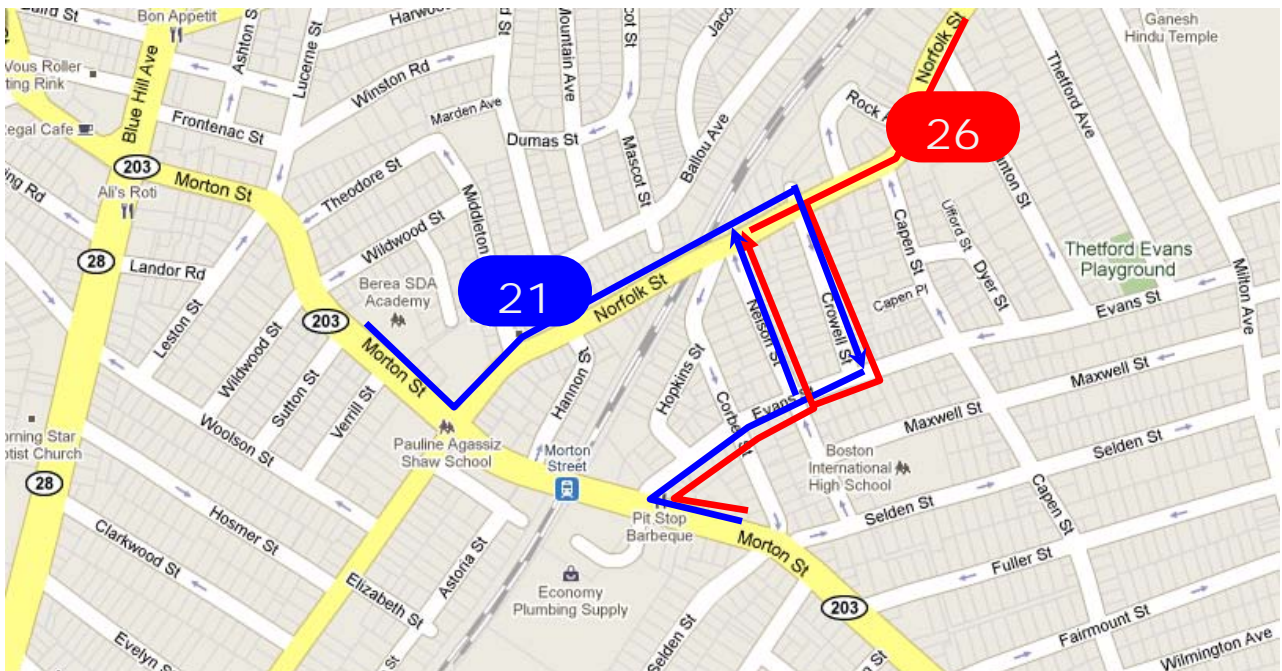
For Route 21 or 26 buses heading westbound on Morton, R-Evans, L-Nelson, use Norfolk to rejoin regular route.

For Route 21 buses heading eastbound on Morton, L- Norfolk, R-Crowell, R-Evans, L-Morton.

For Route 26 buses heading southbound on Norfolk approaching Morton, L-Crowell, R-Evans, L-Morton.

This detour requires parking spaces to be removed on Nelson, Crowell, and Evans streets in order for buses to make turns. The community is concerned about parking impacts, traffic congestion, and buses on narrow streets.

DRAFT – Original MBTA Bus Detour Proposal



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Alternative Proposal

Route 21 uses Norfolk and Talbot Ave. in both directions to travel to and from Ashmont, serving the west side of the bridge. Eastbound buses bound for Ashmont on Morton Street, L-Norfolk, R-Talbot. For westbound buses bound for Forest Hills, via Talbot Ave, L-Norfolk, R-Morton.

The Route 26 loop is truncated to serve the east side of the bridge, using Talbot Ave., Washington St., Gallivan Blvd., Dorchester Ave. and Morton St. only (Route 26 loop could be operated in either or both directions). Clockwise loop would be from Ashmont Station, L-Dorchester Ave, R-Gallivan Blvd, L-Washington St., R-Morton St., R-Gallivan Blvd., L-Washington St., R-Talbot Ave., to Ashmont Station.

This detour uses only main streets, serves almost all existing stops, and provides reasonably short diversions for riders. Many Norfolk St. passengers would shift onto Route 21 instead. This alternative offers a slightly longer walk for those who use existing stops on Morton Street between the bridge and Gallivan Blvd- although the bridge will be open for pedestrians except for the 3-day weekend, which gives more pedestrian options for accessing bus stops.

DRAFT – Alternative MBTA Bus Detour Proposal

