



Better
Bus
Project

Making transit
better together

Bus Network Redesign

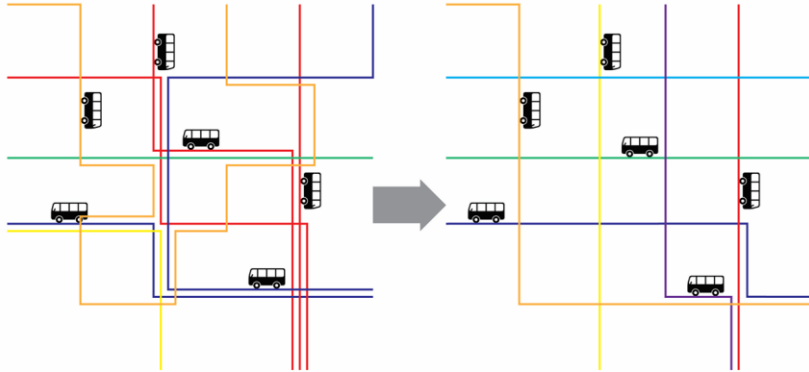
May 16, 2022

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Rob Guptill



What is Bus Network Redesign?

A complete re-imagining of the MBTA's bus network to better reflect the travel needs of the region and create a better experience for current and future bus riders.



Why are we doing this?

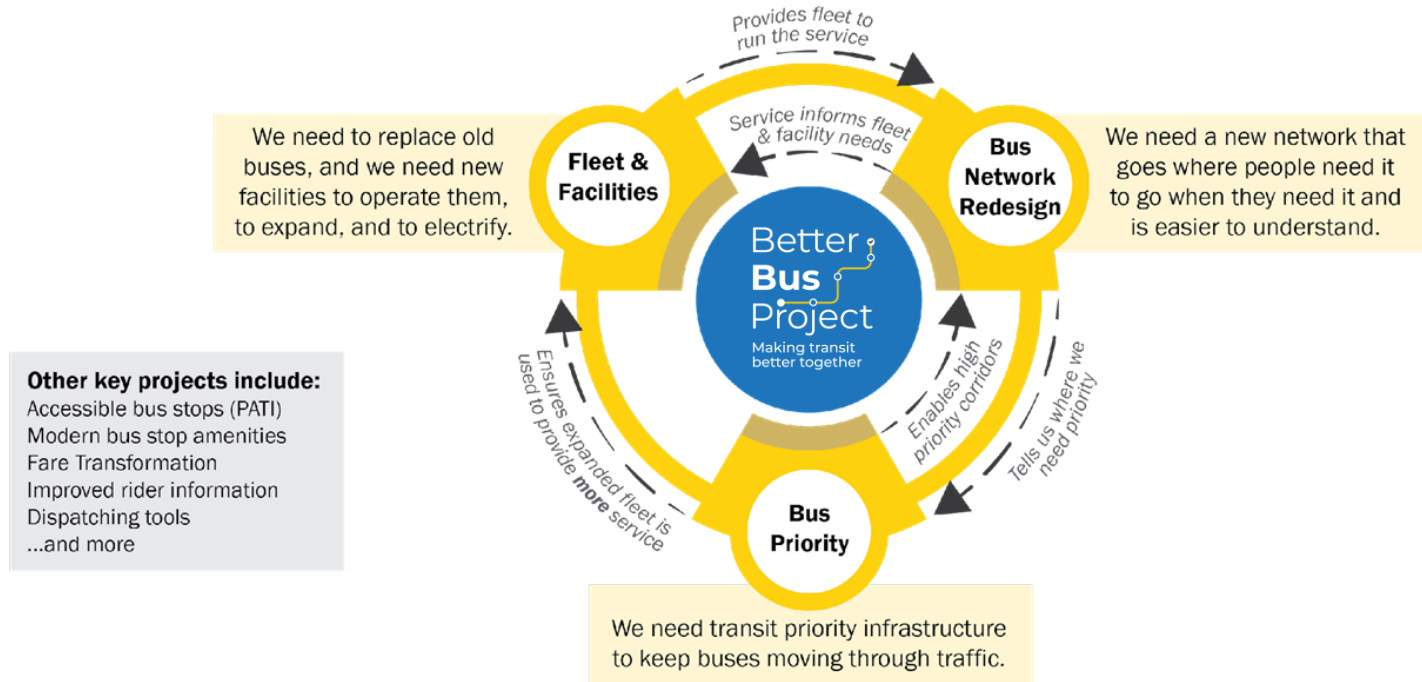
The region has changed.

But our bus network has not changed with it.

Transit is essential to the region's economy. And the bus serves our most transit-dependent populations.

So it's essential that our bus network adapts to change.

The Redesign is coordinated with other initiatives to maximize benefit to riders





Municipal partnerships are key to success

To increase service in congested corridors we need effective **transit priority**.

Increased service will also require **new and expanded layover locations**.

We will need **bus shelters and accessible bus stops** in new locations.

We will need **new and upgraded garages** to operate this service.

In some cases, transit priority is critical for implementation. For example, transit priority will be necessary in the Longwood Medical Area to ensure a positive rider experience.



Image of bus lane construction in Chelsea.

We've listened to our riders

WE HEARD THAT GREAT BUS SERVICE:



Goes where people want to travel, when they need it



Is fast, frequent, and reliable



Is simple to use and understand



Serves the people who need it the most

What we are trying to do

- 1 Equity first*, prioritizing the needs of those who depend on buses and need frequent, reliable service**
- 2 More frequent service in busy neighborhoods**
- 3 More all-day service**
- 4 New connections to more places
(including non-downtown centers)**
- 5 A network that's simpler and easier to use**

***Equity is defined as improving access and quality of service for transit-critical populations**

(low-income populations, people of color, seniors, people with disabilities, or people who live in households with few or no vehicles)

Bus Network Redesign Benefits



275,000
more residents
would be near high
frequency service



25% increase
in bus service
across the network



115,000 residents of color
gain access to high frequency service



70% increase
in weekend
service



40,000 low-income households
will gain access to high frequency service

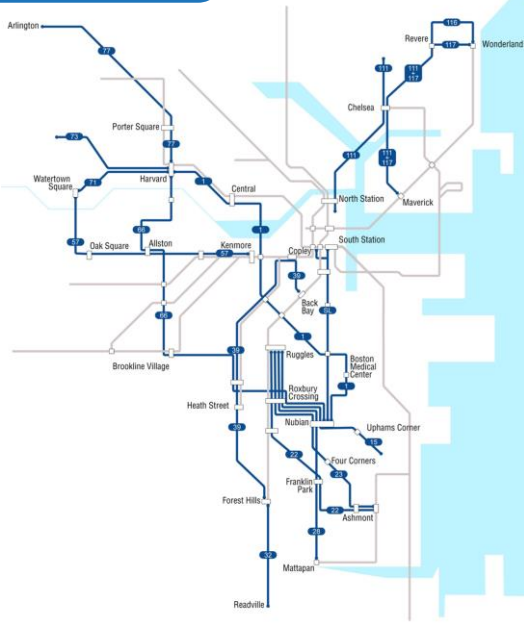


200,000 more residents
would gain access to fast
and frequent service to
Longwood Medical Area

We are doubling the amount of high frequency service

Frequent service

old network



new network



275,000 more residents with access to 15 min or less all-day 7-day-a-week service

- **15 corridors** → **30 corridors**
- Today, only **27%** of weekday service is frequent – in this plan it's **50%**.
- Today Everett, Lynn, Medford, Somerville, South Boston, and West Roxbury have no all-day high frequency routes – now they would.
- Today LMA has only 2 frequent routes – now it would have 6. Seaport and Kendall also get new frequent service.
- We are focusing on frequent bus service on corridors and connections that are not served by rapid transit

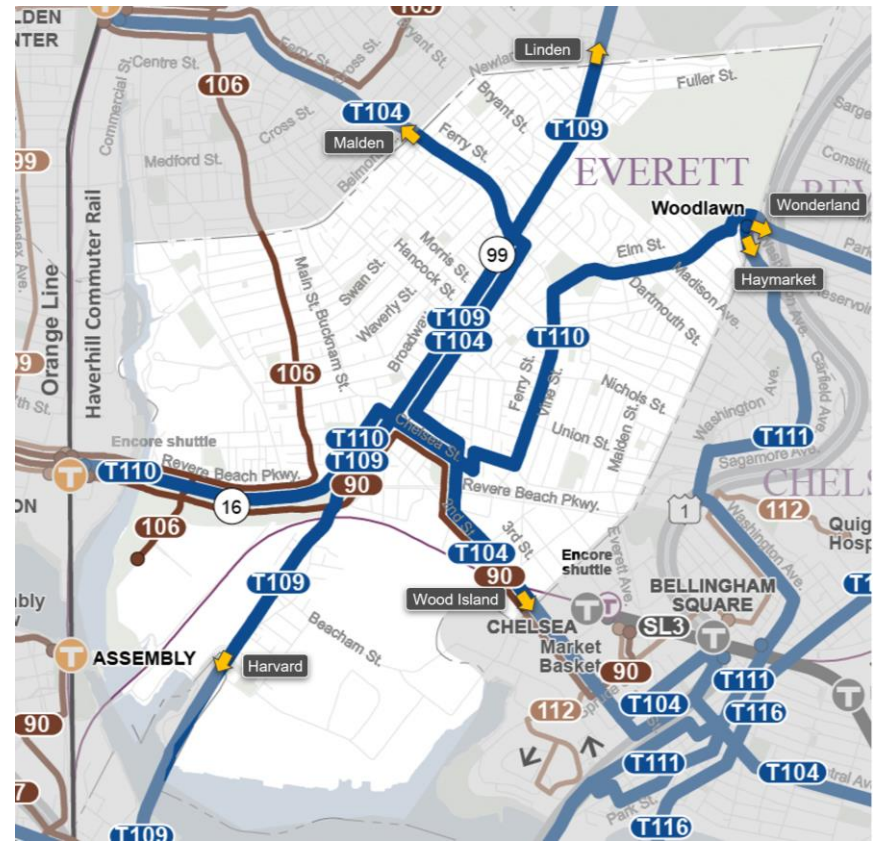
We are creating better connections to more places

We are improving access to the top regional destinations with fast, frequent service*

Destination	# of residents in MBTA service area that gain access to <i>fast and frequent service</i> to destination
Longwood Medical Area	200,000+
South Boston Waterfront	180,000+
Back Bay	50,000+
Kendall Square	58,000+

*Fast and frequent service is defined by trips have a transit option that is *competitive* with driving options. Competitiveness is defined by have a fast trip that minimizes walk distance, transfers, and wait time.

Proposed Network: Everett



More high-frequency service.

Today Proposed

1 4

of routes with service every 15 min or better

Three new high frequency connections:

- **Linden Square and Broadway to Sullivan, Union Square, and Harvard.**
- **Malden to Everett Square and Chelsea.**
- **Wellington to Everett Square, Revere, and Wonderland.**

More service. Period.

Proposed

70%

% increase in service (revenue vehicle miles)

More **midday, evening, and weekend** service.

Better access to major destinations.

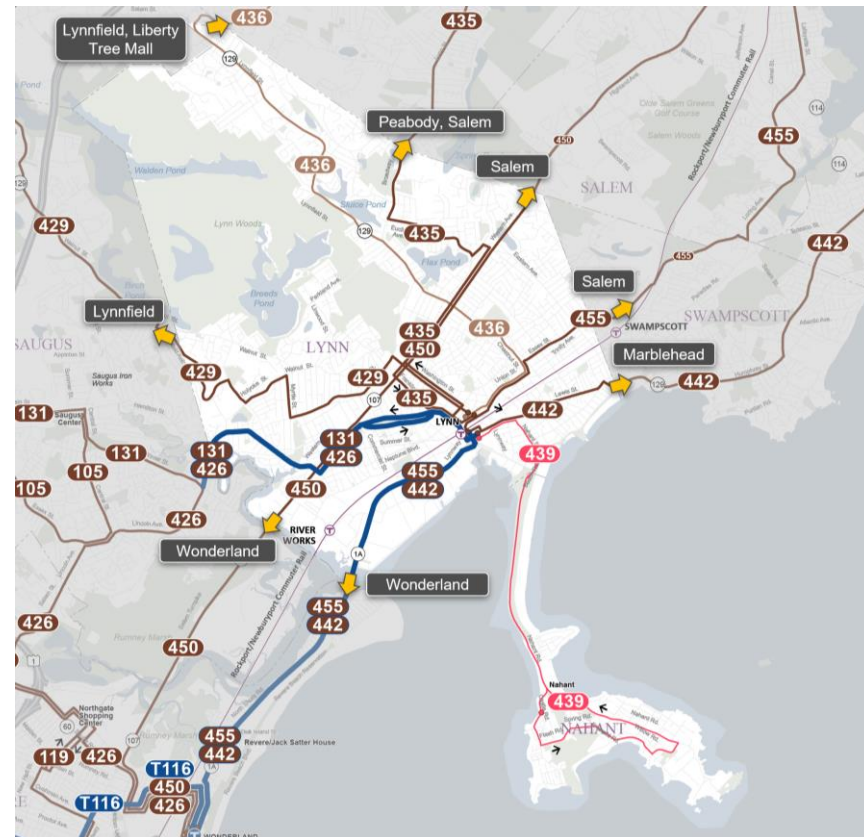
Proposed

29K

Residents with new access to fast, frequent service to Chelsea

Better service and connections to the places you want to go: **Chelsea, Cambridge, Downtown Boston, Somerville, Malden, Revere, Medford, and more.**

Proposed Network: Lynn and Nahant



Service	Frequency	Notes
Blue line	Every 15 min or better	5:00 am to 1:00 am, 7 days a week. In some cases this service is provided by two overlapping routes.
Red line	Every 30 min or better	6:00 am to 10:00 pm, 7 days a week. Some routes run more frequently at peak. Some routes have service as early as 5:00 am and as late as 1:00 am.
Orange line	Every 60 min or better	6:00 am to 7:00 pm 7 days a week. Some routes run more frequently at peak. Some routes run as late as 10:00 pm.
Green line	Less Than Hourly	
Black line	Peak-Only	
Grey line	Non-MBTA Route	
Thick black line	Silver Line	

More high-frequency service.

Today Proposed

0 2

of corridors with service every 15 min or better

Two new high-frequency corridors:

- **Central Square, Lynn to Wonderland, and Blue Line via Lynnway.**
- **West Lynn to Central Square, Lynn via Summer Street, Market Square, and Lynn Common.**

More service. Period.

Proposed

40%

% increase in service (revenue vehicle miles)

More **midday, evening, and weekend** service.

Better access to major destinations.

Proposed

7K

More residents with faster, frequent service to **Central Square Lynn**

Better service and connections to the places you want to go: **Market Street (Lynnfield), North Saugus, Saugus Center, Square One Mall, Melrose, Wonderland, and Oak Grove.**

Fundamentally, this is a better network for the people who ride the MBTA

“Chelsea and Everett are neighboring towns and I think there should be a more efficient bus route to connect both towns. The towns are very close together and it shouldn’t take an hour bus ride to get from one town to the other.” Chelsea resident

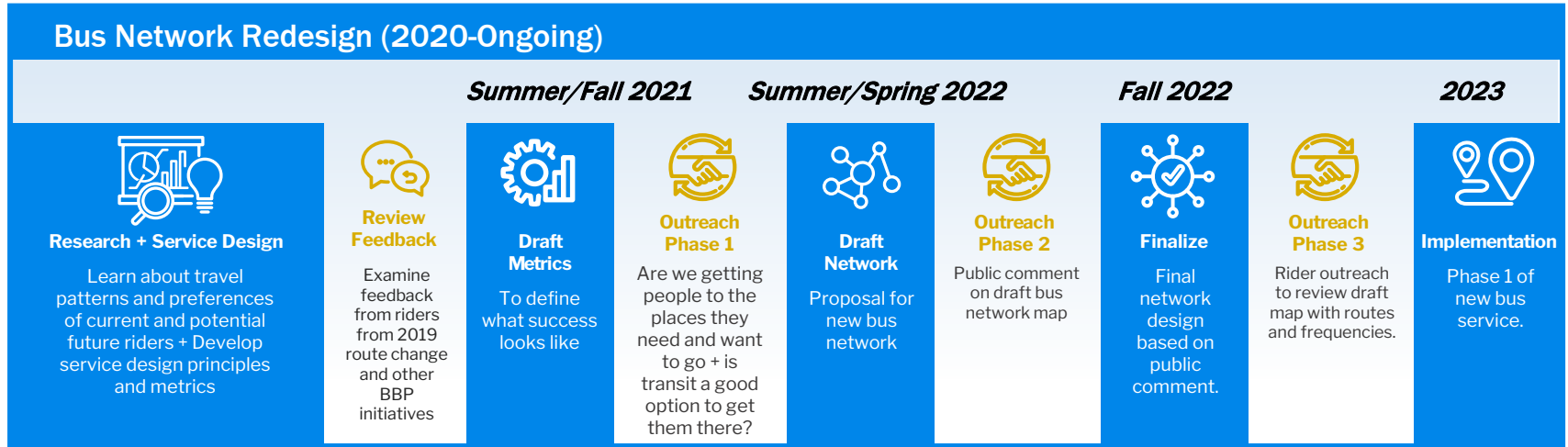
“The frequency for the bus is really far apart, especially on the weekends.” Quincy resident

“I want the MBTA to improve frequent service throughout the day, not just rush hours.” Hyde Park resident

“I use public transport every day for going to the doctors, grocery shopping, airport, train station, Brighton, downtown across the river, Somerville.” Roxbury resident



Bus Network Redesign Project Timeline



***We are planning for phases of implementation over five years. Implementation timing will depend on structure and interdependencies of the new network, staff and public outreach capacity (including operator headcount), and the availability of bus priority.**

Example engagement to date on Bus Network Redesign

Ongoing engagement and outreach since 2019 includes:

- **1,000+ comments on travel survey** in multiple languages
- **Focus groups with 100+ riders** held in multiple languages in partnership with community organizations
- **10+ meetings with BNRD External Task Force**
- **50+ meetings with municipalities and roadway owners** to discuss how to partner to implement high frequency corridors
- **30+ hours of street teams** at stops and stations in different languages to promote the project
- **Engagement with Operators and the Training School**
- **Presentation to elected officials** at briefing hosted by MAPC, Rep Madaro, and Sen DiDomenico
- **Advertising in multiple languages** in newspapers, radio, stations, etc.



Street Team outreach at Harvard busway

Builds on significant outreach from 2018/19 on first phases of Better Bus Project

Public outreach events

Community Meetings	Station Open Houses	Street Teams
<ul style="list-style-type: none"> ● May 19 Systemwide ● May 24 South Shore & South Suburbs ● June 2 Boston ● June 8 Mystic River & North Shore ● June 16 Inner Core ● July 19 In-person- Open House - Bruce C. Bolling Municipal Building ● June 22 Minuteman & Metro North ● June 28 Metrowest ● July 26 Virtual public hearing ● July 28 in-person public hearing @ 10PP 	<ul style="list-style-type: none"> ● May 18 Nubian Square ● May 26 Chelsea City Hall ● June 1 Harvard ● June 7 Quincy ● June 14 Dewey Square ● June 23 Ashmont ● June 30 Malden Center ● July 7 Sullivan ● July 12 Forest Hills ● July 21 Wonderland 	<ul style="list-style-type: none"> ● May 17 Haymarket ● May 25 Central Sq (Cambridge) ● June 9 Copley Station ● June 15 Andrew ● June 21 Longwood Medical Area ● June 27 Kenmore ● June 28 Bellingham Square ● July 6 Nubian Square ● July 11 Maverick Station ● July 14 Oak Grove Station ● July 20 Ruggles Station ● July 27 Wonderland

In addition to these events, we are running advertisements in multiple languages (print & radio), car cards and announcements on buses, digital ads at stations, press releases, videos, etc.

How to provide feedback

- Submit feedback online through our survey (available in multiple languages): mbta.com/bnrdfedback
- Attend an event: mbta.com/bnrdevents
- E-mail us: betterbusproject@mbta.com
- Mail written comments:

MBTA

**ATTN: Victoria Ireton
10 Park Plaza - Suite 3830
Boston, MA 02116**

- Leave a voice message:
617-222-3011

How to stay informed

- Stay updated on the project: mbta.com/bnrd
- To learn more about other MBTA bus initiatives, visit the Better Bus Project website: mbta.com/betterbus
- For general inquiries on MBTA public outreach, contact publicengagement@mbta.com