

# **Bus Network Redesign**

# Bus Network Redesign Motivation

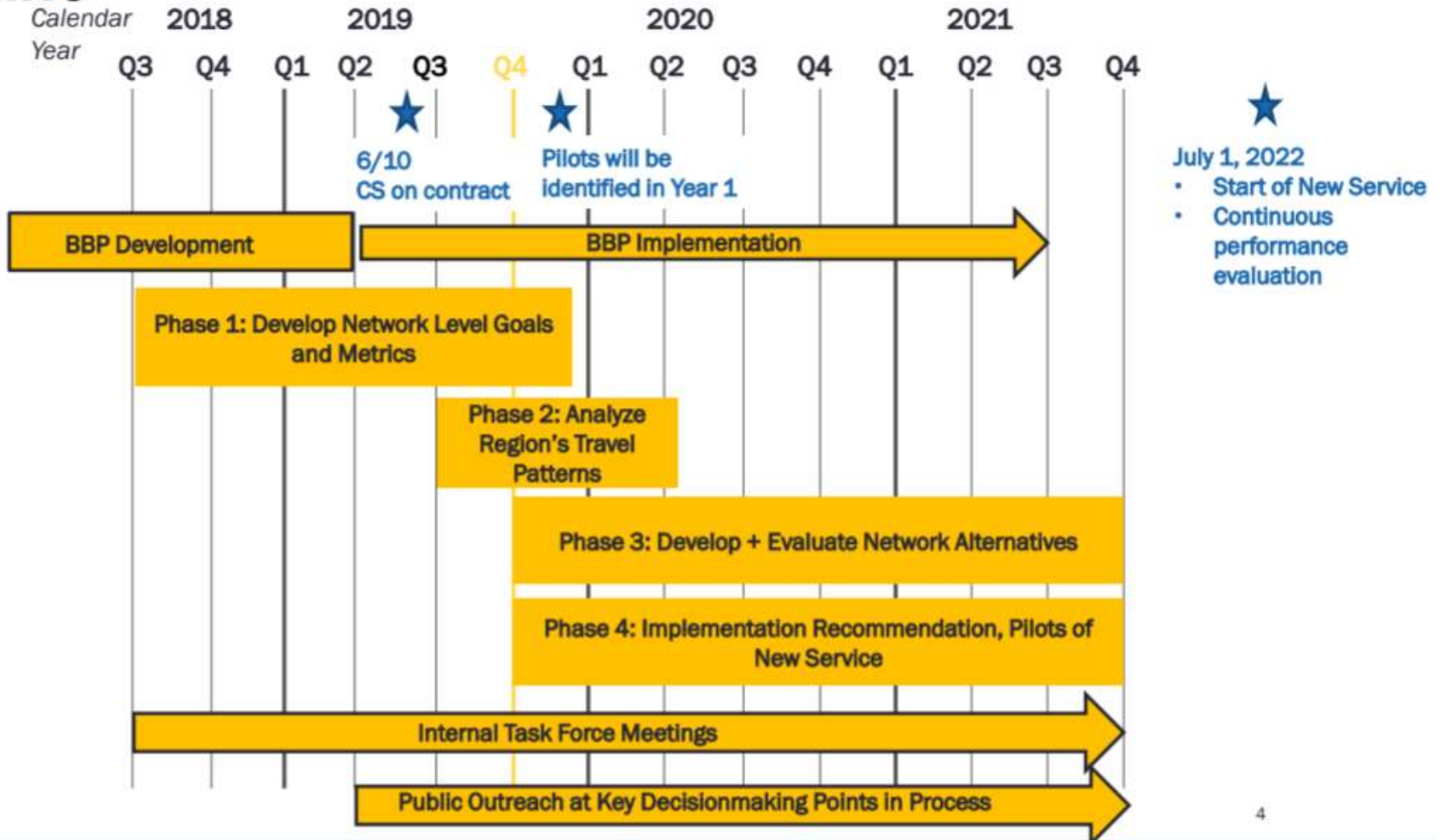
“The MBTA bus network carries 1/3 of our customers but has not changed drastically since mid-20<sup>th</sup> century”

Changes:

1. Demographics
2. New destinations
3. New mobility options and changes in travel patterns
4. Increased congestion
5. Ridership decline

Source: July 19 MassDOT/MBTA presentation

# Timeline



# Bus Network Redesign Overview

## Scope:

- Entire MBTA service area
- Can include additional transit priority infrastructure
- Not bound by existing fleet constraints

## Assumptions:

- Assumes today's land use but will consider the following to identify growth areas:
  - regionally adopted 2030 land use projects
  - State adopted regional housing creation plans (particularly where transit friendly)
- FY 20-24 Capital Investment Plan is implemented (including GLX and Red/Orange Line programs)
- 14 miles of bus priority identified in BBP are implemented, including Mass Ave

Source: July 19 MassDOT/MBTA presentation

# Bus Network Redesign Demonstration Projects

- Asked by the FMCB to identify demonstration projects by the end of 2019
- Online submissions with first deadline of October 6
- Developing additional metrics to assess demonstration projects, related to connectivity and serving demand
- Pilots will be implemented in Summer 2020
- Pilot projects are intended to be representative of categories of ideas, not a preferred or selected idea

# DRAFT City Ideas for Demonstration Projects

Concept or idea	City prioritization	Public feedback	Completed studies
<b>NEW SERVICE</b>			
<b>New bus route to improve connections between Chelsea/ Everett/ Boston/ Lechmere/ Kendall/ Kenmore:</b> Bus service between Sullivan-Kendall-Kenmore following Washington Street and McGrath to Lechmere, then along First Street and Binney Street (or an alternative alignment like Land Blvd) to Kendall, then Main Street and Vassar and Mass Ave to Kenmore.	High	<b>Transport Kendall / KSMTF:</b> Priority recommendation	Feasibility and demand analysis - June 22, 2018. Cost estimate for 40' buses = \$4.17 million
<b>MODIFIED KEY BUS ROUTES</b>			
<b>Enhanced off-peak service on Key Bus Routes:</b> increased Route 1, Route 77, Route 47 weekend service (and other off-peak times).	High-Medium	<b>Cambridge BB Outreach:</b> Strong community support	<b>South Mass Ave Corridor Safety Improvements:</b> Route 1 Analysis/design being done as part of quick build projects
<b>New Key Bus Routes:</b> Improve frequencies on Routes 70 and 86 in middays, evenings, and weekends.	High-Medium	<b>Cambridge BB Outreach:</b> Wide support from current riders, community	<b>River Street Reconstruction:</b> Bus service analysis

# DRAFT City Ideas for Demonstration Projects

Concept or idea	City prioritization	Public feedback	Completed studies
<b>MODIFIED SERVICE</b>			
Modify <b>Route 85</b> to provide better connections from Somerville directly into Kendall Square	High-Medium	<b>Transport Kendall / KSMTF:</b> Priority recommendation	KSMTF: Included a proposal to consider bus priority along joint 85/CT2 routing
<b>Route 68 extension</b> from Harvard to Alewife via Concord Ave	Medium-Low	<b>Cambridge BB Outreach:</b> Strong community support	
<b>ENHANCED BBP IDEAS</b>			
<b>Enhanced West Cambridge bus service on Concord and Huron Avenues:</b> Space trips on routes 72, 74, 75, and 78 so buses arrive every 7-8 minutes on Concord Avenue between Huron Avenue and Harvard Square and every 15 minutes further east (related to rerouting routes 74 and 75) .	Medium	<b>Cambridge BB Outreach:</b> Community support	Transit Advisory Committee member and MBTA working closely on planning and operational analysis
<b>Enhanced Route 64 and 70 BBP concepts:</b> Add operator hours and buses so the the extended 64 service to Kendall all day (proposed in BBP) can be done with the same or improved headways compared to today's service. Alternatively, extend Route 70 to Kendall, which may be more feasible with the BBP improvements (separating the 70/70A routes and putting more resources onto the core Route 70 service).	High	<b>Cambridge BB Outreach:</b> Community support <b>K2C2 transportation study:</b> Identified as an improvement strategy, carried forward as a recommendation in the <b>KSMTF</b>	<b>KSMTF:</b> Demand, routing, travel times analysis completed

# DRAFT City Ideas for Demonstration Projects

Concept or idea	City prioritization	Public feedback	Completed studies
<b>BUS PRIORITY</b>			
<b>Alewife Bus Priority:</b> MassDOT/DCR coordination to provide bus priority on Route 2 access/egress ramps and improve circulation into and out of Alewife Station.	High	Support through Envision Cambridge, Transit Advisory Committee advocacy, and in MPO discussion with other municipalities.	Various CTPS studies, MassDOT bus priority on state owned roadways



# Bus Network Redesign Next Steps

- Will continue to meet with stakeholder group and municipal stakeholders
- Reviewing cell phone based trip data to better understand origins and destinations
- Draft network-level metrics to be presented to FMCB in fall
- Present selected demonstration projects to FMCB by end of 2019
- Public meeting in late 2019

Source: July 19 MassDOT/MBTA presentation