Bus Network Redesign
Bus Network Redesign Motivation

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

Calendar Year

2018
Q3 Q4

2019
Q1 Q2 Q3 Q4

BBP Development

Phase 1: Develop Network Level Goals and Metrics

Phase 2: Analyze Region’s Travel Patterns

Phase 3: Develop + Evaluate Network Alternatives

Phase 4: Implementation Recommendation, Pilots of New Service

BBP Implementation

6/10 CS on contract

Pilots will be identified in Year 1

Q4

2020
Q1 Q2 Q3 Q4

Q1

2021
Q2 Q3 Q4

July 1, 2022
- Start of New Service
- Continuous performance evaluation

Q4

Source: July 19 MassDOT/MBTA presentation
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

<table>
<thead>
<tr>
<th>Concept or idea</th>
<th>City prioritization</th>
<th>Public feedback</th>
<th>Completed studies</th>
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<tbody>
<tr>
<td><strong>NEW SERVICE</strong></td>
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<tr>
<td><strong>New bus route to improve connections between Chelsea/ Everett/ Boston/ Lechmere/ Kendall/ Kenmore:</strong> 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.</td>
<td>High</td>
<td>Transport Kendall / KSMTF: Priority recommendation</td>
<td>Feasibility and demand analysis - June 22, 2018. Cost estimate for 40' buses = $4.17 million</td>
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<tr>
<td><strong>MODIFIED KEY BUS ROUTES</strong></td>
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<td><strong>Enhanced off-peak service on Key Bus</strong> Routes: increased Route 1, Route 77, Route 47 weekend service (and other off-peak times).</td>
<td>High-Medium</td>
<td>Cambridge BB Outreach: Strong community support</td>
<td>South Mass Ave Corridor Safety Improvements: Route 1 Analysis/design being done as part of quick build projects</td>
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<tr>
<td><strong>New Key Bus Routes:</strong> Improve frequencies on Routes 70 and 86 in middays, evenings, and weekends.</td>
<td>High-Medium</td>
<td>Cambridge BB Outreach: Wide support from current riders, community</td>
<td>River Street Reconstruction: Bus service analysis</td>
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<td><strong>MODIFIED SERVICE</strong></td>
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<td>Modify <strong>Route 85</strong> to provide better connections from Somerville directly into Kendall Square</td>
<td>High-Medium</td>
<td><strong>Transport Kendall / KSMTF:</strong> Priority recommendation</td>
<td>KSMTF: Included a proposal to consider bus priority along joint 85/CT2 routing</td>
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<td><strong>Route 68 extension</strong> from Harvard to Alewife via Concord Ave</td>
<td>Medium-Low</td>
<td><strong>Cambridge BB Outreach:</strong> Strong community support</td>
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<tr>
<td><strong>ENHANCED BBP IDEAS</strong></td>
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<td>Enhanced West Cambridge bus service on Concord and Huron Avenues: 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) .</td>
<td>Medium</td>
<td><strong>Cambridge BB Outreach:</strong> Community support</td>
<td>Transit Advisory Committee member and MBTA working closely on planning and operational analysis</td>
</tr>
<tr>
<td>Enhanced Route 64 and 70 BBP concepts: 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).</td>
<td>High</td>
<td><strong>Cambridge BB Outreach:</strong> Community support <strong>K2C2 transportation study:</strong> Identified as an improvement strategy, carried forward as a recommendation in the KSMTF</td>
<td>KSMTF: Demand, routing, travel times analysis completed</td>
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<td><strong>Alewife Bus Priority</strong>: MassDOT/DCR coordination to provide bus priority on Route 2 access/egress ramps and improve circulation into and out of Alewife Station.</td>
<td>High</td>
<td>Support through Envision Cambridge, Transit Advisory Committee advocacy, and in MPO discussion with other municipalities.</td>
<td>Various CTPS studies, MassDOT bus priority on state owned roadways</td>
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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