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

We need to replace old buses, and we need new facilities to operate them, to expand, and to electrify.

Other key projects include:
- Accessible bus stops (PATI)
- Modern bus stop amenities
- Fare Transformation
- Improved rider information
- Dispatching tools
...and more

We need a new network that goes where people need it to go when they need it and is easier to understand.

We need transit priority infrastructure to keep buses moving through traffic.
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

- **25% increase in bus service** across the network
- **70% increase in weekend service**
- **275,000 more residents** would be near high frequency service
  - 115,000 residents of color gain access to high frequency 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

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.
### Bus Network Redesign Project Timeline

<table>
<thead>
<tr>
<th>Phase</th>
<th>Summer/Fall 2021</th>
<th>Summer/Spring 2022</th>
<th>Fall 2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Research + Service Design</td>
<td>Learn about travel patterns and preferences of current and potential future riders + Develop service design principles and metrics</td>
<td>Draft Metrics To define what success looks like</td>
<td>Outreach Phase 1 Are we getting people to the places they need and want to go + is transit a good option to get them there?</td>
<td>Finalize Final network design based on public comment.</td>
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<tr>
<td>Review Feedback</td>
<td>Examine feedback from riders from 2019 route change and other BBP initiatives</td>
<td>Draft Network Proposal for new bus network</td>
<td>Outreach Phase 2 Public comment on draft bus network map</td>
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*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.*
# Implementation Approach

## Implementation (5 Years Total)

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
<th>Phase 4</th>
<th>Phase 5</th>
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</thead>
<tbody>
<tr>
<td>2022</td>
<td>2023</td>
<td>2024</td>
<td>2025</td>
<td>2026</td>
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### Ongoing Programs

- **Fleet & Facilities Program**
- **Transit Priority Program**
- **Bus Stop Upgrades & Other Enhancements (Fare Transformation, PATI, etc.)**

### Key Milestones

- **Summer**: Public process on draft map (ongoing)
- **Fall**: Submit revised map to MBTA Board

### Note

Full implementation contingent on factors like operator headcount, fleet expansion, transit priority implementation, etc.
We are rolling out the draft network map for public input next month

**May 16:** Draft network map will be available online: [mbta.com/BNRD](http://mbta.com/BNRD)

**May 19:** Virtual Public Meeting (systemwide)

**Other Community Meetings:**
- **May 24** Virtual
- **June 2** Virtual
- **June 8** Virtual
- **June 16** Virtual - “Inner Core” - Cambridge, Somerville, Medford, Watertown & Brookline
- **June 22** Virtual
- **June 28** Virtual
- **July 18** In-person- Open House -Bruce C. Bolling Municipal Building

*We are also planning for station outreach and street teams. Dates to be announced soon.*
How to provide feedback by **July 31, 2022**

- Submit feedback online through our survey (available in multiple languages): [mbta.com/bnrdfeedback]
- 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/bnrdd]
- 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
We need your help!

1. **This project will not happen unless there are people outside of MBTA vocally advocating for it.** Even if there are specific changes you want to the project (which we absolutely want to hear), stating your support of the overall plan is critical. We believe this project has huge benefits for current MBTA riders and for the region – but change is hard.

2. **This project depends on better bus infrastructure.** We need bus lanes, improved bus stops, and layover spaces. That depends on municipalities and other roadway owners building those projects, and projects like that often get pushback. These critical projects won’t happen unless there are people advocating for them.

3. **We need your help getting the word out about the project and meetings.** We expect the map to change meaningfully based on the input we receive during public outreach and we want to make sure we hear from riders.
Draft Map Review
Questions

- Explain proposed service frequency for the T73, 75, 78, (West Cambridge) and all proposed routes in Cambridge
- Lack of 74 - Have you considered a Garden St bus?
- “T” nomenclature in high-frequency routes
- Why end service at 1am?