



17
Route 171
Login Airport
Via
Andrew
Limited Service
Early Mornings
Only

44 Jackson
19 Rosindal

Better Bus Project

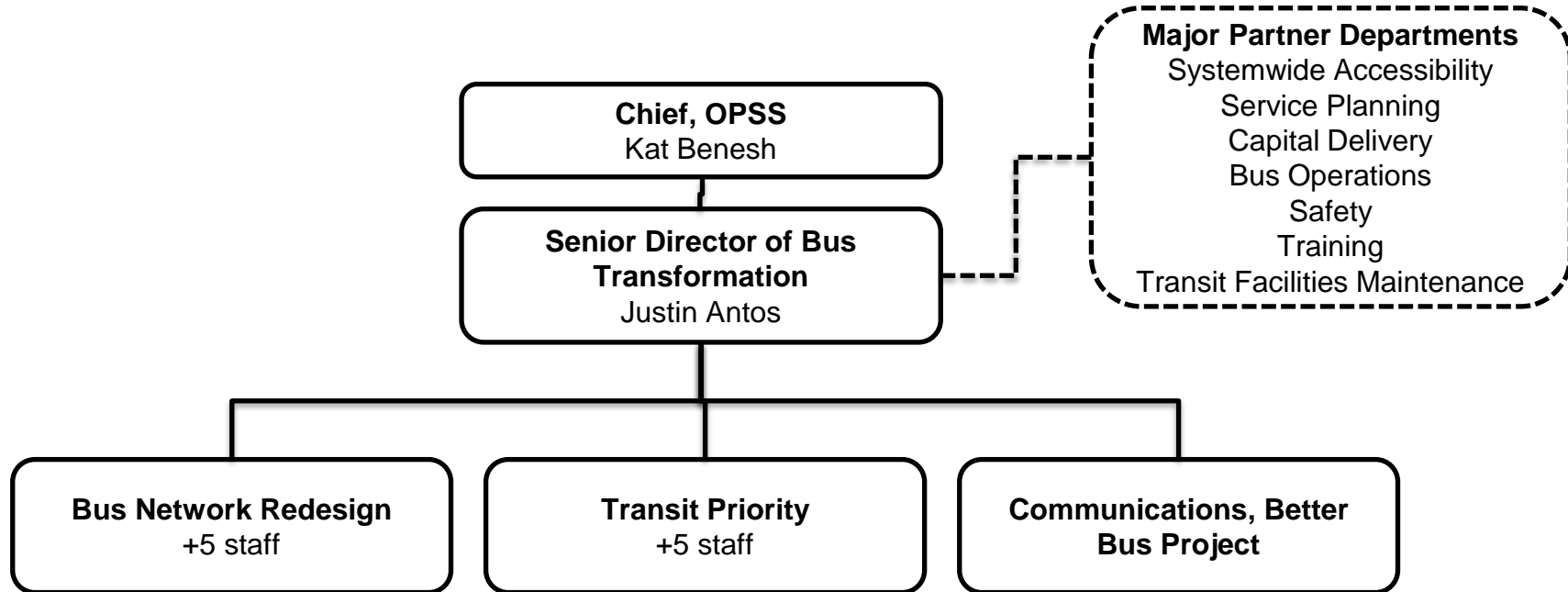
Making transit
better together

Better Bus Project Overview

October 2023



Bus Transformation Office



Better Bus Project

Network
Redesign

Battery-
Electric Fleet

Accessible Bus
Stops and
Amenities

Transit Priority

Topics for
today

All-Door
Boarding

Modern
Workplace and
Environment

Internal
Processes and
People

Greater Boston

Bus Priority Toolkit

Better
Bus
Project



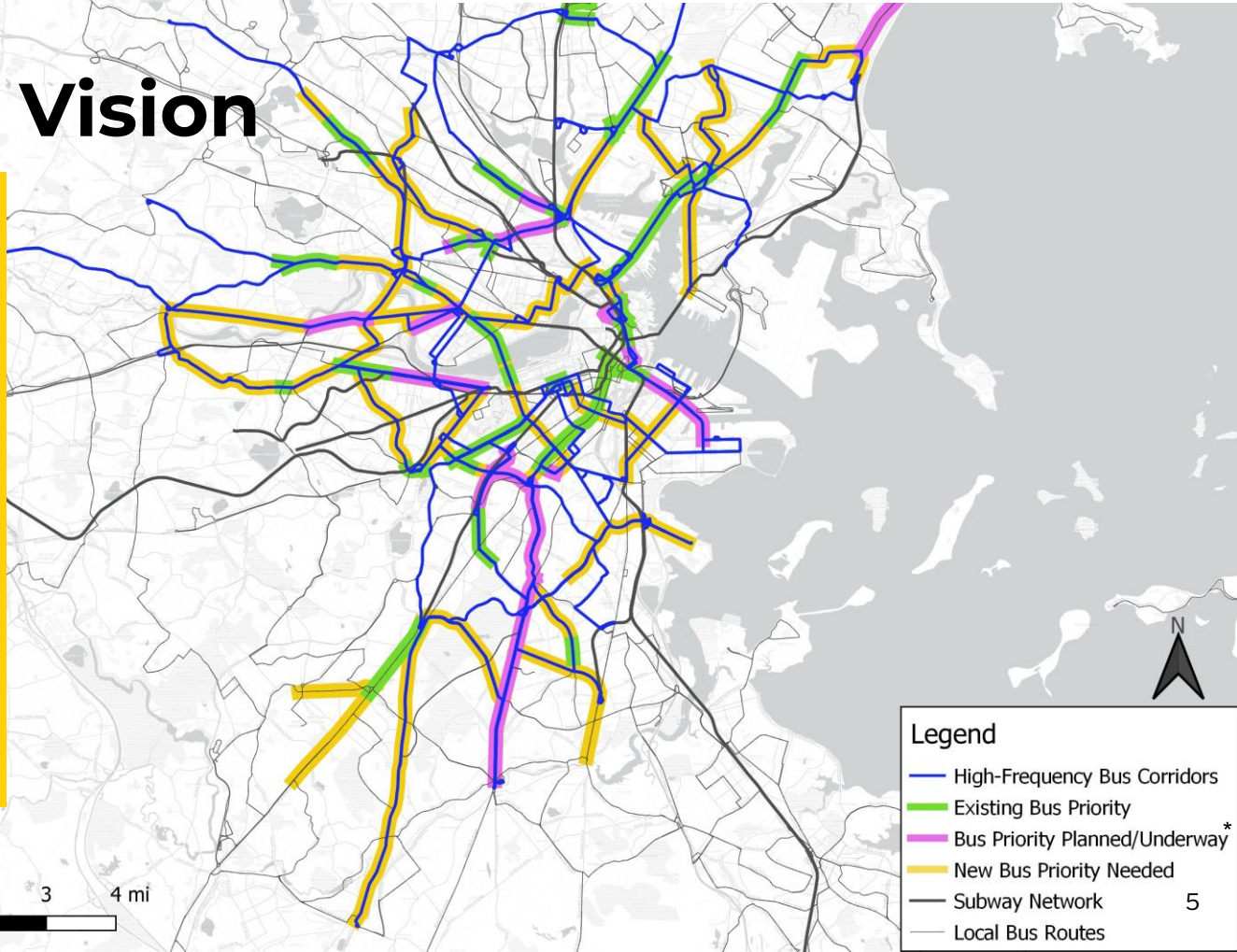
- Launching today -- Design guide for helping buses: a menu of bus priority options
 - Provides a shared language for municipal staff, advocates, design consultants, elected officials, and other stakeholders
 - Uses past project experiences from Boston area
 - Puts MBTA in the driver's seat—we're taking a leadership role in improving the network for our riders
 - Supported by Barr Foundation grant
- Available Online: [mbta.com/projects/bus-transit-priority](https://www.mbta.com/projects/bus-transit-priority)*

Bus Priority Vision

The MBTA's plan for the next 5-7 years of **Bus Priority** investments

Targets existing customers and delay

Aligned with **Network Redesign**



Legend

- High-Frequency Bus Corridors
- Existing Bus Priority
- Bus Priority Planned/Underway*
- New Bus Priority Needed
- Subway Network
- Local Bus Routes

* Includes projects sponsored by the MBTA, and others

Bus Priority Major Projects Underway

Major transit infrastructure that often coincides with a major streetscape project. These are performed with municipal partners and take 2-5 years from origin to completion.

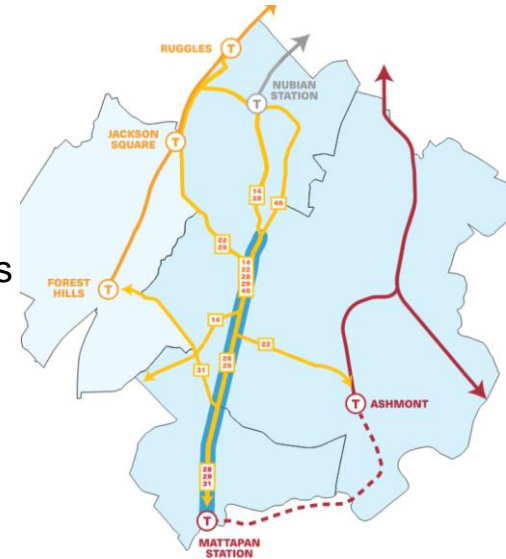
Columbus Avenue Phase II – In design (30%)

- Partnered with City of Boston
- 50,000 daily bus riders along corridor
- Extension of existing center-running design on southern end of corridor to save significant time and reduce delay
- Routes: 14, 16, 19, 21, 22, 23, 28, 29, 31, 45



Blue Hill Avenue – Outreach underway

- Partnered with City of Boston
- 500 riders surveyed
- Exploring best transit investments to serve 37,000 daily bus riders
- Targeting 2025 to break ground
- Routes: 14, 16, 19, 21, 22, 23, 28, 29, 31, 45



Bus Priority Quick-Build Projects Underway

Low engineering improvements that target high-delay intersections or corridors. Typically progress from concept to completion in 6-18 months.



Huntington Avenue Boston
Routes 39, CT2
October 2023



Broadway, Revere
Route 116
September 2023



Summer Street, Boston
Routes 4, 7
September 2023 (City of Boston project)

The Bus Network Redesign

A reimagined bus network to better meet the needs of our region. A plan to grow service by 25%.

**We Are
Here**



2018-2020

Research, Travel
Demand Analysis



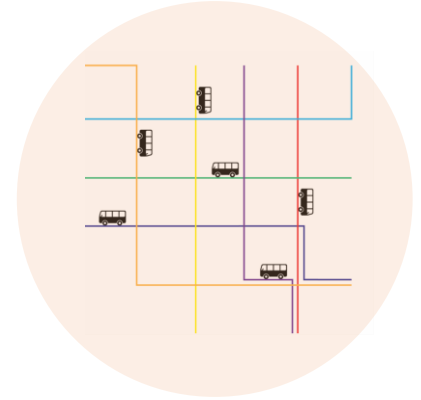
2021

Service Design,
Network Planning



2022

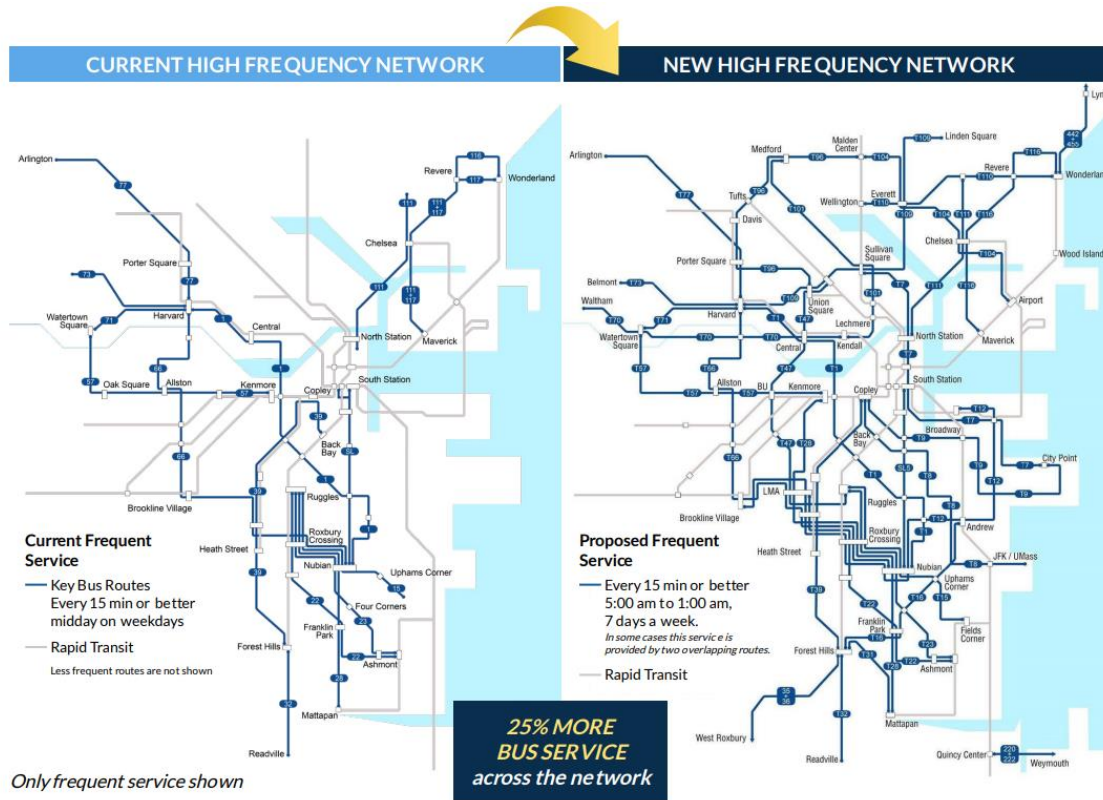
Public Comment,
Revised Plan;
**Board Approved
Dec. 2022**



2023-2028

**Implementation:
Capital Changes
Service Changes**

The Bus Network Redesign



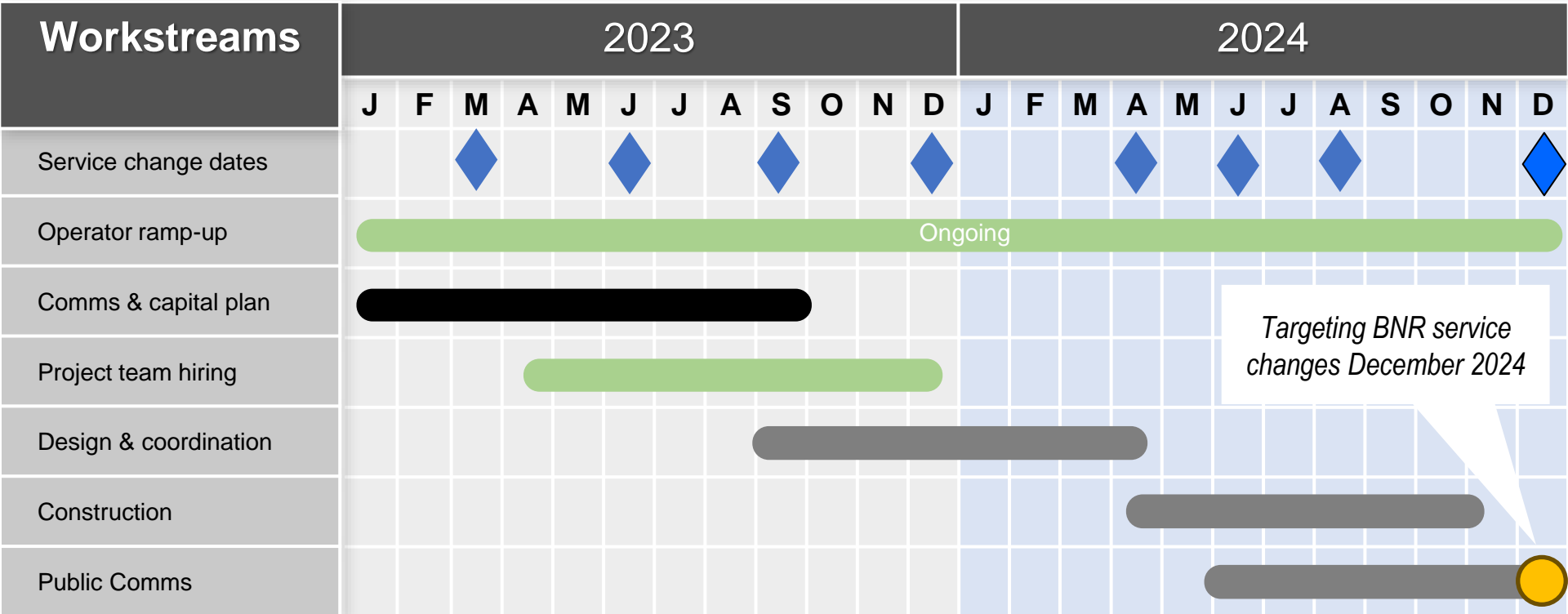
- **125,000 more low-income households** and residents of color gain access to Frequent Bus Service

15 corridors → 30 corridors

- 31% increase in high-frequency service on weekends
- More routes have consistent service throughout the week; fewer variations
- Implementation Plan prioritizes infrastructure for bus reliability

Only frequent service shown

Tentative Implementation Schedule for BNR Phase One



Next Step: Communicate Service Changes and Engage Riders

We are preparing to communicate about bus service changes, including:

- Public outreach
- In-reach
- Community engagement

Return to Board in Spring 2024 on Phase One



Proposed timeline and example rider communication strategies.

Appendix

Bus Network Redesign Goals

- 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)