Bus Network Redesign Update

Fiscal and Management Control Board
February 24, 2020
Caroline Vanasse
Meeting Purpose

• The Bus Network Redesign will identify high priority/high frequency corridors to prioritize transit priority needs and capital budgeting considerations

• We would like to get Board input on early action service principles today in order to advance partnerships with municipalities that will set the Bus Network Redesign up for success
# Project Timeline Overview

## Budget & CIP Planning:

<table>
<thead>
<tr>
<th>Planning Period</th>
<th>Details</th>
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<tbody>
<tr>
<td>FY21-25 CIP Planning</td>
<td>→ Preliminary Planning for BNDRD Requirements</td>
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<tr>
<td>FY22 Budget &amp; FY22-26 CIP Planning</td>
<td>→ Preliminary discussion for FY23 budget impacts</td>
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<tr>
<td>FY22 Budget &amp; FY22-26 CIP Planning</td>
<td>→ FY22 Budget &amp; FY22-26 CIP Vote (Spring 2021)</td>
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<tr>
<td>FY23 Budget &amp; FY23-27 CIP Planning</td>
<td>→ FY22 Budget &amp; FY22-26 CIP Vote</td>
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<tr>
<td>FY22 Budget &amp; FY22-26 CIP Planning</td>
<td>→ Start FY23 Budget</td>
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## Project Timeline

### 2020

- **WINTER 2020**: Create Service Design Guiding Principles
- **SPRING/SUMMER 2020**: Develop & Evaluate Network Alternatives
- **FALL 2020**: Final Recommendation
- **WINTER/SPRING 2021**: Scheduling
- **SUMMER 2021**: Operator Pick & Training
- **FALL/WINTER 2021/2022**: Start of New Service
- **SPRING 2022**: July 1, 2022
- **SUMMER 2022**: Start of New Service

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**Public Outreach**
Bus Network Redesign

Project Timeline (Planning)

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**Deliverables:**
- Adopt Guiding Statements
- Identify High Priority/High Frequency Corridors
- L2: Draft Plan with Detailed Routes
- Final Plan
- L1: Multiple Network Alternative Maps ("sketch-level" routes)
- Public Input on Draft Plan
- Title VI Equity Analysis
- Public input on Maps (Fall 2020)
- (Winter/Spring 2021)
- (Summer 2021)
Early Action Service Principles

Through the Network Redesign, the MBTA will target the region’s high demand travel corridors for increased frequency or areas where there is a need to more equitably provide transit service based on the Service Delivery Policy for increased frequency:

• Existing high demand/over capacity MBTA corridors
• High demand travel corridors with infrequent or no MBTA bus service

In order to achieve these goals, the MBTA requires municipalities to partner with us to make investments in:

Transit Priority

Bus Stops & Amenities
(Including Space for Fare Vending Machines)

Accessible Path of Travel
& Multimodal Connections

The MBTA will only increase service where these investments are in place
The MBTA will meet the needs of these high demand corridors by:

- **Adjusting Service Levels Based on Effective Partnerships:** MBTA will only increase service in congested corridors where MBTA/municipal partnerships result in implementation of effective transit priority.

- **Prioritizing Improvements w Enhanced Accessible Paths of Travel and multimodal connections:** MBTA will prioritize increased service where the sidewalk network meets current standards for accessibility and also enhances and creates multimodal connections.

- **Creating Bus Stops that Improve Safety, Operations, and Rider Experience:** MBTA will prioritize increased service where municipalities partner to update bus stops to improve operations and safety, make accommodations for future fare vending machines, shelters, and other potential amenities.

**Question for FMCB:** Do you agree these are the right principles?
Design Outputs of L1 & L2 Network Maps

**Level 1 Network Alternatives**
- Focus on corridors and generally linked to streets ("sketch-level" routes)
- Frequency levels
- Travel time
- Walk time
- Transfers
- Stop spacing (local vs. express)
- Service type

**Level 2 Network Alternative(s)**
- Route level details
- Frequency levels
- Travel time
- Walk time
- Transfers
- Stop spacing (more detailed)
- Service type
- Transit priority
- Span of service
- Details required for implementation

Example: San Antonio
Example: Houston
Project Timeline (Implementation Phase 1)

- **WINTER/SPRING 2021**: Develop & Evaluate Network Alternatives
- **SUMMER 2021**: Final Recommendation
- **FALL 2021**: Scheduling
- **WINTER/SPRING 2022**: Operator Pick and Training
- **SUMMER 2022**: Start of New Service July 1, 2022

Update Maps and Schedules
Inform Riders about the New Routes

Transit Priority, Bus Stop Installation, Busway Modifications, Signage

**Note:** Planning for 3-5 phases of implementation that go beyond what is displayed on timeline
## Public Outreach Approach & Upcoming Meetings

<table>
<thead>
<tr>
<th>Engagement Type</th>
<th>Purpose</th>
<th>Timeline</th>
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<tbody>
<tr>
<td><strong>External Task Force Meetings</strong></td>
<td>Provide feedback on the process, including public outreach strategies and data analysis</td>
<td>Bi-Monthly</td>
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<tr>
<td><strong>Municipal Meetings</strong></td>
<td>Engage municipalities throughout process</td>
<td>Monthly</td>
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<tr>
<td><strong>BBP Event Series Part 1</strong></td>
<td>Educate and inform public of redesign process and other related MBTA bus initiatives</td>
<td>Spring/Summer 2020</td>
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<td><strong>Targeted Outreach</strong></td>
<td>To go where people are in a variety of settings; Based on missing data and diversity of experience</td>
<td>Beginning Spring 2020 – Spring 2021</td>
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<tr>
<td><strong>BBP Event Series Part 2</strong></td>
<td>Gather input on service design alternatives (L1)</td>
<td>Fall 2020</td>
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<tr>
<td><strong>BBP Event Series Part 3</strong></td>
<td>Gather input on service design alternatives (L2)</td>
<td>Winter/Spring 2021</td>
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**Better Bus Project Open House ft. BNRD**

**Tuesday, March 10**

**5:30 PM – 8:00 PM**

**Bruce C. Bolling Municipal Building Lobby**
Appendix
Input on Early Action Service Principles (more detailed version)

Where

• **Target Areas for More Service in Existing Corridors:** Existing corridors identified as the highest demand bus corridors in the network will be targeted for potential increases in MBTA bus service.

• **New Corridors for Targeted Service:** Future corridors that do not exist today or existing high productivity corridors that do not meet existing or future need based on Service Delivery Policy or future identified land uses, need to be implemented in conjunction with bus priority if known delay exists.

• **Adjust Service Levels Based on Effective Partnerships:** Corridors with planned or implemented bus priority projects warrant additional service only when bus priority resolves medium to high delay in high ridership corridors per the MBTA and CTPS bus corridor analysis. If these areas do not see effective bus priority implemented they will not receive an increase in MBTA service and may be subject to schedule adjustments to reflect worsening roadway delay.

How/What

• **Enhance/Maintain Multimodal Connections:** Make corridors as accessible as possible by ensuring sidewalk network meets current standards, and enhance and create multimodal connections.

• **Create Bus Stops that Improve Safety, Operations, and Rider Experience:** Update bus stops to improve operations and safety, which may include construction, adjusting parking, relocating stops, or stop removal to meet existing operational and safety standards, with only limited exceptions. May also require additional specifications such as space for future fare vending machines, shelters, and other potential amenities.
What is the impact of different service design types?

**LEVEL 1 (FALL ’20):**
What is the best combination of service design types?

**LEVEL 2 (SPRING ‘21):**
What is the network that best serves the needs of the region?
Designing Service for Successful Implementation

All alternatives will be created with a baseline assumption of what resources are reasonable to expect in the first year of implementation.

**Fleet Constraints** | Each alternative will be completed ‘semi-resource unconstrained’, where there will be some reasonable limit on the number of vehicles.

**On-Street Constraints** | Layover space, facility accommodations, busable streets, and other physical space constraints will help guide where bus service currently can go, or where there is work to accommodate route changes.

**Transit Priority** | There will be a baseline expectation for transit priority investments beyond what we currently have planned. The alternatives will help identify priority areas for more transit priority investments.

**Phasing Implementation & Identifying Capital Needs** | There will be a phased approach and timeline that rolls out network elements when resources are available (i.e., operators, buses, facilities, etc.). Capital investments will also be identified early on as part of this process.