

BUS NETWORK REDESIGN

PUBLIC HEARINGS – JULY 26 & JULY 28, 2022

Last updated: August 15, 2022

Event Staff

Name	Affiliation	Events Attended
Doug Johnson	MassDOT	July 26 & 28
Dave Panagore	MBTA	July 26
Jeff Gonneville	MBTA	July 28
Terrie Chan	MBTA	July 26 & 28
Melissa Dullea	MBTA	July 26
Rob Guptill	MBTA	July 28
Andrew McFarland	MBTA	July 26 & 28
Wes Edwards	MBTA	July 28
Marley Belanger	MBTA	July 28
Daniel Manichello	MBTA	July 26
Olivia Mobayed	MBTA	July 26
Tom Quattromani	MBTA	July 26
Shalini Sen	MBTA	July 28
Regan Checchio	Regina Villa Associates (RVA)	July 26 & 28
Shayna Take	RVA	July 26
Amanda Poggenburg	RVA	July 28
Zach Kern	RVA	July 28
Emily Getchell	Spanish Interpreter	July 26
Janet Medina	Spanish Interpreter	July 28
Esther Paul	Haitian Creole Interpreter	July 26
Terry Yin	Mandarin Interpreter	July 26
Andrea Zhu	Mandarin Interpreter	July 28
Heidi Thomas	Closed Captioner	July 26
Caity MacFarlane	ASL Interpreter	July 26
Denise Martinez	ASL Interpreter	July 26 & 28
Rachel Judelson	ASL Interpreter	July 28

See [Appendix D: Attendance](#) for public attendees.

Purpose/Subject

The purpose of the public meetings was to present the draft proposed bus network map as well as to gather input and feedback from attendees.

Format and Process

The hearings included a presentation followed by a public comment period. Attendees of the virtual hearing could ask questions or make comments either by typing them in the Q&A Feature or sharing them verbally

during the public comment period. Attendees of the in-person hearing could ask questions or make comments by submitting a written comment form or sharing them verbally during the public comment period.

PRESENTATION

A slideshow presentation was delivered at the beginning of each meeting. The presentation¹ and meeting recordings are available on the project website, www.MBTA.com/BNRD.

Introduction & Project Overview

Regan Checchio, RVA, opened the meeting, reviewed the MBTA Diversity and Civil Rights Policy, and provided an overview of how to participate in the virtual hearing, including how to access interpretation services and closed captions and provide comments. She introduced David Panagore², MBTA, who provided opening remarks before introducing Doug Johnson, MassDOT, who then reviewed the agenda and provided an overview of the Bus Network Redesign, which is 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.

Goals, Benefits, & Trade-offs

Mr. Johnson reviewed the project goals, which included:

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

Mr. Johnson explained that the proposed network doubles the amount of high frequency corridors in the region. He then reviewed the Bus Network Redesign benefits, which included:

1. 275,000 more residents would be near high frequency service
2. 115,000 residents of color gain access to high frequency service
3. 40,000 low-income households will gain access to high frequency service
4. 25% increase in bus service across the network
5. 70% increase in weekend service
6. 200,000 more residents would gain access to fast and frequent service to Longwood Medical Area

Mr. Johnson explained that the proposed network improves connections and access to top regional destinations, including Longwood Medical Area (LMA), South Boston Waterfront, Back Bay, and Kendall Square, with fast and frequent service. He said that, fundamentally, this is a better network for the people who ride the T, but the proposed network is not perfect, so the team is relying on public input to make it better. He noted that the team has received a lot of feedback on how to make the network better, including feedback on South

¹ The same presentation was given at both the virtual and in-person hearings.

² Mr. Panagore provided opening remarks during the July 26 virtual public hearing and Jeff Gonneville, MBTA, provided opening remarks during the July 28 in-person hearing.

Boston and Somerville routes. He explained that the team would review all of the feedback provided to make meaningful changes to the proposed network.

Mr. Johnson stated that the Bus Network Redesign has conducted one of the most extensive public engagement efforts in MBTA history, including:

- Receiving 10,000+ comments in an online survey, in multiple languages
- Focus groups with 300+ riders, held in multiple languages in partnership with community organizations
- 8 virtual regional public meetings
- 10+ meetings with the Bus Network Redesign External Task Force
- 30+ meetings with municipalities and roadway owners
- 13 street team events and 12 station open houses across the network, with multi-lingual staff
- 20+ briefings to elected officials
- Advertising in multiple languages in newspapers, radio, stations, on buses, etc.
- Audio announcements played on buses

Mr. Johnson explained that the team will review feedback and update the proposed map before holding additional public outreach in the fall. He noted that implementation would be done in phases over five years, starting in 2023 and, throughout that process, the team would continue to conduct rider outreach. He explained that any new bus stop would be accessible, as would transfer locations.

Mr. Johnson encouraged attendees to visit the website and sign up for the email list to receive updates on the project.

PUBLIC COMMENT

Ms. Checchio reviewed the public comment process and opened the meeting to public comment, first to elected officials and then to all meeting attendees. Due to the volume of comments, she noted that, due to time constraints, she would be unable to read every comment during the session.

July 26 Virtual Public Hearing

See [Appendix A: July 26 Virtual Hearing Transcript](#) for all verbal comments shared during the meeting. See [Appendix B: July 26 Virtual Hearing Written Comments](#) for all comments shared in the Q&A Feature.

July 28 Public Hearing at 10 Park Plaza

See [Appendix C: July 28 Hearing Transcript](#) for all verbal comments shared during the meeting. The petitions presented at this hearing are not included in this summary but have been catalogued with all comments for consideration.

APPENDIX A: JULY 26 VIRTUAL PUBLIC HEARING TRANSCRIPT

MS. CHECCHIO: Hello, everyone, and welcome to tonight's public hearing for the Bus Network Redesign.

We are going to allow a few extra minutes for people to join, and we will get started soon. Thank you for your patience. For folks just joining, we're letting people settle in, and we're going to get started very soon.

So I think we're going to give it one more minute. Okay. Terrie, can you go to the next slide?

Hello, everyone, and welcome to tonight's public hearing for the Bus Network Redesign. My name is Regan Checchio, and I will be serving as the moderator for tonight's meeting.

Next slide.

I would like to note that all MBTA activities, including public meetings, are free of discrimination. The MBTA complies with all Federal and State civil rights requirements preventing discrimination on the basis of race, color, national origin, limited English proficiency, and additional protected characteristics. We welcome the diversity from across our entire service area.

If you have any questions or concerns, please visit www.mbta.com/titlevi to reach the Office of Diversity and Civil Rights.

Next slide.

I would also like to remind everyone of the rules for participating in this meeting, as well as remind everyone that this meeting is being recorded. In addition to this virtual hearing tonight, we will also be holding a second in-person hearing at 10 Park Plaza on Thursday night.

Before we can begin this evening's presentation, though, I want to review a few technical aspects of the Zoom platform.

Next slide.

We have ASL interpreters tonight for the meeting. They will be spotlighted, so you will see them on screen throughout. We also have an interpreters who are translating the meeting tonight into Spanish, Haitian Creole, and Mandarin. If you require these services, please click the Interpretation button on your screen -- that's the globe icon -- and select which language you wish to hear.

At this time, I will ask that all English-language speakers to please select English as their chosen language. This will allow you to hear translated non-English comments during the comment portion of tonight's meeting.

Next slide.

You can also view closed captions by clicking the Closed Captions feature and selecting from the options shown.

"Show Subtitle" will display a caption at the bottom of the screen. "View Full Transcript" will display the meeting's audio transcription in a window to the right.

Next slide.

All attendees are muted during the presentation to prevent excessive background noise. Later in the meeting, we will be accepting written and verbal comments. I do want to note now that there will be a two-minute time limit on verbal comments so we can hear from as many people as possible.

To make a written comment, you can click the Q&A icon at the bottom of your window. When Q&A window pops up, you can type your comment in the comment box. To provide your comment anonymously, you can also click the "Send Anonymously" checkbox before clicking the Send button. These comments will not be visible to attendees once submitted, but we will be reading all of them and logging all of the comments received. I will also note that if someone does respond to one of your comments, that will be noted publicly. So that will be public.

If you do have a technical problem tonight, please share your issue using the Q&A feature at any point during the meeting with a member of the project staff, and we will respond as quickly as possible.

Next slide.

I would now like to introduce David Panagore, Chief Administrative Officer for the MBTA, to provide some opening remarks. David?

MR. PANAGORE: Thanks, Regan. Good evening, everyone. I'm David Panagore, Chief Administrative Officer at the MBTA. I'm pleased to be here to kick off this public hearing for our Bus Network Redesign program.

Transit is essential to the region's economy, especially post-pandemic, and the MBTA buses serve our most transit-dependent populations. The region has experienced dynamic change, and we need a bus service that changes with it. It is essential that the MBTA's bus network adapts. This is a once-in-a-lifetime opportunity to make bold improvements to the MBTA's bus network for the people that depend on it most. We're considering where people want to go, where people live, and where people work to create a better, more equitable service for our riders. But this isn't just a proposal to redesign our bus maps. We're also reinvigorating the entire bus system. We do that by envisioning a number of new, high-frequency routes that get people where they want to go, to new places of employment, and to new places of housing concentration across our system. We also do it by increasing service. We plan to increase bus service by 25% across the network, and by 70% on the weekends.

We also plan to provide hundreds of thousands of riders with high-frequency service. That's a bus stopping at a bus stop every 15 minutes or better throughout the service day. To make these improvements, there are going to be changes and trade-offs. Change can sometimes be challenging, but we think the benefits are clear -- We're building a better and more equitable service for current and future bus riders that better reflects the changing travel needs of the region through a new bus work network that is simpler and easier to understand with higher frequency and better connections. We're excited about this, and we want to hear from everyone here, especially our bus riders.

This is our bus network proposal, but it's still a draft. The map will change meaningfully based on the feedback we receive from riders, and hearing from you will make it better. Now I'll turn it over to Doug Johnson.

MR. JOHNSON: Thank you very much, David. Hi, everyone. My name is Doug Johnson, and I am the Project Manager for the Bus Network Redesign. This slide shows tonight's agenda. I'll give a quick overview of the project, talk about our goals and guiding principles, the benefits of our proposed network, go over the public outreach to date, and then talk about our next steps before opening the meeting to public comment.

This meeting really is about listening to the feedback of folks here tonight, so the presentation will be brief. Before we get into the presentation, I want to reiterate a point that David made. The proposed network map is a draft, and when we initiated the public outreach effort for it, we did so with the intention of getting feedback from the public and then making meaningful changes to the map based on that feedback. We've heard a lot of great feedback from folks in communities all over our service area, and we're taking all of it into consideration.

That's true of what we hear tonight at this meeting as well. So thank you in advance for your comments and your feedback on the bus proposed redesign map. Your participation in this process will help make the new bus network better.

Next slide.

The Bus Network Redesign is a complete re-imagining of the MBTA's bus network so that the network better reflects the travel needs of the region. We're doing this because over the past few decades, the region has changed a lot, but the bus network hasn't. Because transit service is essential to the region's economy and to everyone's quality of life, it's essential that the bus network adapts to those changes.

Next slide.

Since the launch of the Better Bus Project back in 2018, we've been listening to our riders about what makes great bus service. We've heard that it needs to go where people want to travel, when they need it. It needs to be simple to use and easy to understand. It has to be fast, frequent, and reliable. And it needs to serve the people who need it most.

Next slide.

To that end, we've drafted a new network that puts equity first by prioritizing the needs of the people who depend most on buses. We've also focused on creating more frequent service in busy neighborhoods and focusing more on frequency over one-seat rides. We're proposing more all-day service, seven days a week, with new connections to more places, including better rapid transit connections. And lastly, we've proposed a network that's simpler and easier to use, by minimizing route variations and deviations, so that the network works better for everyone.

Next slide.

We are proposing to double the amount of high-frequency service, including increasing the number of high-frequency corridors from 15 in the existing network to 30 in the new network. The maps on this slide show the existing network of high-frequency routes on the left, and the map on the right shows the proposed network of high-frequency routes.

Next slide.

This proposed network better serves many more communities in our area than the existing network and would provide high-frequency service to approximately 275,000 more people, as well as 115,000 more residents of color, and 40,000 more low-income households.

As David mentioned, we're also proposing a 25% increase in bus service across the network, with a 70% increase in the weekend service.

Next slide.

Under this proposal, employment centers outside of downtown receive substantially more frequent service, increasing access by frequent service to tens of thousands of more residents. This slide shows how many people, approximately, would gain access to these destinations by frequent service in the proposed network.

Next slide.

Fundamentally, this is a better network for people who ride the MBTA, and it was created, in part, by listening to our riders for the past several years.

Next slide.

Sorry, excuse me.

But we know the proposed network is not perfect, so we're relying on public input to make it better. We've already heard many comments about ways in which the proposed network could be improved, and we are using that feedback to come up with changes to the proposal to make it better.

This slide has a couple great examples of feedback we've received that is helping us consider changes. For example, we've heard a lot of comments about bus routes in South Boston, and we're actively looking at what potential changes we could make there in response to those comments. We've also heard a lot of comments from folks in Somerville, including this one here on the bottom right that asks for better connections to Davis Square, and we're looking at that too. We've received comments from riders, communities, and elected officials from every part of our bus service area. And while I can't promise that we will make every change suggested to us, you will see meaningful changes made to the draft map based on the comments we are receiving.

Next slide.

The public engagement process for Bus Network Redesign has been one of the most extensive public engagement efforts in MBTA history. Since launching the draft map in May, we've received over 10,000 comments on our online survey, held focus groups in partnership with community organizations attended by over 300 people, held 8 virtual regional public meetings, over 10 meetings of our project task force, held over 30 meetings with municipal staff, conducted two dozen street team and open house events at stations, held over 20 briefings with elected officials, advertised the project in multiple languages in newspapers, on radio, in stations, and on buses. And in response to feedback that there were still folks who we had not reached, we recently began running audio announcements on buses informing folks of this process.

Next slide.

We know not everyone can participate virtually, so we've made a major effort to reach riders in person at stations and bus stops. These images here are from station open houses and street team events, where our staff go out in person with materials about the project and talk to riders about what we've proposed and how they can get involved. But we know that even with all of the methods we've used, there are still people who have not heard about this process. So, we ask for your help, as we are reaching the end of the public comment period at the end of the month. Please let all of your neighbors know about this process, if they don't already know about it. We want to hear from as many people as we possibly can, so that we can make the best bus network possible.

Next slide.

So where do we go from here? After the public comment period closes, we'll review every single comment that we've received, and we will make changes to the map based on what we heard. Due to the sheer number of comments that we have received, we expect to have them all reviewed, and the map updated by this fall. We will then hold additional public outreach to present the updated map.

Next slide.

Implementation of the new Bus Network will be done in phases over a five-year period starting in 2023. Throughout that process, we will continue to conduct public outreach to notify riders in advance of any changes being made to the network. As we implement the new network, we will ensure that any new bus stop is accessible, that all new rapid transit to bus transfers will be accessible, or else we will seek alternate routing until that transfer can be made accessible. And we will identify any capital improvements -- that's things like construction -- that will be needed at transfer locations, as well as other locations in the network.

Next slide.

You can continue to follow this process and stay involved by visiting the project website, signing up for our email list, or emailing us. We hope that you do continue to stay involved and continue to provide feedback, because your input will make the bus network better.

Next slide.

With that, I will turn it over to Regan for public comment.

MS. CHECCHIO: Thank you, Doug. So as Doug mentioned, we're mostly here to listen to you tonight. And I want to review a few details about the comment process first before we start taking comments. And then we're going to turn to comments from elected officials first. Before you begin raising your hands to provide a comment, I will ask that you hold off until I explain the whole process. Then we will ask elected officials to provide comments. And then after those comments conclude, I will give you all the prompt to raise your hand if you would like to provide a verbal comment.

Next Slide

If you would like to share a written comment tonight, you can use the Q&A feature at the bottom of your screen to submit your typed question or comment. Due to time constraints, we will not be reading all of the written comments. But as Doug mentioned, we are reading and logging all of them, and your comment will be included in that analysis. If you do have a question about the presentation or about the map, you may share it through the Q&A feature, and, time permitting, staff will try to provide a written response that will be shared with the whole meeting.

I do want to make a note right now there were some technical questions in the chat. I believe someone had questions about the interpretation button going missing. It is true, if you are on phone-only audio, there is no interpretation button on that screen, so just as a clarifying question there. And I know some others were having trouble seeing the slides tonight, but we're in the public comment period, so I think it will mostly be listening and looking at Doug and my faces. I also want to take the opportunity to introduce Melissa Dullea, who will also be listening to public comments. She's the Senior Director of Service Planning at the MBTA.

So now that I've talked about the written comments, if you would like to make a comment verbally, you can press the Raise Hand button, and we will recognize you when it is your turn to speak. In order to hear from as

many comments -- from as many people as possible tonight, we will have a two-minute time limit on verbal comments. At the two-minute mark, I will let you know your time is up and provide you a few moments to wrap up your remarks.

For those joining on the phone, you can raise your hand by pressing star and the number 9. For attendees who speak Spanish, Haitian Creole, and Mandarin, please raise your hand to provide your comments verbally for the interpreters to hear and repeat your remarks.

When we recognize your name, you will be unmuted and you may speak. After you share your comment, we will lower your hand, and you will then be returned to the muted state. You will not be on video -- that's the format of this Zoom -- but if you would like to speak with ASL or you need those services, please let us know in the Q&A, and we will make that happen for you tonight.

So after all of that, I will now like to invite any elected officials in attendance, or their staff, to ask questions or make comments. So, if you're not an elected official or staff member, I would ask that you lower your hand momentarily. And then -- and elected officials or staff members, please raise your hand, and we'll recognize and unmute you.

Okay. So, I see Eugene Benson. Shayna, do you mind unmuting him?

MR. BENSON: Thank you. Can you hear me?

MS. CHECCHIO: Yes, we can, thank you.

MR. BENSON: Yeah, thank you for taking my comments. I'm an elected Town meeting member in Arlington and a member of the Arlington Redevelopment Board. And I think this project is going exactly the wrong way for Arlington and for the economic and housing development we hope to have in Arlington. While it does a better job for the Broadway corridor, the main corridor in town is Mass Ave, and it does a really bad job in Mass Ave by only having the 77 bus, which is the only high-frequency bus in the proposal, but the same frequency as before going down Mass Ave.

We need buses to go to Alewife. We need the 79 bus restored, and we need it on 15-minute headways during commute hours and maybe half-hour headways on non-commute hours. We need the 67 bus to come back and to go to Alewife and not to the new proposal for the bus that comes out of Simms.

Along Route 2, where a lot of people also go to catch the bus, we need the 84 bus restored, and we need better connectivity with this, or more frequent service for the 78 bus to Harvard Square. It used to run every 20 minutes during commute hours, and I think you're proposing it to be approximately once an hour. That's a way to kill a bus. People will simply not take that bus if it's only once an hour.

That's it. I think we're going in the wrong direction, completely. The 54 bus, the new bus, is nice, but it's not a must-have. The things that I mentioned are a must-have. Most people take the bus in Arlington when they go to work. The work centers are not in the direction of the 54, then again on the Red Line at Alewife, Boston and -- my time is up. I know.

MS. CHECCHIO: Your time is up. Thank --

MR. BENSON: Thank you very much for the opportunity to comment tonight.

MS. CHECCHIO: Thank you so much for your comments. Okay. So, we're in elected officials, so if you're an elected official, please, you may raise your hand. And I see Willie Burnley. Shayna, can you unmute him, please?

MR. BURNLEY: Thank you. Willie Burnley Jr. here, Somerville City Councilor at large. I want to call in today just to voice the concerns from a number of my constituents who we've heard from over the last few months. Although there are a lot of reasonable praises for this plan around increases in service, I see an overwhelming amount of concern around the elimination of Route 88, 89, 80, which connect some of the most underserved parts of our community to each other, particularly East Somerville, all the way to Davis Square.

When we look at this plan at Somerville, a lot of people see it as a reduction in the ways that people move around our city, in service of moving us out of the city, moving us toward Boston. And I have to say as a Somerville elected official, we are not just a conduit to get to Boston. We have our own community and life here that we cherish very much and would really love the MBTA to be a partner with us on in improving. And so, I'd love to invite the staff here to speak with me, to speak with the other elected officials in Somerville, about how we can make sure that our services are not reduced within the city and, as I said, can serve the needs of the folks who are taking the bus the most. The communities that we see who need these services to actually get around and get to their work, those lines are either being eliminated entirely or reduced, including the 87 and 88, which serve Clarendon Hill, which is where some of our public housing is. So, although I am someone who doesn't have a car and uses the bus and --

MS. CHECCHIO: Councilor, I'm sorry. You can wrap up. I just wanted to give you the two-minute warning.

MR. BURNLEY: Thank you, yes. I'll just say as someone who doesn't use a car and relies on the MBTA quite often, I appreciate the attempt to make this more robust in terms of timing. But we must do it in an equitable way that ensures that the folks who need it the most are having their buses stay alive. Thank you.

MS. CHECCHIO: Thank you, Councilor. We appreciate your comments. I also am noting -- I'm hearing some requests for me to speak more loudly, so I'm going to do that. And we also had some requests from our interpreters that for those of you who are providing remarks tonight and comments, if you could speak slowly and clearly to give the interpreters time to catch up, that would be much appreciated.

So, we're still in the elected official part of the proceedings. I see -- so if you're an elected official, please keep your hand raised. If not, we'll ask you to hold. I see Mela Bush. Shayna, can you unmute?

MS. BUSH: I'm not an elected official.

MS. CHECCHIO: Okay. Would you --

MS. BUSH: I just lowered my hand because I wasn't an elected official, but I wanted to keep my hand up to speak after elected officials.

MS. CHECCHIO: Got it. All right. If you raise your hand, we'll come back to you. Thank you for letting us know. Adam Sweeting?

MR. SWEETING: I'm not an elected official. I'm a former elected official, but I raised my hand, so I will wait until the other elected officials have their chance.

MS. CHECCHIO: Okay. I think there's no more elected officials who have their hand raised right now, so I will go back to Mela, and then everyone else can feel free to raise their hands.

MS. BUSH: Unmute. Yes. I am Mela Bush, and I am from the T Riders Union, and I live in Roxbury, and I use a whole bunch -- I use the system. My comments tonight. We're recommending that this process be halted and that the MBTA reconsider most of the recommendations that were made, although there are some that we like, like the 20 and the 26 bus.

First, I'm going to feature the 14 bus. The segment of the 14 bus route from the Hospital to Nubian Station was cut completely with no replacement service. We're asking that you do not do that. The last leg of the route leading to Roslindale Square providing access to three schools and the R&B was changed, sending the bus to Wolcott Square in Readville. We had a campaign called Fix the 14, and we asked the team to do that, not to do this.

The segment going to the VA Hospital provides access to seniors, as well as veterans, to get to the hospital. And there are schools down there that we have interviewed students that go to schools along the Heath Street, and there's no replacement there, just cut the whole thing out.

The 29 bus was changed to an Ashmont Loop, going from Ashmont Station. It's currently running for free. It never went to Ashmont Station. It goes from Mattapan to Jackson Square and connects seniors to food and other such things, and medical care, et cetera.

The 23, the 28, the 22, the 39, the 10, the 8, the 41, the 38, the 45, the 44, and the 16, I can't go into details because you only gave me two minutes to say these things. But we need buses that are running to Ruggles Station, to continue to run to Ruggles Station and not just be redirected into the Longwood Medical Area.

There's also a bus --

MS. CHECCHIO: I'm sorry, it is -- this is your two-minute warning.

MS. BUSH: What does that mean, to stop speaking now?

MS. CHECCHIO: If you could just --

MS. BUSH: I will wrap up.

MS. CHECCHIO: Thank you.

MS. BUSH: This last thing that I wanted to say, that in the interest of simplicity, a special trip for the 15 bus route will be eliminated because people didn't understand how it worked, and it made the 15 bus route look complicated. But this bus service only runs at 4:35 a.m., and it provides bus service for early morning shift workers to access jobs and for travelers going to the airport for early morning flights. And in this plan, it would just disappear because it didn't fit into what the 15 bus did for the rest of the day. Please rename the route, keep it, and let it run at 4:35 in the morning so that people can get to work.

MS. CHECCHIO: Thank you so much for your comments. I will also just make sure everyone knows that if you have longer remarks that you would like to make, please feel free to type them up and put them in the question and the answer, comment, written comments. We welcome detailed comments, and I know we're reading all of them tonight. All right, so Adam Sweeting again. Shayna, can you unmute Adam?

MR. SWEETING: Thank you very much. First, I appreciate the opportunity to speak tonight and for the efforts to increase access in underserved neighborhoods. But I do want to follow up on some remarks that Councilor Burnley made about Somerville.

I'm actually the former chair of the Somerville School Committee. I'm no longer an elected official, but I've lived in Somerville for a long, long time. And I'm very concerned about the potential -- or the proposed closing of the 88 and the 80 routes. These are two bus lines -- and I'm not discounting any other comments about other routes that other commenters make. But these are the two that I know the most, and I ride the 88 daily, actually. But both these routes are vital to the educational process in the City of Somerville. They bring students and staff to Somerville High School. And as Councilor Burnley earlier said, the 88 in particular brings students from the Clarendon Hills project, which is one of our housing facilities here in the City.

So, I'm concerned that this proposal at the exact historical moment when we have finally reconnected Somerville through the Green Line extension, we're now potentially eliminating the central route through the City that could connect the east part of the City to the west side of the City. And I think that this is going to lead to actually more congestion, more driving, more traffic throughout the center of the city.

When we built the new high school, we actually lost hundreds of parking spaces. And we were told that, okay, we're now going to encourage people to use the bus to get to the high school or to the City Hall. And now that potentially won't happen. So, this is a process that I think needs to be rethought through -- reimagined to make sure that the very moment we're reconnecting Somerville through the Green Line, we're not losing the movement through the city of Somerville through these key bus lines. So, thank you very much.

MS. CHECCHIO: Thank you very much for your remarks. Okay. Mark Millman. Shayna, can you unmute him, please? Mark?

MR. MILLMAN: I'll be brief.

MS. CHECCHIO: Oh. Okay.

MR. MILLMAN: It does not matter if you improve service times on bus lines, because bus bunching is so consistently bad and so consistent that the lines that already have that kind of every 15 minute or better service, you often have to wait 30 to 40 minutes for a bus because of bus bunching. Beyond that, I think you, in fact, right now, have the technology to deal with it but it hasn't been applied. That's all I have to say. Thank you.

MS. CHECCHIO: Thank you. Terry Altherr. Shayna, can you unmute Terry?

MR. ALTHERR: Hi. Can you hear me?

MS. CHECCHIO: Yes, you're all set.

MR. ALTHERR: Okay. Thank you. Hi, everybody. My name is Terry Altherr. I live in West Newton. Do I need to say an address or no?

MS. CHECCHIO: No, you do not.

MR. ALTHERR: Okay. So, I live in West Newton. I'm a frequent rider of the 553 and 554 buses, and I do take the 505 when I have to get into Boston. I wanted to comment on the Network Redesign. You know, I think that there's definitely issues I have with it, most notably the issues that were raised from Somerville and Arlington

particularly. But I do want to mention here, like, that the redesign, I think, would have -- at least the way it's structured now for Newton, I think would have very negative effects.

For starters, eliminating the 505 between Commonwealth Avenue in Auburndale and West Newton Station would drastically leave a huge transit desert between that section of Newton. It also would make it extremely awkward during late morning when there aren't any trains headed -- you know, outbound trains headed to Auburndale Station or in the evening when there aren't any inbound trains headed from Auburndale Station into the City.

I also think there are other issues such as, you know, drastically reducing the amount of express buses from what used to be, I think, like, five or six down to just one. You know, there's a lot of people who commute in and out of Boston in the mornings and I think that that's not exactly the best use of resources. I think there was a comment about buses that were underutilized. I think, you know, getting rid of the 170, even though it only ran twice a day before the pandemic, I think, is a huge missed opportunity.

And you know, I would also say, like, some of these buses, like, well, it's great that we're having, like, routes like the 61 and having all-day service for 59 and 52. You know, I do think that the frequency should be drastically increased, especially for the 61, at least the proposed 61 route, since there are many developments that are popping up in and around Newtonville and possibly in West Newton soon. And that is --

MS. CHECCHIO: So --

MR. ALTHERR: -- not going to be enough for the time being, again. I think, you know, that there are a lot --

MS. CHECCHIO: Two-minute warning. Sorry.

MR. ALTHERR: I was just going to, I do think that for Newton, I think there were a lot of missed opportunities with the redesign. I think it would be nice to have cross-service from Boston College to, like, Port Riverside or Auburndale. And I will say the one nice thing is I do like the 54 because for a long time, there needs to be an outer loop, outer ring bus route, and I do like that there's going to be a bus from Riverside to Arlington to make it easier to get to Somerville. So that's all I will have to say, but I do think that there are a lot of missed opportunities that I hope the Transportation Advisory Group in Newton can come up with some better alternatives.

MS. CHECCHIO: Thank you for your comments. I also want to take an opportunity -- I think there were some questions. I forget that in this webinar mode that people cannot see the number of attendees tonight. We have 187 total participants, including staff, so that makes it about 173 attendees tonight, for those who were curious.

Okay. So, David Coughlin. Shayna, can you unmute David? David? David, I don't know if --

MR. COUGHLIN: I apologize. There's an unmute button for me to press too.

MS. CHECCHIO: Yes, no worries.

MR. COUGHLIN: Yes, so thank you. So, I'll get right to it. Commenting on the 354 bus. That's an express bus that comes from Burlington, basically through Woburn, and then on 93 directly to State Street. This bus is scheduled to be eliminated. And, you know, I looked at their overall plan. I didn't do any math, but I can't see the 25% increase, but this bus is critical. It takes people who would otherwise have to drive a distance to get to

a bus, and then get downtown, or just drive downtown, which adds cars to the already crowded 93. There could be some reduction in frequency. And you know, as opposed to other people, I think if we reduced it to hourly versus half hour, that would mean people would just have to get there sooner, but -- and that could depend on volume of the buses. But in general, I think overall management of the MBTA is highly in need of replacement. I was on that same bus today. There was a bus driver that didn't even know how to get to downtown Boston from 93, and there was a passenger who had to tell him. That's a function of management. And this is a function of management, too, and I think it's being mismanaged. I'd like to see all of management be replaced, which probably is a controversial thing to say here, but overall, 354 needs to stay, and something has to be done about management. Thank you.

MS. CHECCHIO: Thank you for your comments. I see Greg Hill is next. Shayna, can you unmute Greg?

MR. HILL: Can you hear me?

MS. CHECCHIO: Yes, we can.

MR. HILL: Okay. I'm Greg Hill. I'm a Somerville resident, and I'm a member of Mass Senior Action Council, Cambridge Somerville Chapter. I want to echo the concern of Councilor Burney -- Burnley, about the 89 route. This is -- the 89 route is very vital to people in East Somerville, and there should be no elimination of it whatsoever. A lot of people depend upon that, and I have many, many people I know in East Somerville who are concerned about that.

Also, I hope there is not going to be any cutback on the 87 Route, which is vital to people, especially going from Lechmere and Union Square to Clarendon Hill and then the connecting point to the Red Line and Davis Square. That should not be, you know, reconfigured as to cut off requiring a transfer to Davis Square. That just -- you know, confounds common sense.

Also, I've heard from some of my Mass Senior Action Council members that the redesign looks as if it's going to require seniors to use a lot of transfer with the redesign, and you know, not just one transfer, but a double transfer, and that really puts seniors at a disadvantage.

Also, cutting back on the number of bus stops, especially in places like Mass Ave, forces seniors to walk further to a bus stop, and that's not good for seniors and people with disabilities.

And finally, I believe that the --

MS. CHECCHIO: It's a two-minute warning for you.

MR. HILL: Thank you. Green Line extension, which is going to be opening -- well, we have the Union Square stop, which is great, but the rest of the Union Green Line extension running up through -- ultimately running up to Route 2 by the end of this summer, I believe -- I don't believe there's any connecting buses to any of the stops there like Ball Square, Magoun Square. That is you know, that is -- runs counter to common sense and needs to be connecting buses to those various stations.

MS. CHECCHIO: Greg, I'm going to probably ask you to wrap up, please. Greg? Okay. Thank you for your comments. Again, I will urge you all, anyone who has extensive comments, please type them in the Q&A feature at the bottom. If you have a specific question, we will try to respond in written format there. But also, if it's a comment, we will be reading and logging all of them tonight.

So now it looks like Brian Halter is next. Brian -- Shayna, can you unmute Brian? Brian, can you -- you may have to unmute yourself.

MR. HALTER: Sorry about that.

MS. CHECCHIO: Okay.

MR. HALTER: This is Brian. I work in the affordable housing industry, and I've called in to speak out against the proposed elimination of the 92 bus that runs from Sullivan Square down Main Street in Charlestown and ends in downtown. This is a critically important route to the neighborhood of Charlestown, as it provides direct service to downtown for hundreds of low-income families and seniors that live along the route and use the bus to get to jobs, doctors' appointments, and other services downtown. Removing this route would fly directly in the face of MBTA's goal of providing faster and more equitable service for most transit-dependent communities. To current riders who just take the Orange Line or the 93 bus, that is extremely disappointing to hear. The Orange Line has been reduced to weekend-level service and is often delayed or broken down, as we've seen recently with fires and closures around Haymarket.

And I guess for the 93 bus, people need to walk up multiple steep hills, which are physically impossible for seniors to climb year-round and equally as hard for other people during the winter months. Either way, those other options would add 20-plus minutes to people's commute, which further reduces those low-income residents' access to jobs and services. The indication is also that increased bus service in Charlestown, but the reality is that rush hour service would be reduced by 50%. That's currently six combined 92 and 93 bus services between Charlestown and downtown during the rush hour. With the proposed changes, that would be reduced to just four.

Reducing rush hour service by 50% while simultaneously reducing the bus routes from two to one means the buses will undoubtedly become overcrowded and completely full even before it gets to the last few stops in town. Furthermore, the plan calls for the new 93 route to be extended to the South Station on Seaport to act as the south-facing North Station link. This would mean that those buses are -- would likely to become completely full by the time it leaves the Seaport, and riders trying to get from downtown to Charlestown wouldn't even be able to get on the bus. So, the 93 bus, then, doesn't even become a replacement option.

In closing, I'd like to ask MBTA to reconsider their plan to remove the 92 bus and also to explain in a detailed way exactly how the proposed elimination of the 92 bus would provide more equitable and reliable service to the most transit-dependent residents in Charlestown.

MS. CHECCHIO: Thank you, Brian. I would like to take a suggestion that I got in the Q&A, which is an excellent one. I'm going to not only read the next person who has their hand raised but the person is on deck as it were, because I forgot that it's not visible to everybody. And that way, we can -- you can prepare yourselves and you know that you're coming in the queue. So, we'll first go to Hala Jadallah, and then the person after that will be Amber McMahon. So, Hala.

MS. JADALLAH: Can you hear me now?

MS. CHECCHIO: Yes, I can --

MS. JADALLAH: I'm a Somerville resident, and the 88 bus to the high school is mandatory, because if I didn't have the 88 bus when I was in high school, I probably would have quit school, because my mother did not have

a car to drive me. Even though she had a license, she didn't have a car to drive me, and we couldn't afford a car. We lived in the projects. Now you want to take the 89 bus. Now my mother lives in a different area, and she has a woman that comes and takes care of her, helps her out with her stuff during the day, since I'm working all day long. She takes the 89 bus from Davis Square to her house. If this happens, and then cuts this bus, I can get her one way there, because she'll have to come early in the morning, like, two hours before she starts work, and then I don't know how she's going to get home. So, and we have a lot of handicapped people, and I drive the 89 route from Davis Square to McGrath Highway every day to go to work, and I see at least a dozen or two dozen people waiting at 8:00, 8:30, 7:30, for the bus in the morning. So please, don't cut any bus routes. These have been working well for the last 50 years, or as long as I lived in Somerville, and we want to keep it this way. Thank you.

MS. CHECCHIO: Thank you for your comments. So, our next speaker will be Olivia Mullen, and Jay Wilberforce will follow her. So, Olivia?

MS. MULLEN: Good evening, everyone. My name is Olivia Mullen, and I'm the manager of the Transportation Department at Dana Farber Cancer Institute. Dana Farber just today, again, actually, was named U.S. News and World Report ranks number one best hospital for cancer care in New England and number four nationwide.

We support this unique opportunity to redesign the MBTA's Bus Network. For decades, Dana Farber participated in transportation programs designed to support higher levels of T ridership such as the Longwood collectives formerly MassGo, Last Mile Shuttle System, and transportation demand management programs. We also provide close to 30,000 T passes annually to support and incentivize employees to travel by transit. We very much recognize the potential this initiative holds in improving transit access for our current and future workforce here in Longwood, especially for those residing in neighborhoods with historically poor access and lower levels of car ownership.

The trade-offs involved in improving bus service are also important to us. Any improvements to bus access must prioritize emergency and non-emergency transportation for patients and accommodate the transportation needs of the many thousands of workers and visitors who travel to Longwood by all modes. While many of our staff and faculty travel to Longwood by train, bus, bike, and foot, our patients, who are often weakened by treatment, need to travel by car or transport vehicle.

For these reasons, we are very supportive of your work to date in conducting a separate study of Longwood to carefully evaluate the complex nature and needs of transportation in our neighborhood that will inform the final outcomes of the redesign. Thank you.

MS. CHECCHIO: Thank you very much for your comments. So, Jay Wilberforce will be next, and in the queue is Nicholas Johnson. So, Shayna, can you unmute Jay? You may need to unmute yourself.

MR. WILBERFORCE: Can you hear me?

MS. CHECCHIO: Yes, we can.

MR. WILLIAMSON: Oh, good. Okay. My name is actually James Williamson. I live in North Cambridge. I've lived in Cambridge for 50 years. I've lived in North Cambridge for 15. I've been a staunch public transportation advocate for years, and I'm getting to the point where I'm just so disillusioned, disenchanted, it's hard for me to continue to believe that it actually can make a difference. And I just -- I'm sorry that it seems to be heading that way.

I want to focus on the 83. Living in North Cambridge, the area where I live along Rindge Avenue or L Way 4 Parkway is the heaviest concentration of low-income people living in affordable housing of any census tract in all of Cambridge by more than double. And instead of enhancing the -- the only services other than walking dangerous -- a dangerous walk to the T, which of course, service is already being cut and unreliable, the only service is the 83 bus which, on Sundays, runs every 55 minutes, just to give an example.

Instead of improving the 83 to serve the low-income people, I was present at the Town Council at Jefferson Park, and of course, there are the Towers and they're adding additional low-income housing in this area. Instead of enhancing service on the 83 by extending the route over the bridge that's difficult for people to traverse to the Fresh Pond Mall so that people can actually do some shopping, it's pretty much of a food desert along Rindge Ave.

Instead of extending service over the bridge to the Fresh Pond Mall, which would be a great improvement for people who live in this area, what you're proposing is actually to cut the 83 service to Central Square. People in this area have strong ties to Central Square and vice versa. And what you're proposing instead is to have the 83 go to Kendall. People would have to -- if they're going to Central, would have to get off the bus, go down two long flights of escalators at Porter Square. And then --

MS. CHECCHIO: Your two-minute warning.

MR. WILLIAMSON: Yeah, okay. What is clear to me and to other people in Cambridge is the whole -- what you're doing, you're saying you're doing this for poor people, but what you're really doing is centering Kendall Square and the Longwood Medical Area, and I don't see the data to support your argument that this is helping poor people. So, I'd say keep the 83, improve it by sending it to Fresh Pond Mall and keep it going to Central Square. Thank you.

MS. CHECCHIO: Thank you for your comments. I see Nicholas Johnson is next, and in the queue after Nicholas will be Charles Bahne. Shayna, can you unmute Nicholas, please?

MR. JOHNSON: Hi, there.

MS. CHECCHIO: Hi.

MR. JOHNSON: I'm a resident of the Metro Area, West Medford specifically. I don't have a car, and I'm very unlikely to be able to afford one, at least in the near future. So, I'm completely reliant on public transportation in the area. So, like a few other people have commented, I'm quite worried about the removal of the 80 line. It's one of the -- one of the main ways that I'm able to get around my community and area, and its loss will mean -- will make a lot of things just a lot harder to get to for me.

Additionally, this is quite specific, but the 94 stop of Boston Avenue and High Street is the stop I use to commute to my job. And that stop is going away. So that kind of just straight-up lengthens my commute, which is sort of just, you know, a lower quality-of-life thing.

So, for me -- I don't have a good view of the larger picture, but for me and my own community, I'm really just losing access to services. As far as I know, I haven't seen anything that's coming to the area. So, I'm quite concerned, as somebody without a car, that I'm just not going to not be able to get to the places I used to get to. And I'm hoping that there will be some room to look at that, maybe restore those services. Thank you.

MS. CHECCHIO: Sorry, I lost my unmute button. Thank you for your comments. I would like to -- I know Charles -- I said Charles was next, but actually, Amber McMahon was next. I think she had lowered her hand early, and I had lost her in my queue. So Amber, if you are ready, we can turn to you now. My apologies.

MS. McMAHON: Hi.

MS. CHECCHIO: Hi. I'm sorry about that.

MS. McMAHON: No worries. Thank you, Regan, for listening to me once again. I was a part of the meeting on 6/22. As you know, we've sent many letters of concern. We have, to date, not heard back. We were told we would be circled back around. We're directed buses on 93 Pleasant Street to the 54 bus line. And we're concerned about the public safety concerns as well as personal concerns, and also the frequency of the bus stopping in those early morning hours every 15 minutes, seven days per week, as the proposed new bus stop will be directly in front of our house. And I just feel as though, you know, we've sent many letters of concern, and to date, we've been told we'd be gotten back to, and no one has gotten back to us. So, I'm not sure if that will happen or if we should send yet another letter to Victoria. But it seems as though you guys are trying to take all the comments and feedback. We would just like to hear back from you all, since we are directly affected by this relocation, if it happens, in front of our private home with the traffic and public safety concerns and personal safety concerns.

MS. CHECCHIO: Thank you, Amber. I appreciate that. I will note that we will definitely get back to you. As you can imagine, I think there's been a tremendous volume of comments. But please, definitely, you have the email address, but we will be in touch. And we've -- Doug is nodding, I think, at me that we've noted all of this down, and we will make sure that we circle back. So, our apologies for the delay.

So next we're going to go to Charles Bahne, and with -- in the queue will be Bill Kreiber. So, Shayna, can you unmute Charles, please?

MR. BAHNE: Hello?

MS. CHECCHIO: Hello.

MR. BAHNE: My name is Charles Bahne. I live in Cambridge, in West Cambridge. I am a rider on the 75, 74, and 78 routes, and I am strongly opposed to the plan to cut service to my neighborhood. And this is a major, drastic, cut. Basically, service is going to be cut from every 15 minutes to the neighborhood as a whole to every half hour. Some areas, the area of Concord Avenue between Walden Street and the Belmont Line, is going to be cut from every 15 minutes to once an hour. If you look on your proposed map, there is a big cap in bus service in the Fresh Pond area. We're too far to walk to any of the other subway stations or any of the other bus services.

I've lived in this neighborhood for over 40 years. And we have not had a car for many of those years. We do not have a car now. If you cut these services, we have no choice but either to purchase a car or maybe, if we find a place to live elsewhere, it's just -- you have improving services elsewhere, but if you don't have bus services in my neighborhood, I can't get to the T, period. This is a drastic cut, and I am opposed to it.

The one other thing I would say is you say you want to simplify the route structure by eliminating alternate routes such as the 74. I think that that is simply an excuse for a cut to get rid of the 74. The fact that we have service in both Concord Avenue and Huron Avenue, that's, pretty easily understood. Eliminating half of that

service, that's what you're doing, is eliminating half of the service. I would say that the recent -- the printed and online timetables are very confusing. Maybe you're trying to make the timetables confusing --

MS. CHECCHIO: Charles, I do want to give you a two-minute warning. If you could wrap up your remarks.

MR. BAHNE: Basically, I want -- oh, I see -- the existing service on the 75 remain. I do not want to see any cuts at all on the 74, or any cuts at all on the 78. Thank you.

MS. CHECCHIO: Thank you for your comments. And my apologies for the mispronunciation of your name. So next we're going to have Bill Kreiber, and in the queue is Liam Cook. So, Shayna, can you unmute Bill, please?

MR. KREIBER: Hello?

MS. CHECCHIO: Hello.

MR. KREIBER: Hi. First, thank you for your thoughtful sessions in allowing public comments and for staging the changes over five years. I think that that's really important, so you don't make just, like, a lot of changes at once. I also live in the West Medford area, and so the 94 and the 80 are the main transits we use from West Medford to Tufts. The new Green Line Extension that's going to be eventually at Tufts and Davis Square. So, if you eliminate the 80, not only can't we go further than that, but it means, really, one-third of the existing service, because the 80 runs about twice as often as the 94. And what you'll do is you'll make it so we can only go from West Medford to either Tufts or Davis Square every 45 minutes, so we have to wait a while. So that's not just a problem for residents. It's also a problem for the commuter rail riders, because there's commuter rail at West Medford which brings people from out of town, like Lowell and the other cities, and they might want to come into -- I don't know -- I don't know the statistics on this one.

In addition, if you cut the 80, the 80 and the 95 travel to Arlington, and eliminating the 80 will cut service to Arlington in half. So those are the two -- the things that I wanted to focus on. Oh, also, by the way, you're cutting the 96, which is -- which is one of the ways in which we use the 80 to get to Davis Square if we're not on the 94. You're not cutting the 96. You're just changing its route, and it won't be useful the way it has been. Okay.

MS. CHECCHIO: Thank you very much for your comments. I also do want to make sure everyone knows that we are seeing all of the comments that people are posting. Thank you for the really thoughtful comments, the written comments that we're receiving. I know there's some concern. They're not all published publicly, only the ones that, a specific question that we've answered do you see, but rest assured that if you have posted a comment, we do see it. So, I want to thank everyone for their very thoughtful remarks.

So, I have -- up next will be Liam Cook, and in the queue is Melinda Green. So, Shayna, can you unmute Liam, please?

MR. COOK: Good evening, everyone. My name is Liam, and I also live in Medford in the Hillside neighborhood. I am disabled. I have difficulty walking long distances. And all buses in my neighborhood are about to be cut, with the 96 and 94 being rerouted away from my neighborhood and the 80 being cut entirely. I am concerned that there will be no bus connections to the new College Ave stop, which would be the way that I'd be keeping myself employed. I am not able to walk 20 minutes to that station, particularly in inclement weather, also with hills, due to my foot condition. Are we going to be increasing access to the ride and ride

services to make up for these sorts of cuts and the way they will disproportionately affect the elderly and disabled?

MS. CHECCHIO: Doug, I don't know if you want to respond to that question.

MR. JOHNSON: All I can say at this time is that none of the proposals in the Bus Network Redesign are set in stone. We are going to make changes to the network based on all the public comments that we've received. After we've taken those comments, made changes to the network, we'll then be conducting a couple of different activity analyses and then go from there. So, I can't respond to your question directly about any potential changes to the ride service. We'll know more once the network has been finalized.

MS. CHECCHIO: Thank you for your feedback, Liam. Much appreciated tonight.

So next we're going to have Melinda Green, and in the queue is Clark Frazier. So, Shayna, can you unmute Melinda?

MS. GREEN: Hi. My name is Melinda Green. I'm a now eight-year resident of Somerville's Union Square. I, since moving to the Boston area 22 years ago, I have not owned a car. And while I do okay financially, I can't afford a car and -- nor do I want one. I live here because I love being able to walk to things. I like being able to take Bluebikes to things and conveniently take public transportation. Public transportation is something I firmly believe in, and I wish more people used it.

When people complain about the T, I -- know know. With a grain of salt. But I -- these proposed changes. I am shocked at the ones, and I speak really only to the ones that impact Somerville/Charlestown area, mainly Union Square. I -- frankly, the -- I understand we have the Union Square, the GLX and the Union Square T-stop now. And along with that, we have -- I have, that I see from my bedroom window every night, some -- you know, another monstrosity that looks like, you know, Seaport Light is going up near my house with apartments or condos that I cannot afford, as can neither much of my other neighbors who rent in this community.

I feel like these changes were frankly designed by our new Mayor, Girl Boss Katiana Valentine, and Elon Musk. They totally ignore the needs of working-class people, of seniors, of anyone that has to take Somerville Ave, has to get -- has mobility issues, has to get from Davis Square to Union Square. You know, the lack of the 86, which I always use to get into -- I mean, that's basically how to get into Brighton. That's the most direct way. And when I look at this new proposed map, what is that doing -- you know, is there going to be some dream of some open green space in Union Square? Because it's just going to be cars.

MS. CHECCHIO: So, I just wanted to give you the two-minute warning.

MS. GREEN: I just don't see how this -- it infuriates me. I don't see how this helps people. I don't see how this helps -- I live by many elderly people. I go to and from the grocery store with them. Market Basket. Like, how are people supposed to get to Market Basket? I mean, getting -- in the winter. How are people supposed to ride bikes in the winter? I mean, I could go on and on, but I just -- I -- please don't touch, for every reasons, for how it has excluded -- I think the changes to Somerville may get exclusive and are the most inequitable that I've seen. And that's really just all I have to say.

MS. CHECCHIO: Thank you for your comments, Melinda. So, Clark Frazier is next, and I see Marie Saccoccio after Clark. So, Shayna, can you unmute Clark?

MR. FRAZIER: Clark Frazier here. Regan, you're almost inaudible. I live in Hingham, and the bus services are almost totally unusable to me. I think MBTA's weakest link is transfers, particularly at Quincy.

Also, I'm on the Route 714. It should really -- every trip should stop at Nantasket Junction, connect with commuter rail. Growth along -- the South Shore has been ignored. The growth along Route 3 where medical and everything else is has no bus routes. Also, some of the bus routes end at places where there's no sidewalks.

I've asked that the 222 be extended to Derby Street. I think the Hingham bus should be extended to Nantasket, particularly in the summer. Without -- we have to have some kind of growth plan. I lived in the Seattle area for a while, and they had all kinds of suburban bus growth. We have none. In fact, we don't even have buses where there used to be street cars. So, I think they have to do a lot more in the suburban area because there's no way in this area to be transit-dependent. And I really cannot use the 220 bus unless I have reliable Red Line -- reliable and predictable Red Line connections, which means the Red Line needs to run on, like, a 15-minute headway, not a 13 or 16. And you know, I can go on and on. I've already commented, but I really think that South Shore is being shortchanged in this. Thank you.

MS. CHECCHIO: Thank you, Clark. I appreciate your comments. Marie is next, and then I see Wig via phone. So, Marie?

MS. SACCOCCIO: Thank you. This is Marie Saccoccio, a lifelong resident of East Cambridge. And I have to applaud the Somerville residents who participated this evening, because I'm totally in agreement with their criticisms. Bad enough we lost Lechmere to across the artery and up 45 steps with no safe accommodation for us, but now the plan seems to be to do away with bus lines 80, 87, and 88.

East Cambridge is really intimately involved with East Somerville. And a lot of the facilities in Somerville are -- this is the highest concentration of seniors and disabled in the City. Most of our seniors go to Cambridge Health Alliance. A lot of their doctors are off-site. They're in Somerville or they're up in Porter Square. So, you know, changing your route so that all we essentially have is the 69, really, really, excludes an awful lot of elderly and disabled. I noticed that there was a sign on Cambridge Street to the 69 confirming and encouraging people that they could participate, but don't worry, the 69 is intact. But I didn't see any flyers or any posters about the 80, 87, and 88. One of my neighbors is blind. During this heat wave, she made her own flyers. She went to the Lechmere Station. She gave out hundreds of flyers to notify people. They totally were unaware of this. So, I would listen to the people in Somerville, and listen to people who have already written in about East Cambridge. Having the 69 doesn't do much for us. Having the bus from North Point to Kendall Square benefits a very young, able-bodied, clientele. If this is about equity, and supposedly it was, you're not being equitable.

MS. CHECCHIO: Thank you, Marie. I appreciate your comments tonight. Shayna, can you -- so next is Wig via phone, and in the queue is Heather Hoffman.

I do want to thank -- before we turn to Wig, I want to thank everyone for their patience tonight. There's a lot of people with comments and a long queue. Someone has asked in the chat how late we're going. I know it was scheduled to go till 8:00, but I believe we're going to stay past 8:00 to try to get through all the verbal comments that we can tonight.

So, Wig, sorry to interrupt you. Shayna, can you --

MR. ZAMORE: Oh, that's fine. Wig Zamore from Somerville. Thank you for all your work in doing these meetings. Nice to hear from non-Somervillans like Mela and James and so many people from Somerville and East Cambridge. I did hand in an idea for a bus circulator in Somerville, which I'm going to refine a little bit. But just so folks know, the circulator would hit two Orange Line stations, two Red Line stations, three Green Line stations, Mystic housing, Frost, and Market Basket, among other things.

Next, I want to talk about data instead of routes. You've obviously done a lot of data collection and assessment, and I'm wondering a couple things about the data: Whether it could be made available to people able to use the data in a separate set so they could compare it with census; whether it could be used to do origin-destination calculations for people like those on the phone today, like how fast does it take me to get from here to here now, versus the proposed Bus Network Redesign; and thirdly, whether it could be used for further analysis and visualization and thinking about some subgroups, like environmental justice or seniors.

That's really my comment. I also want -- my sense is the deadline for this period of comment is about a week off. Can you just confirm when the deadline for comments is? Thanks so much.

MS. CHECCHIO: Thanks, Wig. I can confirm that the deadline is July 31st, which is this Sunday. And actually, I'm realizing -- Terrie, can you go to the next slide? Okay. So that has our email address and the project website there. Apologies if that has not been on screen. Okay, so --

DOUG JOHNSON: Before we go to the next question. Wig I just want to answer a question about data sharing. We are launching a project page that discusses our methodology, the data that we used to develop the draft network map. So that will be available shortly, and we'll be sure to share a link to that with folks in our email distribution once it's live. We've also created a couple different dashboards that allow folks to see some of the differences with the new network. And then there is also a trip planning tool that we've had available during the public comment period that we -- that would allow folks to see what the new trip would look like compared to their old trip, using the new network.

So, we are making as much of that information available as we possibly can. For the location-based services data that we used, there are some contract issues with sharing that data broadly. So, we're doing our best to share what we are allowed to share under that contract and make as much of it as available and transparent to folks as we can.

MS. CHECCHIO: Thank you, Doug. So Heather is next, and then following Heather will be Tom Yardley. So, Shayna, can you unmute Heather?

MS. HOFFMAN: Hello, Heather Hoffman. I live in East Cambridge, two blocks from Marie. And a lot of what I have said before and was thinking about saying tonight has already been said by other people. So, I'd like to first introduce something that I've heard nothing about, and that is the need that people have to get to government offices, like courts. As it stands now, courts are really hard to get to in Middlesex County if you don't have a car. The closest bus service that I know of to the Middlesex Probate Court is a mile away. The -- and it is not easy to get to the Superior Court. I don't know about the various District Courts because I haven't needed to go to there. But that's something to consider. There are -- people get called to jury duty, and if they don't have a car, they're screwed, because jury duty tries to assign people to places not near where they live. And this matters a whole lot to people. People need to get to the Probate Court, for example, for lots of things, and a lot of them don't have a lot of money and they don't have cars.

And speaking of people with not a lot of money, there is just a general theme that I don't think that people who live in public housing are well served. East Cambridge has three elderly and disabled housing buildings, and James talked about the many, many buildings out at the end of Rindge Ave, and you've got the --

MS. CHECCHIO: Heather, I'm going to ask you to make your closing comments, please.

MS. HOFFMAN: Sure. Yes.

MS. CHECCHIO: Just wrap up

MS. HOFFMAN: The point is that people living in public housing, especially need public transit and you're taking it away and you shouldn't. Thanks.

MS. CHECCHIO: Thank you, Heather. I do want to note right now, there's been some questions about this meeting tonight versus the meeting on Thursday, and if there's overlap. Doug, correct me if I'm wrong, but it is the same presentation we will be giving on Thursday night, and we will be listening to comments. So, if you provide your comments tonight, there's no need to come a second time. You're welcome to come Thursday as well, but there's no need to come to both. I hope that answers that comment. And some folks are asking about the best way to leave comments beyond this forum, and that would be, I think, through our online feedback form where you can leave comments both by neighborhood and by route specifically, and that's MBTA.com/BNRDfeedback.

Okay, so Tom Yardley is next, and in the queue is Joel Southall. And Shayna, can you unmute Tom?

MR. YARDLEY: Hi. Can everyone hear me?

MS. CHECCHIO: Yes, Tom.

MR. YARDLEY: Thank you, Regan. Thank you, Doug. Thank you, Melissa. I'm Tom Yardley. I'm vice president for area planning and development of the Longwood Collective, formerly MASCO. We represent Longwood institutions. We employ 68,000 people, educate 20,000 -- 27,000 students, and provide care for 2.8 million patients each year. We are supportive of the Bus Network Redesign, and we have participated in the task force that led to these recommendations. There's new connections, more frequency in service, and this is a transformation of the Bus Network as we know it today. And I also want to thank MassDOT and the MBTA team for commissioning a study to carefully consider bus routing through Longwood.

The -- we have unique and complex transportation needs in Longwood, competing for limited road space. Half of our employees coming to Longwood rely on public transit to get there, but over 90% of patients travel by car for reasons that Olivia Mullen already illustrated this evening in her testimony. We're going to provide more detailed written comments, and I want to be respectful of the ability to others to give testimony tonight. But we have a few initial comments that we will provide more detail on.

The extension of single feed service from significantly further away neighborhoods, from the Seaport to Mattapan neighborhood, is a great opportunity to reduce ride-along trips to our neighborhood. However, shorter routes typically have greater peak hour reliability, allowing bus riders to get to their destinations on time at all times. So, we encourage the MBTA to consider shortening routes that are very long right now with the current map. And also in our experience, the Longwood area is more of a destination, like a downtown, rather than the pass through. We're home to four major health care solutions --

MS. CHECCHIO: Tom -- Tom, I'm going to ask you to wrap up your remarks.

MR. YARDLEY: Yes. All right, Regan. I'm right there. -- for patients today. So, we encourage the MBTA to route buses to and from the Longwood area to reflect this point. So, I want to thank you all for the efforts on redesigning the bus map, and we look forward to providing more input. And thank you for the opportunity to comment.

MS. CHECCHIO: Thank you so much, Tom. So, Joel is next, and following Joel will be Juanita Gibson. So, Shayna, can you unmute Joel, please.

MR. SOUTHALL: All right. Thank you very much. My name's Joel Southhall. I live in Arlington. I use the MBTA probably three to four days a week. I don't know my entire job -- my day job is to solicit feedback from the public on big projects and do it in an equitable way, so I'm particularly sensitive to the concept of meeting to design a big system like this holistically and equitably. It's something I think about a lot. And so, I appreciate that that's a part of this effort.

I am here to speak for the 67 bus, which has been eliminated from the proposed map. One of the reasons that I moved to Arlington is because of the access to public transit and, specifically, the 67 bus. Eliminating the 67 bus would almost triple my commute time to Alewife, which I then head into Boston from, so it would take the first part of my trip and almost triple it. And I'm also very concerned that eliminating the bus would make people just far less likely to take public transportation in general. It would make it harder for people in this part of Arlington without access to cars to get around. It would make it, probably in Arlington, a lot likely that people with access to cars will just drive instead of taking public transportation. And so, I'd ask you to restore the 67 bus to the service map.

And also, quickly wrapping up, just note that if it were to be eliminated, in addition to using the MBTA less, I would probably go downtown a day or two less a week. I'm fortunate to be able to work remotely, and if I do that, I'm probably going to spend 10 bucks a day less on lunch and 15 bucks a day less on a couple beers after work, and so there's a lot of impacts beyond just the ridership that go into this. So, I'd ask you to not eliminate the 67 bus. Thank you.

MS. CHECCHIO: Thank you, Joel. So, Juanita is next, and Evan Foss is in the queue. So, Juanita?

MS. GIBSON: Thank you so much. Yes, I'm Juanita Gibson. I am a staff attorney at Conservation Law Foundation. And first of all, we just want to congratulate the MBTA for this once in a generation proposed redesign. We understand that the transit system is very complex and interconnected, just like our communities, and that any approach to redesign is full of both opportunities and challenges. But with that said, this testimony is intended to highlight a few issues that have come to light during this public commenting period.

First, we want to request the public commenting period be extended by three weeks from July 31st to August 21st. Throughout the summer 2022 public meetings, we've encountered many people who were unaware of the redesign or who only recently learned of it, many of whom are members of or represent transit-dependent populations.

Additionally, the MBTA staff first stated that they would welcome comments throughout the summer. Then at some point in the first week of July, the MBTA announced a deadline of July 31st. And we believe a longer comment period will allow more riders to learn about the proposal and then provide meaningful feedback.

In addition, we believe that there remain many unanswered questions raised during this period that arose related to bus electrification, reaching Massachusetts decarbonization goals, and a system-wide low-income fare, which are three key targets that are related to this Bus Network Redesign.

If the Commonwealth will meet our climate mandates and be aligned with the recently released Clean Energy Plan between 2025 and 2030, then the Bus Network Redesign should include alignment with a bus electrification plan with specific procurement deadlines.

I just want to say three final points that we believe are really essential to this process, the first being connectivity, in that proposed route changes should not impede a community's ability to access social services, economic opportunities, for each other.

The second being public engagement, which is an opportunity, not just an obligation. And we urge the MBTA to continually evaluate its public engagement processes to better process feedback from riders, municipalities and other advocates.

MS. CHECCHIO: So, Juanita, I will ask you to wrap up your remarks, please. We're at the two-minute mark.

MS. GIBSON: Sure. Finally, I'll just say for the equity that we must center that by prioritizing high-frequency service, conducting outreach, and completing a service equity analysis before the MBTA Board of Directors reviews and approves the final service proposal. Thank you for the opportunity to comment.

MS. CHECCHIO: Thank you for your comments. So, we have Evan Foss is next, and in the queue is Martha Podren. So, Shayna, can you unmute Evan, please?

SHAYNA TAKE: Evan, it looks like you're using an older version of Zoom, so I'm going to need to promote you to a panelist, and then you should be able to unmute. Evan, you should be able to unmute.

MR. FOSS: All right. Can you hear me now?

MS. CHECCHIO: Yes, we can.

MR. FOSS: All right. I want to echo Timothy Alherst's comments earlier. As a fellow Newton resident, I see his observations as sound. I want to echo Mela Miles' comments. This has been more than a hundred-year time span between the last time the Bus Network was touched. And it seems like an error, only giving these folks two minutes apiece to comment. I find it rather problematic that the written public comments are not actually accessible after the meeting via any other means than FOIA, with the exception of the ones that are replied to. I also want to point out that we recently had a bus fire in Connecticut. There was an XE40. This is the same type of battery bus the T is buying 40 of to stick in Cambridge. And this battery-powered bus melted to the ground.

Clearly, you need to reconsider the phase-out of trolley buses if your intention is to actually go carbon-neutral on any reasonable time scale. I hope that the outlined plan is compatible with that. I also find it odd considering the overwhelming overload of some of the more busy bus lines that already exist that there is nowhere in this plan for any of these lines to be converted to rapid transit of some sort. Thank you.

MS. CHECCHIO: All right. I lost my mute button. Thank you for your comments. Okay. Let me go -- so we have Martha next, and then following Martha is Paula Sterite. So, Shayna, can you unmute Martha?

MS. PODREN: Hi. Can you hear me?

MS. CHECCHIO: Yes, I can.

MS. PODREN: Great. Yeah, I'm Martha Podren, I'm a resident, long time, 35-year resident, of East Somerville and a senior. And I want to say I do appreciate the redesign of the MBTA, but I think it's really wrong-footed, certainly as it concerns Somerville bus service. And I want to echo the comments of Billy Burnley, Em Sweeting, and many others, in that the coverage to East Somerville, Somerville in general, and East Cambridge is, you know, woefully lacking in this design. I get around on the 80, the 87, the 88, and the 86. And the thought that these will be eliminated only makes me need to use a car more. That's exactly the opposite of what the MBTA should be trying to do, and I think -- I have to say I vehemently oppose the elimination of these bus routes.

Whether or not there is a Green Line extension, the coverage of the Green Line extension does not overlap with all of the coverage of these buses. And if you are a senior or you're disabled or it's a hundred degrees out, you want to have shortest possible walk, whether it's during very hot days or whether it's during icy days. It makes a lot of difference to quality of life. And considering the density of East Somerville and the buildout that's currently happening in East Somerville and East Cambridge, I think it's really a mistake to be cutting this kind of service. I vehemently oppose the cutting of these bus routes. Thank you.

MS. CHECCHIO: Thank you, Martha. I do want to -- I forgot, after our last speaker, I did want to note that in addition to the meeting recording being posted online, we will be posting the caption files and, on Thursday, the transcript of the meeting, as well as the submitted comments after the meetings. So just to assure everyone that just because they're not visible in this format does not mean they will not be part of the meeting record for these meetings.

So, Paula will be next, and following Paula will be Barrett Steinberg. So, Shayna, can you please unmute Paula?

MS. STERITE. Hi. Good evening. Thanks for holding the meeting. I'll be quick. I'm really concerned that you're redirecting the services -- the new services for the new developments, which will be high-rise and higher-end and wealthier people coming to the area, while eliminating or reducing services for the existing folks who mostly are, in many cases, minorities and on the low end of the service spectrum who are really dependent on getting to work, shopping by using the bus routes, getting around town.

I'm concerned that there's lack of representation from the Everett side and that the first meeting I was on, I had requested or suggested that the T or the Department of Transportation actually come to Everett and meet with the community leaders of specific groups like the 1 Everett, like Community Dad, the Haitian community, because this forum is not going to work for the working people of Everett, to be honest with you. Like I say, if you look at the people who are on it, I'm assuming that they're all, you know, professional members, where in Everett we're basically a very poor city. So, I think this is -- this is -- this isn't the forum for these folks. I think the -- similar to what some other folks have said, most of the redesign is to get people out of the City but not around the City. And people need to get to the library, to doctors' offices, to the shopping centers. And you're basically just taking them from one point to Boston. I'm not sure whoever told anyone the people that are along the buses, want to go to Lynnfield. I don't know, but you're, like, eliminating 97, where people could have --

MS. CHECCHIO: Paula, I'm going to ask you to wrap up your remarks. We're at the two-minute mark. Sorry.

MS. STERITE: I just -- so I know you've tried very hard, but I'm not sure what data you're using, but you're definitely missing the boat. And if you listen to the people on this call, it's obvious that there's just a disconnect on what the T is seeing and what people need. Thank you.

MS. CHECCHIO: Thank you, Paula. I appreciate your comments. And again, I know two minutes doesn't seem like a long time, so I really encourage you to -- people can leave feedback on the online form, or definitely written comments in this Q&A box here as well. And again, thanks to everyone who has been submitting comments throughout the meeting. So, Barrett is next, and in the queue will be Julian Wang. So, Shayna, can you please unmute Barrett? Barrett?

MR. STEINBERG: There we go.

MS. CHECCHIO: There we go.

MR. STEINBERG: Sorry about that. Hi. I'm a resident of West Somerville and Teele Square near Davis. I wanted to also echo a lot of the comments earlier around the removal of the 87 and the 88. I use it every day to commute into work at Union Square, and I think it would be terrible design not to connect directly to the more popular squares in Somerville, Davis and Union in particular. And in addition, I just think it would be crazy to provide such difficult access from West Somerville to the new Green Line stops, and also to the high school as mentioned. And it will just -- for me it would encourage me to use my car, which we're fortunate enough to have, and just add to the general amount of traffic. I would much prefer to use public transportation as much as possible. But it just would make things too difficult for me and plenty of other people in our neighborhood. So, I'll just really echo all of the earlier comments and encourage you to keep those two routes. Thank you.

MS. CHECCHIO: Thank you, Barrett. Julian Wang is next, and in the queue would be Charles Hinds. So, Shayna, can you unmute Julian, please?

SHAYNA TAKE: Julian, it looks like you're using an older version of Zoom, so I will promote you to a panelist in order to speak. Julian, you should be able to speak now.

MR. WANG: Thank you very much, and good evening. Thank you for holding this meeting as well as the other ones. I'll keep this as short as I can. In a bus network system serving the City as --

MS. CHECCHIO: Julian, can I interrupt you for a minute? Do you mind speaking a little bit louder? There's some background noise. It's a little hard to hear --

MR. WANG: I apologize. This was the only place I could find quickly --

MS. CHECCHIO: Thank you

MR. WANG: -- to talk. Yeah, so in a city like Boston, where you have varying densities all around the Metro Area, you really need a mix of arterial cross-towns and the circular routes of the neighborhoods. And I really feel like this MTSB really drove home just maximizing the drivers and operational efficiency there as opposed to doing a holistic treatment. I really wish that there were more aspects to T service that were included in this redesign, including fare tariff schemes as well as regional rail, in terms of how that could have played.

I definitely think, you know, the Somerville concerns are valid. I really wish there was more -- there was something that could be done about doing something to Cedar Street or Central Avenue. So, yeah. For me, it's just -- there's a lot of things I can think of, but really, it's just a lack of whole -- you know, I know where the T is

at. I know where this project is, you know, has its limits, and where it has to focus on. But if it were larger, then -- it should have been larger. That's all I have to say.

MS. CHECCHIO: Thank you so much. I appreciate your comments. So, Charles will be next, and Crystal H is in the queue. So, Shayna, can you unmute Charles, please?

MR. HINDS: Hi. My name is Chuck Hinds. I'm the current President of the East Cambridge Planning Team, which is the neighborhood association of East Cambridge. When it was announced that the 80 -- 80, 87, 88 buses were being eliminated, I literally had -- heard an outcry from our senior community that rely on those buses extensively for doing things like, you know, going food shopping at the Market Basket, going to Somerville Hospital, going to doctors' appointments. There's a lot of points in Somerville that our seniors in East Cambridge need. There are three major senior centers here, senior housing centers, Mills River, Truman Apartments, and Putnam Apartments. Hundreds and hundreds of seniors, and they all rely on these buses. Some people even use these to go to houses of worship.

We submitted a letter to Victoria Ireton from the MBTA detailing a lot of this, a two-page letter, going through the lack of substitution, the problems with the methodology on counting on these buses, and going over the equity disparity, because we're losing a lot of important services for our seniors. So, I know there's a lot of people waiting, so I'll just keep my comments to short. A lot of people have already repeated issues about the 80, 87, and 88 on this call already, and I urge the MBTA to consider keeping those buses. Thank you.

MS. CHECCHIO: Thank you, Chuck. Appreciate your comments. Crystal H will be next, and in the queue is Emily Lalka. Shayna, can you please unmute Crystal?

MS. HUFF: Hi. My name is Crystal Huff. I live in Somerville, and I want to say first that I agree with you when you say in your presentation that it's important to prioritize equity for our marginalized neighbors in public transit planning. That goal is unfortunately not what I see in the plans presented by the MBTA, at least in terms of impact on riders in Somerville who depend on these buses.

I'm particularly concerned with the impact on Somerville's poorer housing and disabled residents. As we face more impacts of climate change, similar to what another commenter mentioned, I'm very concerned with the lack of commensurate increases in T service. Public transit is an important way to have lower fossil fuel use in the City, and we need that. In order to be effective as a transit option, trains and buses need to be affordable, and they need to be frequent, and they need to be dependable, regardless of how much ridership you currently have.

Free would be even better than affordable, frankly, and I would be happy, I would be thrilled, to pay more in taxes to provide free public transit to all. Free buses are faster because you don't have to worry about payment when loading onto the bus. You have twice the options for getting people onto the bus in terms of the doors available. You don't have incidents of passengers arguing with the driver about payment. But at any rate, others have spoken to the more specific concerns about individual bus lines. I want to say, in an overarching comment, that I believe all bus lines should be increased in frequency, not decreased. Please increase the MBTA services on all fronts and actually prioritize those marginalized and the needs of the T buses those with disabilities who need to get around in our cities, those who are poor and need the access. Thank you.

MS. CHECCHIO: Thank you, Crystal. Emily is next, and I believe Larry Feig is in the queue. So, Shayna, can you unmute Emily, please?

SHAYNA TAKE: Emily, it looks like you're using an older version of Zoom. So, I will promote you to a panelist in order to speak. Emily, you should be able to speak.

MS. LALKA: Hi. I'm Emily Lalka. I live in Somerville's Winter Hill near the 89, 101, and 80 bus routes. We chose this neighborhood because of the bus accessibility. I don't drive. I walk or take public transit most places with my three kids. Currently, the 101 runs every 15 minutes, combined with the 89 that's a high-frequency to Sullivan. Changing the 101 to every 10 minutes but eliminating the 89 and one-seat rides to Davis is not giving us more service. I rely on the 89 to get to Powder House and Davis Square. It's not simple for anyone if they have to change buses, take twice as long, and go a town out of their way to travel within their own City. That's a system that is not designed for folks who live here to use it. For those not directly affected by this proposal, they will be indirectly affected. The lifeguard at Water Brothers Pool, my kids' summer school staff, our after-school community coordinator, all of their commutes to their jobs in Somerville become much more difficult in the redesign proposal. Eliminating our bus routes make our buses spread very far apart. It pushes them mostly to the edges of Somerville, leaving a difficult walking distance with steep hills. Only the 90 would remain through the middle of town, running only every 30 minutes or better by City Hall, our main library, and the high school. That's not enough service. Our topography was not accounted for. These are long walks and steep hills. I ask you to keep the 89, and please consider a creative solution for a north-south connection from Broadway to Somerville Avenue to help the mobility and interconnectedness in Somerville and to connect the new Green Line stations to the proposed T101 and T39 routes. Thank you.

MS. CHECCHIO: Thank you very much for your comments. And I've lost video. There it is. So, Larry is on -- is, next and in the queue is Quinn Vanderbeck. Shayna, can you please unmute Larry?

MR. FEIG: I have a -- I have a general question and then a more specific one. The general question is, if this is a long-term project, why is it happening now in the middle of a pandemic when you can't really predict who's going to be riding which bus? That's the -- shouldn't we wait until the ridership is more clear? For example, if you're cutting out the 505 bus and combining it with another bus, that was very crowded before the pandemic and the ridership is going up. And so, if it gets any more in combining another bus, it will be unusable.

And the more specific question is, again, in a long-term project, many of you know, you must know, that there's a large development project going on at Riverside T Station, housing project, the purpose of which was to try to make it more of a transportation hub. Previously, there was a 500 bus that took many commuters who drove to Riverside and took that bus downtown because the Green Line is way too slow. Now there will be hundreds of more commuters because of the new housing at Riverside. How come reestablishing the 500 bus is not in the plan?

MS. CHECCHIO: So, Doug, I don't know if you just want to address quickly, you know, just the broader planning part of the study, and the --

DOUG JOHNSON: Sure.

MS. CHECCHIO: -- timing of the project.

DOUG JOHNSON: Sure. I can't comment specifically on the 500 bus, but I will say that we used -- our analysis looked at all travel in the region, not just bus ridership. And while we go through the phases of implementation, we'll continue to evaluate travel patterns as they evolve over time. So, this is really an iterative and an ongoing effort.

MS. CHECCHIO: Thank you so much. So, we will say that Quinn is going to be next, and in the queue is Timothy Hutama. So, Shayna, can you unmute Quinn, please?

MR. VANDERBECK: Hi. Can you hear me?

MS. CHECCHIO: Yes, we can.

MR. VANDERBECK: Oh, great. Okay. Cool. I'm a resident of Medford, North Medford, in the Fulton Heights neighborhood. The only bus that serves this neighborhood is the 100, since the 325 express bus has been eliminated. And the 100 on the proposal is going down to every 60 minutes up until 7:00 p.m. In my experience, 7:00 p.m. is not actually even late enough to be usable for a commute. And I'm basing that on my pre-pandemic experience of commuting to and from the Longwood area.

When I took the 325, I -- took the 325 I would somewhat frequently miss the last one at Haymarket, which was at 6:30, in order to get back to Medford. So, if I couldn't make it to Haymarket at 6:30, then a 7:00 p.m. bus is not going to be reliable. Because I wouldn't be able to rely on that bus, I would have to drive for part of my commute, or I could walk about a mile and a quarter to the nearest Orange Line Station, which is kind of a lot, even in the best weather. It would mean I would be spending almost an hour walking every day. And I can do that, but it's a lot. And in inclement weather, with the hills in the neighborhood, it's honestly a really bad idea. So, this proposal means that commuting to and from this neighborhood entirely via public transit is no longer a doable option. Thank you.

MS. CHECCHIO: Thank you for your comments, Quinn. So, I believe Timothy is next, and next in the queue is Tom Lamar. Shayna, can you unmute Timothy, please? MR. HUTAMA: Can you hear me?

MS. CHECCHIO: Yes, we can.

MR. HUTAMA: Hi. I'm Timothy Hutama. I live in East Cambridge for the last year, and I'm moving to East Somerville next month. Primarily right now, I use Route 1 and CT2. So, I've never owned a car. I've only ever used public transit. But this isn't my first experience with the Bus Network Redesign. I have been -- this will be my third, in fact. I've lived in Kingston, Ontario, in Toronto, Ontario, where this has been done, and where infrequent and closely-spaced lines appears more frequent than further spaced lines.

Generally, I support the Bus Network as it's presented, and I think a lot of thought and data went into this. And I think overall, it will lead to increased ridership across the City. I'm especially appreciative of how the network tries to take into account the new GLX extension, and generally when there's a preference of a portal, the removal of routes between Lechmere and the Union Square stop. There are free additional buses for other routes and just to improve service across the system. But I also disagree with certain aspects of the solutions put forth in Somerville, especially regarding the lack of north-south connections, especially the lack of GLX connections with the new Medford branch and the disconnection of Porterville and Davis.

Generally, I think that the current plan doesn't properly promote intermodal transfers and that the plan can be better improved to connect commuter rail and transfer spots with the new GLX branch. Generally, I also support the increase in service and accessibility with the Seaport and the addition of the T7 and the T9. Especially, I support the T7 because of the interacting -- the planned intermodal route that's also been put forward between north and south station and hope the MBTA will continue to work with municipalities to implement more transit parity across the system.

I also wanted to express the opinion that though people feel trepidation over transfers, just from my experience with how other redesigns have gone, I generally have preferred transfers over more direct but longer routes. So, I also just wanted to put that opinion out there. So, thank you.

MS. CHECCHIO: All right.

MR. HUTAMA: That's it.

MS. CHECCHIO: Thank you, Timothy. Okay. So we go to Tom Lamar, and then in the queue is Thomas Farrell. Tom?

MR. LAMAR: Hi. The previously comments were -- actually articulated a lot of what I wanted to say. But, hi. I'm an East Somerville resident. Overall, I'll -- I -- I really appreciate the bus network overall, and I think the overall philosophy of concentrating much more frequent service on fewer routes is exactly the right philosophy overall while maintaining coverage. A couple areas that I'm excited about. I'm really excited to see some bus routes, like along Broadway or Washington, being consolidated with a lot of total bus service where previously you'd get two buses a minute apart and then no buses for a long time. I'm really optimistic that the consolidation of the T101 and T109 will result in more reliable headways along Broadway and Washington here.

I'm also really excited for the proposed T7. That is basically my wife's commute, where she rides on the MBTA and multiple transfers, and I'm really optimistic about the future of these better cross-town routes. But I wanted to call out that some of these proposals seem to implicitly really rely on municipalities building enough bus infrastructure so the bus can actually run on time. I wanted to encourage the MBTA to more explicitly call that out, their reliance on municipalities building enough bus lanes and signal priority for buses, and perhaps more clearly state that they are willing and capable of running better bus services if municipalities give them enough bus priority. They can efficiently operate those bus services, not let them get stuck in traffic behind private cars.

I also wanted to ask the MBTA to consider trackless trolleys, better serving communities by avoiding local emissions, and might be a way to avoid some issues on some of the steep hills in Somerville. Finally --

MS. CHECCHIO: I --

MR. LAMAR: -- while I strongly support the bus network overall and believe it's an improvement for our neighborhood of East Somerville, I wanted to echo some concerns of my friends and neighbors in West Somerville who lose access to Union Square, and Winter Hill with access to Davis Square and the Red Line. Thank you.

MS. CHECCHIO: Thank you, Tom. Okay. So, Tom Farrell is next, with Alison Taylor in the queue.

MR. FARRELL: Hi there. My name is Tom Farrell. I've lived in Somerville since 1998, and I've lived in my current home for 13 years. I live near the intersection of Central Street and Avon Street, and from my desk right now I can look out the window and see the stop where the 85 bus goes. The 85 leaves from my home. I was convinced to move here because I was working in Kendall, and it went directly to Kendall. It goes through Union Square, and that is slated to be eliminated. So, I won't be able to do that anymore. I can hobble up the street to the 88 or the 90. The 88 goes to two different supermarkets, Davis Square, City Hall, the library, the Y, and Lechmere. So that's being eliminated. I can take the 90 to Davis or Sullivan, which will become my only way to get into Boston. I can hobble down the hill to the 87 and the 83, both of which are being eliminated. The 87

goes to the supermarket, Union Square, Davis, and Lechmere. The 83, to Davis Porter Square supermarket and Central are being eliminated. So, no more supermarkets for me. So, I'll have to have all of my shopping delivered at great expense.

Also going up or down the hill is somewhat arduous to me because I am handicapped. Coming up the hill from the bottom of the hill is extremely arduous to me, and I usually have to stop and rest several times on the way up. But all the buses down there are being eliminated anyway. I think that the proposed changes significantly impact the handicapped in the City, particularly in my neighborhood, and people in my neighborhood will have a hard time commuting by T. Even though I am 50, I have never owned a car because I want to keep a car off the street. But I may be forced to look into one or to move out of the City of Somerville entirely, which I do not want to do. Thank you very much. Those are my comments.

MS. CHECCHIO: Thank you for your comments. I'm going to take this opportunity to note that it is just about 8:00 o'clock, which was the original end time for this meeting. I think what we will do, because we still have people with their hands raised and we want to hear from as many people as possible, but our interpreters and captioners do need a short break. They've been working very hard this evening. So, I think we will take a brief break. People can stretch their legs, and we will reconvene here at 8:05. Allison, I will ask you to be patient and just hold your comment. You'll be the first one at 8:05. But I think we'll let everyone take a brief break. Doug, are you good with that? All right. Doug says -- gives me the thumbs-up. So, feel free to avert your eyes from your computer or phone screens for a short break, and we will keep talking at 8:05. Thank you.

(Brief break.)

MS. CHECCHIO: So, I think we will get right back into it. We have about -- a few more commenters tonight. So, Allison, if you're ready. Shayna, can you unmute Allison, please?

MS. TAYLOR: Hi. Thank you so much. So, I've lived in Somerville for most of the last 30 years, and I'm really heartened to hear the voices of so many of my neighbors expressing what I'm going to just echo tonight. I live in West Somerville, and I'm very concerned about the changes to the 88 and 87 bus routes. It essentially cuts off this part of the city from the rest of Somerville. So, you know, today, if I wanted to go to Union Square, I would take one bus, the 87. And with this change, it would take three buses to get to Union Square. It's also really important for the MBTA to be aware, when you're thinking about equity, that the Clarendon Hill neighborhood, which is, again, this part of West Somerville, is home to a public housing development and a high-rise apartment building where many, many, low-income, disabled, and elderly residents live.

So, I don't see this as an equitable solution. So, I'm asking to please consider listening to those of us in Somerville, and please do not eliminate the 88 and change the route of the 87. Thank you so much.

MS. CHECCHIO: Thanks, Allison. Julia Forster is next, and Josh Coughlin is in the queue. Shayna, can you unmute Julia, please? Julia, you may need to unmute yourself.

MS. FORSTER: Hi. Can you hear me?

MS. CHECCHIO: Yes, we can.

MS. FORSTER: Okay. Good evening. I am Julia Forster, and I use 96 every day. The -- I live in Medford, and I am dependent on the MBTA. I use 96 every day. I strongly oppose the redesign. The new route will bypass George Winthrop and most of Boston Ave. This affects many residents, seniors, retirees, and residents, et

cetera. The new design means that I will have to go to Porter versus going all the way to Harvard, and that will mean an extra stop, making my route much longer. Also, I do want to point out that with Bus 96, miraculously in the past two weeks, I've been taking it, and it has been full. I've noticed for a long time, and once the driver had to stop people from coming on the bus.

Also, the elimination of Bus 80, 87, 88 will affect me too. I use those buses for food, shopping, and the Y. And when I work at East Cambridge, I will have to walk up the College Avenue, which is more than a quarter of a mile, and return and have to take the Green Line at Lechmere and during the winter at night. It will be a long walk back and forth, and it's not safe to walk at night. And that's really all I have to say and thank you very much.

MS. CHECCHIO: Thank you for your comments tonight. Thanks everyone for their patience in waiting, too. So, Josh Coughlin is next, and Lena Webb is in the queue. Josh?

MR. COUGHLIN: Hi. Can you hear me?

MS. CHECCHIO: Yes.

MR. COUGHLIN: Okay, hi. So, I'm from Burlington. I just wanted to voice some very serious concerns I had regarding the proposed elimination of the 354, I know which is shared by a few other people here. But quite frankly, I think the decision to eliminate our fast-growing town's only one-seat ride to Downtown Boston is pretty ridiculous and, honestly, kind of insulting, especially considering the T is trying to pass this off as an upgrade. Unlike many other communities nearby that are facing changes, we have no rail service whatsoever. We can't just shift our ridership to a local commuter rail station, because it doesn't exist. We don't have one. This bus is the lifeblood of commuting to downtown from our town. Compare Burlington to Braintree. Both towns have very similar economies, offices, a large mall, and countless other retail and restaurant options, similar population densities, and similar, roughly, 11-mile distances from Downtown Boston. Yet while the latter has the Red Line, two commuter rail stations, and a plethora of bus routes, in the eyes of MBTA we apparently don't deserve a rush hour only bus ride to Downtown Boston.

I think the T is extremely naive to assume that the average 354 rider in our car-centric community will just simply accept a much longer, more frustrating, indirect ride with multiple transfers. Look, I'll be honest with you. I've lived here my entire life. I've been riding the T pretty much as long as I've been able to, and I can almost guarantee that large swaths without a wide majority of existing riders are just going to drive to work. I know some people may be thinking, oh, you know, who cares if we inconvenience some suburban commuters, but this impacts much more than us. Hundreds of cars cramming into our already clogged highways further worsen Metro Boston's already

apocalyptic traffic as well as polluting our air.

Also, since the 354 runs in both directions at rush hour, it also cuts off residents of Boston and Medford from a convenient and fast connection to the plentiful job opportunities of Burlington and Woodburn. This cut in service is completely hypocritical of the MBTA --

MS. CHECCHIO: Josh, I'm going to ask you to wrap up, please.

MR. COUGHLIN: -- of better connections to non-downtown centers.

MS. CHECCHIO: Okay. Thank you so much for your comments tonight. So, we will go to Lena Webb next, with Janice Ellison in the queue. And I will remind all of our speakers tonight, if you could speak slowly so the interpreters and captioners can keep up with things, it would be greatly appreciated. Lena?

MS. WEBB: Hi. Thanks very much for holding this meeting. One thing that's been awesome is hearing how passionate people are about their bus routes. I'm a West Somerville resident, and I'm no exception, and I'm here to speak on the 87 as so many already have. You know, so what -- I live in the Clarendon Hill neighborhood. And a lot of people go to the Market Basket. A lot of people are, you know, going down to Union Square, and you know, it's -- chopping that trip to Union Square into three lines, one of which is between Davis and Porter, which is probably, like, a quarter mile and involves people getting off the bus and then back on another bus. To me, that'll be a minor inconvenience, and I'll probably ride my bike to Union instead. For people with carts, strollers, mobility aids, it's going to be life-changing for the worst.

I've seen a lot, you know -- a lot of people, including myself -- I don't have a car, so I have a pushcart, and bring it to Union Square to go to Reliable Market, et cetera. And in general, bus routes connect people to far more businesses, local businesses, than does the Green Line Extension. I just hope that people don't look at the Green Line Extension and say, okay, well, they have this cool new thing now, and it kind of goes in the same places, then we can reduce these critical routes. The 87, in my opinion, is perfect as it is. I love it, and I use it a lot. But again, I'll be able to bike all around to the places that will become very inconvenient for me, and other people won't have that luxury, especially so, people coming from the low-income housing at the Clarendon Hill Towers. So, thanks very much for the meeting, and I hope you do listen to the folks that have been speaking for the 87 and West Somerville residents and the mobility-impaired and the elderly. Thanks.

MS. CHECCHIO: Thank you, Lena. Janice Ellison is next, and we have someone on the phone in the queue. The last three digits of the phone number are 908. Oh no, I'm sorry, it's Janice, I'm sorry, then Tori Antonino, and then the phone. My apologies. So, Janice, you can now speak.

MS. ELLISON: Hi. Thank you. Can you hear me okay?

MS. CHECCHIO: I can, thank you.

MS. ELLISON: Okay. Grand. Thank you. I've been talking to people at the Lechmere bus boarding area and on the 87, which I take. And I mean, for about a week now, about 85%, easily 85%, of the people that I have spoken to have not heard anything about these changes and are horrified. They say, I need this to get to work, doctors' appointments, of course, Market Basket. And some people do say, well, I'll have to drive, but so many people don't have that option. They completely depend on the bus. So, I am concerned, for one thing, that the public comment is ending in just a few days, when so few people have had a chance to sign up for the comment. I mean, I'm sure you've had a lot of comments, but so many people have not heard about the changes, and therefore haven't had the chance to make a comment. I think that it's really important to extend the public comment. And also, to keep those, the 80, the 87, the 88. I neglected to say I live in Cambridge but -- and use the buses and the Lechmere Station general area. That's it, really. We need more time for public comment. We need to keep these buses for people who need them, who absolutely rely on them and have no other way to get to their important things. Thank you.

MS. CHECCHIO: Thank you, Janice. So, Tori is next, and then we have the person on the phone after Tori. So, Tori? Oh, we seem to have lost Tori. Okay. So -- oh, there's Tori.

MS. ANTONINO: Yeah.

MS. CHECCHIO: Sorry.

MS. ANTONINO: Hi. Got me?

MS. CHECCHIO: Yeah, got you now.

MS. ANTONINO: Hi. My name is Tori Antonino. I live in Union Square. And what -- I have a few questions. I guess one of them is: There seems -- in Somerville in particular, I see the frustration. I'm concerned about those who need to get from Union Square to Davis Square, to Clarendon. You know, Market Basket has to be a central part of this design, because it is an affordable grocery store and people need to get to it. And so, I was just wondering, like, who is benefiting? Who's the person, the people, who are benefiting the most? And I was listening to the comments, and I feel for my residents of Somerville. I feel for my elderly neighbors. I feel for those who have ADA accessibility issues, because perhaps a lot of transfers is going to be easy for some people who are mobile, and somehow perhaps it's quicker. I don't totally understand it, but that's not going to work out or be easier for those who have -- you know, who are carrying a cart of groceries from Market Basket to get back to where they live.

So, I -- and I was listening to the people from Longwood and from Dana Farber, all who spoke in favor, and I'm just wondering, I don't know who from Somerville was sitting on this design team, but there's a -- there's a missing component. I'm just looking at the maps from what's happening today to what's going on, losing the 87, and all I see is the 90 going from Union to Davis. And in general, it looks like transportation in neighborhoods, closer connections, are being sacrificed for moving people from other cities around. So, I -- people in my neighborhood who commute, who need to get from one end of Somerville to the other, are being sacrificed because of more of an intercity network -- intracity network. Okay, I'll submit comments in writing, and thank you very much. You've been a wonderful moderator.

MS. CHECCHIO: Oh, thank you.

MS. ANTONINO: Yeah.

MS. CHECCHIO: Appreciate that. Okay, so we have a phone person -- someone on the phone right now, and then Debbie Canoa in the queue. So, Shayna, can you unmute our caller?

MR. WALTON: Okay. The name here is Ralph Walton, and what caused me to jump on the hand-waving was when your people said that you were looking at all trip data. And I started to wonder, since one of the main inputs into the system is watching cell phones move around, it seems that that's biased toward picking up long trips but may have a defect, in that some short trips made as shopping trips, small family outings, or by the elderly may completely be missed because the person moves so little or so slowly from their origin to their destination, and the end points of the trip are just not even clear. I mean, they could be mistaken for the -- for a fit person just taking a walk or something like that, rather than a shopping trip. A lot of people seem to have commented on that very fact that the end points for shopping trips seem to be being missed by this system. So, I hope that you can find a way to get a good handle on what the elderly are doing, even if it's waiting for a bus to show up at their corner on a bench and taking it for three stops to the local store. So that's the sense of my comments there --

MS. CHECCHIO: Thank you.

MR. WALTON: -- is to watch the sampling.

MS. CHECCHIO: Okay. Thank you so much for your comments. We have Debbie Canoa next and Ryan Erik in the queue. Debbie?

MS. CANOA: Hi, there. Can you hear me?

MS. CHECCHIO: We can.

MS. CANOA: Great. Thank you. So, Debbie Canoa. I live in Somerville on Broadway, near Ball Square area. So, we're a family of four and we use the bus to get to school, to get to practice. So, the removal or, you know, omitting 89 and 80 will really create a hardship on our family. We do rely on the connectivity to the 89 getting to Davis Square to take the Red Line. We take the 89 to get to Sullivan Station for the Orange line. So, there's parts that make the commute in the City very kind of accessible. And also getting to downtown, you know, as the 89 and the 80 run at the moment.

I do appreciate that we have the Green Line, you know, coming in. But again, that connectivity within the City is going to be missing for me. Like, I want to be able to take the bus, you know, half a mile, carry whatever it is I need to carry back, and be able to get home, you know, at a reasonable time and not have to transfer and walk a fair amount. So, I appreciate that people are voicing their opinion. We do see that the 89 already has a dedicated bus line on Broadway in Somerville.

So again, think of the MBTA. There's already infrastructure in place in Somerville on Broadway. So, keeping the 89 and the 80, to me, seems like a reasonable thing to advocate for. So again, advocating for what's within our immediate neighborhood. But I do appreciate hearing everyone's input and how this is, you know -- as a moderator, you know, you're doing great. So, thank you very much for having the meeting, and please keep in mind the effect of the connectivity between within the City, having the 89 and the 80 resume, as well as the CT2. Thank you.

MS. CHECCHIO: Thank you, Debbie. Ryan is next, with Yanxi Fang in the queue. Ryan? Ryan, you may need to unmute. Ryan, can you hear us?

MR. ERIK: Yes, I'm here.

MS. CHECCHIO: Great.

MR. ERIK: All right. My name is Ryan, and I'm a private citizen, and we live in the Linden Square neighborhood in Malden, Massachusetts. And I commend the effort that you are doing as far as connecting EJ communities, low-income communities, and minority communities. However, I have some concerns with my specific neighborhood. The first concern I have is with the 108 bus. I ride that bus all the time, and there are high school kids that constantly ride that bus, that rely on that bus, for transportation to the high school, as Malden public schools does not have a robust bus system. The second thing is -- and that's going to be removed from Linden Square.

The second issue is that the 426 is being rerouted to Wonderland, and the 428 is being cut altogether. The 426 is a reliable one-seat bus route to downtown, where people could access things such as businesses, office buildings, and courtrooms, which was mentioned before, by a commenter before. And this is all happening while a distribution center is going up in Revere right across the street from a Stop and Shop. That is a major concern. I went to a meeting sometime earlier with the MBTA, and they were unaware that there's -- a

distribution center was even going up, and this is a huge impact. My question for you is: Are you going to look at the impact of projects like that going up before changing these routes? Because I understand that this is a regional reconfiguration of routes, not a local reconfiguration of routes.

MS. CHECCHIO: So, thank you, Ryan, for your comments. I think I'll just broadly say that I think the T is listening to all the feedback, including information about development parcels and, you know, key locations, senior centers, et cetera, as they look to finalize the map. Doug, you can nod if I've said -- yeah, Doug is saying that that's right. So, thank you. So yes, this feedback is critically important to us as the map is finalized.

So, Yanxi is next with Ashley Maggiacomo following.

MR. FANG: Hello. Are you able to hear me?

MS. CHECCHIO: Yeah.

MR. FANG: Thank you. My name is Yanxi Fang. I am a resident of West Roxbury, and I want to comment on some of the bus routes on Forest Hills Station. But first, I'd like to comment on the 34 and the 34E, which under the proposal are not being designated as high-frequency bus corridors. The Washington Street corridor, based on the latest MBTA ridership data, currently carries, on the 34 and 34E alone, around 4,000 riders per day and this is as of June 2022. This is extremely high ridership among those two routes, and it is shocking that those two routes are not being incorporated, at least for the 34 section of those two routes, as a high-frequency corridor.

For comparison purposes, the 71, which is currently a key bus route, currently only carries around 2500 riders per day. The 73 only carries around 27-, 2800 riders per day. And even the 77 in Arlington only carries around 38 -- 3800 to 4,000 riders per day. So, all those -- and then the 220 and 222 combination, those carry around 2,000 riders a day. So, you see, the 34 and 34E have, you know, almost double the ridership, and is not -- and yet, it's still not being designated as a high-frequency corridor. And I would assume that the 34 and 34E do not have, you know, any ridership that is not any more peak-oriented than, say, the 71 or 73. So I would strongly encourage the team to add that on to the network of high-frequency corridors.

The second comment I had was regarding the 36 and the proposed extension to the mall via the VFW Parkway. That section of the road -- of the route would be -- is currently very unreliable in terms of travel time for the 52, which is currently on that alignment. Because the 36 is going to be coordinated with the 35 moving forward for that high-frequency corridor, it would be quite irresponsible for the MBTA to add -- to, you know, add -- to tack on that --

MS. CHECCHIO: So, I will actually ask you just to wrap up, please.

MR. FANG: And I would encourage MBTA to consider either ending 36 at the VA Hospital, where it is now, or to extend it to Millennial Park and keep the 52 on its current alignment, because it's a less frequent route. Thank you.

MS. CHECCHIO: Thank you for your comments. We have two more comments of the evening, and then, I think, Doug will give some brief closing remarks. Ashley is next, and Hla Hla Win is following Ashley. Ashley?

MS. MAGGIACOMO: Can you hear me okay?

MS. CHECCHIO: Yes, you are all set.

MS. MAGGIACOMO: Great. So, I'm a Medford resident, and I take the 96 into Harvard every day for work. I get the stop right in Powderhouse Circle. And I just kind of wanted to second something that's already been said about the 96, about how that connection is going to be going away that's from Porter to Harvard, which creates an issue with either needing to walk from my location to the T, to then get to Harvard, which is doable. But there are some concerns that I think are overlooked in regards to ridership on the T. For instance, a lot of people might get anxiety when in the enclosed space without exit ability, but, like, a bus provides that sense of safety. And I think that having the ability to ride that -- like, a bus route instead of feeling like you have to take the train is something that should be considered for all people, especially as we're emerging out of this pandemic. So, I just wanted to lift that up as a concern.

Secondly, I do want to echo what many people have been saying in regards to the 89, 88, and 87 as being critical routes to the neighborhoods of East Somerville and that they need to continue to support that community. And we need to make sure we're being very careful with our -- being equitable to these groups of people who might not be -- being captured using the cell phone data as the measurement for ridership. But that's all I really have to say. Thank you.

MS. CHECCHIO: Thank you, Ashley. And our final commenter of the evening, Hla Hla Win?

MS. WIN: Hi. Can you hear me now?

MS. CHECCHIO: I can.

MS. WIN: Great. Thanks for taking my comment. I am a regular, daily, rider of 89 bus in Winter Hill Somerville, and our kids go to Ball Square, and we work in Davis Square. And 89 bus, the proposed plan is to eliminate both of them, and that's a disaster. We're a family of nine people. We do not ride and don't have the license or anything. It will be a disaster to not have 89 bus anymore. So please really, really consider eliminating both of them, or at least leave one of them, which is, you know, some bearable walking distance. So that's all I wanted to say. Thank you.

MS. CHECCHIO: Thank you very much for your comments. And I do, before I turn it over to Doug, want to thank everyone for the thoughtful comments, both verbal and written, this evening. I know it's been a long evening, and we really do appreciate you taking the time. Doug, do you want to give any closing remarks?

DOUG JOHNSON: Yes. Thank you very much, Regan. I'd like to echo what Regan said. Thank you all so much for your really thoughtful comments on this. We really appreciate your input and your engagement with this process. And as was stated earlier in the presentation, we are planning on making meaningful changes to the proposed Bus Network based on the feedback that we have received throughout this process, including what we've heard here tonight.

Can we go to the next slide, please?

If you'd like to submit written comments to us, we certainly welcome that. You can email our email address BetterBusProject@MBTA.com. If you'd like any additional information about the proposed Bus Network, you can find all that information on the project website, MBTA.com/BNRD.

We also have an in-person public hearing taking place Thursday night downtown at 10 Park Plaza, which is the MassDOT and MBTA offices. And the public comment period will be closing at the end of the month on July 31st.

So, if you have questions that you'd like to share, please submit them by then. And as I said before, we will consider and review all of the comments that have come in through this process. We really appreciate everyone's time tonight and all the feedback you shared with us. So, thank you very much for joining us. And with that, we will adjourn this hearing.

(End of meeting.)

APPENDIX B: JULY 26 VIRTUAL PUBLIC HEARING WRITTEN COMMENTS

Written Comments Submitted in the Q&A Feature

Name	Questions/Comments
Janice Ellison	<i>The survey has been closed. Public comment is supposed to be open through July 31. Please reopen the survey so people just learning about the planned changes can respond.</i>
Heather Hoffman	<i>My Interpretation button disappeared a couple of minutes ago, coincident with my switch to phone audio from computer audio. I don't know if those two things are related.</i>
Anonymous Attendee	<i>What are the exact dates that the new routes be in effect?</i>
Anonymous Attendee	<i>How will the 94 and 96 buses be effected?</i>
Emily Lalka	<i>Why are there no notices or announcements posted by the MBTA along the bus routes and stops proposed to be eliminated in Somerville (for example the 89) informing riders about the proposed changes and how to provide feedback? How are riders supposed to know to attend these meetings or provide feedback if the MBTA isn't posting, announcing, or mailing the information directing them to it? Why is it being left to neighbors, community members, and word of mouth?</i>
Melinda Green	<i>Could you post the link here periodically throughout the webinar?</i>
Janice Ellison	<i>Thanks. Slides are not showing....</i>
Anonymous Attendee	<i>Will the green line be going to Medford/Tufts by the time the 88 bus is removed?</i>
Thomas Sullivan	<i>Doug can you please post the survey link?</i>
K Desmond	<i>Too fast on the slides</i>
Janice Ellison	<i>Slides still are not showing....</i>
David Coughlin	<i>Isn't Davis Square in Somerville?</i>
Greg Hill	<i>Why are many bus stops being eliminated? That forces senior patrons to walk further to the next bus stop, as on Mass. Ave. in Cambridge. Looks like there was scant outreach to seniors, for whom the bus is critical.</i>
David Coughlin	<i>Bus 354 needs to stay. Perhaps service can be reduced in time but, if it is eliminated, many people will revert to driving down 93 thereby increasing traffic and polition.</i>
Janice Ellison	<i>Can see Doug, but black screen otherwise. I saw earlier slides before he came on.</i>
Janice Ellison	<i>Ok, left and returned, can see slides now</i>
Amy Roschelle	<i>We are 25 year residents of Davis Sq. Somerville. Our son just started at Somerville High as a freshman last year. Buses 88 and 90 have been critical to his school transportation needs. Nearly all Somerville kids get themselves to/from the high school and many rely on these frequent bus routes. Eliminating either route or service frequency will be a disaster for families located in Davis Square. The new green line does not replace this service need for us or many other families. Additionally, the 87 is critical for high school students from Davis Sq. who play after school sports. My son relies solely on this route, 5 days a week, from after school ultimate Frisbee practice during rush hour to return home to Davis. Again, the green line will not help with this need. If eliminated, parent</i>

Name	Questions/Comments
	<i>cars will be out on the road, right at rush hour. A disaster in an already congested area. Please do not eliminate these routes that serve high school students in Davis Square. Thank You!</i>
Jolie Frazer	<i>Are there any plans to update any existing buses? Are any other buses going to become free such as the 28?</i>
Barrett Steinberg	<i>As a Somerville resident we need routes connecting Davis sq to Union sq, the two busiest squares in Somerville. We also need these routes to allow better connection to the new green line stop. It seems that all the current connecting routes are being eliminated. This proposal will negatively impact a significant percent of the population in Somerville.</i>
Wig Zamore	<i>I am not sure my computer audio works. Will I be able to use my phone for audio?</i>
Eugene Benson	<i>I am an elected town meeting member and a member of the town Redevelopment Board. Am I considered an elected official for this discussion?</i>
Clare Sheridan	<i>I wrote the Bus Project about the elimination of the #94 in Medford between Medford Square and Johnson St. on High St.</i>
Greg Zeltt	<i>How were the aforementioned job centers determined? I feel that there are job centers that are not just in Boston and Cambridge</i>
K Desmond	<i>is there a link to the map?</i>
Anonymous Attendee	<i>How many attendees currently?</i>
janine fay	<i>Regan. can you turn up your sound please</i>
G Collerone	<i>I am a Winter Hill Somerville resident. I need the 89 to access the red line as I am disabled and cannot walk to Ball Sq or go through Medford to catch the 96. That is not a good use of my time. Please do not take away my one route that helps me keep my doctors appts.</i>
Clare Sheridan	<i>I wrote the Bus Project about the elimination of the #94 in Medford between Medford Square and Johnson St. on High St. I have not received an acknowledgement. Can I expect one? Have you considered restoring this section so that riders do not have to take two buses to get to the new green line extension or Davis Square.</i>
Larry Feig	<i>If this is a once in a lifetime opportunity as you state, why are you doing it now in the middle of a pandemic when ridership is in flux. For example you are combining the 505 with another bus cutting out a section in Newton and making the path longer. This bus was packed before the pandemic and if ridership keeps going up it will be too crowded</i>
Clark Frazier	<i>Can sound levels be increased? It is difficult to hear comments.</i>
Hla Hla Win	<i>New proposed plan doesn't have direct route from Sullivan square to Davis square by Broadway via 89. We rely on 89 bus for work, school and everything else on daily basic. It's gonna be a disaster when it's gone 🤔 Out of two 89 buses, if one is left, walking is bearable. We live in Winter Hill and kid goes to Brown school (Ball square) and work at Davis square. Can't imagine daily commute of walking in winter.</i>
Miriam Cohen Franzen	<i>I take the 70 bus from Prospect Hill in Waltham to Harvard Business School. There are a number of regular riders that get on the 70 between my stop and Waltham Center. The redesign would have us getting off the 70 when it ends just prior to Waltham Center, walk a few blocks, and get on the T70. Would you consider having the 70 run the full</i>

Name	Questions/Comments
	<i>route, even if there are only a few per hour? This would let those of us living in western Waltham continue without switching, while still allowing the frequency of the T70. Thank you. Miriam (mamele@gmail.com)</i>
Nadia	<i>I appreciate the decision to start the 238 from Quincy Adams as one of the most frustrating things is how infrequently it runs. However, the new route leaves people who live along Centre, West and Willard with no options compared to the bad option which exists now. Can the bus continue on its present route just starting at Quincy Adams?</i>
Thomas Sullivan	<i>Thanks Councilor I support your comments 100%</i>
David Coughlin	<i>Wouldn't commuting within cities/towns be the responsibility of that town?</i>
Thomas Sullivan	<i>Regina, the elimination of 89 cuts Broadway off from Somerville</i>
Anonymous Attendee	<i>How many attendees?</i>
Barrett Steinberg	<i>I agree very much with what the Somerville elected official said. We all share this sentiment.</i>
Clare Sheridan	<i>I don't see how to click "Participants"</i>
Martha Podren	<i>Where can we read the overview and details of the proposed changes and where can we formally submit comments about this redesign?</i>
Anonymous Attendee	<i>We held a public meeting of the Medford City Council last week and invited the MBTA to send a representative. The MBTA sent no one, not even by Zoom. Elimination of the George Street and Wintrop Street segment of the 96 bus leaves a large part of Medford hillside without adequate service. Elimination of the 80 severs an important connection between Medford and Arlington. We purchased our house in this area because of the convenience of bus transit to Harvard Square, Arlington Center, Regarding proposed changes to the 96 bus. We would be required under the proposed plan to walk much further to reach a bus stop. Imagine doing that in the winter with sidewalks only partially cleared and huge piles of ice and snow at street corners. Imagine pulling grocery carts or pet taxis extra distances to reach a bus. We do not own a car and know many neighbors who are in the same situation. The proposed changes in Medford are detrimental and even dangerous. Many people would be forced to walk in the street.</i>
Barrett Steinberg	<i>Teele square in Somerville has lost most bus service in the new proposed plan. We do not support this.</i>
Maryfran Hughes	<i>I would like to raise concerns about closing the 52 between West Roxbury and Newton. We have many students who attend schools on Centre St in Newton who would have no access to school.</i>
Barrett Steinberg	<i>Please keep the 88 and the 87!</i>
Anonymous Attendee	<i>How many attendees?</i>
Kathy Bull	<i>keep the 80 bus and 94...</i>
Kathy Bull	<i>why aren't we asking the drivers?</i>
Carolyn Whiting	<i>I am concerned about conducting this process while the pandemic is still ongoing which means that some of us are still working at home and are not sure what our transportation needs will be in the future.</i>
P Lewey	<i>The #10 bus from Copley to City Point is VITAL. Times have already been reduced. I just wrote about this twice & zoom kicked me out. Can I write about this elsewhere?</i>

Name	Questions/Comments
Anonymous Attendee	<i>The amount of time buses are stuck in traffic or by intersections is frustrating and the main way to get more people to ride is by getting the buses to run smoother and faster on their routes. Will there be some sort of plan in this project that the T can work with towns and cities to have transit priority signaling at intersections? That way, it gives a better ridership incentive that buses are not stuck on red lights or not as long as it is presently.</i>
marie saccoccio	<i>On May 19, 2022, via a ZOOM meeting, the new T Plan was presented, drastically reducing service in and out of East Cambridge. What was sorely lacking was any context. East Cambridge is home to three elderly/disabled facilities (Millers River; Truman Apartments; Putnam Apartments) and many seniors and disabled living independently in their homes. These are the people who travel to Market Basket, McKinnon's, Somerville Hospital, Union; Davis; Porter Squares and as far away as Arlington Center. Many of the doctor's located within the Cambridge Health Alliance system, are located in offsite offices in these locations. At the T zoom meeting, T representatives just glowed that they are increasing ease and access for the "new" population at Northpoint and Kendall. Read "new" as young and able bodied. So, not only did the T relocate the Lechmere Station across a treacherous artery with no accommodation for any of the locals, now they omit Bus Lines, 80, 87, 88 and are proud about their "forward thinking."</i>
Anonymous Attendee	<i>I agree with the comments about Somerville. I will lose bus service to Davis Square. The buses that would be closest to me are almost a mile away or at the bottom of the very steep Moreland St, which would make that bus completely inaccessible to me on icy or snowy sidewalks. There will be almost no way for me to get around Somerville on public transit. I could easily get to Sullivan and that is all. As it is, there is no way to get to Union Square directly; I would not want to lose the bus to Davis.</i>
Laura Rodriguez	<i>What are the plans for adding covered places to sit to more bus stops? With weather getting more extreme and erratic and given that not all riders can comfortably stand for long periods of time, this should be an important aspect of the plan if it isn't already.</i>
Anonymous Attendee	<i>The reliance on the Green Line ext to connect communities across Somerville and Medford concerns me - if only for base material fact that bus fares cost less than subway fares. The difference between costs is only a couple dozen cents but to people reliant on public transit (which includes more and more people as oil pricing increases) these cents add up. How does this fare discrepancy fit into the equity factor of the redesign plan?</i>
Amber McMahon	<i>Is this where I would put a written comment that I would like a response to?</i>
Ryan Erik	<i>Ryan here as a private citizen from linden square in Malden - I am deeply concerned about this project as there might not have been proper research and analysis done before deciding about these bus route changes... according to what I observed at a previous meeting (1) The MBTA is unaware that many Malden high school students near linden square take the 108 bus to school as there are no school buses in Malden. Why is this route being moved from linden square? (2) the MBTA is unaware that there is a major distribution center being built in Revere by Linden Square across the street from the stop and shop, which could be a significant trip generator. Despite all of this, this proposal removes two routes from linden square and significantly alter two others. This along with the fact that most of the analysis was done before the pandemic is a huge</i>

Name	Questions/Comments
Anonymous Attendee	<p>concern, as people aren't even fully in the office yet and we don't know what travelers commute patterns are post pandemic. Now is not the time to cut service.</p> <p>Suggest you name next two speakers in the queue, so the second person in line can know to get ready. Thanks.</p>
Anonymous Attendee	<p>I also want to comment on the plans for eliminating the 354 express bus through Burlington and Woburn to downtown Boston. I do not have a car and this bus is the only option to get from Woburn to downtown Boston. Eliminating this bus would make commuting on public transit impossible.</p>
P Lewey	<p>#10 bus is used by many disabled for all personal services. They do not have access to computers & will not be able to have their voices heard. I use a cane & need it to connect to the MBTA train, Commuter Rail, bank, Dr., farmers market, groceries, & mall. It's VITAL.</p> <p>There r too many transfers as it is with all other buses cutting stops.</p>
Jolie Frazer	<p>Are there any plans to replace existing buses with newer buses? Are any other buses going to become free such as the 28?</p>
Carolyn Whiting	<p>I am also concerned about changes to the 136/137 bus route because it looks like it will be much more difficult to use the bus to get to shopping (such as Stop & Shop and Staples and Home Depot, etc.) and other businesses (such as auto dealers) along Walkers Brook Drive/North Ave.</p>
Emily Lin	<p>Please keep 89. It enables transportation between E Somerville and Ball Sq. The redesign doubles the travel time between those locations</p>
Jeffrey Breitenfeldt	<p>If the redesign reduces one seat trips and increases transfers will the MBTA provide free/discounted transfers to cash riders? This is a significant equity issue for unbanked and lower income riders.</p>
Owen MacDonald	<p>Route 226: Appreciate Sunday service, but concerned that an opportunity to improve equity is not proposed at this time. Rerouting the segment of the route between the Washington/Middle Sts. intersection and the Washington/Broad Sts. intersection to Middle, Lake, Spring, and Broad Streets would bring service to a subsidized housing community that is currently .75 mile from the nearest bus service, bring service within .1 mile, down from .25 mile, to a second subsidized housing community, and provide service to the Town pool and rink for the first time.</p>
Anonymous Attendee	<p>(I don't need to comment verbally.) Please reinstate the CT2 going from Kendall across the BU bridge, as well as the 47. Both buses are heavily used and their use will increase as housing and apartment complexes are being built all around the area. In general, a lot of routes, all over Greater Boston, seem like they are being cut just when people are getting back to work.</p>
Meghan Young	<p>I currently live in Dedham and use the 34, 34E, and 35 frequently. I also do not drive so the MBTA is a very important service for me. I am happy to see the extensions to Dedham Square and Legacy Place. A problem that we have in Dedham is the MBTA stops are never cleaned in the winter. Now that more stops are being added, we need the MBTA to heighten safety measures to make sure people can use the buses. In the winter we cannot access the sidewalks on Washington St at all and end up standing in oncoming rush hour traffic. Please work with Dedham on making the stops safer. The town does not seem to hear the commuters concerns so I am turning to you for help.</p>

Name	Questions/Comments
	<i>I also work in Canton and am surprised that 138 from Milton to Stoughton did not receive a bus line. It would be a huge help for the traffic and businesses if there was some kind of MBTA bus route going straight down 138. It would take people off the road, and give more employment opportunities for people that do not have cars.</i>
K Desmond	<i>The link to the current map and proposed map is: https://d2o8eokdkim9o8.cloudfront.net/sites/default/files/bus-network-redesign/2022-07-22-cambridge-neighborhood-map-english-accessible.pdf</i>
Maricarmen Sullivan	<i>I would like to express my concern related to suspending the 89 bus. Please take in consideration that is one of the main streets in Somerville and the benefit it provides for all residents. The stops between the T are quite far from each other and represent a challenge for people with disabilities and senior citizens.</i>
Wig Zamore	<i>I have raised my hand but can only talk on phone 617-625-5630</i>
Anonymous Attendee	<i>Also the 88 and 80 are important, as others have said. I know there are T lines being put in, but for many people without cars, the buses are not only more affordable, but are more efficient. As a long-time bus rider, any time you have to transfer (unless you are on the biggest routes) it adds between 20 minutes and an hour plus...</i>
P Lewey	<i>I have written to MBTA about stops cut on 39 bus & was told it makes it faster. U can cut all stops & it will be even faster, but not serve anyone. They say to use the green line to Hynes, but there is no elevator or escalator.</i>
Paula Alexander	<i>I oppose adding increased frequency buses on ROUTE 66. My house is located directly on this bus route only inches away from the bus stop. I see bunches buses now that run EMPTY. This is a waste of buses that are needed desperately elsewhere in other areas of Boston and the surrounding areas that need to travel into the city to work, attend school or go to the medical areas. All of the residents on my street are struggling with the Route 66 buses that disturb our quality of life as follows: I have attended your meetings and requested</i>
Kathy Bull	<i>Don't get rid of the 80, 94 or any buses!!! we should be asking the drivers... they see everything</i>
Amy Roschelle	<i>Regarding my former comment, please replace all 87 related comments with 89.</i>
Anonymous Attendee	<i>Thank you for your thoughtful sessions for public comments and for staging changes over five years. I live in West Medford. The 94 and 80 serve transit from West Medford to Tufts, the new green line extension, and Davis Square via the 94 or 96. Eliminating the 80 will mean 1/3 third existing service because the 80 runs twice as often as the 94. The 80 and 95 travel to Arlington. Eliminating the 80 will cut service in half. This impacts West Medford residents and also commuter rail riders.</i>
Ashley Maggiacomo	<i>I currently take the 96 bus from Powderhouse circle to Harvard Square every morning for work. The current proposed route eliminates the connection from Porter to Harvard. What is the best bus alternative as part of the new plan from Powderhouse circle to get me directly to Harvard?</i>
Amber McMahon	<i>Hi I thought I was on deck to speak at some point?</i>
J.C. P.	<i>Many colleges and universities throughout the metro area see fit to just create their own shuttle buses rather than collab with MassDOT on existing routes. Has the state ever considered reaching out to such firms to see if they would be interested in helping</i>

Name	Questions/Comments
Allison Taylor	<p>enhance MBTA routes to help carry their students or employees too in exchange for some fiscal support?</p> <p>My name is Allison Taylor, and I live in West Somerville. Ending the 88 and 89 buses and changing the 87 route cuts the neighborhoods of Teele Square, Clarendon Hill, and West Somerville off from the rest of the city. Today, it takes one bus to go to Union Square or Lechmere. With this change, it would take 3 buses or a much longer walk. You should know that Clarendon Hill is home to a public housing development and a large highrise apartment building, where many low-income, disabled, and elderly residents live. This is not an equitable solution. Please leave the 88 bus and do not change the route of the 87 bus.</p>
Tom Yardley	<p>If there's any possibility of advancing Lisa Hogarty in the queue that would be great. I am happy to be bumped in order for that to happen.</p>
Emmett McKinney	<p>I'd like to second the comment about the re-alignment of the 83 route from Central to Kendall Sq. In addition to missing the opportunity to link low-income housing to Alewife + Fresh Pond mall, breaking that link makes it much harder to connect to the other lines that run through Central Sq such as the 70, 64, and 47.</p> <p>I like the increase of frequency of T39 — that makes a lot of sense to connect Central to Union Sq with high frequency.</p> <p>And, a broad comment about the system: more shelters + benches + signage goes a long way to making it usable.</p>
Carolyn Whiting	<p>I am also concerned about proposed changes to the 8 bus route because it seems to me that it will be much more difficult to travel from Ruggles Station to Kenmore Station.</p>
Thomas Sullivan	<p>i appreciate you holding the call and hearing the concerns from the T Bus community. Goodbye.</p>
Maricarmen Sullivan	<p>I'm not able to see any of the comments. Please do let me know if you can see my comment. Thank you!</p>
P Lewey	<p>Senior Pass 1A. I wrote to the MBTA & the Mayors office, but had no response. I have paid full price for a 1A pass forever while working. I have just retired, have a cane, & have a Senior pass now, but can no longer take the train one stop to So Station as I have always done. I think it's unfair especially since u r allowing & encouraging those with a youth pass to use it to go one 1A stop.</p>
anne barker	<p>I'm writing to fight for the 55 and 39 buses as they exist. The 55 would not go to Copley and not only access the services that are there, but would not be able to access the Orange line at Back Bay and the South Boston buses and the 39 bus. What is now a 2 seat ride for the subway and buses would become a 3 seat ride. The new T39 bus won't go down Huntington would inconvenience people in the West and especially East Fenway. To Jamaica Plain, one would take the E line to Heath and wait for the T39. A 1 seat ride becomes a 2 seat ride. The new plans don't have better convenience for Fenway residents. It will take longer for us to go to many places. It will be especially difficult for seniors and those with disabilities.</p>
Paula Alexander	<p>continued from first page: The RTE. 66 stops directly in front of my house. Extending the hours to weekends and adding buses every 15 min. will radically further deterioration of our quality of life. The buses spew extremely HOT EXHAUST fumes</p>

Name	Questions/Comments
	<i>directly in the windows of our homes, requiring us to use air conditioning which is now VERY VERY EXPENSIVE. Also the loud announcements every time the door opens to take on/let riders off is also disturbing. Can you please turn the volume down? Have extended service on weekends for RTE 66 IS NOT REQUIRED. THERE ARE MANY EMPTY BUSES RUNNING NOW. Harvard Univ. also runs electric shuttles on No. Harvard St to via Harvard Square. Can you coordinate with Harvard shuttles? Many people smoke cigarettes while waiting for the bus and riders throw their matches and cigarettes in my yard, which is a fire hazard especially during these times of drought conditions. My home is a wooden structure and I fear it will be burned down. Pls post signage at the stops NO SMOKING</i>
Anonymous Attendee Jim Cann	<i>Just give everyone 5 minutes to speak! I live in the Teele Square area of Somerville. I use all three bus lines, 87,88,89. It seems that the change isolates the people in Teele Square, Clarendon Hill. The rerouting of the 87 will eliminate bus service to Porter Sq, Market Basket on Somerville Ave. and Union Sq. and to go farther the Twin City Mall and the Galleria Mall. People also go to the Middlesex Courthouse. The 88 bus will keep people from getting to City Hall and the High School. To me the 89 service is already limited. I don't live in Davis Sq. The Green Line is not convenient to Claredon Hill/ Teele Sq. I oppose this change.</i>
Brian Halter	<i>Removing the 92 bus through Charlestown would remove direct access to downtown for hundreds of low-income families and seniors. How would that provide more equitable and reliable service to the most transit dependent residents in Charlestown? Please do not cut this route. Adding a new bus route between Charlestown and Cambridge and increasing the frequency and extending the 93 route are both great ideas, but should not come at the expense of the 92 bus. Thank you for your efforts on this monumental task, but please reconsider the plan for the 92 bus. The low-income families at Mishawum Apartments and General Warren Apts, and the low-income seniors at the Constitution Co-op and Zelma Lacey House depend on this route.</i>
Emily Lalka	<i>I can comment one example for the 80 from a woman I met this evening is that her ride that's a single seat ride to Winter Hill right now becomes a THREE BUS RIDE in the new plan.</i>
Larry Feig	<i>You said this change is a long-term process. There is a large housing and commercial develop about to start at Riverside T station rationalized because it will be a transportation hub. The 500 downtown express bus used to run there every 10 minutes taking commuters from many western suburbs because the green line takes an hour. But then you killed the bus and I assume they all now drive. Soon there will be hundreds of new residents at Riverside. Why is restoration of the 500 bus not planned</i>
Anonymous Attendee	<i>Apologies as I'm trying to get familiar with the maps, will connections from Somerville/Cambridge to Roxbury be improved?</i>
Wig Zamore Paula Alexander	<i>How many people on phone have you taken? - Thanks Wig 617-625-5630 RIDERS smoke pot and other hazardous products go into our homes. The buses are also extremely LOUD and this is another reason for requesting electric vehicles As another participant mentioned, I have requested help with these issues in previous meetings, with no response from you. Please help us. thank you. Paula Alexander, senior homeowner in Allston and Board member of the Allston Civic Association.</i>
Wig Zamore	<i>Thanks</i>

Name	Questions/Comments
Hla Hla Win	<i>I am concerned not only about the elimination of the 80 line which I take to Arlington and Somerville as well as to Lechmere but the 94 line is not scheduled after 10 pm.</i>
Janice Ellison	<i>The 87 goes right by Market Basket, doctors' offices, social services, people's jobs. The Union Square station is not close enough to Market Basket for elderly, handicapped, people with kids, or people with more than a very moderate amount of groceries to carry. People depend on all the stops along the route.</i>
Andrew Rodgers	<i>Hi there, I live in Medford/West Medford so my main bus routes are the 80, 94, and 96, which I take on a daily basis for employment and education. My understanding of the proposal is that the 80 will be eliminated, the 96 will be rerouted away from Boston Ave, and the frequency of the 94 will be reduced significantly, which will all serve to dramatically reduce my access to services and community. Like many other community members, I would encourage the maintenance of the 80 route and the preservation of the more frequent 94 route.</i>
Anonymous Attendee	<i>Stating that "This is your two-minute warning" is not clear. You should ask people to wrap-up instead.</i>
Tom Lamar	<i>It looks like many of these routes rely on significant investments in bus priority from municipalities. What are you doing to ensure municipalities follow through on actually building that bus priority?</i>
Janice Ellison	<i>I have been telling people on the bus, and at Lechmere station, and 85% of them had not heard about the planned changes, and are distraught...they need this bus line!</i>
Carolyn Whiting	<i>I think it would be helpful to extend the 132 bus line North to Reading Center/Reading Depot.</i>
Jamie Hall	<i>Hi! What time does this run until? 8 pm?</i>
Anonymous Attendee	<i>There seems to be no bus service to West Medford after 10 pm according to the map on the website. That is ridiculous.</i>
Anonymous Attendee	<i>How can you say you want to get people where they want to go when you are completely ignoring the needs of East Cambridge residents who need to get to Market Basket, Somerville Hospital, Davis and Porter Square by proposed elimination of 80, 87 and 88 buses</i>
Owen MacDonald	<i>Route 226: Please consider extending Route 226 from its current terminal at Columbian Square to the South Weymouth Commuter Rail Station. Route 226 serves South Shore Hospital, a Children's' Hospital outlet under construction, and several smaller medical facilities. Extending Route 226 would provide transit service to these medical facilities from many communities to the south. Also, the vicinity of the former Naval Air Station is developing rapidly as a residential area; extending Route 226 would connect this area to the medical facilities, as well as other existing businesses and facilities in Weymouth. Thank you.</i>
Emmett McKinney	<i>Another observation about the elimination of bus routes in Somerville in favor of the Green Line: this means the connectivity of Somerville to the rest of the region depends only on rail service — which, as recent incidents on the Orange and Green lines demonstrate — is a fragile link. Also, Winter Hill is very hilly and hard to trudge through in the snow. If the thinking behind eliminating the bus lines in North Somerville is, "They have the Green Line now," I'd suggest that the MBTA re-evaluate that premise. Bus lines serve a critical need to augment rail networks.</i>

Name	Questions/Comments
	<i>Re: a recent comment linking Davis Sq and Union Sq, seems like an easy fix there is to extend T39 to Davis instead of just to Porter.</i>
Bill Kriebel	<i>Will the in person session on Thursday be a lot different than this session? If we are here, will we add much to the discussion to join Thursday as well?</i>
Emily Lalka	<i>Where can I find more than just the Charlestown-Somerville PDF in Spanish or Portuguese about these proposed changes? Since the MBTA isn't distributing information and these are critical proposals to communicate. Showing the PDF in another language wasn't enough information for them to understand what and why these changes are happening.</i>
Bill Kriebel Wig Zamore	<i>What is the best way to contribute for comments beyond this forum?</i> <i>` Great - Wig</i>
Allison Taylor	<i>The information on this "How to Stay Informed" is not clickable. Could you please put the links in the Q&A so attendees can access them?</i>
Romy Armiger	<i>I'm submitting this comment instead of speaking. Thank you for taking public comments. I'm a business litigation lawyer, I live in Woburn, and I work in downtown Boston. I'm strongly opposed to the elimination of the 354 express bus route. I use the 354 bus every day to get between Woburn and Boston. I do not have another way to get to Boston. I am not within walking distance of the commuter rail and I do not have a car. The express bus is vital to my ability to commute downtown. When I purchased my house in Woburn, I did so in reliance on the 354. The proposed plan replaces the 354 with a local bus to Stoneham. I do not need to go to Stoneham, I need to get to Boston, and I hope you'll keep the express bus network in place.</i>
Greg Hill	<i>Have been unable to access Network Redesign Commentary online. Access stalls.</i>
K Desmond	<i>I second everything Marie stated.</i>
Mark Millman	<i>I want to reiterate and strongly to emphasize that unless bus bunching is resolved, service increases, where they're scheduled to happen, and high-frequency buses will not actually improve service. It is easily possible--and regularly happens--that bus riders are obliged to wait through the time required for two or three bus trips without seeing any buses appear. This is entirely due to bunching. Aside from the obvious frustrations of waiting for buses that don't appear when they're scheduled, it is further exceedingly frustrating that the technology already in place--such as GPS bus tracking--does not appear to have been employed to reduce bus bunching. In my experience as a regular rider of Route 77, bunching has not improved. My own suspicion is that the MBTA will need to assign personnel actively to manage bunching to resolve the problem when it occurs. I am quite certain that attempting to manage bunching by schedule adjustments and stop reassignments will not be successful, as those methods have been tried in the past and have invariably failed.</i> <i>Mark Millman</i>
Mela Bush	<i>Multiple transfers and loss of bus service built in to BNRD will impact Boston public school students who, since 2014, have lost school bus transport and are required to use public transport (middle schoolers). Due to the presence of gangs in Boston, students</i>

Name	Questions/Comments
Sarah Haberlack	<p>safety could be put in jeopardy if they are required to stand out side waiting for other buses instead of the current one seat one ride bus services.</p> <p>Hi, where will you be posting this recording?</p>
Kathy Bull	<p>we cant get rid of any service at all period!!! people rely on them.. lets not mess this up.. maybe we could look at other transit services and see what they do... maybe apply to this...</p>
K Desmond	<p>I wish the deadline for comments could be extended beyond this Sunday, July 31 to allow for more feedback from the community.</p>
Anonymous Attendee	<p>Hi—will the meeting on Thursday also be accessible by Zoom? Or can people can watch on YouTube?</p>
Anonymous Attendee	<p>My question or comment - Everett totally under representative on these calls. I had asked on one of the first calls to have representatives to contact local communities which I provided - but no one has been contacted. Please don't say city hall that's not community leaders. You are cutting services to the poorer areas and redirecting services for new developments for the wealthy individual. You are eliminating 97 completely - so no direct route to Gateway mall, library, sh</p>
Sarah Haberlack	<p>thank you!</p>
paula sterite	<p>Not sure who you worked with Everett for this redesign - obviously someone who does ride the buses or takes the T</p>
Cameron Picton	<p>Hello! I live in West Medford and would have essentially zero bus access if the 80 was taken away and the 94 is rerouted. I wouldn't be able to go into Boston, or Davis Square, or Lechmere or Sullivan Square. There are a good number of people around here that don't have cars, and all of them would have no transportation. One of the things I love about Boston since moving here 6 years ago is the great Public Transportation, and I think the proposed changes leave a lot of people out of that crucial public transportation.</p>
K Desmond	<p>Again, the previous map and proposed maps can be helpful to see the eliminated bus routes. It can be found at this link:</p>
paula sterite	<p>https://d2o8eokdkim9o8.cloudfront.net/sites/default/files/bus-network-redesign/2022-07-22-cambridge-neighborhood-map-english-accessible.pdf</p> <p>social security. Not sure who told you Everett wants to get to Lynnfield Marketplace or Sea Port. As a gentleman said you aren't taking into account - people who need to move around city not just get to Boston. The express lanes proposed will destroy all small businesses - again - come to Everett and meet with LaComunidad, One Everett, Haitian center - churches -</p>
P Lewey	<p>I also want to mention that by using the MBTA I am & have been keeping one more car off the streets of Boston. For the 1st time I am looking to get a car, although I can't always drive as I use a cane. I also need to consider the expense. Most people in my building are elderly & all are concerned about transportation. Some who aren't disabled have already purchased a vehicle.</p> <p>Please focus on how important access is to everyone, but specifically to the elderly & disabled.</p> <p>Thank you.</p>

Name	Questions/Comments
Ryan Erik	<i>Is the MBTA considering doing an impact analysis on certain projects being built throughout the region before implementing these route changes? an example of this is a major distribution center listed above or a new shopping mall</i>
Stefan Zukin	<p><i>I wanted to voice my general support for the proposed redesign. I'm a student who lives near central square in Cambridge. I don't own a car and rely on the T for transport. The proposed changes give significant increases in service near my apartment and access to new locations that are currently not very accessible. The changes of the 47 route to the T39 is a big improvement. Increase in service is good, and the T39's replacement of the current 83 bus service is a nice improvement. That the T39 passes by Market Basket is a change I'm happy to see as I currently have to walk ~10 minutes carrying heavy bags of groceries to reach stops for either the 83 or 91 busses when shopping at market basket. Service to Allston is also improved, with the changes in the 64 line. It also seems the 64 route is simplified which is good. In the meeting it seems to be people just complaining about small changes they don't like, so I wanted to express my support for the proposed map and the project as a whole.</i></p>
Clare Sheridan	<i>Why don't you start the #94 at Winthrop Circle so that we can at least walk there. At age 80 I am not taking 2 buses to get to the new green line or Davis Square-- a 15 minute trip.</i>
Tom Lamar	<i>Thanks Doug. Could the MBTA consider more explicit prioritization of areas that provide efficient bus transit? e.g. could the bus plan state "we will run this bus route if and only if you provide us enough bus lanes that a bus can run this route in under X minutes?"</i>
Anonymous Attendee	<p><i>Somerville is being developed for the young and the wealthy. The elderly and the poor are who need bus service. Please listen to the comments and adjust your current plans. Thank you.</i></p>
Anonymous Attendee	<p><i>Translation of spoken content is great, but, how would someone who doesn't read English understand what is now shown on screen.</i></p> <p><i>How are the T making sure that this meeting is welcoming to people who don't read English?</i></p>
Emmett McKinney	<p><i>I noticed much of the GIS analysis measuring accessibility did so based on the number of people that live within 0.5 miles of the network, as the crow flies. This is not an effective way to measure the pedestrian network; better to model along the street network.</i></p> <p><i>Also I can attest, first-hand, that many locations in Somerville where buses currently run are not pleasant or safe to walk — so transit is providing a link there that wouldn't be obvious based on the proximity of a transit stop to a given neighborhood.</i></p>
Paula Alexander	<i>I have one more comment to add about RTE. 66. North Harvard recently has become the HAUL ROAD for all the new hi rise development buildings along Western Avenue, Birmingham Parkway, Lincoln Street, and Guest Street. The numerour numbers of heavy construction vehicles further creates traffic jams on North Harvard Street. Please do not add more buses.</i>

Name	Questions/Comments
William Horka	<i>Not a question just some comments: I agree with the commentors who mentioned that the redesigned network will put additional burden on riders by requiring MORE TRANSFERS (often multiple transfers and/or multi-mode transfers, and often not at major stations with adequate shelter), and that the consolidation of routes might not be able to meet its frequency goals due to TRAFFIC CONGESTION. However, I SUPPORT the goals of improving FREQUENCY, extending SCHEDULES into evenings and weekends. and better connecting the EDGES of the network. Also, I think that a some of the commentors (those speaking about Somerville, Arlington, and Medford) didn't review the map very carefully (e.g. the 80, 87, and 88 cuts seem adequately replaced by T39, 90, 94, and GLX -- WHEN THE GLX IS DONE! -- and the 67 seems adequately replaced by 87), but some of the comments about the LACK OF CONNECTIVITY resonated with me, especially those about west Charlestown to downtown Boston, Rindge Ave to Central Square, and Ball Square.</i>
Emmett McKinney	<i>Lastly — i'll note that I am blessed to have a choice on where to live, and my choice to live in Somerville near Inman Sq is premised on the availability of great public transit. I really appreciate all the thought and time you've put into it — and look forward to seeing how the plan evolves!</i>
Evan Foss	<i>i just want to thank the staff for extending the end time for all our commenters.</i>
Emily Lalka	<i>Can the BNR please make a more robust plan for public notifications, comment, feedback, and meetings when there is another phase of public feedback in the fall? Such as from the start of the feedback period, announcements on all buses in multiple languages, signs showing the new proposed map and how to provide feedback, notices at each bus stop proposed to be eliminated, etc?</i>
Clare Sheridan	<i>Any way to list the names that you will call on in the next 30 minutes? Just so I can go eat my dinner!!!</i>
Thomas Farrell	<i>I forgot to mention... I live on Spring Hill in Somerville. From my home, the plan eliminates all transportation from my home to any of the GLX stations. How am I supposed to get to GLX with no buses? (Remember I'm handicapped.)</i>
Anonymous Attendee	<i>Best insight tonight, IMO: We need bus networks and service that help us get around WITHIN our communities, and not just to corporate development centers, like Kendall and Longwood, which seem to be being privileged, presumably as a result of a somewhat disingenuous approach to presumably data-based planning.</i>
Josh Coughlin	<i>Where will this recording be posted?</i> <i>Also I'm sorry I was speaking quickly, I had a lot to say and wanted to make sure I could meet the 2 minute limit</i>
Tori Antonino	<i>Everything Ralph is saying, I support. Collection via technology essentially eliminates input from the elderly who are most likely to be less technologically inclined. Has data been collected in person?</i>
Anonymous Attendee	<i>I have serious concerns about the BNRD proposal for Medford. Many people live here because of access to the Red Line. During meetings about the GLX, Medford residents repeatedly said that they did not want access to the Red Line to be affected. The MBTA repeatedly said they had no plans to do so. Yet that is exactly what the BNRD does. Frequency on the #94, a very heavily used route, was reduced during the pandemic. This proposal makes the reduction permanent.</i>

Name	Questions/Comments
	<p>Rerouting the #94 away from Medford Square is a huge concern for many residents. The #96 would not come to Winthrop St., further reducing access to the Red Line. None of these proposals are acceptable. INCREASE access to the Red line from Medford.</p>
Tori Antonino	<p>The green line in Somerville does not obviate the need for close intra-city connections that the current bus lines facilitate. The 87, 88 are integral for residents getting from west to east across town. The 86 going to Union square creates a connection to Harvard that is well used. To reiterate the Somerville green line does not replace the need for our current bus system.</p>
Emily Lalka	<p>I'm having a similar experience handing out flyers and talking with folks in Winter Hill, on Broadway, through Powderhouse, and around Davis Sq. Most folks are hearing about it for the first time. At least 85% are hearing about it for the first time with only a handful of days left in the public comment window. They are absolutely shocked that the 89 and 80 would be eliminated along with many of the other routes and connections in Somerville. Every trip planner route in the proposed plan is more difficult for them than the current plan. There was one person today who takes the 96 and maybe he's not on the part that's changing but maybe he is. He didn't really understand from the maps in Spanish why there's a new proposal. He needed more information in his native language. How can we get this? The only other people who have been ok with it say, "oh I don't take the bus, I drive my car." That's certainly not the goal here.</p>
Chris D'Aveta	<p>I'm not sure if I read the proposal right but it seems as if people who live in Medford Hillside in the populous area bounded by Boston Ave, Winthrop Street, and the river would lose 66% of their bus service with removal of the 96 and the 80 buses. This is punitive and unnecessary. The 96 could easily continue its current route down George Street and then back to the Medford/Tufts T station, and continue to serve our neighborhood riders. I take buses to/toward Davis Square to the Red Line, and then back home, every work day. The buses I ride during rush hour are full. Please don't take away service that gets people from this neighborhood to the Red Line. According to Google Maps it would take an average of 20 minutes for someone to walk from West Street to the Medford/Tufts station. Please consider keeping the current 96 route from George Street then back down Boston Avenue to the Medford/Tufts stop to serve this neighborhood. Thank you — Medford resident (West Street)</p>
Anonymous Attendee	<p>Don't cut Red Line access for Medford by rerouting the bus to Burlington.</p>
Anonymous Attendee	<p>thanks</p>
K Desmond	<p>I feel that it is important to keep the CT2 route and in general for keeping the routes within neighborhoods. New developments are fine, but don't throw away the longtime residents of the East Cambridge as you open up the mix.</p>

APPENDIX C: JULY 28 PUBLIC HEARING TRANSCRIPT

PROCEEDINGS

MS. REGAN CHECCHIO: Think we're ready, yep. Good evening, everyone. If folks don't mind taking a seat, we are going to get started.

RECORDING: Recording in progress.

MS. REGAN CHECCHIO: So before we get started with the main presentation, I do just want to note a few emergency preparedness things.

There are two points of egress in this room right here and right there, so in front of me and to my left. If people need any assistance, please let us know and staff will assist you in reaching those emergency exits.

We do have an AED on hand as well as there are fire extinguishers also to my left. Is anyone here tonight trained in CPR, and if you are, can you raise your hand? All right, we do have someone, Darren (phonetic) to my left as well.

And if we do need to evacuate tonight, we will be meeting in front of the Dunkin' Donuts outside the building, so that will be our point where we will meet.

And with all of that said, hello, everyone and welcome to tonight's public hearing for the Bus Network Redesign Project. My name is Regan Checchio, and I'm going to be serving as a moderator for tonight's meeting.

I would like to note that all MBTA activities, including public meetings, are free of discrimination. The MBTA complies with all federal and state civil rights requirements preventing discrimination on the basis of race, color, national origin, limited English proficiency, and additional protected characteristics.

We welcome the diversity from across our entire system. If you have any questions or concerns, please visit MTBA.com/TitleVI -- that's Title V-I -- to reach the Office of Diversity and Civil Rights.

I would also like to remind everyone about the rules for participating in tonight's meeting. We'll ask that you keep your comments respectful. And I also want to remind everyone that the meeting is being recorded and will be posted on the project website after the fact.

We do have ASL interpreters tonight for the meeting, and we also have interpreters available who are translating the meeting into Spanish and Mandarin. If you require these services, headsets are available at the sign-in table.

Later in the meeting we will be accepting written and verbal comments. I will note now that there is going to be a two-minute time limit on verbal comments so we can hear from as many people as possible tonight.

You may sign up to make verbal comments at the sign-in table outside the room. When you sign up, you will receive a number that indicates where you are in the speaking order.

At that point in the meeting, we will first ask elected officials to speak, and then we will take comments in order.

If you would like to provide written comments, paper forms are also available at the sign-in table.

And now I would like to introduce Jeff Gonnevillle, the deputy general manager for the MBTA, to provide some opening remarks. Jeff?

OPENING REMARKS

MR. JEFF GONNEVILLE: All right, good evening, everybody. Certainly want to thank you all for coming out tonight. I will say it is nice to see faces and have everyone here in person.

So I am Jeff Gonnevillle. I am the deputy general manager here at the MBTA. I've been at the T now for over 20 years. I started in the bus division of the MBTA and really spent the first majority of my career at the bus operations division.

And I share that with all of you because from a bus operation standpoint, we always felt and we always knew that our system could be better. And we always knew that we could make some improvements.

And this project is something that we really believe in and that we feel really is going to make an improvement to our bus operations and our bus operations system.

I think people call this kind of a generational change of what we're looking to do and what we're going to propose to do. And frankly, from someone on the inside and someone who has worked within the bus operations division for a number of years, just know that this is something that we are excited about, and really, really looking forward to the changes that are going to go about and really the improvements that we're going to be able to make to our bus system.

Many of you are here tonight because you have concerns with some of the proposed maps, concerns with some of the issues.

And, you know, one of the things that the general manager has made very clear to myself and the entire team is that we are here to listen. We are here to take everyone's comments.

This map that we put forward is essentially our team's proposal, and we are collecting all of the feedback. So again, thank you for being here tonight and providing us that feedback.

It's my understanding from the team that we've already gotten over 12,000 comments on what we have proposed. The team is going to be compiling all of those comments and then from there begin making some recommendations.

And those recommendations then would be prepared and submitted back to the MBTA. And then a map then again would be generated and given out to everyone.

So I certainly want to close my remarks to say look, this isn't done yet. We recognize that we are going to have to make some changes. I think we recognize that many of you that are here this evening have comments and again have areas of concern that you'd like to share with us.

And we are here to listen to that. And thank you all for coming out and frankly being here in person. It certainly does show your commitment and your feelings for this project. So thank you, everybody. So now we'll turn it over to Doug Johnson. Doug?

PRESENTATION

MR. DOUG JOHNSON: Thank you very much, Jeff. Hi, everyone. My name is Doug Johnson, and I am the project manager for the bus network redesign project. I've been the project manager for all of a month, so please go easy on me in your public comments. I appreciate that.

Let me find my notes here. Here we go. I just want to start by saying that I am joined by several other staff from the MBTA tonight. If you have specific questions about proposed changes to routes, we have folks from our service planning department here.

We have Rob Guptill, the director of service planning, over there at that table. He's happy to walk you through any of the proposed changes that we have on the map. So we'd really love to have a dialogue with you about some of those and take your comments on them.

That's really why we're here tonight is to listen to all of you. To reiterate a point that Jeff made, our map as it is now is just a proposal. It's a draft. We are going to make meaningful changes to that map based on all of the public feedback that we've gotten over the last three months since it's been open for public comment.

So when we go to release the final map later this fall, you will see changes made in response to the feedback we received. I can't promise that we're going to be able to change everything and respond to every single request that we get, but we're going to do our best to really improve the map as much as we can.

We know it's not perfect now as is, and that's been made very obvious to us by the public feedback that we've gotten. We're going to take that feedback very, very seriously and come back to you in the fall with what we hope is a much better map than what we have proposed now.

The presentation for tonight is going to be pretty short. I hope that many of the folks here tonight have attended some of the other public meetings that we've had. I'd say at the virtual public meetings that we've held, we averaged around 200 attendees at each of those.

And we also mixed that with in-person outreach as well because we know that not everyone can attend a virtual meeting. So hopefully folks here are familiar with the proposal, have already had a chance to look at the map, and are here to make comments tonight about it.

So the presentation is going to be short because we really want to dedicate as much time as we can to listening to all of you.

So I'm guessing that it will probably take about 20 minutes or so and then we'll open it up to public comments. There we go.

So I hope folks are already familiar with this. But to reiterate, the bus network we designed is a complete reimagining of the MBTA's bus network to reimagine it in a way that will better serve travel in our region and the demand to get around.

As folks know, in the last couple decades, new employment centers have opened up. We have housing in places that we didn't have before, places that were formerly industrial.

People are living and working in different places than they were decades ago. And the bus network hasn't evolved in that time. It hasn't really changed besides some really minor adjustments over that time. And it's not effectively meeting the demand for travel because of those changes to land uses in the area.

So the goal of this process really is to better align the bus network so that it does meet the needs of communities and of the region.

We've been listening to folks, getting feedback from folks about the bus network, about how the current bus network operates, what would make the bus network better, like people really want to see from that system.

We've been listening to folks give us their feedback on this all the way back since 2018 when we launched the better bus project and started making some minor modifications to the bus network.

And in that time, what we've really heard from folks is that they want the bus network to take them where they want to go, when they want to go there.

It needs to be simple and easy to understand and use. It needs to be fast, frequent, and reliable. And it needs to serve the people who need it most.

So when we approached the process of redesigning the bus network, really decided to lead with equity. We know that there is a lot of systemic inequity in the build environment and in our region.

It's a legacy of segregation and racist policies and a whole host of other factors. And we really wanted to make sure that we could lead with equity in this process and really try to make a bus network that was more equitable than what we have today.

We wanted it to prioritize the needs of the people who depend upon it most. And we wanted to make sure that we were providing service that was frequent and reliable, especially to the places where the most people live, the most people work, where the most trips are being made, and even more specifically, where the folks who depended on it most lived.

We want to have more all-day service seven days a week. As you know right now, a lot of these bus routes, they're really good in the mornings on weekdays and really good in the evenings on weekdays.

But in the midday, they're not very frequent or necessarily very reliable.

On Saturdays and Sundays the same things is the case, so we're really trying our best to address that to make sure that we have frequent all-day service seven days a week so that no matter what time you go to catch the bus, you know it's going to come frequently and reliably, whether it's a weekday or weekend, morning, afternoon, or otherwise.

Part of that too is because we know that travel patterns have changed, and we're trying to respond to that as well.

As I mentioned, we also want to have new connections to more places, those new neighborhoods, those new employment centers, housing areas that have formed in the last couple decades. We're trying to respond to that new demand.

And finally, we want to make a network that's simpler and easier to understand. If you use the bus service now, you know that sometimes there's route variations or deviations, depending on the time of day or the day of the week that you use it.

And that creates a really complicated system that's really difficult for people to use. If you don't know if your bus is going to actually go to the same destination at any given time during the day, it makes it much less reliable and harder to use.

So that's something that we're trying to address by simplifying the system, providing more frequent service, that honestly for a lot of these routes, the goal is to make it so frequent that you don't ever have to consult a schedule.

You just know that if you go to that bus stop, in less than 10 minutes, a bus is going to be there. So to that point, we are doubling the amount of high-frequency service in the network.

Right now there are 15 corridors in the network that meet our definition of high frequency. We want to double that to 30 in the new network. That's 50 percent more high-frequent service on weekdays and 70 percent more, if I recall correctly, on weekends.

So there are communities -- you can see these two maps. The map on the left shows you the existing network. The routes in blue are the high-frequent routes.

You can see that there are huge swaths of our service area that don't have frequent service all day seven days a week, especially places like Everett, Malden, Medford, and honestly even a lot of Somerville, as well as places south of downtown Boston as well and to the west.

So we're trying to address those issues. You can see the map on the right. We have much better coverage of high-frequent service throughout the Boston region. And I do want to note that on these maps we're not showing the services that would be lower frequency.

That would be, you know, every half hour, every hour. So these maps don't show the true extent of the proposed network. It's just focused on those high frequency routes.

There are a lot of benefits to this proposed network, and I acknowledge that it is not perfect as is. We've heard so many comments from folks about so many of the routes and things that we know we need to make better or address.

And there's a lot of folks here tonight who are going to talk about the 55, the 39, routes in Somerville like the 89. I've already heard many, many comments, and I'm here to listen to even more of them.

I want to hear them all. So does our project team. And we've been hearing them throughout this process. And we're taking them to heart. We really are going to make changes to our map based on what we're hearing from all of you.

But the map as we've proposed it has a lot of benefits. With this new map, 275,000 more people would be near high-frequency service versus what exists today.

That includes 115,000 more people of color and 40,000 more low-income households. We're also -- in order to make this map work as we've proposed it, we actually have an across-the-board increase in bus service.

So we're talking about a 25 percent increase in bus service across the board versus what we provide today. That is a massive investment in public transportation and in the bus network in order to make this happen.

To the point about making better connections to new employment centers, this table on this slide shows four locations and the number of people who would receive high-frequency service to those locations above what exists now.

So for the Longwood Medical area, 200,000 more people would have access with high-frequency routes. The South Boston waterfront's 180,000 more people. For Back Bay, it's 50,000 more people.

And for Kendall Square it's approximately 58,000 more people. So there's a lot of benefits to this network as we've proposed it.

Fundamentally, it is a better network than what exists today. But as I continue to reiterate, we know that it is not perfect, and we are relying on the input from all of you to help us improve it.

We received a wide array of comments on every single route out there, ranging from folks saying like yes the increased frequency on this route is welcome and we need it to, you know, this route is moving a block away, and that creates accessibility issues for us, like we need you to reconsider that and look at that.

So these are all things that we're taking to heart and we're keeping in mind as we go through this process.

The public outreach process that we've conducted for the last three months has literally been one of the most extensive public engagement efforts the MBTA has ever undertaken in its entire history.

And I can say that with confidence based on the sheer number of labor hours that went into it, the number of events that we did, and the volume of feedback that we've received.

So we have an online feedback form. Hopefully you've all submitted comments on it. The slide says that we've received over 10,000 comments. When I checked earlier today, it was something like 13,000 comments.

So it's already going up, and I know that it will go up even more before the public comment period closes Sunday night.

We held focus groups in person with community organizations that were attended by over 300 people. We did eight virtual regional public meetings. We've held 10 meetings of our external task force. The next one of those will be coming up this fall.

We held over 30 meetings with municipalities. We did 13 street team events and 12 station open houses across the network at different locations. So those are all in-person events.

We had over 20 briefings with elected officials. We advertised this process in multiple languages in newspapers, radio, on buses, in stations with digital boards.

And we also recently started running audio announcements on buses because we knew that despite how extensive this effort was, there were still going to be folks that hadn't heard about it, hadn't had a chance to weigh in.

And we wanted to make sure that everybody really had that chance before the comment period closed.

So like right now, if you go ride a bus, if you sit on that bus for a long enough period of time, you will hear an announcement in between stops coming up that says the MBTA is in the process of redesigning the bus network.

Please give us comments, and the website is listed. So we're really trying our best to make sure that as many people know about this as physically possible.

To the point I made earlier about those virtual public meetings, we know that that doesn't work for everybody, that ultimately if we really want to reach everybody, we have to meet them where they are on their time, right?

So that's why we have the station open house events -- or excuse me, the station open house events and the street team events. Teams of MBTA staff went to different stations, disseminated information about this project, handed out information about the route changes, the proposed changes, talked to folks about it.

This slide is just a sample of photographs from some of those events. So we went to rapid transit stations, bus stops all over the network to try to reach as many people as we could.

So what are our next steps? Where do we go from here? Well, the public comment period for this stage closes at the end of the month.

But that's not the end, and that's certainly not the end of our public outreach process either. In August and September, we are going to review every single comment that we got on the draft map, every bit of feedback that we received.

And our teams are going to sit down and look at the proposed network and devise ways to update that map based on the feedback that we got.

We anticipate that process is going to take us two and a half months or so. And we'll be coming back to you all in the fall, maybe October hopefully, to present to you an updated map that reflects many of the changes that folks requested throughout this process.

As I said, I can't promise that we'll be able to meet every demand, we'll be able to make every change. But we know that we'll be making the map better over that period of time and that what we bring to you in October will be a better map than what we've proposed to you in May.

We'll present that to the public and to the MBTA board of directors. We'll do some additional analysis on the map then, have some more public outreach, and then hopefully really finalize the map before the end of the year.

And then this will move into implementation. And implementation is going to be a process of course. You can't do something this extensive overnight.

We anticipate that the implementation process for this is going to take approximately five years. And it's going to be phased, so we'll make changes every year throughout that five-year process up to the point where the implementation of that map is complete.

So you won't see changes right away. You know, some routes may start changing in 2023. Some routes may not change until a couple years into that process.

And when we go to make those changes every year, there will be a public outreach related to those. We'll communicate to all of you what the changes are, when they're coming ahead of time so that folks know and can prepare for those.

So there's going to be public outreach really through every phase of this process. And there's a few things that, you know, we're sticking to as we go through the implementation process.

Every bus stop, every new bus stop that exists is going to be accessible. We're going to make sure that transfer locations between bus and rapid transit are accessible.

And if we have situations where it's not currently accessible, we're going to find out how to make it accessible and what the alternate routing is in the meantime until that transfer can be made accessible.

We're going to be looking at capital improvements all over the system, places where we really need bus lanes, things like transit signal priority.

That's where a bus can make a red light turn green so that the bus can get through an intersection more quickly.

We're going to be looking to implement measures like that across the network in order to really make the bus system as reliable as we want it to be.

So it's going to be an iterative process and an extensive one. And we hope that you continue to stay involved in it and continue to give us feedback throughout it.

During that, you can continue to stay informed. You can receive e-mails from us if you don't already. If you go to our project website, you can sign up for e-mails.

There's going to be information disseminated through e-mail, through audio announcements, through lots of different means during that process.

So we want you to stay informed and stay involved, and we want to be able to provide as much information as we possibly can to you.

And that I think is the end of the presentation. And with that -- I think I was 15 minutes. With that, I'm going to turn it back over to Regan Checchio to moderate.

PUBLIC COMMENTS

MS. REGAN CHECCHIO: Thank you, Doug. So we're about to go to the public comment portion of the evening. For those of you who would like to make verbal comments tonight who have not yet signed up, I would encourage you to go to the sign-in table and sign up.

We will be taking comments in order. There will be -- is that thunder -- although we will be taking elected official comments first.

If you do want to provide written comments, especially as there is a two-minute limit on the verbal comments tonight, we do have paper forms available at the sign-in table. You can do that.

You can also use our feedback form. I am going to leave this slide up while we do the comment portion of the evening because it has all of the website links where you could hopefully get your resources for the project.

I will also remind everyone that Rob Guptill is at this table, sort of midway through the room if you have specific questions about a route or a neighborhood map that you would like to have a technical question answered tonight.

Outside the room, we also have a lot of materials, maps of neighborhoods of the proposed map. Please feel free to ask any staff. And you can pick up those materials and take them home with you if you want to look at them in more detail.

I'm excited that we're having an in-person meeting for the first time in a really long time. So we're excited to give handouts that are non-digital in nature tonight.

So with that being said, I am going to shift to this microphone. Is this working, Anthony? Can everyone hear me?

All right, so I will speak a little bit more loudly. I am going to stand at this point, and I'm going to call some people. I'm going to call people in advance to let them know your number is coming.

So first we'll start with elected officials. I see Councilor Bok is first and Representative Uytterhoeven will follow her. So Councilor Bok?

MS. KENZIE BOK: Thank you so much to the MBTA and thank you to all the members of the public for being here. And special shout-out to the 55 bus contingent in the corner who had to organize a carpool together to get here.

But if the 55 bus were still running on its pre-pandemic hours and schedule, it would have been able to take that to get here.

(Applause.)

I do want to really thank the team. A bunch of things were stressed tonight that I agree with, like going to this huge surge in frequency for buses. It's huge for our bus riders.

And as a councilor for the LMA, I think giving people that access to medical services and also medical jobs is really critical.

And I also know that many of the types of sort of bus priority, bus rapid transit lanes, et cetera that we're going to rely on for reliability in the network are going to be things that involve conversations with the city of Boston and the T. And I'm looking forward to partnering on that.

What I really want to stress, however, is that we can't come out the other side of this process with a world where everyone crosses through the Fenway and yet the people who live in the West Fenway are stranded and unable to get downtown in a way that they have relied on and built their lives on.

And so I just really want to stress that it's critical for us that the 55 bus continue to provide that service to Copley Square -- frankly, ideally, beyond so again, you could get to this meeting, to Park Street like it used to run.

But I think that that's really something that so many people I represent have built their lives on. And also I think we just have a huge number of really low mobility people there.

And then the other line that I'll just mention really quickly is the 39. The 39 also runs in my district. That bus came in as a civil rights replacement for losing the E line to the Arborway 30 years ago, 40 years ago.

And just so many people also rely on that. So want to make sure we get some of these critical lines right, and I'm going to continue the advocacy, but thank you so much to the T for your partnership and looking forward to it.

MS. REGAN CHECCHIO: Thank you, Councilor. Appreciate that.

(Applause.)

MS. REGAN CHECCHIO: Representative Uytterhoeven is next? Great. One thing I will note is if actually you want to face this direction, it helps with the camera work. And Amanda right there is helping us out with some time period, so --

MS. ERIKA UYTERHOEVEN: Thank you. My name is Erika Uyterhoeven. I'm the -- sorry, you need me to face this way. Okay. My name is Erika Uyterhoeven. I am the state representative from the 27 Middlesex and represent a district that's entirely in Somerville.

So my comments will be limited to how this bus redesign is impacting some. I'm also joined by my colleagues here from State Senator Pat Jehlen and Rep. Barber to also share their comments because we do have about 2,000 signatures from our constituents about concerns with the redesign.

But I do want to uplift a few points, you know, particularly just at least speaking from the point of the legislature that this is a, you know, ongoing piece.

I understand that the MBTA is under stress in terms of funding and resources. And that is something that we are committed to working with you to ensure that we're fully funding as well as with hopefully the incoming of the Fair Share Amendment as well as, of course, changes on an administration that we continue to keep an open mind around not cutting bus services because I think that is a really big piece of the Somerville part that has been quite detrimental.

And I wanted to uplift just two pieces from the Community Action Agency of Somerville and the Somerville Transit Equity Partnership that have done extensive feedback, particularly for some of our most vulnerable residents and to uplift your commitment to equity first.

The proposal currently as it stands underserves the neighborhoods of residents who need the bus service most.

Although the proposed redesign makes it easier for riders in surrounding communities to travel in and out of Somerville, the bus network, for the residents that currently use it to travel within the city is really limited.

And just to highlight a few pieces around the -- you know, particularly connection between the north-south route within Somerville we do have incredibly steep hills.

And so in terms of an accessibility point, you know, for our elderly residents and disabled residents, that's something we hope we can add into the proposal as well as just to put a feedback around a few bus routes that are connecting from the new Green Line stations as well as the assembly station.

We're hoping that this can be an opportunity for some multi-modal transportation to increase these inter-city connections and provide flexibility and travel options.

And largely with the current, you know, the design, for people who are not near the Green Line station, they are going to have a lot more longer travel times, difficulty.

And they tend to be places where we have some of the biggest -- you know, largest number of low-income residents. So thank you so much for the opportunity to speak.

MS. REGAN CHECCHIO: Thank you so much.

(Applause.)

MS. REGAN CHECCHIO: Senator Jehlen, and following the senator will be Representative Barber.

MS. PATRICIA JEHLLEN: Thank you. I'm Pat Jehlen. I represent -- what am I doing? Oh. I'm Pat Jehlen. I'm a senator for Medford, Somerville, parts of Cambridge and Winchester.

And I'm here with -- I wonder if my constituents would stand up from Medford who have been collecting signatures. In just a short time, they will be bringing to you over 2,000 signatures from Medford and Somerville that they have collected door to door.

And so my message to you is really listen to them. Extend the process. Don't make the decision until you've given people a chance to really understand.

They find people who don't know about the better bus project. Sounds really good. When they hear they're going to lose their bus service, sounds really bad.

So you need to give us the data that allowed people to make these decisions or that will allow people to make these decisions.

Give us the data and listen to people about what their options are. They're happy about the increased service, but if it doesn't help them, they want to know what is their alternative to get to the Green Line, the Red Line, and Assembly route. So that's what we would like to have happen.

UNIDENTIFIED: They should extend the (inaudible).

MS. CHRISTINE BARBER: Hi, good evening. I'm Christine Barber. I am the state representative for parts of Somerville and Medford.

I also want to really thank the constituents who are here who have done so much work in going door to door and spreading the word about this process and really getting a lot of input from neighbors who are really directly affected by this.

So in my district, particularly in the hillside neighborhood of Medford, there are a number of gaps in ability to get both around Medford and to other communities.

And then in Somerville there's many gaps to get from West Somerville, particularly communities that have many low-income folks and people of color to get to the grocery stores, to get to work, both within Somerville and in other local communities.

Finally in Winter Hill there's a fairly large hole in existing bus service that is critical and crowded right now.

So overall, there is much more to do to outreach to folks, ensure that we're providing language access options that as many people as possible know about these potential changes and can weigh in.

So I'd ask that you slow the process, continue to take comments, continue to do outreach to really get out there and make sure we're hearing from folks because this will impact their ability to get groceries and to get to work and school. Thank you.

MS. PATRICIA JEHLLEN: We would like to suggest that you have in-person meetings because not everybody has Internet access. But in each district the people could come and hear and respond to the particular issues in their district.

(Applause.)

MS. REGAN CHECCHIO: Thank you. Thank you. Thank you both for your comments. So we're going to move into the general public comment portion of the evening. And I'm going to read out sort of the first three numbers that are going to come up.

And I'll ask if you can kind of queue up in front of me a little bit. We're going to start with numbers 29, 30, and 31. Number 29 is Gene Gobby who will be our first comments. Hi, Eugene?

MR. GENE GOBBY: Hi.

MS. REGAN CHECCHIO: Hi. So I'm going to let you know Amanda here will give you a signal when the time is running down. And I can hold it for you if you like.

MR. GENE GOBBY: We could give that a try.

MS. REGAN CHECCHIO: Okay.

MR. GENE GOBBY: I live in Somerville along Highland Avenue. Have only been here a few years. I used to live on Comm Ave., so I know what the trolley is like.

But I am disappointed to see the 88 cancelled because the 90 for instance doesn't go to Lechmere Station, doesn't appear to go to any of the new Green Line stations.

And the 90 is replacing the 88 for most of its route. And it apparently -- I can't tell what the frequency is, but I do know that it's going through a lot of complicated streets and it would be easy for it to get tied up and broken down. And I hope that will be taken into account.

The other thing is I really like the Galleria Mall. But it's really difficult to get to, particularly since they moved the Lechmere stop on the Green Line across McGrath highway.

I like this new idea of a bus service between Kendall and Lechmere, the T101. But with the 88 being removed from that area, you can't access the 101 unless you use the Red Line. So I would like to see those changes.

So the other thing is that I really like the idea of the smart phones being used for the timing on the buses. And I would like to see more timing signs in the out section of Davis Square, the T there, I mean the inside, because they do have it on the outside for the 90.

I like to see it on the other side for the 88. So thanks very much.

MS. REGAN CHECCHIO: Thank you so much for your comments tonight. So number 30 is Alison Pultinas. And in the queue if we could have number 31 and number 32.

MS. ALISON PULTINAS: Thank you. Oh, you're going to hold it for me. Thank you. My name is Alison Pultinas, and I live in Mission Hill, the back side of the hill.

And I'm going to speak about two things, primarily the 14 bus that right now serves the VA hospital on Heath Street. And the redesign takes it away. And I was really struck by two things that were said earlier, to serve the people who need the service the most, right?

So the VA hospital serves veterans, and it has expanded services. There are new buildings there, and the staff who work there use the bus. Patients use the bus.

Taking the bus away means that they have to rely on the 39 or the E train in order to get to Roxbury. Does that make sense? No. You're taking a one-seat ride away from those patients and med staff. And that's critical.

It's making them use the 39 or the E train and transfer to the 66 for cross-town service. And that transfer would have to happen in an inaccessible stop, very uncomfortable stop -- Fenwood Road, Brigham Circle -- where there's -- Fenwood has no benches, narrow sidewalk.

And of course it means a wait for a long transfer that right now they have direct service to Nubian Square and beyond. The 14 goes all the way to Roslindale.

However, it's the service to Roxbury that matters the most. So I'm pleading with you please don't take it away from Heath Street. You have public housing. You have a public school there, the Hennigan School.

And I want to applaud Councilor Bok's support for 55 riders. I too support their efforts. Thank you.

(Applause.)

MS. REGAN CHECCHIO: Thank you so much. Okay, and Number 31, Ali Hiple. And in the queue, 32 and 33.

MS. ALI HIPLE: Thank you. My name is Ali Hiple. I'm a policy analyst with the Conservation Law Foundation. CLF first wants to congratulate the MBTA for this once-in-a-generation proposed bus network redesign.

We understand that the transit system is complex and interconnected, just like our community is, and that any approach to redesign is going to be both full of opportunities and challenges.

But with that said, this testimony is intended to highlight issues that have come to light during the public comment period.

First we request that the public comment period be extended by three weeks to August 21.

As many have pointed out already tonight, and as we have seen, we've encountered many people throughout this comment period who have not heard of bus network redesign or only recently learned about it, many of whom are members of or represent transit-dependent populations.

Additionally, the T staff first stated that they would welcome comments throughout the summer but then at some point in the first week of July announced a comment deadline of July 31.

A longer comment period would allow more riders to learn about the proposal and provide meaningful feedback.

In addition, there remain many unanswered questions that have been raised during the comment period related to bus electrification, reaching Massachusetts decarbonization goals, and a system-wide low-income fare, which are three key targets that are related to bus network redesign.

If the Commonwealth is to meet our climate mandates, then the redesign should include alignment with a bus electrification plan with specific procurement deadlines.

And just a few final points. First, the proposed route changes should not impede our community's ability to access social services, economic opportunities, or each other.

Second, community engagement is an opportunity not just an obligation. We urge the MBTA to continually evaluate its public engagement processes to better incorporate feedback from riders, municipalities, and other advocates.

The MBTA must engage with representatives of effective communities as co-creators rather than just as users of the system.

And finally we really urge -- you've mentioned it many times tonight -- but really centering equity, prioritizing service, and expanding service for those who need it most. Thank you.

MS. REGAN CHECCHIO: Thank you so much, Ali.

(Applause.)

MS. REGAN CHECCHIO: Marie Fukuda and then in the queue Number 33 and Number 34. Hi, Marie.

MS. MARIE FUKUDA: Hi. Thanks so much for this opportunity to comment. I'd like to thank the Bus Network Redesign team for their outreach to the Fenway neighborhood.

Our community has faced serious challenges to transit access with 55 bus cuts. And we understand that our elected representatives and the redesign team have goals to improve systems delivery for taxpayers and residents.

As the team can attest to, Fenway participation has been robust. We've had sessions afforded to us to lay out our concerns and discuss possible modifications.

You've heard overwhelmingly about the need to continue service downtown from the West Fenway, and I'd like to put my own voice behind that request as a representative of Fenway Civic Association, the Fenway's oldest all-volunteer civic group, and underscore three items I feel have been overlooked.

Firstly, transit studies in the city have never adequately taken into account what occurs in the Fenway more than a third of the days of the year, Fenway Park games and events that swell our numbers by 30,000 people on a regular basis.

When you're asking a senior to both walk half a mile as well as be subjected to overcrowded conditions that we know happen at Fenway Park, that's not fair or equitable.

The addition of MGM theater, which has promised to deliver another 5,000 people most days of the year, will only add to such pressures.

The MBTA should be considering the unique challenges of Fenway residents when envisioning long-term service needs.

Secondly, a 55 bus study performed by the Red Sox as part of their MGM development yielded important information, namely that riders in the West Fenway were overwhelmingly headed downtown and that a re-route to Cambridge would not be of use for their ridership.

Residents choose where they live based on a large part of what transit services are offered for them and where they need to go for employment.

What this means is that you're negating an entire neighborhood's needs and essentially saying it's okay to require everyone to be inconvenienced and ill-served in order to cater to a completely different set of prospective residents and employees.

I believe that transit is meant to serve people who are living in communities.

Lastly, as many of us mentioned, the Fenway's experiencing an explosion of development unparalleled in any other neighborhood I know of. One project in discussion alone is comprised of over 13 parcels over 5-1/2 acres.

That's just one. We have a massive air-rights project, another on the way. By the way, this also includes growth in employment including in life sciences. I'm almost done.

If the bus network team is looking for long-term sustainability, it should look at our unique position with event-based crowds, identify needs for destinations --

MS. REGAN CHECCHIO: I'm sorry, we do have to keep it to two minutes.

MS. MARIE FUKUDA: -- and keep (inaudible) for transit needs. Thank you very much.

MS. REGAN CHECCHIO: Thank you, Marie.

(Applause.)

MS. REGAN CHECCHIO: So next we have Paul Aikenhead. And in the queue Number 34 and Number 35. I am actually going to switch my arms. Here, I'll stand on this side.

MR. PAUL AIKENHEAD: Yes, my name is Paul Aikenhead. I'd like to mention what's called the urban ring transit corridor, which is something that's been well understood for decades and decades.

And I would also like to point out that that revised map as of today dissolves a significant portion of that corridor from Roxbury to Cambridge and on to Somerville.

There is existing in that corridor right now the CT2 bus and the 47 bus. Those are the only two bus routes that cross the Charles into Cambridge, and in one case goes on to Somerville. They're gone without a replacement.

This means that a very significant corridor that -- yes, a very significant corridor that connects high-tech employers -- and I can tell you from my daily commuting is very highly patronized. It's not there anymore.

So I urge you to consider this hole that I've noticed in the proposal and take note of the fact that there are no longer any buses on this map from Roxbury or Ruggles Street to Cambridge.

There are a lot of people who get off commuter trains on the Orange Line, other bus routes at Ruggles. They will no longer have the CT2 or the 47.

MS. REGAN CHECCHIO: Thank you, Paul. Hannah Belcher is next, and then I think in the queue is Number 35 and Number 36.

MS. HANNAH BELCHER: Hi, my name is Hannah Belcher. I'm on the town council in Winthrop. I'm going to try and keep it to two minutes, so I might talk a little fast. All right.

While Winthrop is markedly different in its layout and logistics from many other MBTA communities, our residents' reliance on public transit is no less important than those in areas with a larger population and ridership.

The MBTA received a letter from our council opposing the changes to the bus network in Winthrop. While we understand and appreciate the spirit of the project, Winthrop has not changed in the ways that necessitates such a drastic redesign of our bus routes.

This redesign cuts out an entire portion of Winthrop, almost 90 percent of the precinct that I represent. This design asks riders to walk up to two miles from the bus stop to their homes, our beaches, or the Deer Island HarborWalk.

It also fails to acknowledge the tight and crowded roadways of Winthrop posing public safety hazards as well.

As a representative of the town of Winthrop, I am imploring the MBTA to revisit the network redesign for the entirety of Winthrop with a focus on retaining service to the Point Shirley neighborhood, increasing the level of service and accessibility for our residents, and ensuring the efficient and safety of bus movement within our already strained roadways. Thank you for your time.

MS. REGAN CHECCHIO: Thank you so much for your comments. Okay, 35 is Evan Foss and then in the queue if we could have Number 36 and Number 37.

MR. EVAN FOSS: Hi, my name is Evan Foss. I'm an engineer. I live in Newton. I am concerned about the bus network redesign's map but also whether or not it will be compatible with Charlie buses in the event that the battery-powered buses you're looking to switch to don't work out.

In the map, you've already got part of the proposal for having two different types of bus because some of the bridges are too narrow. The point of buying the battery-powered bus, at least half of it was to have a single type of vehicle.

The other point was to be carbon neutral. Well, your battery-powered bus already needs to be retrofitted to have a diesel-powered heater added on, so it's not carbon neutral.

And then the model you chose, the XE40, one of those just burnt to the ground and melted to a bus facility floor out in Connecticut. So I'm really losing faith in that particular model of bus.

Paris and Stuttgart, Germany both tried battery-powered buses as well. They got -- forgive me for saying -- better safety records right now. And they've also had to pull them off from service after fires.

Please reconsider the trolley bus phase-out. Thank you.

MS. REGAN CHECCHIO: Thank you, Evan.

(Applause.)

MS. REGAN CHECCHIO: So Number 36 is Cameron Picton. And then in the queue we have Number 37 and Number 38. I'm going to switch to this side again.

MR. CAMERON PICTON: Hi. I just want to say I appreciate what you guys are doing. I am a resident of West Medford and have been for the past five years.

We have a bus that takes us to Davis Square, the 94, and that's going to be redirected. The bus that takes us to Lechmere, to the Green Line, and that's going to go. I think that's 80.

And I just say that it seems like a lot of people live around there, and it works great for us. And I would just hope -- I would just encourage if there's any chance to put those back, to not get rid of those, that would be really great. Thank you.

MS. REGAN CHECCHIO: Thank you so much, Cameron.

(Applause.)

MS. REGAN CHECCHIO: Louise Baxter, welcome. And then in the queue if we could have Number 38 and Number 39.

MS. LOUISE BAXTER: Okay, like I'm a member of the T Riders Union, and I've seen you often. We have questions on equity. We don't -- like cell phones, a lot of elderly don't have cell phones.

We feel a lot of the routes that are being taken are low-income routes. You talk about talking traffic away. It's been shown that when you take traffic away, that does not help the transit dependent when they take that out.

We think there's a negative equity issue because a lot of the -- like Bus 11 that has been cut in South Boston, is the one with the highest percentage of elderly and low income in South Boston.

You know, and 10 is cut somewhat too. 99, which is not being cut, and it has the lowest percentage of low-income people because they're cutting out stuff, supermarkets, to hospitals.

And like he talked about 47. My complaint is I use that to get to Boston Medical. We have a complaint of cut service for 11 too. New England Tufts Medical Center and Boston Medical, which are safety net hospitals that more of the poor people use.

And we think --- and like the T12, the connection where it would have made was in Mass Cass, a dangerous area that we have to think about. And we think you need to do much better on outreach, and not just say bus network design.

People don't know what that means. Put signs on the bus routes that are going to be done. I just talked to somebody the other day. She's elderly. She doesn't have the Internet, and she doesn't live in a housing project or senior housing, and this is really going to affect her.

And even talked about her bus driver doesn't know about it. So I ask you to extend the outreach, and I support the 55 people because I lived in Fenway one time. We feel equity is being ignored.

(Applause.)

MS. REGAN CHECCHIO: Thank you, Louise. Okay, next we have Anita Nagem. And then it's followed by in the queue is Number 39 and Number 40. So Anita?

MS. ANITA NAGEM: My name's Anita Nagem. I live in Medford. And first I'd like to say that re-evaluating the bus network is certainly a very worthwhile goal.

However, this proposal and the manner in which it was done, especially the public notification, have been unacceptable.

Every route in Medford and Somerville is either going to be eliminated or re-routed. Changes of this magnitude are not necessary.

I'm going to present you with a petition¹ signed by 2,026 people from Medford and -- who use the buses in Medford and Somerville who oppose these changes.

I have noticed the glowing terms in which you speak of both the plan development and your outreach process. And I am here to tell you that that shows how out of touch you are with the average bus rider.

There are a small group of us did outreach using our own resources on our own time. We spread the word about this proposal in Medford and Somerville.

¹ The petition presented is not included in this summary but has been catalogued with all comments for consideration.

Electronic messages at Park Street which flashed for a few seconds were completely inadequate. The announcements that you're making on the buses right now are usually inaudible, and they mean nothing to people who don't know already about the BNRD.

The details of this plan need to be made known to everyone. I have spoken with hundreds of people over the past few weeks. Fewer than five had heard of this independently.

Most people are stunned by the changes and by the lack of notification. And I hope you will consider the cynicism and lack of trust in government that this has fueled.

So many people have said to me, "Oh, they're just going to do what they want anyway, and they don't care about us."

You need to be putting posters in every T station and on every subway line. There should be flyers on every bus route that could potentially be affected. There should be notices at every bus stop.

There will be a cost involved, but it will be a drop in the bucket compared to what you have spent on consultants already. And that needs to be done before any finalization of this plan is done.

(Applause.)

MS. REGAN CHECCHIO: Thank you.

UNIDENTIFIED: Give her two minutes a signature.

UNIDENTIFIED: Yes.

MS. REGAN CHECCHIO: So are you Angela Murphy?

MS. MARY ANNE ADDUCI: Mary Anne Adduci.

MS. REGAN CHECCHIO: Oh, Mary Anne, I'm sorry. I'm sorry, you're next. And then in the queue we have Number 40 and Number 40, so apologies.

MS. MARY ANNE ADDUCI: I worked together with Anita, the previous speaker. And of that petition that she just turned in, I personally went door to door and collected 1,500 of those signatures. And I spoke to all those people.

(Applause.)

MS. MARY ANNE ADDUCI: Ninety-five percent of them were shocked, had no idea that this was happening. And the other 5 percent only heard about it because we had posted signs at all the bus stops.

And of those 10,000 that have sent in comments, you should check and see who was commenting on the 80, the 94, and the 96 bus because if you have a large percentage of people commenting on those buses, it's because of us.

The people who moved to this area many years ago and more recent ones moved here because of the transit service we had available in this area.

They have rearranged their -- they bought houses here. They've arranged for jobs. They've arranged for child care here. They've sent their children to local schools.

We have multiple senior housing in this area. We have Walkling Court in Medford. We have the Visiting Nurses Association building in Somerville. We have the Capen Court. We have Tempone Manor, and in Arlington Center we have a huge senior citizen population.

We're talking hundreds of seniors here, many of whom do not have cars and rely on these three routes that takes them around the city, not necessarily going to Boston, but to do errands around the city.

The senior center is in Medford Square. The supermarkets are on this bus route. Our library, we just built a huge library in Medford Square with an auditorium that has very limited parking.

So this bus, the 94 bus that's being cut off from Medford Square, would not allow people to go there.

We have Chevalier Auditorium which is an entertainment venue, limited parking. And Medford Square was also impacted by 93.

The traffic that comes off of 93 impacts Medford Square, so we need bus access to get people to Medford Square because they cannot drive there because they cannot park there.

MS. REGAN CHECCHIO: Thank you so much for your comments tonight.

(Applause.)

MS. REGAN CHECCHIO: Now Angela Murphy, right? Okay, and in the queue is Number 41 and Number 42. I'm going to switch sides.

MS. ANGELA MURPHY: Do you want me to hold it? Okay. My name is Angela Murphy, and I'm also with Anita and Mary Anne. I live in Medford, 66 years at the same house.

We moved in 1956 because my father worked for the T at the time and did not drive. Neither did my mother, and we moved there because of the buses, the 94, 96, and 80 in particular.

And growing up in Medford, we relied on those buses. Now I'm going to tell you other people we met taking the survey with all those names and this petition, we met a neighbor who is 86 years old, who is still able to use a walker and get to his bus stop at the corner of Winter Street and George Street.

If that bus stop is moved, he literally loses his independence to get anywhere in Medford. Another person I know -- and I'm not just talking about Medford; I work in Woburn -- is myself.

I heard the 134 is being affected. If that bus is being affected, I will not be able to get to Woburn because I (inaudible) driving now. I don't drive a lot of places and everything. I'm 71.

And my income will be nil because I'll have to quit my job. Another one I heard is in Woburn also is the 354. An autistic woman who takes the bus every day because she can't drive will take that bus.

Her bus stop is going to be moved. Her routine and her livelihood is gone. My grandson, another autistic child, he lives on Cambridge Street.

He wants to get a job at the Burlington Mall. If his bus route that goes by his house is moved or eliminated, he can't drive.

And another young girl who goes to Arlington Catholic cannot take the 80 bus to Arlington Catholic any more to go to school. You're not helping people by moving these buses or eliminating them.

So basically if it ain't broke, and a lot of people -- and you've got over 2,000 signatures there saying it ain't broke -- don't fix it.

(Applause.)

MS. REGAN CHECCHIO: Thank you so much, Angela. Helen Schwickrath?

MS. HELEN SCHWICKRATH: Yes.

MS. REGAN CHECCHIO: I had a cheat sheet.

MS. HELEN SCHWICKRATH: That's okay.

MS. REGAN CHECCHIO: And in the queue, I'll note it's Number 42 and Number 43.

MS. HELEN SCHWICKRATH: Hi, I'm Helen Schwickrath, and I had the honor of working with Anita over the last two weeks collecting signatures for Somerville.

But when I first learned about these changes, and I was speaking to people on the bus, the 89, which is slated for elimination, and there's no if you take the 89 now, this is what you do in its place. There's no replacement on this.

So I was explaining to riders well you need to go up to Medford, get off the bus, cross the street. I don't know if there's going to be shelter there in inclement weather. But then come down on the bus into Davis Square.

Response: how am I going to get to work? How and I going to get to the doctor? How am I going to meet up with my friends? Why are they taking my bus away from me?

I moved to this community, this part of Somerville, because of the 80 and the 88. This is -- and somebody else, "I don't have access to a supermarket without the 80 and the 89. What am I supposed to do?"

So you're hearing a lot about this, and I really appreciate the support that the government from Somerville is giving us and also Pat Jehlen, Christine Barber, and all the other reps who have been involved in being very responsive to their constituents. So thank you. So somebody else can have a couple extra seconds.

MS. REGAN CHECCHIO: Thank you so much, Helen.

(Applause.)

MS. REGAN CHECCHIO: All right, so Paul Bamberger (phonetic). And in the queue if we have Number 43 and Number 45 actually.

MR. PAUL BAMBERGER: Do you mind if I hold it? Okay, thanks. Hi, I'm Paul Bamberger. I live on Grove Street in Medford. I live with about 11 other people. Most of us do not own cars.

I am objecting to the elimination of the 80 and the re-routing of the 94. We use those buses every day. We get it at the corner of High Street and Boston Avenue.

The 80 is a pretty frequent route. They're talking about eliminating it. Oh, before I forget, I wanted to completely support all those amazing petitions that the other Medford residents got. That has got to mean a lot to you if democracy still means anything these days.

Those petitions should be given a lot of weight. Don't eliminate the 80. Just don't eliminate it. That's crazy.

The other fallback position we have is that if you have to eliminate the 80, increase the 94 to be a frequent route like every 20 minutes. But really, we hope that you can find a way to keep both the 80 and the 94. Thank you.

MS. REGAN CHECCHIO: Thank you very much.

(Applause.)

MS. REGAN CHECCHIO: I'm going to step to the side just to get my next list. Sorry, everyone. So 43, Joe Burgio. And then in the queue we'll have Number 45 and Number 46.

MR. JOE BURGIO: Hi. I like to talk to people, not to the camera. I'm hearing a lot of really interesting stuff today. I'm a Somerville resident. Been living there most of my life.

I've been taking the 87 and 88 since I was a teenager to visit my friends in Somerville. We hear a lot about increased frequency, but what does increased frequency mean on a route that you take away, you know?

(Applause.)

MR. JOE BURGIO: Access, we talk about access here from in the city of Somerville and our neighborhoods to the core city in downtown where there are jobs and everything.

But we have these great new Green Line stops. You're taking away the bus that gets you to the Green Line stop. Somerville is a long, dense rectangle.

We've heard from some of you but not from you about the trips that people take within their communities. I'm going to hit retirement age during the implementation plan, and I'm going to depend more and more on these kind of short-run trips.

And you're taking away the 87, the 88, the 89, which I used to ride to work all the time. There are people on -- parents with kids, commuters, students going to the Orange Line. There's shopping, businesses, healthcare providers all along that route.

It's going to go away. So I'm really advocating don't take away service. Bring service in everywhere. That's great. Safe service, fast service, we want that. But we don't want to lose service.

We really don't want to lose service. It means a lot to a lot of people, and it enables them to live better, fuller lives. I mean it's -- and I want to advocate to you guys, keep up the fight, keep (inaudible).

MS. REGAN CHECCHIO: So we are at time.

MR. JOE BURGIO: Okay, but thanks a lot. I appreciate you.

(Applause.)

MS. REGAN CHECCHIO: Thank you so much. So Number 45, Will Justice? And in the queue we have Number 46 and Number 47 please. Will?

MR. WILL JUSTICE: All right, so my name is Will Justice of Reclaim Roxbury and also T Riders Union. So we're noticing a lot of changes are going for people who are not from here, and you're trying to bring people here and accommodate them, and they're not even here yet.

And the funny thing is I'm finding it hilarious that it's not just my neighborhood now. I'm like wow, okay, so you're just disrespectful to everybody. I mean, because we're used to it.

I mean, look at what they did to Eggleston. They have no means to -- it used to be a stop on the L. And the L was taken away, and now they have no means to get downtown except for going way around a convoluted way.

It's so funny to me that now we have this whole no communication at all with any of these communities. It's like literally you all are making these decisions here and never talk to the people.

When are you going to come to the people and talk to them and figure out hey, what would you like? I mean, it's kind of like your job, but whatever. Like, if I didn't do my job, I'd get fired.

But you know what I'm saying. Somehow, you're not doing your job but you still have one, and I don't get it. And I don't understand how this is able to continue to happen over and over again.

I mean, we're saying the same things over and over again. Why don't you have community people here in position to give their input and to have more outreach? Why are we not having this outreach? It's like you don't care.

No, it's not like you don't care. I know you don't, and that's the problem. Like, you know what I'm saying. When are you all going to start actually stepping up and doing your actual job or else maybe you should be replaced? That's all I got to say.

MS. REGAN CHECCHIO: Thank you, Will.

(Applause.)

MS. REGAN CHECCHIO: What number are you?

UNIDENTIFIED: I'm 47.

MS. REGAN CHECCHIO: Okay, is there 46?

UNIDENTIFIED: Yes.

MS. REGAN CHECCHIO: I'm sorry, did I go out of order? So Ed Cutting and then 47 in the queue and 48 in the queue.

MR. ED CUTTING: My name's Ed Cutting. I came in from Wakefield. And as you probably know, it takes a lot for us to come into the city. This is the first time in three years I've been inside the Suffolk County line.

I am opposed to -- yes, I did see the little URL on the bus the other day. Means nothing to me. There has been little to no coverage at all in -- I'm talking about Route 136, Route 137 which run up from Melrose through Reading.

And as I -- like I said, it's been very -- it's been (inaudible). I'm a good researcher. I couldn't find much about what's going on other than as best I can tell you're eliminating North Ave.

You're talking about developments, things that developed. What 50 years ago was the old Reading dump is now a large retail establishment.

Jordan's Furniture, if you're driving down 128, you can see it. There's a shopping center there. There's Staples and so forth. There's two supermarkets across the street, all sides -- restaurants and so forth, all kinds of places where low-income people work.

They need a bus to get there or they ain't going to have a job because employers aren't tolerant. So you need to have frequent service. You're talking about eliminating it.

A little bit further south, the other side of 128, there are two -- three, three brand new big, five/six story, multi-family transit-oriented developments.

As been mentioned by sort of lawyers where they're trying to do a zoning change, that there are six more on the other side of the street they plan to put in where the Lord Wakefield is.

Wakefield is considered a transit-oriented community, a bus-oriented community. How can we be that without a bus?

Okay, a second issue, I question your racial statistics because you're talking about population versus usage.

Third, the train is not ADA accessible. The Greenwood Station comes -- The first step goes right here. That's not ADA accessible.

So you are replacing an ADA accessible bus with a non-ADA accessible train. Thirty-two years after the passage of the Americans with Disabilities Act, I do not believe that is legal. Thank you.

MS. REGAN CHECCHIO: Thank you, Ed.

(Applause.)

MS. REGAN CHECCHIO: So Anne, Anne Barker? And then in the queue, Number 48, and then we are going to skip to Number 63 from 48, so --

MS. ANNE BARKER: Hi, I'm Anne Barker. I've lived in the Fenway for 41 years. And I'm here for the 55 bus and for service on the 39 bus on Huntington Ave.

There are some good things about the proposal, the frequent service, the same schedule seven days a week. I think that's huge.

But if the goal is to have fewer transfers, if we don't have the 55 bus, people have to take a bus to Kenmore and that means a one-seat ride becomes a two-seat ride.

If you want to transfer, then the two-seat ride becomes a three- or a four-seat ride. It just becomes so inconvenient.

And I think the proposal, it looks like to me that it's been put together for the benefit of commuters. And that's fine. They need better routes to go to work.

But those of us who live in the community, we need our local buses. We need to get around on the local buses. We need the 55, and we need the 39. And people have to think about, you know, what everyone's needs are.

If there's a need for the LMA to Kendall, then that can be a separate route. But let us have our 55 with full service and with going to downtown.

MS. REGAN CHECCHIO: Thank you, Anne.

(Applause.)

MS. REGAN CHECCHIO: So Raymond Nagem, is that correct? And then in the queue, we will have Number 63 and Number 64 in the queue.

MR. RAYMOND NAGEM: I'm a Medford Hillside resident. I ride the bus and the MBTA subways every day. In Medford Hillside, 96 branch to George Street will be cut. 94 Branch on High Street will be cut. 80 bus will be eliminated.

Those are not improvements to the MBTA system. People rely on those buses. I understand high-speed, long bus routes are important. But the branch routes, the small routes, also important.

We have to have multi-scale transportation. Subways are great for long rides. Buses should go through neighborhoods. I ride the bus. People are not there for a good time. They need those buses, right?

Nobody rides the bus for pleasure. And it's -- they go to the bank, right? So I would just say don't eliminate the small, what you might think are inefficient routes. They serve people, and they should be part of the network. Thank you.

(Applause.)

MS. REGAN CHECCHIO: Thank you, Raymond. So Mela Bush. And then in the queue we have Number 64 and Number 65.

MS. MELA BUSH: So I am Mela Bush, and I am the director of transit-oriented development in the T Riders Union at ACE, Alternatives for Community and Environment.

Today, myself and some other members of the T Riders Union are here to talk about a few things. First of all, low ridership is --

MS. REGAN CHECCHIO: One second. This is switched off.

MS. MELA BUSH: Thank you, Darren.

MS. REGAN CHECCHIO: Thank you, Darren.

DARREN: You're welcome.

MS. REGAN CHECCHIO: I'm sorry, do you mind starting again, just so they can hear you?

MS. MELA BUSH: So my name is Mela Bush, and I am the director of transit-oriented development in the T Riders Union at ACE, Alternatives for Community and Environment.

There are a number of things that rise to the surface here. First of all, the outreach has been flawed, and it has -- I've been out for this week and last week speaking to people Nubian Square and other places.

And every single person for the past three weeks actually has said, "I have no idea what you're talking about," and, "What do you mean?"

And then there were little W's and T's with another letter of the alphabet at the end that I don't want to bring up. And so they're very concerned that they are not going to be able to get to where they're going.

So I'm going to bring up a few examples. The 14 was mentioned here.

And we should honor our veterans more than saying we're going to cut the entire segment of Route 14 that runs from VA Hospital to Nubian Square out with no replacement and tell people to take the Green Line and 66 or the T39 that's going to Porter Square now to get stuck in traffic, bogged down and cause more climate change and greenhouse gas emissions.

So that's not -- we went for a ride with T staff and showed them everything on the 14 bus route that was necessary, whether it was senior housing -- and that segment has a number of senior housing facilities -- as well as schools that are -- people won't be able to get to.

The 29 bus, I have no idea why they did this. The 29 bus was invented. The route was invented, and it ran concurrently with the 28 bus.

But it went through and looped through the Franklin Field housing projects so that people -- and I need to go on a little further because you all interrupted my time with the mic change.

MS. REGAN CHECCHIO: We reset it. We reset the time, Mela. So if you could just conclude your remarks, just to be fair to everyone.

MS. MELA BUSH: Okay. Yeah, so the 29 bus is now going to start at Ashmont, go through the projects, and take people back to Ashmont Station.

It currently runs down Blue Hill Ave. from Mattapan to Jackson Square. And that bus was done like that for safety. I have to tell the reason for this bus.

MS. REGAN CHECCHIO: Okay, and then we'll wrap up.

MS. MELA BUSH: Seniors live at the back of that housing project, and they made that loop through there to get them back out so they could connect in a food desert to get groceries and things like that, so that they wouldn't be mugged in the housing projects.

Nobody just wanted to ride around on a bus and go to Ashmont Station. They've never done that before.

MS. REGAN CHECCHIO: Okay --

MS. MELA BUSH: I'm going to submit a letter ---

MS. REGAN CHECCHIO: So we do have to conclude.

MS. MELA BUSH: We have not -- oh, also the 15 bus. I know you're moving away from me with the mic so I'm going to talk a little louder.

The 15 bus that runs at 4:35 a.m. is being cut out. It is a special bus that gets people to jobs at the airport. It goes to Haymarket.

But because it was confusing to the planners, they said oh let's fix that 15 bus and get rid of it. And so it's things like this in this plan that are not working. It's not being done right.

And a system-wide open house at Bowling building had 21 people. And what is this? This is not representative of the riders that are going to be cut off from everything, medical care, school, and everything else.

MS. REGAN CHECCHIO: Thank you for your comments.

MS. MELA BUSH: Thank you very much.

(Applause.)

MS. REGAN CHECCHIO: I also do want to emphasize tonight that we are also accepting still written comments through Sunday, especially I know there's a lot of details, and two minutes is not an extensive amount of time to get through all of the details.

So we really encourage written comments as well as the verbal comments tonight. So 64 is Adam Shaw? Do I have that right? And then 65 and 66 in the queue please.

MR. ADAM SHAW: Hello, my name is Adam Shaw. I live in Roxbury, and I wanted to say that I feel like my neighborhood of Roxbury isn't being really well represented in this redesign process.

I'm going to give two examples, one general and one that's personal to me. The first is that we have two main transportation hubs in Roxbury, Nubian Station and Ruggles Station.

And they are connected by seven different bus routes. And this redesign process would cut that number from seven to one. So our two busiest transportation hubs in our neighborhood would only be connected by one bus route.

And then my personal level is that I'm a student at UMass Boston, and I have figured out five different ways to get to UMass Boston from Nubian Station, and I've used all five.

All five would be altered or even erased by this redesign process. They are the Number 47, the Number 41, the SL5 access to Ruggles Station, and the Number 8.

And the one that would mainly affect me is the Number 41 that directly services JFK/UMass.

I also want to say that I'm not opposed to the expansion of public transportation. I'm studying to get my bachelor's degree in environmental science at the moment.

So I'm a massive supporter of public transportation and its environmental help. But I feel like the way that things are going, these high-profile incidents that keep happening on the MBTA, on the subway lines, is just going to continue to erode trust in the system.

And if that is not resolved before this redesign goes into effect, people are going to be too scared to take the train. They're going to be too scared to take the bus.

Eventually it's going to reach a point where the state of Massachusetts has a state-wide empty bus network and a crumbling train station.

MS. REGAN CHECCHIO: Thank you, Adam.

(Applause.)

MS. REGAN CHECCHIO: Okay, so Number 65 is Mark Millman and then --

MR. MARK MILLMAN: Can I speak? I prefer to speak from here, thank you. I came with one point tonight, but listening to the comments, other things have come up.

The point I came to make, which I've made before, and will make again because I think it deserves frequent repetition, is that long-distance, high-frequency bus routes are the ones most subject to bus bunching, which badly affects reliability.

I think that you have the technology -- I don't want the microphone, thank you.

MS. REGAN CHECCHIO: Okay.

MR. MARK MILLMAN: I think that you have the technology in place, but you need to devote more labor hours to reducing bus bunching. (Inaudible).

A number of people here have said that more transfers do not make for a simpler or easier route for users. I have to support that.

Furthermore, it's become apparent that the change in the system to prevent a half-hour -- sorry, excuse me, a half-mile minimum walk to an access point, especially in the face of increasing climate change and associated changes in weather, possibly needs to be reconsidered.

One more thing that I would recommend reconsidering is that from everything I've heard and seen, the MBTA appears to be moving from a grid system to a hub and periphery system. And I think perhaps more attention needs to be given to a grid approach. Thank you.

(Applause.)

MS. REGAN CHECCHIO: Thank you, Mark. So Number 66 is Nicholas Johnston. And in the queue we have 67 and Number 68 please.

MR. NICHOLAS JOHNSTON: Hi, yeah. I'm Nick Johnston. I live in Medford, specifically the West Medford area. There's a lot of sort of stated goals that I really appreciate about this bus redesign and a lot of numbers that look very good.

And I don't have the data to dispute that at all, and I'm glad to hear that there are a lot of positives. But in my own little corner of the world, there are also a number of things that I'm kind of worried about, as everyone is.

So for me in the West Medford area, I cannot afford a car, and that's not looking to change any time soon. I rely entirely on the bus network right now. There's no T stop around me.

And for me, the really excellent and best routes there that have been right next to me are the 80 and the 94. The re-routing of the 94 is going to make it much less convenient to get to, often harder, and at times as other people have mentioned of inclement weather, borderline impossible to get to, which cuts me off from Davis Square, which cuts me off from visiting friends, which cuts me off from just kind of getting around.

And the removal of the 80 does the same thing. You know, it prevents access to the Green Line, which feels strange given its recent expansion.

And yeah, just basically I'll be relying exclusively on the 95. So the sort of feeling of increased service is definitely not reaching me, where two of my three buses are either gone entirely or much more difficult to get to.

The change to the 94 will also really negatively impact my commute to work and make it much more difficult. And yeah, other folks here have said a lot of what I'm saying before, but I just kind of wanted to add one more voice to it.

I've been very impressed with the efforts a lot of people have put forward. You've all spoken really well, so thank you very much for that. And thank you all for your time.

MS. REGAN CHECCHIO: Thank you, Nick.

(Applause.)

MS. REGAN CHECCHIO: So I have 67 is Patrick Sewell (phonetic). And Number 68 and Number 69 in the queue please.

MR. PATRICK SEWELL: I'll hold it. Thanks. My name is Patrick Sewell. I live near Forest Hills in Roslindale. I really support this project. I think it really adds a lot to the network as a whole.

And every time I review it, I notice that I have more connections than I had before. Forest Hills gains a direct one-seat ride to Harvard Square. That's incredible. And a direct one-seat ride to Boston Medical Center where my spouse works. So I really support that.

However, I do have a specific point I'd like to address. In West Roxbury and Roslindale there is the --

MS. REGAN CHECCHIO: (Inaudible.)

MR. PATRICK SEWELL: I guess so. The 35 and 36 are shown in your marketing materials as dark blue, meaning that they will run every 15 minutes from 5 a.m. to 1 a.m.

However, in talking with your staff, I've learned that that is not the case. Because these are overlapping routes, they are only planned to run every 30 minutes each, so combined every 15 minutes, from 6 to 10 p.m.

I find that very misleading, and I really believe that you should plan to deliver the service you've shown in the marketing materials.

You should not present this as something that runs from 5 to 1 a.m. when it's not actually planned to do that.

Forest Hills needs late-night service. There are a lot of people that come through Forest Hills late at night, and I am one of them.

I often take the train that arrives there around 11:10, and then I have to wait about 20 minutes to get any bus. And so you really should deliver the service that you've shown in your marketing materials.

Secondly, I'll affirm what the gentleman said a couple speakers ago. Bus bunching is a real problem, and especially it's going to be a real problem if you're trying to use two routes to meet that level of service.

Please find a way to deal with bus bunching, especially where routes overlap. You have a great opportunity here. There are a lot of overlapping routes, especially on Washington Street in West Roslindale.

Please find a way to spread them out and increase the overall level of service. And finally --

MS. REGAN CHECCHIO: Okay, actually, you're at time, yeah. Thank you.

(Applause.)

MS. REGAN CHECCHIO: Okay, so we have Number 68, Brenda Howard (phonetic). And in the queue we have 69 and 70.

MS. BRENDA HOWARD: I'm here to discuss a little bit about the 39 and the 55 bus, but it's already been discussed already, so I won't go into a big, long spiel about that.

But my heart does go out for all these people sitting in this room with petitions. And I think you need to listen to these people. What I heard here is awful, that their bus route might be cut.

I've taken some of these buses. And to see these people come in there on a hot day, and whoever sits up there makes these decisions. It's disgraceful.

And I was just told this data just came out about this meeting and about these bus routes today, some of these changes.

MS. REGAN CHECCHIO: So no, this has been out since May.

MS. BRENDA HOWARD: Well, I think it's about the meeting in here that was supposed to come about.

MS. REGAN CHECCHIO: No, this has been announced since May 16.

MS. BRENDA HOWARD: Well, there's something about the data.

UNIDENTIFIED: The data collection.

MS. BRENDA HOWARD: The data collection.

MS. MELA BUSH: Two days ago.

MS. BRENDA HOWARD: Two days ago.

MS. MELA BUSH: On the twenty-sixth to support these changes.

MS. BRENDA HOWARD: Yeah.

MS. MELA BUSH: It was just posted on mbta.gov.

MS. BRENDA HOWARD: Do you see what I'm talking about? Yeah.

MS. REGAN CHECCHIO: Okay.

MS. BRENDA HOWARD: So that's a disgrace. So I don't know how these people can sit here and make changes, and all these people here are getting older, disabilities. Some people may be blind. Some people have all kinds of things wrong.

And all you sit there and make changes, could care less about people. It's all about the money. Thank you very much.

MS. REGAN CHECCHIO: Thank you, Brenda.

(Applause.)

MS. REGAN CHECCHIO: So I have Number 69, Ishraq Boutaleb? I'm sorry. And in the queue Number 70 and Number 71.

MS. ISHRAQ BOUTALEB Hi.

MS. REGAN CHECCHIO: Sorry, wrong hand.

MS. ISHRAQ BOUTALEB: Could I hold it? Hi, this is Ishraq Boutaleb. I am here on behalf of the 55, and I am an organizer with Fenway CDC. And I am also here in solidarity with Reclaim Roxbury, T Riders Union, Somerville and Medford communities.

I just want to emphasize I think a lot of great points have been made, and I want to emphasize that across all of these comments there are very common themes, many of which include seniors being neglected and underrepresented.

As part of this process there is the issue of bus bunching. There is a lot that has been said about our routes that serve low-income communities that are being removed or service reduced over there.

And the 55 falls in line with some of those. And a lot of us from the 55 coalition have attended many of your meetings, and we have not felt heard. And unfortunately, not many of the people who do use the 55 or care about the 55 were able to make it here.

As Councilor Bok mentioned, the 55 once could bring people here right outside. And that no longer is the case. That is why I would like to present feedback submitted in the form of a petition² to speak upon the comments of those who were unable to make it here.

We call on the MBTA to include Copley Square as part of the re-routing of the 55 because without Copley Station, the 55 would not be what it is.

And therefore the increased frequency in service which we appreciate would no longer be applicable. Thank you, and I really do hope that you listen to what everyone else had to share, because we shouldn't be doing this.

² The petition presented is not included in this summary but has been catalogued with all comments for consideration.

MS. REGAN CHECCHIO: Thank you so much.

(Applause.)

MS. REGAN CHECCHIO: Thank you. We have number 70 is Tom Favaloro. And then Number 71 in the queue, and I think that's our last sign-up for tonight, but -- oh, there's more in the back? Oh, I'm sorry. My fault. Hold on one moment. Thank you. Tom?

MR. TOM FAVALORO: Thanks for listening. I take the 354 in Woburn every day. We'll be going from one bus to no buses. I know it stinks to go from like multiple to fewer, but that's what's going on in our neighborhood.

I will say what I've noticed -- I've printed out a bunch of flyers and given them to people on the bus. And I haven't heard anyone say that they knew that this was coming.

I do think like when it comes a bus, the people that are on there, you know where they are. You know they can't go anywhere. I do think letting people know that this specific bus that you're on is slated to be cut would go a long way.

So I think that's like the main thing that I'd like to see happen. You know, I think when you're on the bus, and you hear hey, better bus network coming, it's easy to think like okay better, that sounds good.

I guess that sounds great. It's not obvious to people that better means their specific bus will be gone. So let people know. Thanks.

MS. REGAN CHECCHIO: Thank you, Tom.

(Applause.)

MS. REGAN CHECCHIO: 71 and then in the queue is Number 97. And is there anyone else who has a ticket that I've missed?

UNIDENTIFIED: (Inaudible.)

MS. REGAN CHECCHIO: Yes, because I missed a whole sheet of paper. I am so sorry. So let me try that one more time. It will be 71 and then in the queue will be 80 and 81. I'm sorry. So, yep, no, it's okay. So Eileen?

MS. EILEEN MAGUIRE: I'm Eileen Maguire, and I live in the Fenway area. But I am not standing here as one person. I am standing here as 125 senior citizens who live in St. Cecilia's House on Kilmarnock Street.

I was only in the lobby today for about four hours, and I got 50 people to sign a petition to save our 55 coming to Copley.

In order to do that, I translated it into nine different languages that are represented in my building alone, nine languages. I have not seen the MBTA print out anything in Russian, in Ukrainian, in Albanian, in Creole -- in Spanish, yes -- Portuguese, Mandarin, Cantonese.

That's who I represent. Trying to inform them about this was insane. I had to get other residents to translate for them. So the communication has not been clear.

I spent one day going up and down Boylston, Brookline Ave., looking for where the talk at the station or something. I couldn't find it. I called. I e-mailed. Where is it? Where is it? I don't know. There was no communication.

The other thing I want you to do is close your eyes and imagine your mother or your grandmother living and having to walk a half mile to get to a bus, a half mile.

What if she just had knee surgery? Have to walk a half mile. It's disgusting that I live in the city of Boston, and I can't get to downtown without walking -- well, now I have to walk eight tenths of a mile to get to Fenway, because I'm not going to take the bus to Kenmore, which is a seedy station.

And don't have me go there. You would not have your mother go there at ten o'clock at night. I have to walk to Fenway in order to get to downtown Boston, and I live in Boston. That's sad.

(Applause.)

MS. REGAN CHECCHIO: Thank you so much. So in the queue we have 80 and 81. And my apologies for missing that sheet earlier. Did not mean to create confusion. Omriqui Thomas?

MS. OMRIQUI THOMAS: Hello. I just wanted to say thank you for doing all this work. I have a few comments, one of which I really appreciate the increased frequency on the T39 between Central Square in Cambridge and Longwood.

But the fact that that goes to Porter and the 91 is eliminated I am disappointed in, as a direct connection between Central and Sullivan is very important in my opinion.

I also believe that the 83 going to Central rather than Kendall is very important. Currently the 351 has two buses. And there are a lot of routes with overcrowded buses.

It would be great if at least one of those buses could be used on a route that actually gets more ridership. I talked to a driver that had only five riders throughout the entire afternoon peak.

The 86 and 66, Dawes Island and Harvard Square is already overcrowded. But with the 86 terminating there as well, that will become even more of a problem. So they could maybe stop at Water House at Mass. Ave. and loop Cambridge Common like the 71 and the 73 used to do.

The 62 and 76 need full-time frequency including on weekends, especially for people at Hanscom Air Force Base. That's their only way to get downtown. And having that service only on weekdays isn't very helpful.

I also agree that the trolley buses would be very helpful. And with battery-assisted trolley buses, that could help with things like the 77 so they wouldn't have to wait and charge.

And the 71 could use -- could charge while in motion and then continue on the rest of the 70 past Watertown Square. Speaking of which, the fact that there's both a 70 and a T70 bus is very confusing.

I have more thoughts. I made a YouTube video about this with my friend Jacqueline (phonetic) who's sitting back there. That is at Omriqui.com, O-m-r-i-q-u-i dot com. Thank you for your time.

MS. REGAN CHECCHIO: Thank you.

(Applause.)

MS. REGAN CHECCHIO: I will also note that if people do have questions about the routing, and if there's anything that's confusing or have questions, Rob and Chillini (phonetic) are at the table. And they're there to answer questions.

We also do have all the materials tonight in multiple languages. I know for the woman who had comments for her building, if you want to bring any resources, we have those resources at the sign-in table.

They're available I think in nine languages, so feel free to grab some, and staff can help you with that. Okay, Number 81 is Gregory O'Bannon, followed by now what I believe will be the last comment of the night which is 97, unless I skipped someone again. No? Okay, Gregory?

MR. GREGORY O'BANNON: Hi, good evening, everybody. I am Gregory O'Bannon. I am a bus driver at the Cabot garage, and I want to speak against these new bus proposals.

One of the routes that we have to take to get to Ruggles Station is the 47. And if you cut the 47, we have to take two buses to get to Ruggles Station. So that's the first thing.

And we don't have -- operators are not allowed to have cell phones, so relying on the subway system is also a bad idea.

So for example, so it takes us about 20 minutes to get to Ruggles. If we get off at Nubian, we have to take one of the eight buses that go to Ruggles.

The second thing is I also do the 500 routes that go from Boston to Watertown, to Waltham. The problem I have is you can't have -- let me see. The 61 can't do all four of those routes because the problem is 553, 554, 556, 558 all go different directions.

So that's the problem. So the 553 and 554 both go the same direction, and they split off at Watertown -- not Watertown, Waltham Center. The 556 goes to Waltham Highlands. And I think the 558 goes to Riverside.

So they all go different directions, and the 558 serves Bemis, which is a part of Watertown.

And the last thing I have to say is I'm looking at the people who are doing the proposals. There's no one who looks like me, not person of color, but a bus driver. We know the routes. We know everybody that goes on the bus.

We know what buses are crowded at what time, and we know what would work and would not work. And I'm just sad that no one's listened to us.

And lastly, you have the extended Number 4 bus. There's nobody on the Number 4 bus. I did that before. Sometimes I ride up and down. There's no one on the 4 bus, but you want to extend it up the seaport up to North Station. No reason why.

MS. REGAN CHECCHIO: Thank you. Thank you, Gregory. So Number 97, Mo Genesis (phonetic)?

MR. MO GENESIS: How are you?

MS. REGAN CHECCHIO: I'm fine, Mo.

MR. MO GENESIS: Thank you. So hi. My name is Brother Mo. I am a local brother frp, the Boston, Mass. area, born and raised here. And it seems like a lot of issues have been touched on. And I've been having my share of issues.

And I got so many issues that I could go on for days, but if I could speak on one that is bothersome to me is in my neighborhood where I live in the Mission Hill neighborhood, very interesting section of town.

I'm on the borderline of Jamaica Plain, Roxbury, and Brookline. Bus routes that I have to take all the time are like the 39, 66, 60, the 14. So I'm going to focus more on our vets, because I don't know if -- I've heard that somebody might have mentioned them.

But I want to talk about our vets in the VA hospital and the MBTA that circulates around that area. Now we here in this country, I've seen year in, year out every Fourth of July, everybody gets ready.

And they put their red, white, and blue on, and they talk about how much they love this country. But all year I seen how these vets in this country are treated.

They are in front of 7-Eleven asking you for change, and you walk by them like they are literal pieces of shit. Excuse my French. And they fought for your rights to have everything you have today.

So I think it's our duty to make sure that that 14 bus, the 39, the Green Line, and everything that services our vets to the VA hospital, they deserve that.

And if we have to argue about that in 2022, how far have we come as a country? So I live in that neighborhood, and I see what these drivers are going through.

And I just need our drivers to be on the same side. I have plenty of family members who work for the T. A lot of such have retired. That means they did their time.

I have friends that I went to school with that are still working for the MBTA and family members. And they see the problem.

I know once upon a time the MBTA used to put people through like a psychological test just to get that position. Now whatever the T is going through today, they have a lot of new T drivers who are causing chaos on these streets, and I'm one of them where the MBTA police knows my face and name.

They have pictures of my ID. I've been mistreated like a lot of other people have been mistreated. So how can they turn around and tell us one second that if someone's telling you, "Listen, I don't have enough cash to get on; I don't have cash on me right now," and they kick us off, that's a problem, because last time I checked, they weren't supposed to do that.

They're not supposed to do that, and they're doing this every day, every day, every single day. When I was an essential worker, I was working, and I dealt with these same -- put that mic right back here. I was working on these issues --

MS. REGAN CHECCHIO: We are at time.

MR. MO GENESIS: Can you please put the mic back? We need people like you to do your job correctly, even you. You're not above the rules, lady. So like I'm saying, I'm talking, and don't cut me off.

MS. REGAN CHECCHIO: We do have to wrap up the remarks.

MR. MO GENESIS: I let you talk to other people that had the floor longer than me. I know what I'm saying is offending you. But speaking about the vets in this city --

MS. REGAN CHECCHIO: I'm just going to ask you to wrap up your remarks.

MR. MO GENESIS: I need you to put the mic back so I can say my piece, and I need you and her not to cut me off. That's not why you're here. Do your job.

Like I was saying, we have a lot of problems in this city, and they need to be addressed. And I'm not going to let people try to silence me and tell me I can't talk long enough for what I should say.

There's just something going wrong in this city. And I've met plenty of Black, white, and Latino people that are from this city. And we are tired. We are tired of being mistreated.

I'm sitting here watching bus drivers even kick students off the bus because they don't have fare. So you guys got to get your stuff together, whoever's in charge of the MBTA. What you're doing -- can you please put the mic back?

MS. REGAN CHECCHIO: We do have to wrap up, just to be fair to everybody.

MR. MO GENESIS: Yeah, this is the problem in America. This is the problem. We got people like you two, mostly white women, who think they're above the law. This is why Amber Heard lost a court case.

White women in America need to know that what they're doing is wrong. This doesn't mean every white woman in America is wrong.

But white women like this, people --- you see him and her? See these two? They're the problem in our country. So who got the balls? Because I got the balls to stand up and say what they're doing is wrong.

What they're doing is wrong. And they treat everybody wrong. It ain't about Black folk. And now that white people being treated wrong, what's the problem now? Welcome to the game. Welcome to the game. Welcome to the game. They call my people [REDACTED]. I'm looking at you white people (inaudible).

MS. REGAN CHECCHIO: I do want to --

MR. MO GENESIS: That's it. Tell them I said that.

MS. REGAN CHECCHIO: So I do want to thank everyone for their comments tonight. And I really do want to emphasize there is still time to provide feedback, and we are accepting written comments. I am now going to turn it over to Doug to provide some closing remarks.

UNIDENTIFIED: We want to thank -- 55 wants to thank the seven-day-a-week service. Thank you. Forgot to say that.

MR. DOUG JOHNSON: Thank you. Thanks for that comment. Appreciate it. Another comment? Yeah.

MS. OMRIQUI THOMAS: The other thing that I just remembered is that especially with these increased transfers, it's really essential that we have a fair system that does not make people pay extra when they have to make more than one or two transfers. Thank you.

MR. DOUG JOHNSON: Thank you very much. Yeah, thank you all very much for attending this meeting and giving your comments. Certainly been a humble experience listening to everyone's concerns and feedback on this.

And I just want to assure everybody that we take this extremely seriously, and we are going to review every single comment that came in throughout this process and make meaningful changes to the map based on all of the feedback that you've given us, both here tonight up until the end of the month and throughout the last three months of public outreach that we've done.

Thank you all very much for coming tonight. We really appreciate it. And thank you for helping us make the new bus network better.

(Applause.)

(Adjourned)

APPENDIX D: PUBLIC ATTENDANCE

July 26 Virtual Public Hearing

A total of **205** people attended: **195** signed in and **10** called in.

First Name	Last Name
John	Alessi
Paula	Alexander
Terry	Altherr
Alison	Altman
Tori	Antonino
Romy	Armiger
Kira	Azulay
Charles	Bahne
Paul	Bamberger
Anne	Barker
Eleanor	Barnes
Louise	Baxter
Laurinda	Bedingfield
Lincoln	Belliston
Eugene	Benson
Amy	Bernstein
Deidre	Best
Maile	Blume
Theresa	Bonanno
Peter	Bowman
Jeffrey	Breitenfeldt
Jerry	Britto
Sue	Brown
Kathy	Bull
Willie	Burnley Jr
Mela	Bush
Susan	Butler
S	C
Jim	Cann
Debbie	Canoa
T	Chan
Chris	Chiotasso
Miriam	Cohen Franzen
G	Collerone

First Name	Last Name
Joseph	Collins
Jack	Connolly
Liam	Cook
David	Coughlin
Josh	Coughlin
Audrey	Cunningham
Margaret	Dalton
Larry	Dalton
Lee	Dalton
Chris	D'Aveta
Marilyn	Davidson
Annmartha	DeMichaelis
K	Desmond
Jason	Desrosier
Jay	Dharia
Lenards	Diggins
S	Don
Norma	Egan
Janice	Ellison
Andrew	Elnatan
Ryan	Erik
Yanxi	Fang
Thomas	Farrell
Janine	Fay
Larry	Feig
Julia	Forster
Evan	Foss
Jolie	Frazer
Clark	Frazier
A	G
Jim	Gallagher
Jing	Gao
Tiffany	Garcia
Juanita	Gibson

First Name	Last Name
Jennifer	Gorgone
Melinda	Green
Crystal	H
Sarah	Haberlack
Jamie	Hall
Brian	Halter
Michèle	Hansen
Jared	Hicks
Greg	Hill
Charles	Hinds
Ali	Hiple
Heather	Hoffman
Kevin	Honan
William	Horka
Kirstie	Hostetter
Maryfran	Hughes
Timothy	Hutama
Kathy	Hynes
Hala	Jadallah
Mea	Johnson
Nicholas	Johnston
Matthew	Kennedy
Heyne	Kim
Alexandra	Kleyman
Edward	Kotomori
Bill	Kriebel
Enid	Kumin
Emily	Lalka
Tom	Lamar
Debbie	Lane
Tyler	Lew
P	Lewey
Bradley	Lewis
Emily	Lin
Sebastian	Luu
Karen	Lynch
Charles	M
Owen	MacDonald
Stephen	Mackey

First Name	Last Name
Ashley	Maggiacomo
Jessica	Majano
Pearse	Martin
Emmett	McKinney
Amber	McMahon
Margery	Meadow
Matt	Metzger
Wendy	Mifflin
Mark	Millman
Cherai	Mills
Karen	Molloy
Albert	Moquete
Olivia	Mullen
Anita	Nagem
Byron	Nash
Betsy	Nelson
Noelle	O'Brien
Liz	O'Connor
Lauren	O'Neal
Samantha	Ormsby
J.C.	P.
Vitor	Pamplona
Daniel	Pascal
Erwin "Alex"	Paxtor
Cameron	Picton
Martha	Podren
Elaine	Quinlan
Rafeya	Raquib
Brad	Rawson
Courtney	Reed
Andrew	Reker
Maria	Rivera
Art	Robert
Andrew	Rodgers
Laura	Rodriguez
Amy	Roschelle
Elly	Rouse
Janice	Rozanski
Alex	Rutfield

First Name	Last Name
Betty	Saccoccio
marie	saccoccio
Trent	Sandland
Katie	Schaffenberger
S.	Schur
Conor	Semler
Kyle	Serena
Erin	Shaughnessey
Brian	Shea
Bill	Shelton
Clare	Sheridan
O R	Simha
Joel	Southall
Barrett	Steinberg
Paula	Sterite
Dimitria	Sullivan
Jim	Sullivan
Thomas	Sullivan
Dennis	Sullivan
Maricarmen	Sullivan
Adam	Sweeting
Allison	Taylor
Rachel	Thibault
Omriqui	Thomas
Laura	Travis

First Name	Last Name
Michael	Van Devere
Ben	Van Vort
Quinn	Vanderbeck
Jose	VillegasJose
Julian	Wang
Lena	Webb
Stacy	Weisfeld
Rebecca	Weizel
Anna	Welland
Carolyn	Whiting
Jay	Wilberforce
Lawrence	Willwerth
Hla Hla	Win
Stephen	Winslow
Glenna	Wong
Alan	Wu
Stefan	Wuensch
Tom	Yardley
Meghan	Young
Wig	Zamore
Greg	Zeltt
Stefan	Zukin
Nadia	
Kalpana	

July 28 Public Hearing at 10 Park Plaza

A total of **60** signed in.

First Name	Last Name
Mary Anne	Adduci
Paul	Aikenhead
Kennedy	Avery
Anne	Badked
Anthony	Baez
Paul	Bamberger
Christine	Barber
Louise	Baxter

First Name	Last Name
Anna	Bedleman
Hanna	Belcher
Kenzi	Bok
Kinga	Borondy
Ishraq	Boultaleb
Joe	Burgio
Meil	Bush
Elvira	Castillo

First Name	Last Name
Ed	Cutting
Magie	Dsouza
Tom	Favaloro
Evan	Foss
Marie	Fuklads
Eugens	Gobby
Daniel	Habte
David	Hebo
Ali	Hiple
Brenda	Howard
Many	Howard
Dennis	Jackson
Pat	Jehlen
Nick	Johnston
Will	Justice
Matthew	Kennedy
Brenda	Kew
Madeline	Lee
Tyler	Lew
Houxuen	Li
David	Lumpkins
Eileen	Maguire

First Name	Last Name
Robert	Mann
Tom	Martha
Mark	Millman
Angela	Murphy
Raymond	Nagen
Rachel	Olugbemri
Roy	Palmeri
Cameron	Picton
Katharine	Poug
Alison	Pultinas
Niall	Renyolds
Rafeya	Requib
Helen	Schwickrath
Patrick	Sewell
Adam	Sha
Omriqui	Thomas
Kristeen	Treece
Tracey	Utani
Erika	Uyterheven
Cassie	White
Bill	Wright
Sarah	Zettek