



Bus Lane & Bus Stop Enforcement

MBTA Board
April 24, 2025



Camera Enforcement Legislation

New law enacted in January 2025

MBTA, RTAs and municipalities can now use cameras to enforce:

1. Parking in a bus stop (\$100 fine)
2. Standing/parking in a bus lane (fines range from \$25-125)

No change: The law still does not authorize moving violations (e.g. operating in a bus lane) using automated enforcement

Revenue: Enforcing authorities **cannot** retain fines as revenue and may only cover the costs to launch and operate the enforcement program. Net revenue must go to the MA Transportation Trust Fund. In short, this will be a cost-neutral program.

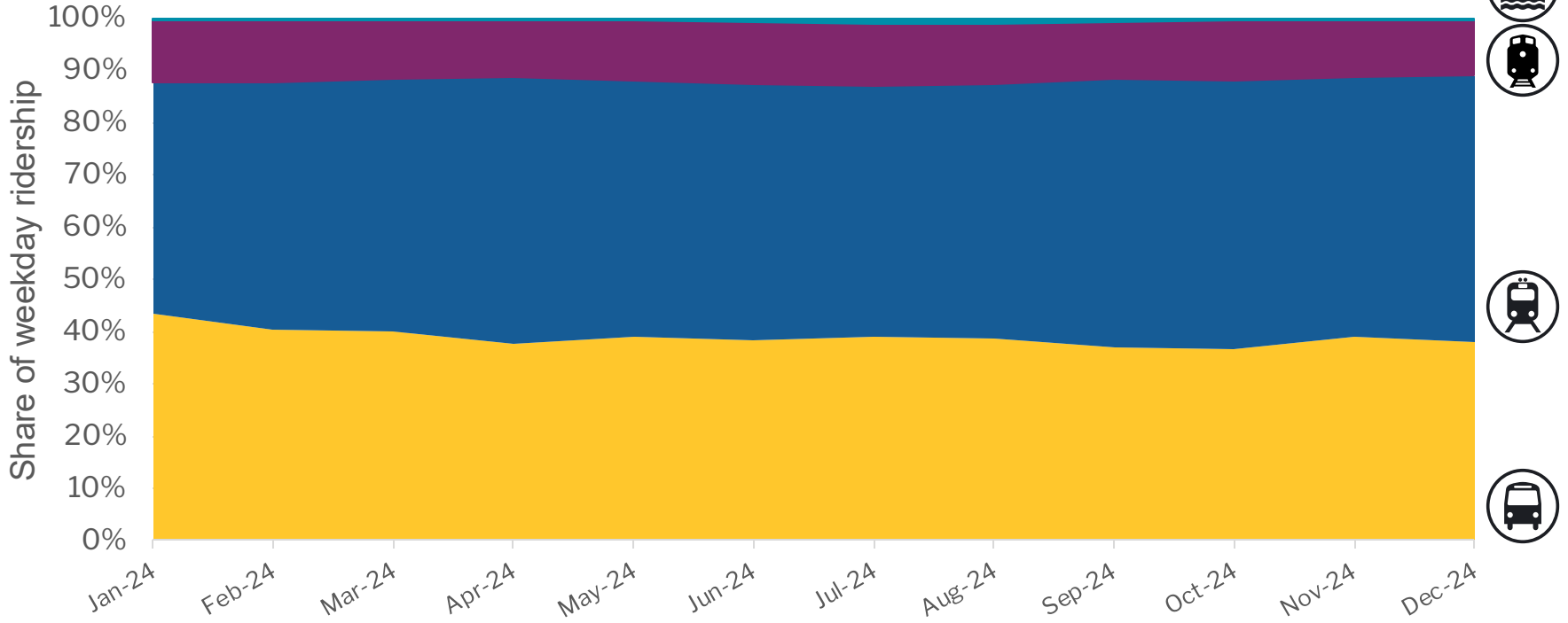
What kinds of camera enforcement do our peers use?

	 MBTA	 NYC	 Philly	 DC	 Chicago	 Oakland	 SF Muni	 LA MTA
Parking/standing in a bus stop								
Parking/standing in a bus lane								
Operating in a bus lane								
Automated system								

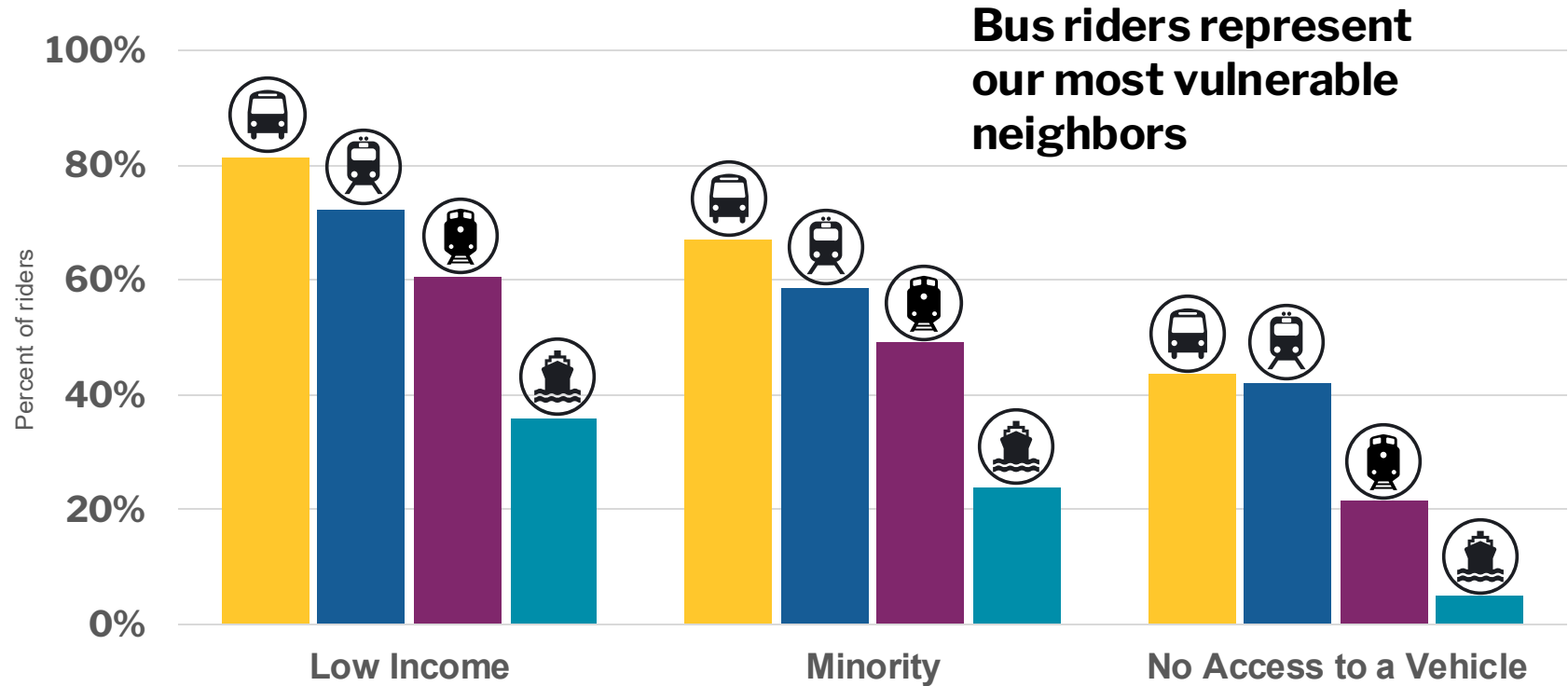
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Why does enforcement matter?

Nearly 40% of daily riders use the bus



Who is onboard?



Blocked bus stops are unsafe

When drivers block any of the MBTA's 7,000 bus stops:

- Riders with mobility devices are prevented from accessing service
- Riders onboard may have to disembark onto the city street
- There is an increased risk of collisions
- Passengers risk being struck by vehicles

Accessibility requires clear curbs.



Slow traffic means delayed buses



BOSTON

Boston traffic delays ranked 4th-worst in US, 8th-worst worldwide, report shows

On average last year, Boston drivers spent about 88 hours in traffic, creating frustration as well as a loss of money

By [Jericho Tran](#) • Published June 25, 2024 • Updated on June 25, 2024 at 6:18 pm

As regional car traffic has worsened, bus service **costs the MBTA more to deliver.**

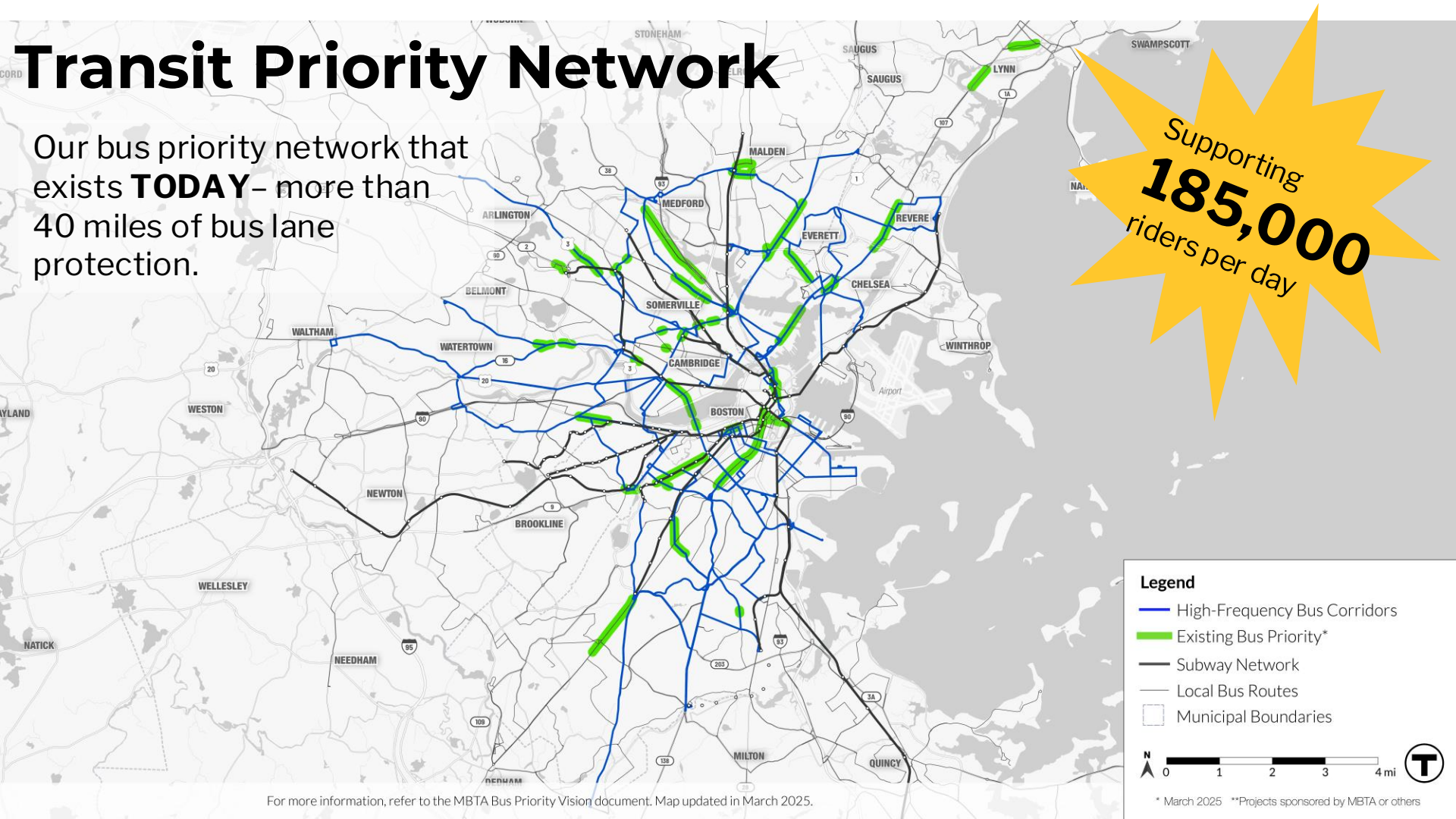
The MBTA must use 1 out of 3 new operators hired in the next year just to keep schedules the same, against growing traffic.



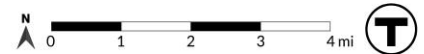
Transit Priority Network

Our bus priority network that exists **TODAY** – more than 40 miles of bus lane protection.

Supporting
185,000
riders per day



- Legend**
- High-Frequency Bus Corridors
 - Existing Bus Priority*
 - Subway Network
 - Local Bus Routes
 - Municipal Boundaries



For more information, refer to the MBTA Bus Priority Vision document. Map updated in March 2025.

* March 2025 **Projects sponsored by MBTA or others

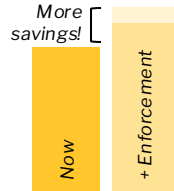
Today: bus lanes save riders A LOT of time

The MBTA's network of bus lanes **saves** the equivalent of

21 years
of wasted time annually



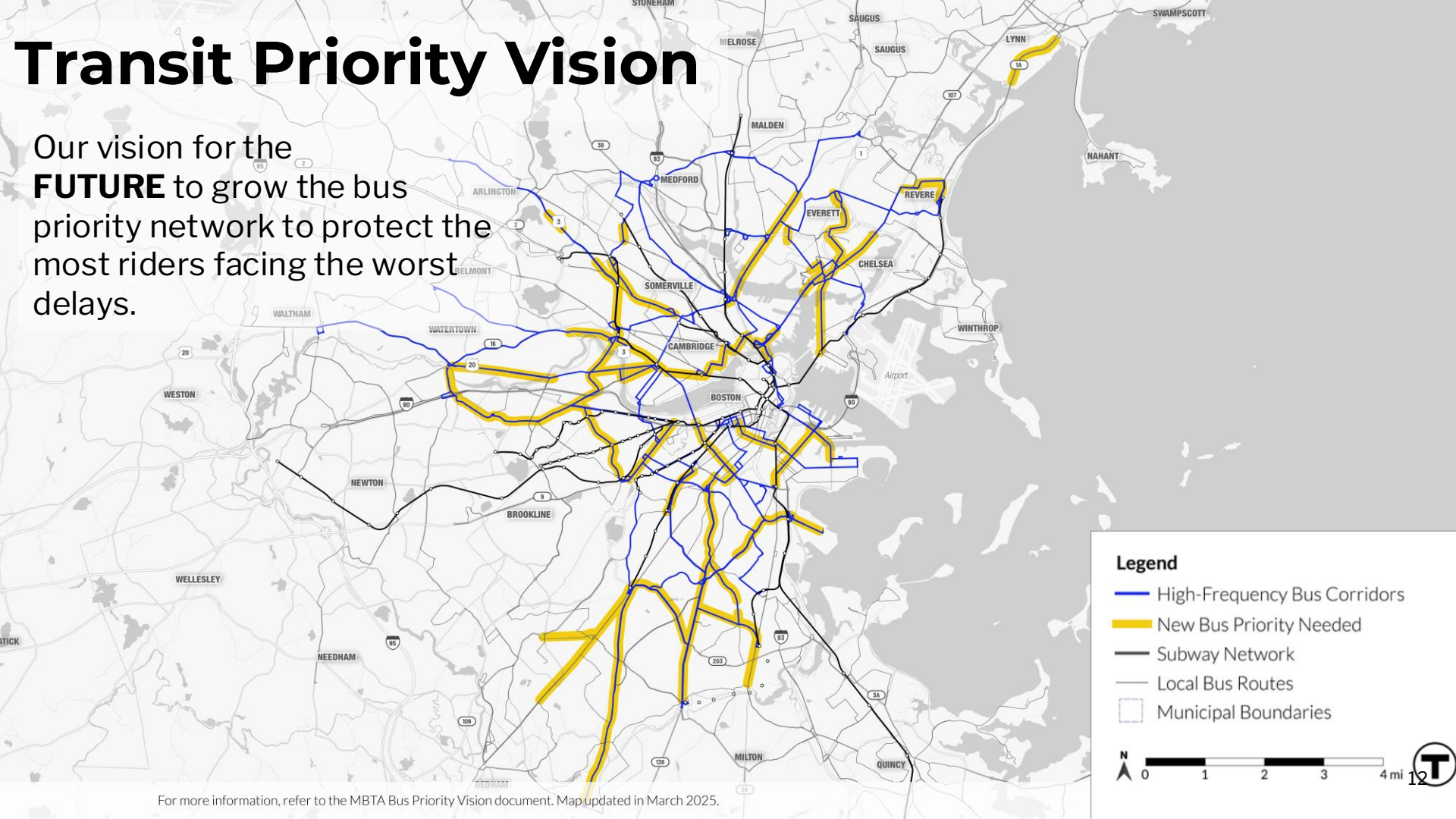
+15-25%
additional savings
anticipated after
enforcement

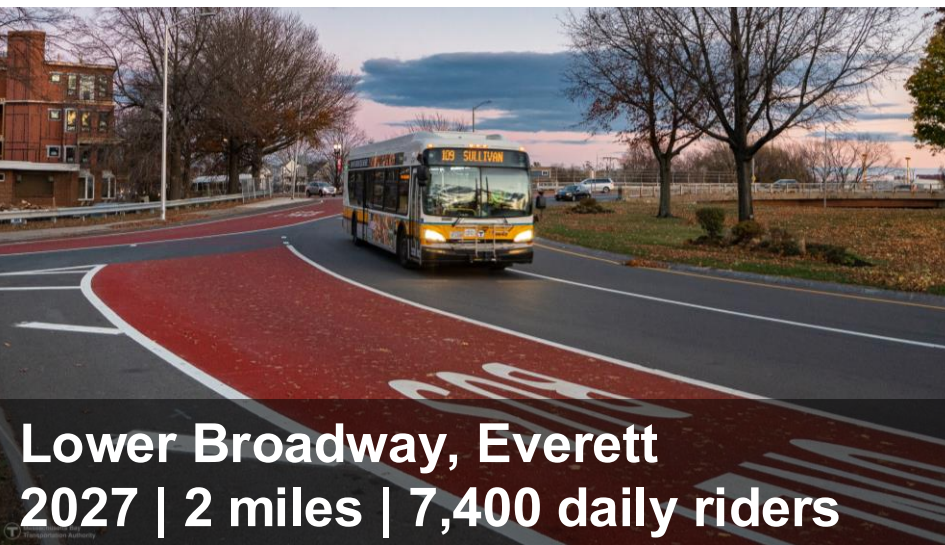


Municipality	Miles of bus lanes	Passenger hours saved per day	Time saved per year (hours)
Arlington	0.2	18	4,702
Boston	14.8	318	94,108
Brookline	0.5	11	3,240
Cambridge	2.6	49	14,782
Chelsea	3.3	2	481
Everett	1.7	41	11,053
Lynn	1.4	8	2,539
Malden	1.1	23	7,003
MassDOT	12.1	117	34,589
Medford	1.2	0.2	62
Revere	0.9	5	1,444
Somerville	2.9	38	11,390
Grand Total	42.8	570	185,394

Transit Priority Vision

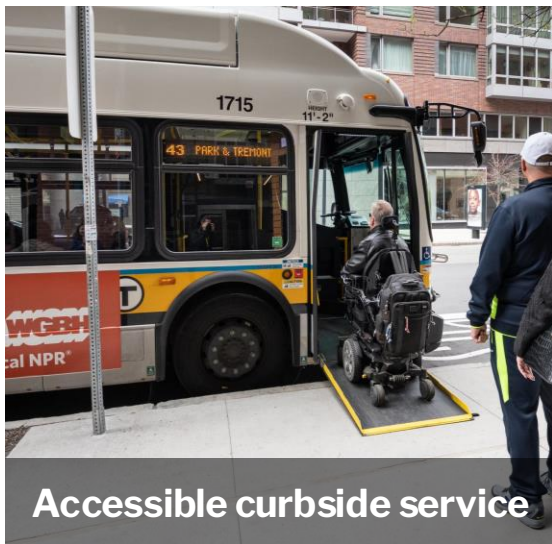
Our vision for the **FUTURE** to grow the bus priority network to protect the most riders facing the worst delays.



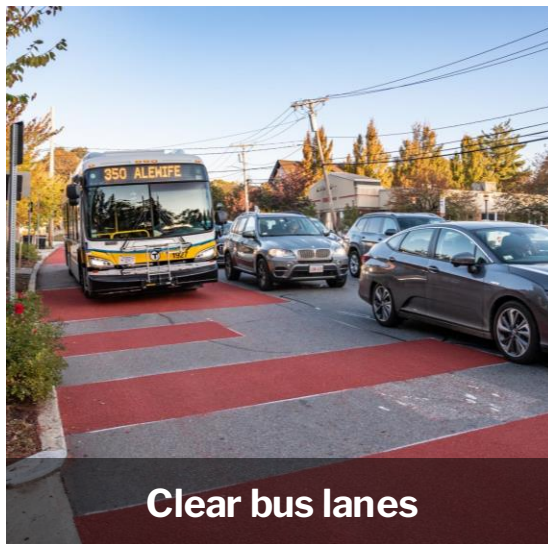


Safe and equitable transit requires clear access

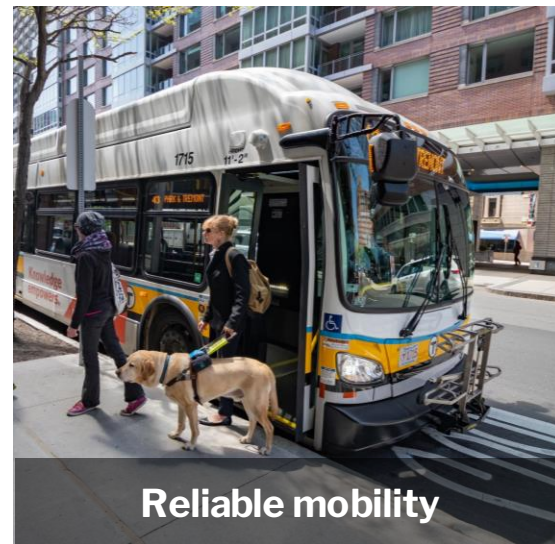
Riders with disabilities require access to the curb, blocked bus stops results in curtailed mobility



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Implementing Regulations

MBTA developing implementing regulations

- MBTA to regulate fine levels, appeal procedures, warning criteria, standardized forms and notices, and reporting standards
- Regulations will apply to all enforcing authorities including MBTA and any RTAs and municipalities that opt in
- Stakeholder outreach includes RTAs, key municipalities and affected MBTA/MassDOT divisions including Transit Police and RMV
- Public rulemaking process to begin in June, will include public hearing and comment period
- Requires vote of Board of Directors to close out process

Step	Start Date
Finalize legal/initiate exec. branch review	May 2025
Begin regulatory process with Sec. of State's office	May 2025
Open 21 day public comment period ahead of public hearing	June 2025
Public hearing	Late June 2025
Incorporate public feedback, seek final exec. branch approval and seek board vote to adopt regulation	July/August 2025
Regulation becomes final	2-4 weeks after board vote

Stakeholder collaboration

Project team engaged multiple internal and external entities during the drafting of regulations

MBTA Stakeholders

Policy and General Counsel
Bus Operations
Systemwide Accessibility
Technology Innovation
Vehicle Engineering
Customer Experience
Information Technology
Commercial Strategies
Transit Police
Safety

External Partners

Municipalities
RTAs
Accessibility Advocates
Transit Advocates

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What will enforcement look like?

Key features of MBTA program

Two types of camera enforcement:

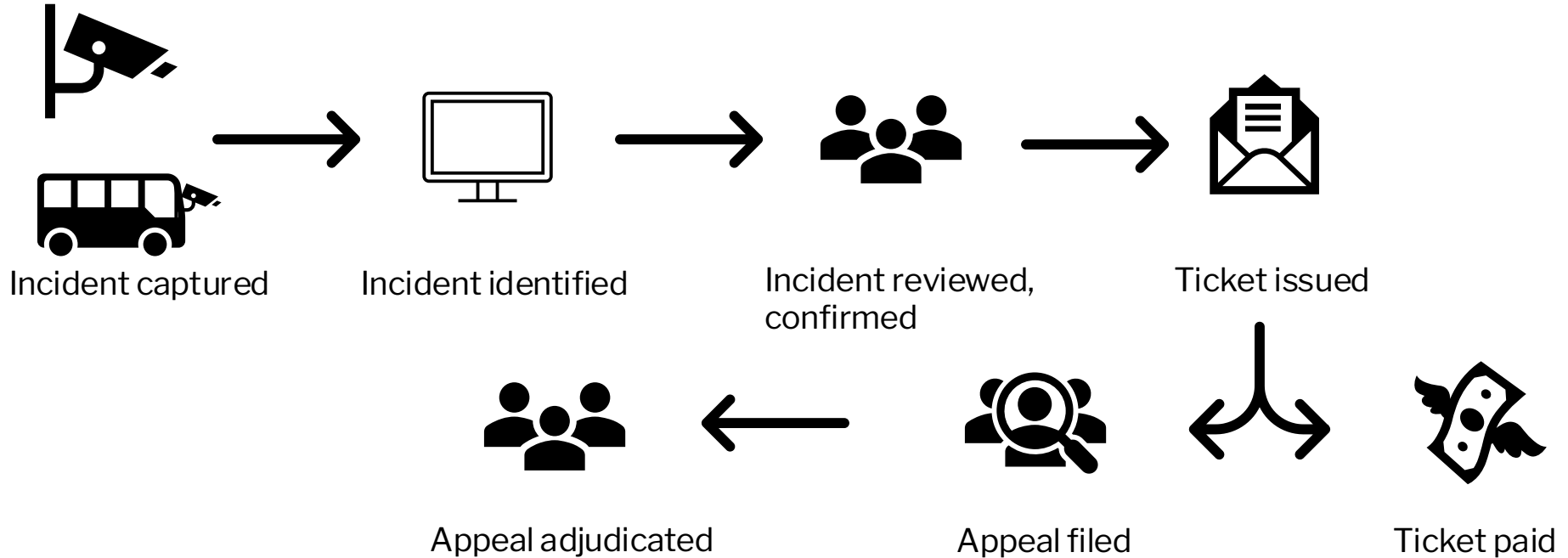
- MBTA/RTA bus-mounted cameras
- Municipally-led wayside cameras at stops/plazas

Ticketing process:

- All infractions will be centrally reported and managed
- All incidents are reviewed by a human before being sent
- Tickets will be sent in the mail
- There is an adjudication process if someone wishes to appeal
- Mandatory 60-day public education period before fines can begin

The goal is delivering on our promise of *safe and accessible bus service.*

How a ticket is issued and resolved



Launch Roadmap: What's coming next

☑ **Draft Regulations—April 2025**

☑ **Technology RFI—April 2025**

Adopt Regulations—Summer 2025 →

Technology RFP—Summer 2025

Installation begins—Fall 2025

Public education period—Fall 2025

Soft launch—Late Fall 2025

Program expansion—January 2026

MBTA Board Action:

MBTA Board will need to adopt regulations to formally launch the bus-mounted camera enforcement program, we will bring these in the late summer



Appendix

Why does enforcement matter?

- **MBTA currently serves over 7,000 stops** and a growing network of more than **42 miles of dedicated bus lanes** across **11 municipalities**, with 50+ miles planned by 2030
- Bus lanes are a cost-effective way to move more people more efficiently.
- They are only as effective if they remain clear of obstructions
- **Blocked bus stops are a safety risk**, especially for riders with disabilities.
- When a bus cannot reach the curb, riders can be forced to exit in the middle of the street or are prevented from accessing the bus service entirely.
- Until now, **enforcement has been largely dependent local police** support and the approach has varied by municipality without a standardized statewide rule.

Protecting our riders from illegally parked cars is essential to delivering safe and reliable service.

What is the expected volume of tickets?

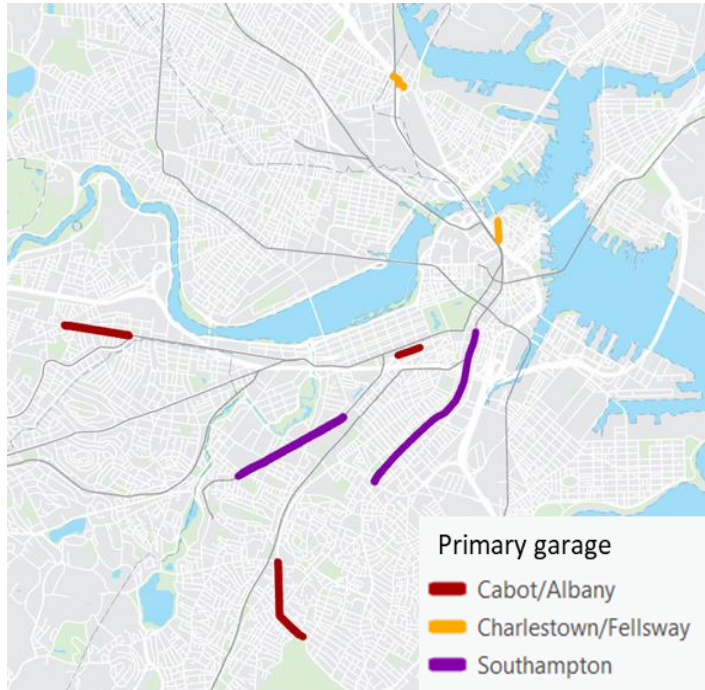
This will be part of the work we do while developing the RFP.

Peer agencies have reported widely varying figures, in part due to the very different structures, sizes, ages and authorities of their programs.

Some examples include:

- NYC DOT/MTA: 600,000 citations, \$40M in revenues (2021)
 - 38 miles of bus lanes, 123 camera-equipped buses
 - 191 fixed camera locations
- WMATA/DDOT: 147,000 citations, \$15M in revenues (2024)
 - 12 miles of bus lanes, 100-140 camera-equipped vehicles
 - 3,000 bus stops

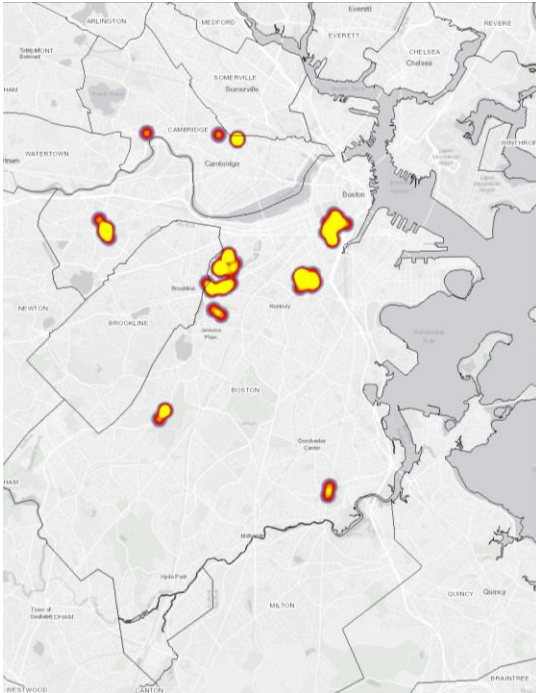
Planned early lane enforcement



Planned Phase 1 Corridors for Bus Lane Enforcement:

- North Washington St
- Silver Line, Washington St (SL4/5)
- Brighton Ave
- Huntington Ave
- St. James (Clarendon & Dartmouth)
- Sullivan Square
- Columbus Ave (Phase I)

Planned early bus stop enforcement



Planned Phase 1 Bus Stops: Preliminary analysis considering reported instances of blocked stops that are near a major healthcare center (higher accessibility impact)

Prioritization (Draft)	Stop Name
1	Massachusetts Ave @ Albany St
2	Washington St @ Worcester St
3	Chinatown Gate
4	Massachusetts Ave @ Washington St
5	Washington St @ Tufts Med Ctr
6	Washington St @ Massachusetts Ave
7	Massachusetts Ave @ Harrison Ave
8	Washington St @ Essex St
9	Kneeland St @ Washington St
10	Albany St opp Boston Medical