Massachusetts Bay Transportation Authority

Better Bus Project Update

Fiscal and Management Control Board
February 4, 2019
Overview

This presentation will update the Board on the Better Bus Project work plan including a summary of the materials that were shared with the public on January 28th, including the 47 near-term proposals. The Project Team welcomes the Board’s feedback on this update.

- Provide update on Better Bus Project process map
- Highlight analyses, reports, and proposals available to public
- Review of examples of near-term proposals
- Review key next steps, including decisions and implementation timelines
## Better Bus Project Process Map: Update

<table>
<thead>
<tr>
<th>Continuous Change</th>
<th>Analysis</th>
<th>Proposed Near-term Changes</th>
<th>Multi-year Investment Strategy</th>
<th>Future Network Redesign</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Phase 1</strong></td>
<td>Phase 2</td>
<td>Phase 3</td>
<td>Phase 4</td>
<td>Phase 5</td>
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<tr>
<td>✓ Early morning pilot</td>
<td>✓ 1st round public/stakeholder/operator outreach</td>
<td>✓ Ongoing: Municipal and state official outreach</td>
<td>✓ Jan 28: Release route profiles</td>
<td>✓ Nov: RFP posted</td>
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<tr>
<td>✓ Late night pilot</td>
<td>✓ Review existing service</td>
<td>✓ Jan 28: Release State of the System Report</td>
<td>✓ Feb: Discuss multi-year investment strategies for FY20</td>
<td>• Feb: Consultant award</td>
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<tr>
<td>✓ SL3 service expansion</td>
<td>✓ Jan 28: Release near-term service proposals</td>
<td>• Jan 28 to Mar 13: 2nd round public/stakeholder outreach</td>
<td>• Mar: Finalize FY20 resource request</td>
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<tr>
<td>✓ Dedicated bus lanes</td>
<td>✓ Jan 28 to Mar 13: 2nd round public/stakeholder outreach</td>
<td>• Apr: FMCB vote: Go/No-go</td>
<td>• Apr: Selection of FY20 investment level by the FMCB</td>
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<tr>
<td>✓ Transit signal prioritization</td>
<td>✓ Additional resources</td>
<td>• Early-May: Build new schedules and routes</td>
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<tr>
<td>✓ Signal optimization</td>
<td>✓ Dropped trip task force</td>
<td>• Fall: Implementation</td>
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<td>✓ Quarterly goals</td>
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Recommendations & Analysis Released on Jan. 28th

All proposals available online on at mbta.com/betterbus

Near-Term Proposals (47)

Route Profiles (180)
Market Analysis (1)

Overview of Transit Demand

- Underlying travel demand is strongly related to six factors:
  - Economic and Demographic: Focus on areas with high density of residents, employment, and economic activity.
  - Land Use: Residential and commercial areas with high demand for transportation services.
  - Travel Habits: Commuter patterns and travel times.
  - Public Transportation: Availability and accessibility of public transportation options.
  - Environmental: Impacts of environmental factors on transportation demand.

State of the Bus System (1)

- Analysis of current bus system performance:
  - AM Peak Frequency
  - PM Peak Frequency
  - Midday Frequency

- Identification of areas needing improvement:
  - Reduced service frequency in low demand areas.
  - Increased service frequency in high demand areas.

- Recommendations for system optimization:
  - Implementing real-time data collection and analysis.
  - Enhancing bus stop accessibility.

- Future planning and development:
  - Expansion of bus routes.
  - Integration with other transportation modes.
Methods to Communicate Scale of Change

All proposals available online on at mbta.com/betterbus

All Routes Affected by Proposals

Summary of All Changes
Recap: Principles for Change

All proposals available online on at mbta.com/betterbus

Keep Proposals Cost Neutral

$ = $

Consider route changes that improve bus service, without requiring additional resources to implement the proposal.

Combine Similar Services

Combine routes that serve the same areas in slightly different ways to create a more reliable and frequent service that’s easier for our customers to use.

Minimize Route Variations
Reduce route variations that create customer confusion, serve few people, and do not impact vulnerable populations who do not have other alternatives. This creates faster and more reliable service for customers that’s easier to understand.

**Shorten Unproductive Sections**

Many routes are very long with sections that have little to no ridership, or have other service options. By shortening routes, we provide customers on the remaining service with increased frequency and reliability.

**Straighten Routes**

The less a bus needs to turn or deviate from a straight path, the faster it will travel. This makes bus routes easier to understand while also provide faster and more reliable service for our customers.
Additional Examples of Near-Term Changes

All proposals available online on at mbta.com/betterbus

More Consistent Travel Pattern: Route 36

- Provide a more consistent travel pattern by reducing the number of route variations
- More frequent service to VA Medical Center/Hospital
Faster & More Reliable: Routes 448 & 449

Faster, more reliable service between Boston and the North Shore with all service starting/ending at Wonderland
Better Connections: Routes 26 & 27

Improve neighborhood connectivity between Ashmont, Codman Square and Mattapan
BBP Public Engagement Completed to Date

- State House Briefing
- Transportation Advocates Briefing
- Municipal Staff-to-staff Briefings (ongoing)
- Municipal Leadership Briefings (ongoing)
- Street Team at Andrew Station (1 of 6)
- Open House at Boston City Hall (1 of 7)

*Complete meeting schedule available online on at* [mbta.com/betterbus](http://mbta.com/betterbus)
Total Impact for Proposed Near-term Changes

- **47 proposals** that affect 63 of our 180 routes across ~35 communities
- **2,000 passenger hours saved each weekday**, or 509,000 weekday hours a year
- **8,000 new bus rides every weekday**, or over 2 million new rides a year
- **At least 30,000-45,000 of weekday bus riders positively affected** by these proposals
  - 14,000 of weekday bus riders will have a faster trip
  - 32,500 of weekday bus riders will have a shorter wait time
- **A small subset of riders will be inconvenienced** by these proposals
  - 786 of weekday bus riders will be further than ½ mile from bus or other MBTA transit service
  - 3,000 of weekday bus riders will have to transfer who didn’t before

*All proposals available online at mbta.com/betterbus*
## Key Next Steps

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
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<tr>
<td>✓ December 10</td>
<td><strong>FMCB Presentation</strong> – Part 1 Work Plan Review, Overview of State of System and Market Analysis</td>
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</table>
| ✓ January 28 to March 13          | • Kick off Round 2 of public engagement  
• Release Market Analysis  
• Release State of the Bus System Report  
• Release Near-term Change Proposals  
• Release Route Profiles                                                      |
| March                             | **Action:** **FMCB Propose FY20 Budget**                                                                                                     |

*All proposals available online on at mbta.com/betterbus*
Appendix: Near-Term Proposal for Route 36

Route 36

You asked for buses that come on time & more often

Our proposal
- Provide a more consistent travel pattern on Route 36 by reducing the number of route variations
- More frequent service to VA Medical Center/Hospital

Why we believe in these changes
- Creates a single main route variation to Millennium Park with late-night service to Rivermoor Industrial Park
- About a 10-minute shorter wait time for 503 (17%) riders at Millennium Park and VA Medical Center/Hospital
- 8 passenger hours saved and 38 new passenger trips each weekday

Trade-offs
- About a 2-minute longer wait time for 2,359 (79%) riders between Forest Hills and Charles River Loop
- About a 1-minute walk for 226 (8%) riders from Charles River Loop to the nearest stop on Spring St.

10 minute shorter wait time for 503 (17%) riders at Millennium Park and VA Medical Center/Hospital
8 passenger hours saved each weekday
38 new passenger trips each weekday

All proposals available online on at betterbus.mbta.com/proposals
Appendix: Near-Term Proposal for Routes 448 & 449

Route 441, 442, 448, & 449

You asked for buses that come on time & more often

Our proposal
- Faster, more reliable service between Boston and the North Shore with all service starting/ending at Wonderland
- Routes 448/449 combined with Routes 441/442
- New peak Route 441 route variation to/from Ocean St.
- Existing Routes 441/442 route variations serving Vinnin Square loop
- Existing local route variations and new express route variations (between Lynn Central Sq. and Wonderland) on Routes 441 and 442 serving Paradise Rd. and Humphrey St., respectively

Why we believe in these changes
- About a 4-minute shorter wait time for 1,214 peak (32%) riders between Wonderland and Ocean St.
- About a 30-minute faster trip for 82 (2%) Route 448/449 riders traveling through Wonderland
- Local bus + subway fare is less expensive than express bus fare for 82 (26%) Route 448/449 riders
- 523 new passenger trips and 138 passenger hours saved each weekday

Trade-offs
- About a 1-minute longer wait time for 67 peak (2%) riders along Paradise Rd., Humphrey St., and Ocean St.
- About a 4-minute longer wait time for 122 peak (3%) riders between Salem St. and Marblehead

All proposals available online on at betterbus.mbta.com/proposals
Appendix: Near-Term Proposal for Routes 26 & 27

Route 26 & 27

You asked for better connections

Our proposal
- Improve neighborhood connectivity between Ashmont, Codman Square and Mattapan
- Extend Route 26 to Mattapan; Route 21 continues to serve Gallivan Boulevard
- Modify Route 27 to redirect service from Dorchester Ave. to Washington St.

New
- Service along Norfolk St. on Route 26 and along Washington St. on Route 27
- 5 minute faster trip between Codman Sq. and Mattapan on Route 26
- 15 minute faster trip between Codman Sq. and Lower Mills and along River St. on Route 27

Why we believe in these changes
- New service on Route 26 along Norfolk St. between Talbot Ave. and Blue Hill Ave. every 25 minutes (peak)/45 minutes (off-peak)
- About a 5-minute faster trip between Codman Sq. and Mattapan on Route 26
- About a 15-minute faster trip between Codman Sq. and Lower Mills and along River St. on Route 27

Trade-offs
- About an 8-minute longer wait time for 1,337 (84%) Route 26 riders from Ashmont to Talbot Ave. and Norfolk St
- About a 4-minute longer wait time for 124 (8%) Route 26 riders along Washington St
- About a 6-minute longer wait time for 811 (100%) Route 27 riders along River St

All proposals available online on at betterbus.mbta.com/proposals