



**Massachusetts Bay
Transportation Authority**

Better Bus Project - Update

July 2018



Overview

- The MBTA Bus Network Strategy
 - Elements of Improving the Bus Network
 - Timeline and Sequencing
 - Our Current Bus Network
 - Strategy for Expediting Improvements
- Service Improvements, as of April 1, 2018
- Upcoming Service Improvements
 - Fall 2018
 - Winter 2018
 - Next Steps

The MBTA Bus Network Strategy

**Elements of Improving the Bus Network
Timeline and Sequencing
Our Current Bus Network
Strategy for Expediting Improvements**

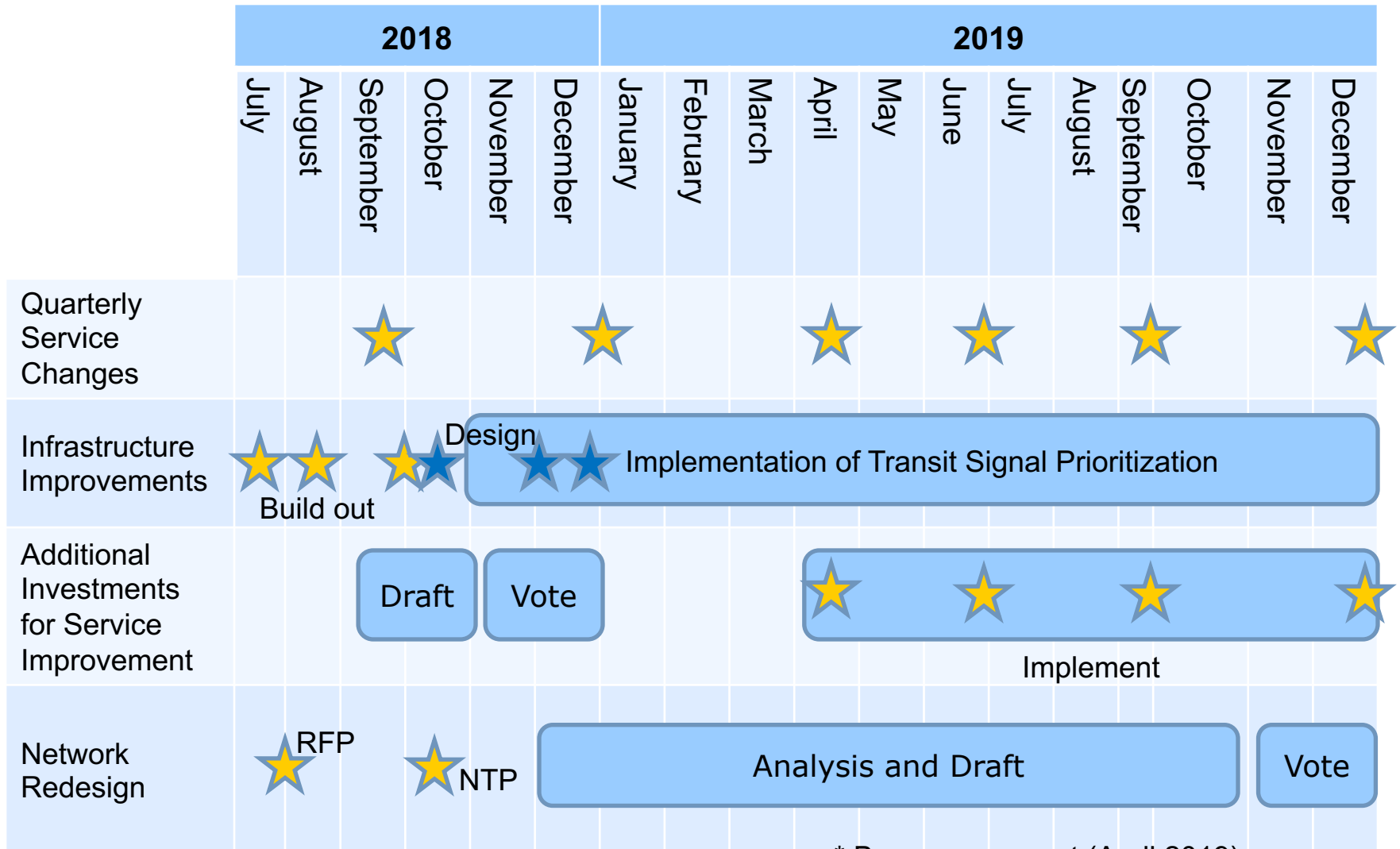


Elements of Improving the Bus Network

		Changes	Focus Areas
Better Bus Project	Phase I	<ul style="list-style-type: none">• Quarterly Changes• No budget impacts	<ul style="list-style-type: none">• Focused on routes with high passenger trips• Focused on specific requests and considerations
	Phase II	<ul style="list-style-type: none">• Continued Quarterly Changes• Tier Development, including proposals to realign routes, alter routes >1 mile, implement bus stop changes, etc.• Budget impacts and considerations	<ul style="list-style-type: none">• Focused on routes with high and moderate passenger trips• Focused on specific requests and considerations
Network Redesign		<ul style="list-style-type: none">• A new bus network, including routes, frequency, span of service, and coverage to better serve the region's travel needs.	<ul style="list-style-type: none">• All routes, with a specific focus to rebuild moderate to low passenger trip routes and corridors, as higher passenger trip routes and corridors are addressed in Better Bus Project



Timeline and Sequencing



* Bus procurement (April 2019)



What have we learned about the MBTA Bus Network?



Service is too complex



There are too few frequent routes



Service is slow and getting slower



Service is unreliable



Schedules are irregular



Many buses are overcrowded



Many routes start too late



Many routes end service too early



Many routes operate too infrequently

Service Improvements

As of April 1, 2018



Commitment to Service Improvement – April

114 changes; 53 routes
28,944 Passenger Trips
9.0% of Trips/Weekday

- Run Time Adjustment
- Shift Trips
- Headway Adjustment
- Resource Adjustment
- Partnerships with Communities

Corridor/Route	Service Type
Route 212	- Route 212 increased from 57% to 68% reliable on weekdays. Routes 210 and 211 saw similar improvements.
Route 7 and 9	- Route 7, weekdays: comfort improved from 79% to 82%; reliability from 74% to 83%. Route 9 improved similarly.
Route SL3	- New route established – 4,300 trips taken daily
Route SL1	- Light cycle adjusted to reduce wait times by 60 seconds
Early Morning Pilot	- Additional trips added to ensure first train connect could be made
Route 15	- On-time departures for AM peak trips improved from 80% to 89%
Broadway Ave Corridor	- Adjusted running time to allow for better coordination of bus routes along corridor

Upcoming Service Improvements

Fall 2018 - September

Winter 2018 – December

Next Steps



Commitment to Service Improvement – September

83 changes; 49 routes
158,571 Passenger Trips
38% of Trips/Weekday

- Combined Fixed Routes
- Run Time Adjustment
- Shift Trips
- Headway Adjustment
- De-interlining
- Resource Adjustment

Corridor/Route	Service Type
Route 111	<ul style="list-style-type: none">- Additional operators- New policy for dropped trips implemented- De-interlined- Updated run time
Route 92	<ul style="list-style-type: none">- Additional operators- Updated run time
Route 93	<ul style="list-style-type: none">- Additional Operators- Updated run time
Route 34, 35, 37, 40 and 50	<ul style="list-style-type: none">- Dedicated bus lane implementation
Late Night Pilot	<ul style="list-style-type: none">- \$1.1 M dollar investment in late night service- 13 routes, 38 changes



December: Focused Approach for Expedited Improvement

Key Bus Routes

18 Routes

Passenger Trips
168,919/wkdy

Average Passenger Trips
8,446/wkdy

41%

Key Corridors & Routes

35 Routes

Passenger Trips
239,451/wkdy

Average Passenger Trips
6,841/wkdy

58%



December: Goal >25% Passenger Trips/Weekday

Key Routes & Corridors

35 Routes

Passenger Trips
239,451 wkdy

Average Passenger Trips
6,841/wkdy

58%

- Running time adjustments
- Departure time adjustments
- Headway changes to match ridership and service levels (provided the frequency and comfort minimums are still met)
- Route alignment changes
- Span of service changes within 1 hour or less
- Route extensions of 1 mile or less
- Route variation modifications
- Optimization (Dedicated Bus Lanes, Transit Signal Prioritization and Signal Optimization)



Next Steps

Infrastructure

- Dedicated Bus Lanes
 - Broadway Northbound (new), Everett (July 2018); Washington St. (Roslindale), Boston (Aug 2018); South Mass Ave, Cambridge (Mid 2018); Mt. Auburn St., Cambridge/Watertown (Oct 2018); North Mass Ave, Arlington (Late 2018); and Broadway, Somerville (Late 2018)
- Transit Signal Priority
 - Beacon Street, Brookline; Commonwealth Avenue, Boston; Huntington Avenue, Boston; Massachusetts Avenue, Cambridge; Mt. Auburn St., Cambridge/Watertown; and Massachusetts Avenue, Arlington

Additional Investment for Service Improvements (Tier Development)

- October to November 2018 – Finalize Development of Tiers
- November 2018 – Board Presentation and Vote for FY20 Operating and Capital Budget Planning

Network Redesign

- August 2018 – Release of RFP
- October 2018 – Notice to Proceed