Using new anonymized location data, the MBTA was able to see how people travel across the Boston region—regardless of mode—and build a new transit network based on where people actually went. With the flexibility of bus, we can adjust the network again in the future to align with land-use changes. This comprehensive effort collected over 20,000 comments, engaged with stakeholders at all levels, and resulted in a ‘board-approved’ 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.

**What we are trying to do**

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** with more transit priority and other infrastructure to improve reliability and accessibility

**Key Benefits:**

- Increase service by 25% across the network
- **Double high frequency corridors** from 15 to 30 with buses every 15-minutes or better, all-day, 7 days a week
- Increase weekend service by 70%

**Implementation:**

Bus Network Redesign is a meaningful change to our network and will require significant operational and capital changes. We plan to take a phased, five year approach to implementation.

- 5-year Phasing Plan
- Strong Public Communication Plan
- Operator Hiring
- Capital Improvements
  - Transit Priority
  - Bus Stops
  - Operator Restrooms
  - Signage and Wayfinding
  - Bus Berthing and Layover

**Construction of Columbus Ave Center Running Bus Lane**

Bus lanes are critical to maintaining frequent & reliable service, the BNRD proposes to greatly increase investment in bus-supportive infrastructure to improve reliability, including bus lanes, berths/layovers, operator restrooms, and additional customer amenities.

**Outreach and Meaningful Adjustments**

Between station open houses, online surveys, operator in-reach, and multi-lingual community focus groups, and public meetings, we received over 20,000 comments on our draft map, and made changes to 85 of the 133 proposed routes.