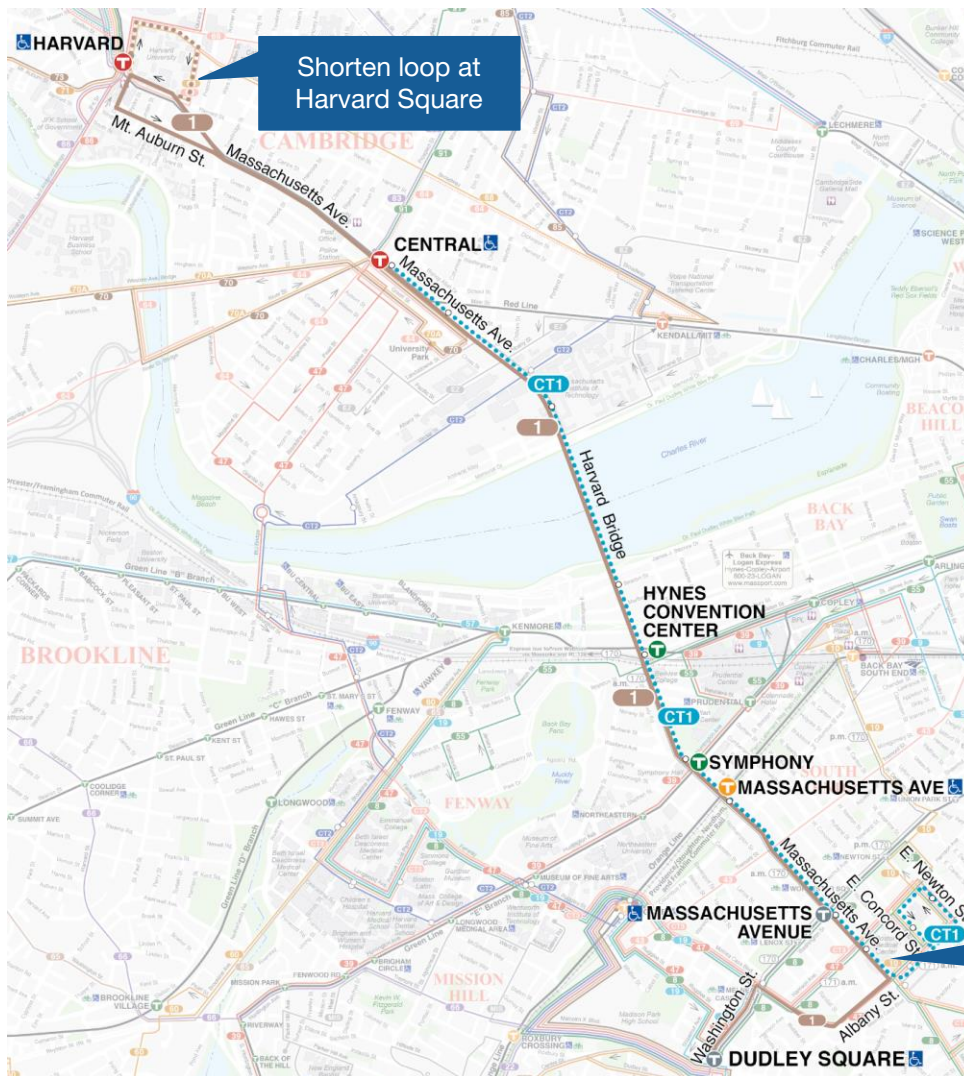


Route 1 & CT1

You asked for buses that come **on time & more often**

Our proposal

- Provide more frequent and reliable Route 1 service by combining Route CT1 and Route 1 into a single route
- Shorten the resulting route while maintaining service to Harvard Sq. and to Boston Medical Center



3
minute faster trip from
Harvard for 774 (6%) Route
1 riders

1
minute shorter wait time for
4,423 (37%) Route 1 riders

19
new passenger hours
saved each weekday

Access maintained to
west side of Boston
Medical Center

Route 1 & CT1

Why we believe in these changes

- About a 3-minute faster trip from Harvard for 774 (6%) Route 1 riders
- About a 1-minute shorter wait time between Harvard and Central and between Dudley and Harrison Ave. for 4,423 (37%) Route 1 riders
- No change in wait time for 8,830 (63%) Route 1 and CT1 riders between Central and Harrison Ave.
- 19 passenger hours saved and 556 new passenger trips each weekday

Tell us what you think about this proposal at [mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on March 13, 2019.

Trade-offs

- Up to a 6-minute walk for 245 (2%) Route 1 riders around Harvard Loop
- Up to a 7-minute walk for 327 (16%) Route CT1 riders around the Boston Medical Center

There are additional impacts (benefits or trade-offs) not captured in this summary. You'll find them at www.mbta.com/busanalysis.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

For a description of the data and methodology behind these proposals, as well as further details about this proposal, visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 4

You asked for buses that come **on time & more often**

Our proposal

- Provide more reliable service on Route 4 by bypassing Northern Ave. by staying on Seaport Blvd.



2

minute faster trip for 129
(39%) riders through
Courthouse area

4

new passenger hours
saved each weekday

13

new passenger trips each
weekday

Route 4

Why we believe in these changes

- About a 2-minute faster trip for 129 (39%) riders through Courthouse area
- 4 passenger hours saved and 13 new passenger trips each weekday

Trade-off

- About a 1-minute walk for 48 (14%) riders to Seaport Blvd.

Tell us what you think
about this proposal at
[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

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Route 5 & 16

You asked for buses that come **on time & more often**

Our proposal

- Add midday and Saturday service to JFK/UMass on Route 16 (currently only weekday peak)
- Route 5 is partially replaced; Route 10 & Route 16 continue to provide service to Route 5 corridor



3

minute shorter wait time for 26 (24%) Route 5 riders at Andrew

3

minute shorter wait time for 1,374 (25%) of midday Route 16 riders

69

passenger hours saved each weekday

Route 5 & 16

Why we believe in these changes

- About a 3-minute shorter wait time for 26 (24%) Route 5 riders between McCormack Housing and Andrew
- About a 3-minute shorter wait time for 1,374 midday (25%) Route 16 riders
- 69 passenger hours saved and 137 new passenger trips each weekday

Tell us what you think
about this proposal at
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-offs

- About a 3-minute longer wait time for 83 (76%) Route 5 riders between City Point and Andrew
- Up to a 16-minute transfer at Andrew for 26 (24%) Route 5 riders

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

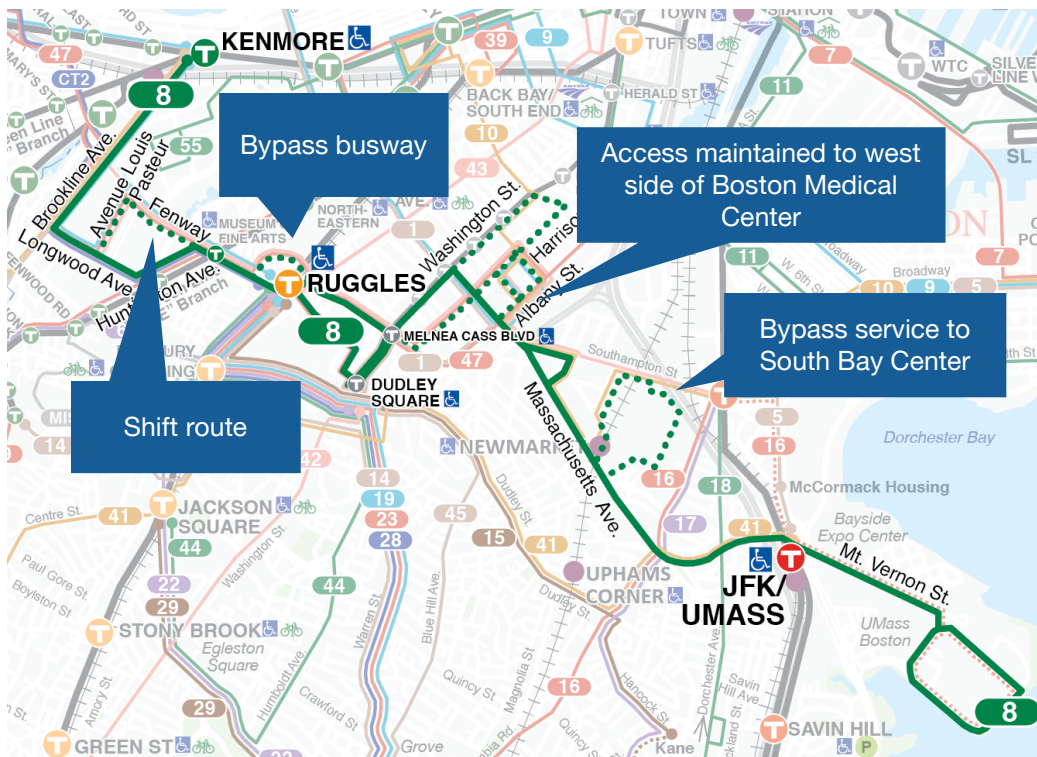
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 8

You asked for buses that come **on time & more often**

Our proposal

- Provide faster, more reliable service from Kenmore to UMass Boston by straightening Route 8
- Bypass South Bay Center and only serve the west side of Boston Medical Center
- Keep buses on Ruggles St. in the outbound direction and bypass Ruggles busway
- Shift service from Avenue Louis Pasteur and the Fenway to Longwood and Huntington Avenue



12

minute shorter trip for 1,134 (37%) riders traveling through South Bay Center and Boston Medical Center

5

minute faster trip for 314 (10%) riders traveling past Ruggles

167

passenger hours saved each weekday

Route 8

Why we believe in these changes

- About a 12-minute shorter trip for 1,134 (37%) riders traveling through South Bay Center and Boston Medical Center
- About a 5-minute faster trip for 314 (10%) riders traveling past Ruggles
- About a 2-minute shorter wait time for 3,048 (100%) riders
- About a 2-minute faster trip for 1,069 (35%) riders traveling past Longwood
- 167 passenger hours saved and 232 new passenger trips each weekday

Tell us what you think about this proposal at mbta.com/BBPfeedback

Feedback will close on March 13, 2019.

Trade-offs

- Up to a 10-minute walk for 321 (11%) riders from South Bay Center
- Up to a 10-minute walk for 537 (18%) riders from Boston Medical Center
- Up to a 7-minute walk for 265 (9%) riders along Avenue Louis Pasteur
- About a 3-minute walk for 467 (15%) riders at Ruggles

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

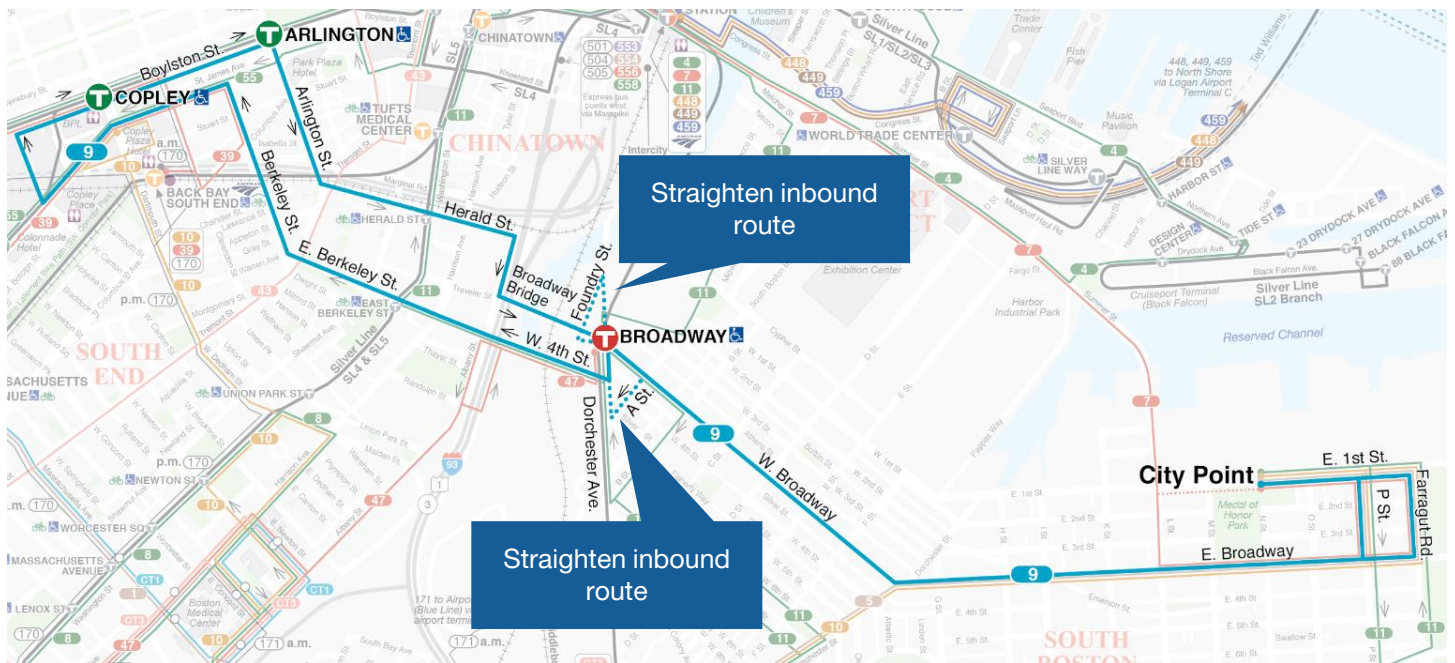
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 9

You asked for buses that come **on time & more often**

Our proposal

- Provide a faster and more reliable Route 9 by straightening out Broadway Station routing to turn left on Dorchester Ave. in the inbound direction



3
minute faster trip for 2,186
(34%) riders traveling past
Broadway Station

115
passenger hours saved
each weekday

54
new passenger trips each
weekday

Route 9

Why we believe in these changes

- About a 3-minute faster trip for 2,186 (34%) riders traveling past Broadway Station
- 115 passenger hours saved and 54 new passenger trips each weekday

Tell us what you think
about this proposal at
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-off

- About a 2-minute walk for 1,285 (20%) riders at Broadway Station to cross the street

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

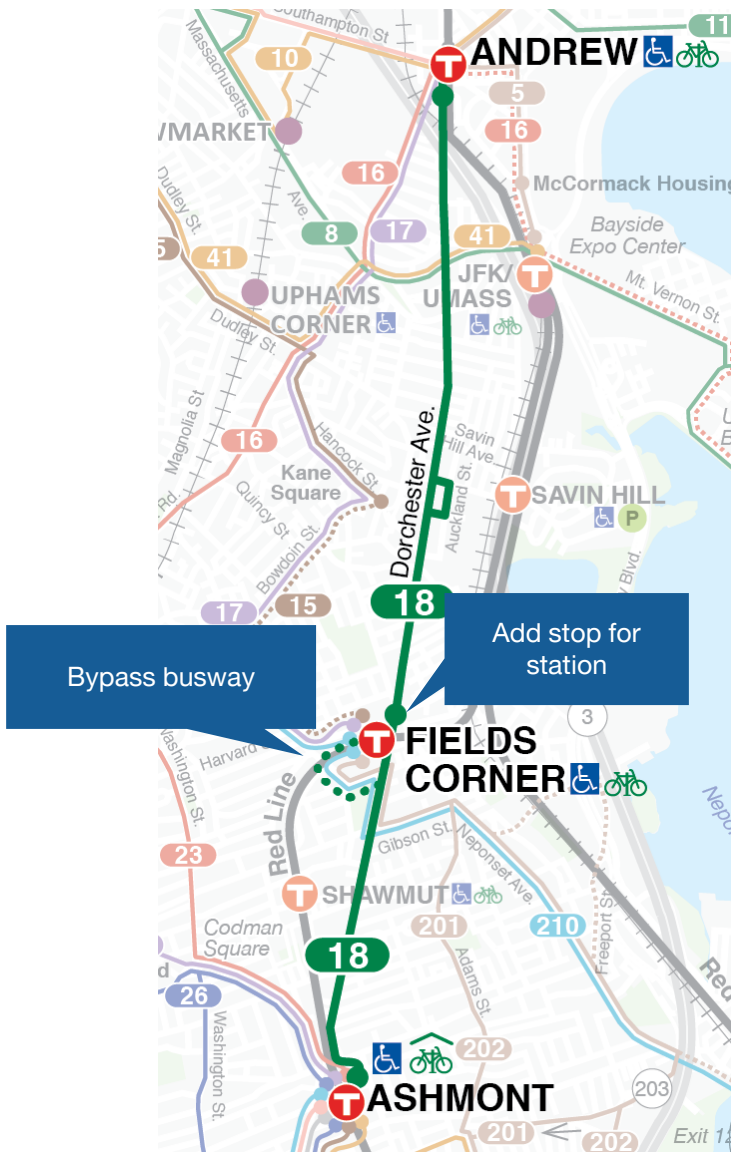
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 18

You asked for buses that come **on time & more often**

Our proposal

- Provide faster, more reliable service between Andrew and Ashmont by stopping on Dorchester Ave. and bypassing Fields Corner busway



6

minute faster trip for 150 (36%) riders traveling through Fields Corner

8

passenger hours saved each weekday

29

new passenger trips each weekday

Route 18

Why we believe in these changes

- About a 6-minute faster trip for 150 (36%) riders traveling through Fields Corner
- 8 passenger hours saved and 29 new passenger trips each weekday

**Tell us what you think
about this proposal at**
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-off

- Up to a 5-minute walk for 124 (30%) riders at Fields Corner

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 19

You asked for **better connections**

Our proposal

- Extend midday service (currently peak only) to Kenmore and Longwood Medical Area (LMA), creating an all-day connection between Dorchester, LMA and Green Line
- Keep buses on Ruggles St. in the outbound direction and bypass Ruggles busway



6
minute faster trip for 377
(31%) riders traveling past
Ruggles

113
new passenger trips each
weekday

Route 19

Why we believe in these changes

- New, all-day connection between the Orange & Green Lines
- About a 6-minute faster trip for 377 (31%) riders traveling past Ruggles
- 113 new passenger trips each weekday

Tell us what you think
about this proposal at
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-off

- About a 5-minute, and up to a 15-minute longer wait time for 2,835 (91%) riders

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

For a description of the data and methodology behind these proposals, as well as further details about this proposal, visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

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

Route 26 & 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

Tell us what you think about this proposal at [mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on March 13, 2019.

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

There are additional impacts (benefits or trade-offs) not captured in this summary. You'll find them at www.mbta.com/busanalysis.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

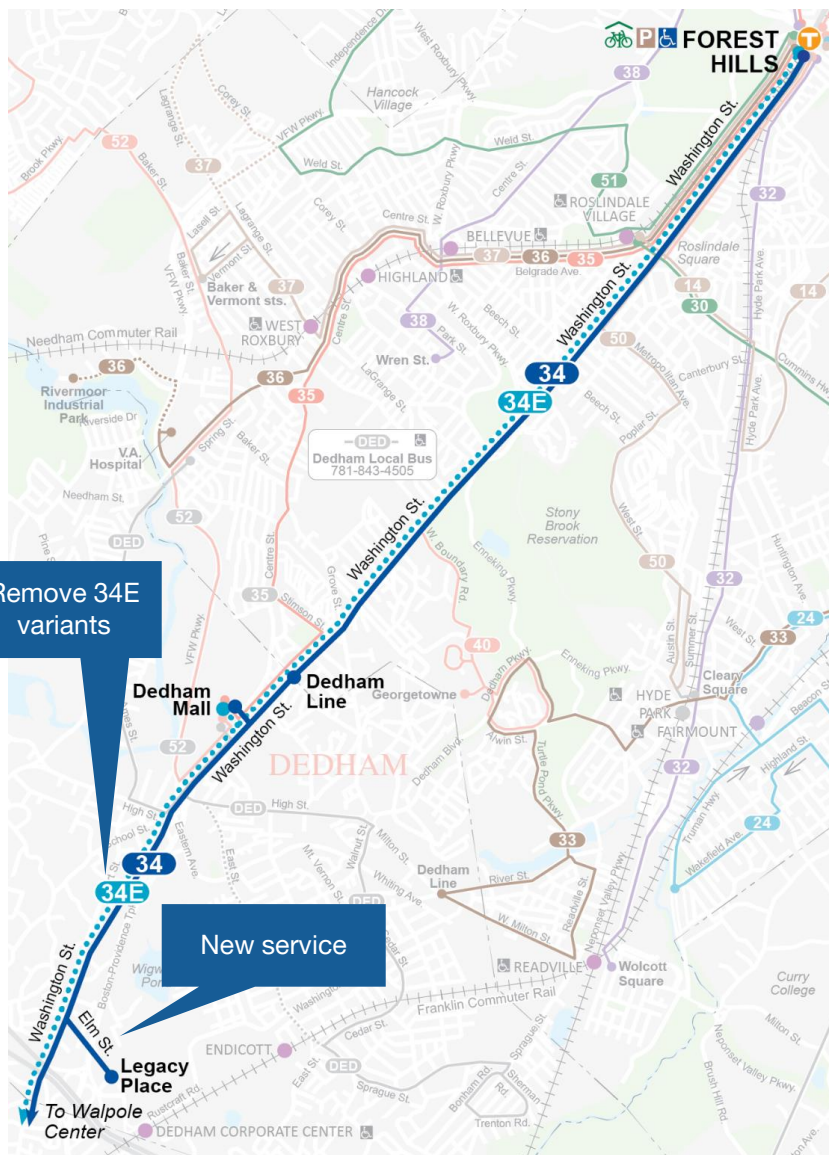
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 34 & 34E

You asked for **better connections**

Our proposal

- Combine Route 34E and Route 34 into a single route
- Provide new service to Legacy Place on Route 34
- Simplify the resulting route by reducing the number of route variations



New

service on Route 34 to Legacy Place via Elm Street every 30 minutes

12

minute walk eliminated for 273 (8%) Route 34E riders for Legacy Place

5

minute shorter wait time for 123 (4%) of Route 34E riders between Dedham Line & Elm Street

Route 34 & 34E

Why we believe in these changes

- Simplification of Route 34/34E to 3 main route variations:
Dedham Mall, Legacy Place, and Walpole Ctr./East
Walpole
- About a 12-minute walk eliminated for 273 (8%) Route 34E riders for Legacy Place
- About a 5-minute shorter wait time for 123 (4%) Route 34E riders between Dedham Line and Elm St.
- 94 new passenger hours saved and 384 new passenger trips each weekday

Tell us what you think
about this proposal at
[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

Trade-offs

- About a 5-minute longer wait time for 770 (23%) Route 34E riders between Elm St. and Walpole Ctr.
- Remove service along Route 1A and to Upland Woods, Xaverian Brothers, and Old Navy in the Dedham Mall

There are additional impacts (benefits or trade-offs) not captured in this summary. You'll find them at www.mbta.com/busanalysis.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

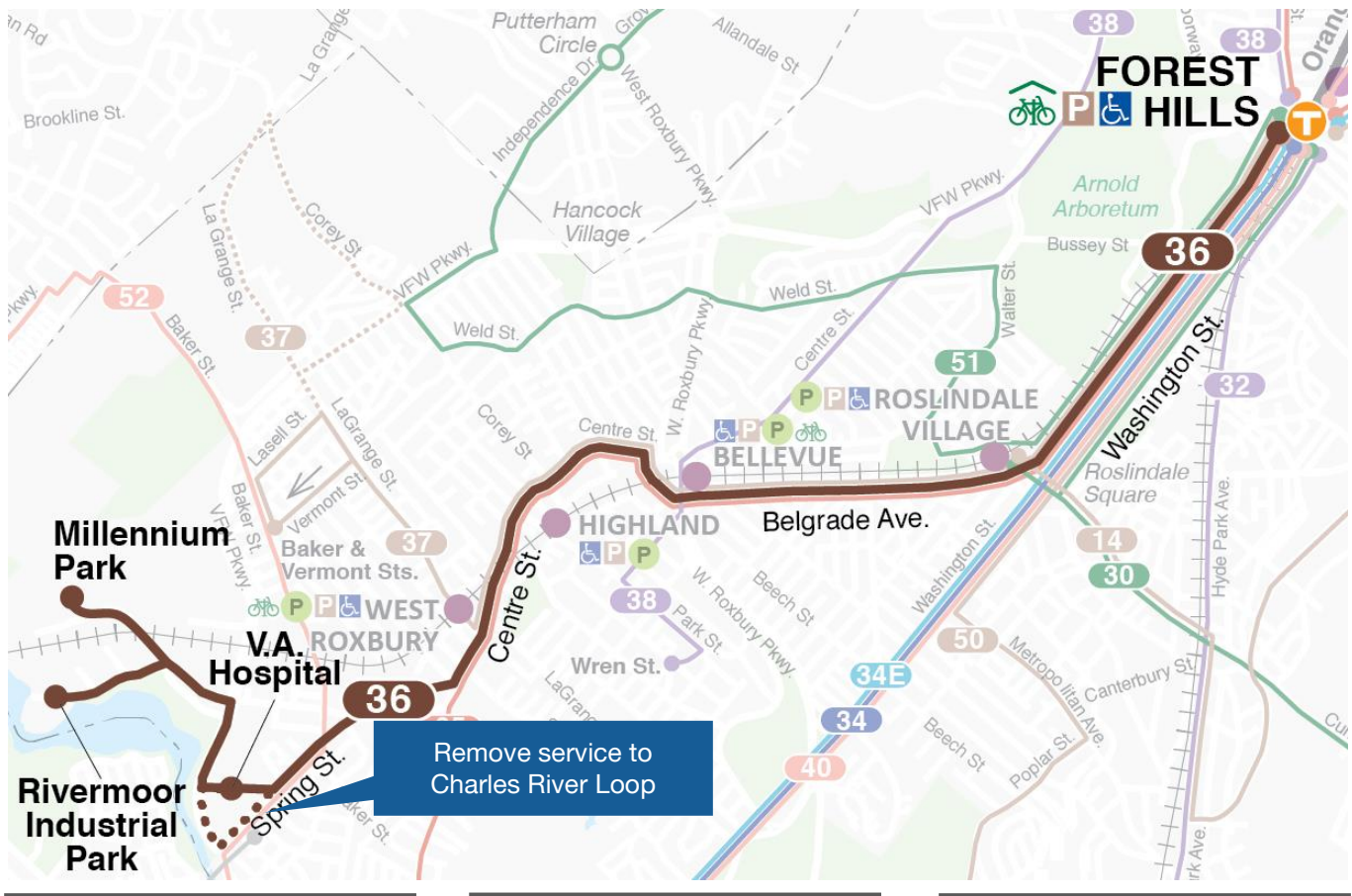
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

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



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

Route 36

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

Tell us what you think about this proposal at mbta.com/BBPfeedback

Feedback will close on March 13, 2019.

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.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

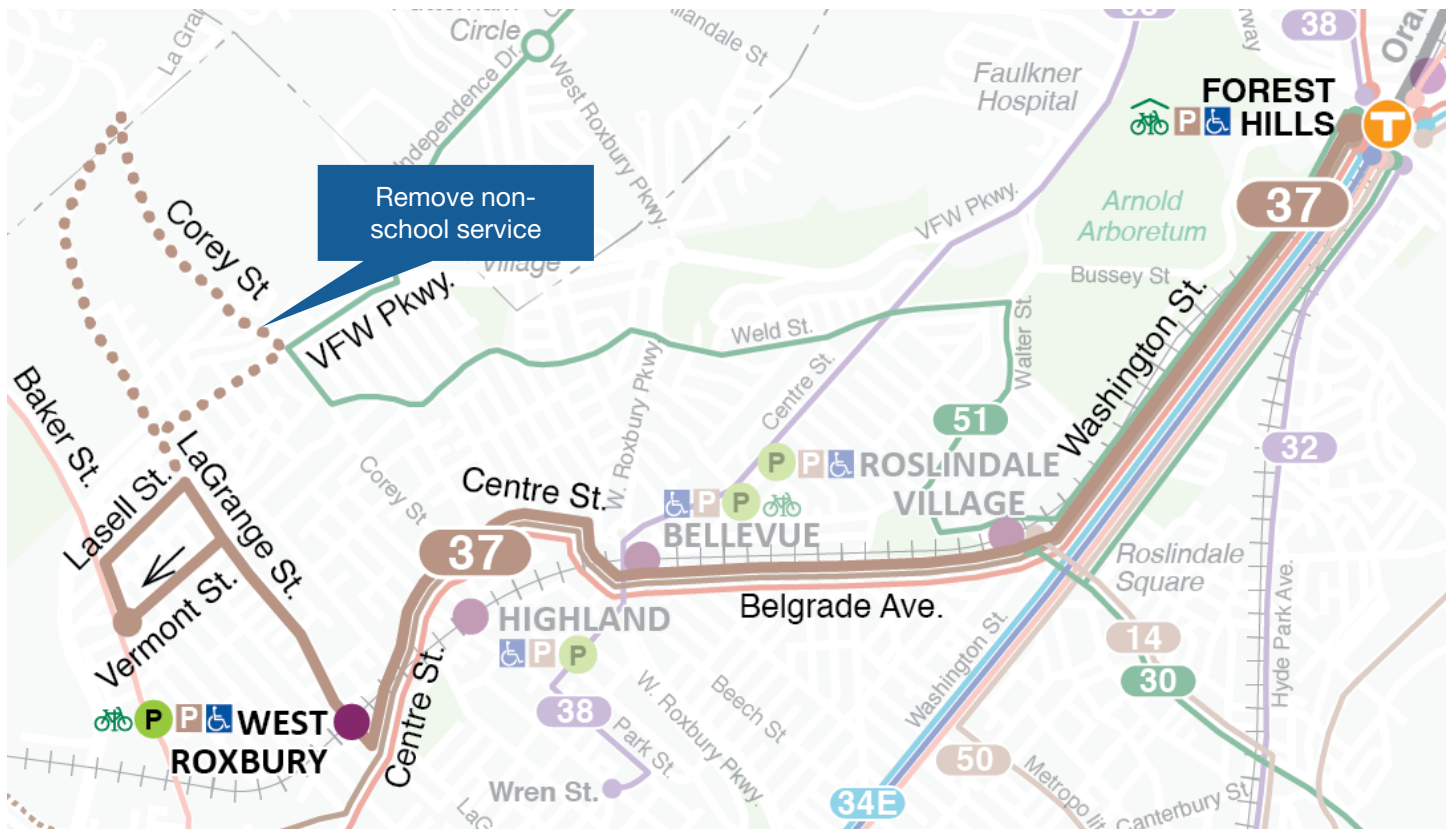
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 37

You asked for buses that come **on time & more often**

Our proposal

- Provide faster, more reliable service on Route 37 by reducing the number of route variations
- Reduce service to Corey Street except during school hours



1

minute shorter wait time for
1,325 (99%) riders

Route 37

Why we believe in these changes

- About a 1-minute shorter wait time for 1,325 (99%) riders

Trade-offs

- Up to an 11-minute walk for 3 (<1%) riders to Lasell St. and LaGrange St.
- 20 (1%) riders no longer provided with service beyond Lasell St. and LaGrange St.

Tell us what you think
about this proposal at
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

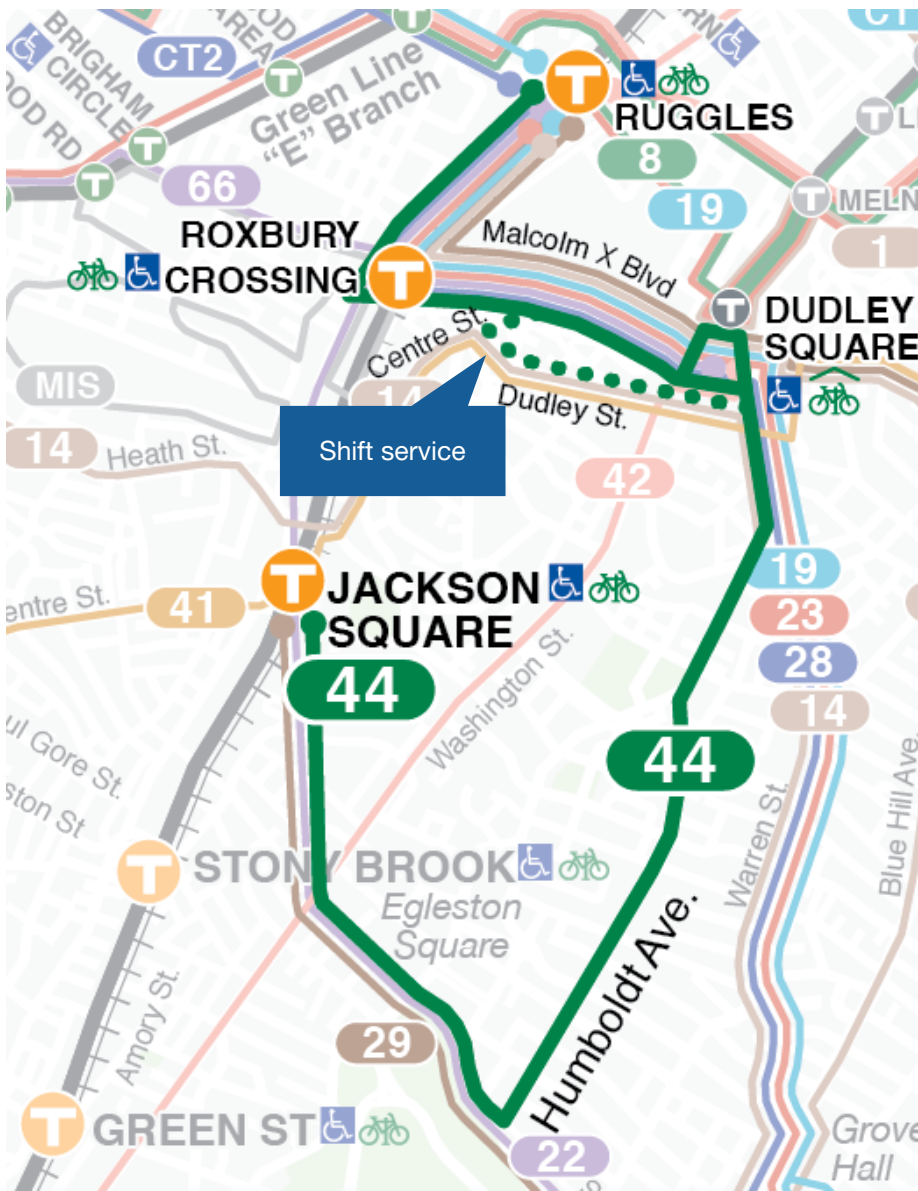
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 44

You asked for buses that come on time & more often

Our proposal

- Provide a more consistent Route 44 by shifting outbound evening and weekend service from Dudley St. to Malcolm X Blvd.



2
minute shorter travel time
for 207 weekday evening
(6%) riders

2
minute shorter travel time
for 226 Saturday (13%)
riders

2
minute shorter travel time
for 110 Sunday (13%)
riders

Route 44

Why we believe in these changes

- About a 2-minute shorter travel time for 207 weekday evening (6%) riders, 226 Saturday (13%) riders, and 110 Sunday (13%) riders

Trade-off

- Up to a 4-minute walk for 3 weekday (<1%) riders, 31 Saturday (2%) riders, and 13 Sunday (2%) riders along Dudley St.

Tell us what you think
about this proposal at
[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

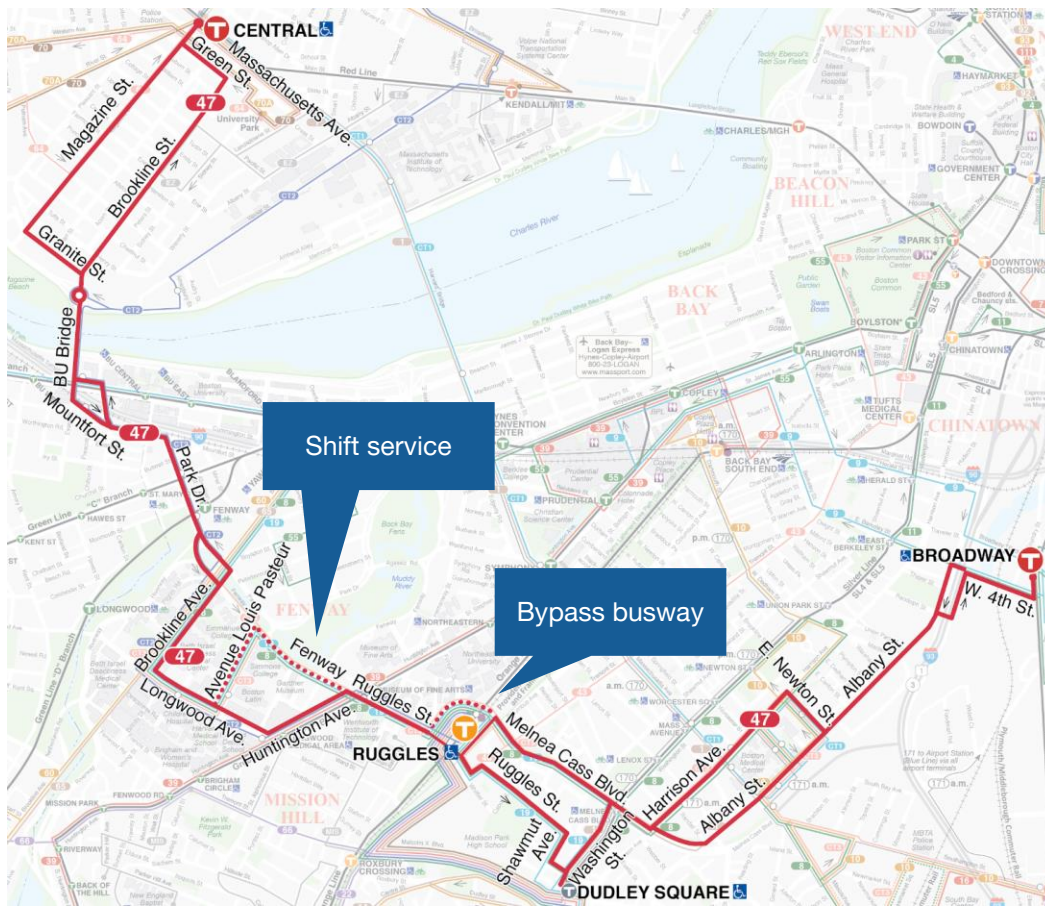
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Route 47

You asked for buses that come on time & more often

Our proposal

- Provide more direct service to decrease travel times and improve frequency and reliability
- Keep buses on Ruggles St. in the inbound direction and bypass Ruggles busway
- Shift service from Avenue Louis Pasteur and the Fenway to Longwood and Huntington Avenue



5

minute faster trip for 389
(8%) riders traveling past
Ruggles

17

passenger hours saved
each weekday

7

new passenger trips each
weekday

Route 47

Why we believe in these changes

- About a 2-minute faster trip for 1,335 (28%) riders traveling past Longwood
- About a 5-minute faster trip for 389 (8%) riders traveling past Ruggles
- 17 passenger hours saved and 7 new passenger trips each weekday

Tell us what you think about this proposal at mbta.com/BBPfeedback

Feedback will close on March 13, 2019.

Trade-offs

- About a 3-minute walk for 516 (11%) riders at Ruggles
- Up to a 7-minute walk for 440 (9%) riders along Avenue Louis Pasteur

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 52

You asked for buses that come **on time & more often**

Our proposal

- Extend more trips to Dedham Mall and bypass Charles River Loop, except before 9 AM
- Dedham Mall served at Stop & Shop bus stop location only
- Shift service from Winchester St. and Nahanton St.; all service travels via Wheeler Rd.



6
minute faster trip for 26
(5%) riders at Stop & Shop
in the Dedham Mall

18
minute shorter wait time for
61 (11%) riders

31
passenger hours saved each
weekday

Route 52

Why we believe in these changes

- About a 6-minute faster trip for 26 (5%) riders at Stop & Shop in the Dedham Mall
- About an 18-minute shorter wait time for 61 (11%) riders
- 31 passenger hours saved and 40 new passenger trips each weekday

Tell us what you think about this proposal at [mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on March 13, 2019.

Trade-offs

- Up to a 10-minute walk for 1 (<1%) riders from Centre St. or Winchester St. to Parker St. or Dedham St.
- About an 8-minute walk for 20 (6%) riders at Old Navy to Stop & Shop in the Dedham Mall
- 34 (6%) riders no longer provided with service on Winchester St. and Nahanton St.
- Up to a 6-minute walk for 7 (1%) riders on Parker St. or Dedham St. between Wheeler Rd. and Meadowbrook Rd.

There are additional impacts (benefits or trade-offs) not captured in this summary. You'll find them at www.mbta.com/busanalysis.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

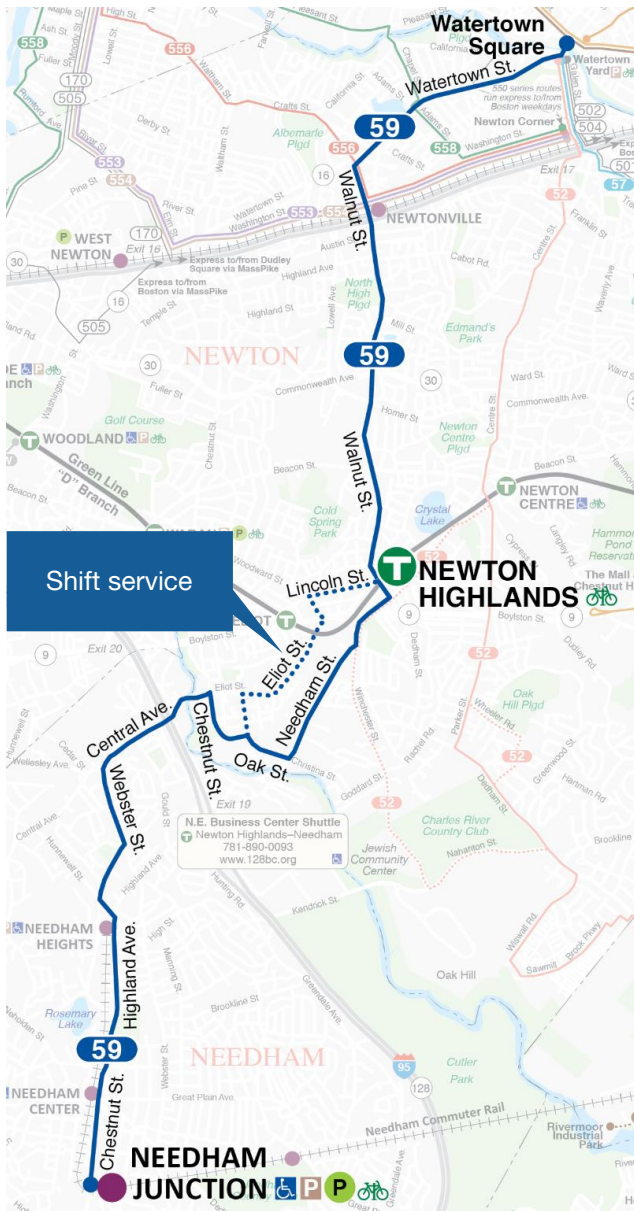
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Route 59

You asked for buses that come **on time & more often**

Our proposal

- Double the bus frequency on Needham Street to meet demand
- Shift remaining service from Eliot Street to Needham Street



20

minute shorter wait time for 98 (9%) riders along Needham St.

20

passenger hours saved each weekday

39

new passenger trips each weekday

Route 59

Why we believe in these changes

- About a 20-minute shorter wait time for 98 (9%) riders along Needham St.
- 20 passenger hours saved and 39 new passenger trips each weekday

**Tell us what you think
about this proposal at**
[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

Trade-offs

- About a 1-minute slower trip for 231 (20%) riders traveling through Eliot St.
- Up to a 10-minute walk for 68 (6%) riders on Eliot St. and Lincoln St.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

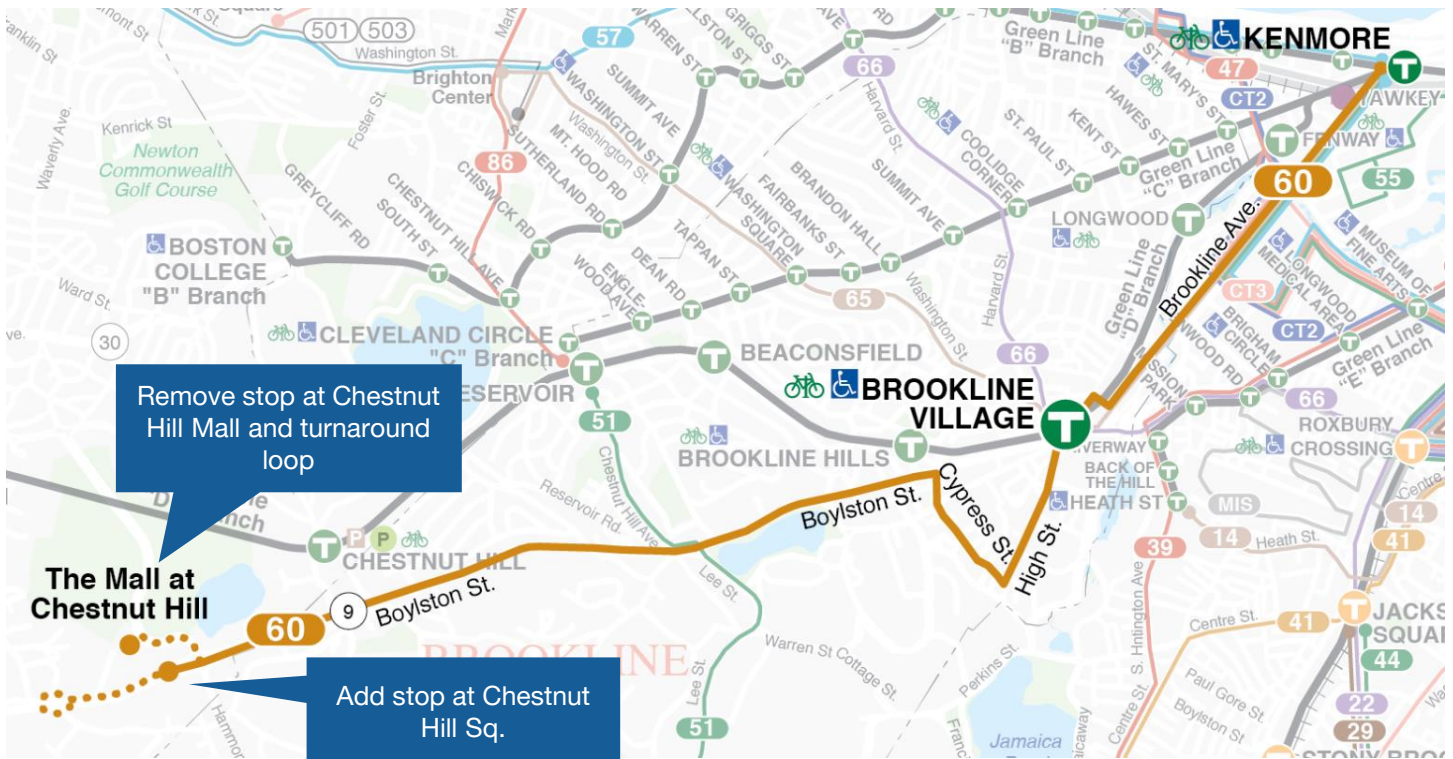
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 60

You asked for **better connections**

Our proposal

- Provide new service to Chestnut Hill Square (office/retail destination) by adding stop
- Shorten route by removing stop at Chestnut Hill Mall and turnaround loop



1

minute shorter wait time for
1,319 (100%) riders

Route 60

Why we believe in these changes

- About a 1-minute shorter wait time for 1,319 (100%) riders

Trade-off

- Up to a 7-minute walk between the Chestnut Hill Mall and Chestnut Hill Square

**Tell us what you think
about this proposal at**
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

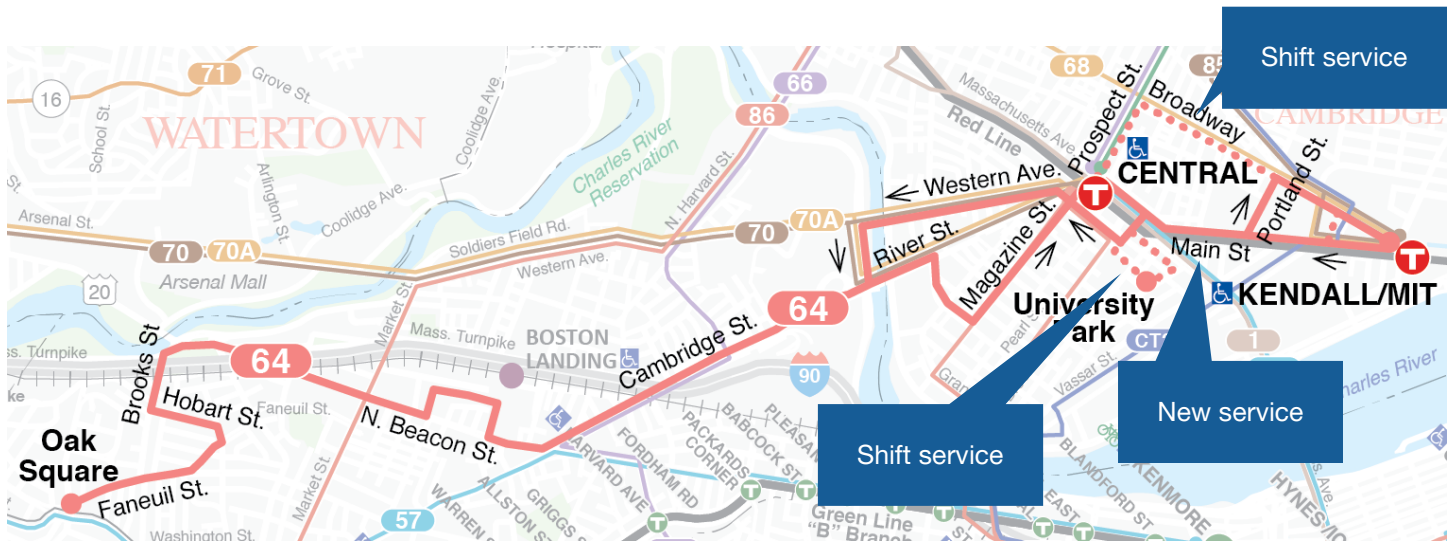
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 64 - Proposal #1 of 2

You asked for **better connections**

Our proposal

- Extend midday service (currently peak only) to Kendall Sq., creating an all-day connection between Allston/Brighton and Kendall Sq.
- Shift service from Prospect St./Broadway and University Park to Main St.



New

all-day service along Main St. every 25 minutes (peak)/45 minutes (off-peak)

214

increase in passenger trips each weekday

Route 64 - Proposal #1 of 2

Why we believe in these changes

- New all-day service along Main St. every 25 minutes (peak)/45 minutes (off-peak)
- 214 net increase in passenger trips each weekday

Tell us what you think about this proposal at [mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on March 13, 2019.

Trade-offs

- About a 1-minute longer wait time for 275 (15%) riders between Central and Kendall
- About a 3-minute longer wait time for 1,329 (73%) riders between Oak Sq. and Central
- Up to a 9-minute walk for 157 (9%) riders on Prospect St. and Broadway
- Up to a 3-minute walk for 73 (4%) riders at University Park

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

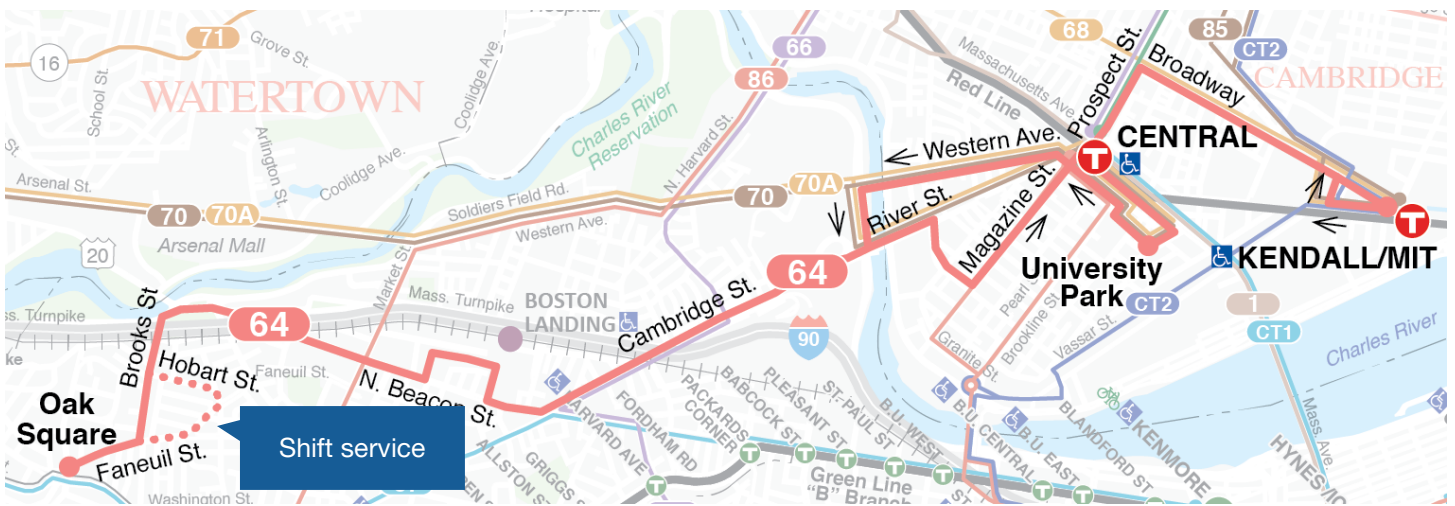
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 64 - Proposal #2 of 2

You asked for buses that come **on time & more often**

Our proposal

- Provide faster service by shifting route from Hobart Street to Brooks Street



2

minute faster trip for 372
(21%) riders traveling past
Hobart St.

1

minute shorter wait time for
1,806 (99%) riders

20

passenger hours saved each
weekday

Route 64 - Proposal #2 of 2

Why we believe in these changes

- About a 2-minute faster trip for 372 (21%) riders traveling past Hobart St.
- About a 1-minute shorter wait time for 1,806 (99%) riders
- 20 passenger hours saved and 22 new passenger trips each weekday

Tell us what you think
about this proposal at
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-off

- Up to a 6-minute walk for 156 (9%) riders on Faneuil St. and Hobart St.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 65

You asked for **better connections**

Our proposal

- Provide new connection from Brighton Center and Brookline to Orange Line, while maintaining access to Longwood Medical Area
- Kenmore-bound customers continue to be served by Green Line transfers along route



New

service through Longwood Medical Area to Ruggles every 15 minutes (peak)/ 35-45 minutes (off-peak)

7

minute savings in transfer and travel time for riders traveling to the Orange Line

63

increase in passenger trips each weekday

Route 65

Why we believe in these changes

- New service through Longwood Medical Area to Ruggles every 15 minutes (peak)/35-45 minutes (off-peak)
- About a 7-minute savings in transfer and travel time for riders traveling to the Orange Line
- 63 net increase in passenger trips each weekday

**Tell us what you think
about this proposal at**
[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

Trade-offs

- About a 2-minute longer wait time for 1,896 (78%) riders between Brighton Ctr. and Longwood Ave.
- About a 1-minute longer wait time for 522 (22%) riders along Brookline Ave. between Kenmore and Longwood Ave. who would need to use Routes 8, 19, or 60
- About a 10-minute transfer for 274 (11%) riders traveling to Kenmore who board a stop beyond a half mile of a Green Line Station

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

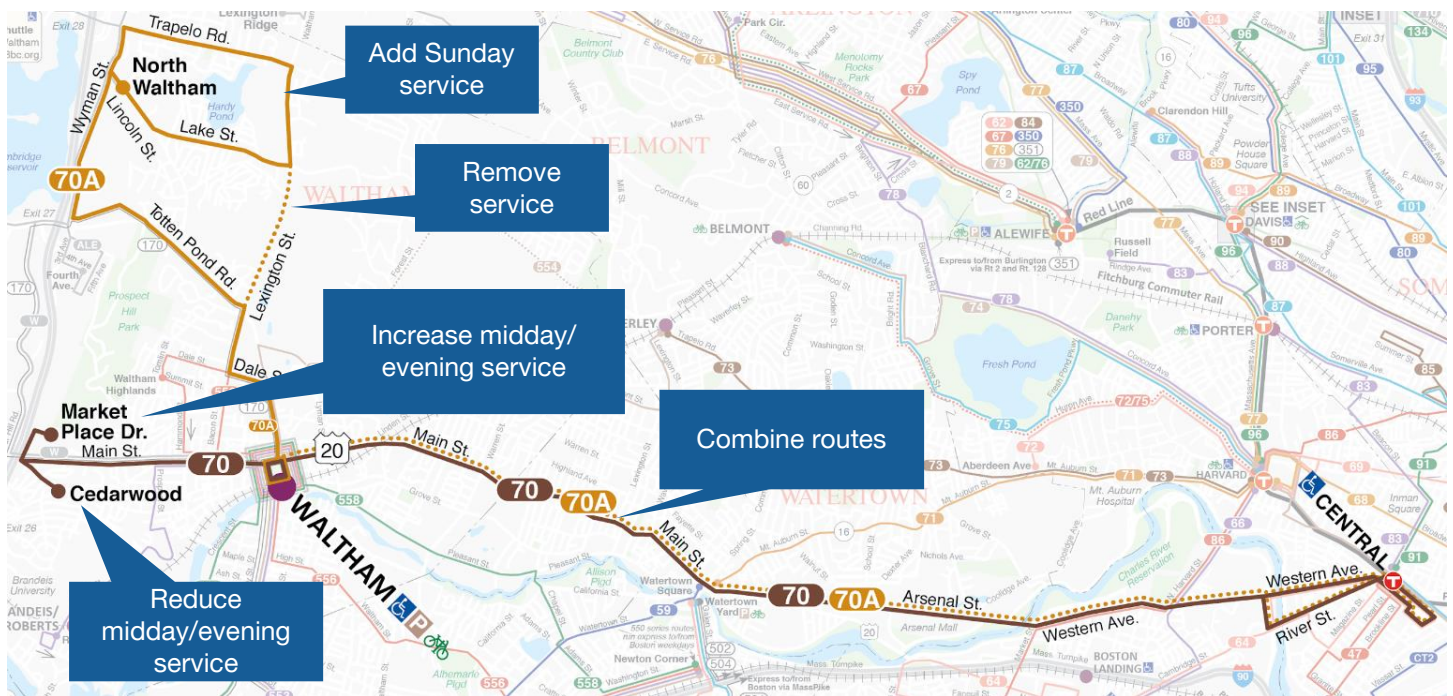
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 70/70A

You asked for buses that come **on time & more often**

Our proposal

- Improve Route 70 frequency and reliability between Waltham and Central Square
- Shift midday/evening Route 70 service from Cedarwood to Market Place Dr. to meet rider needs
- Modify Route 70A to only operate between North Waltham and Waltham Center, with easier-to-understand routing and new Sunday service



5,013

passengers who'll get more consistent frequencies between Waltham Ctr. and University Park

3

minute shorter wait time for 71 (1%) Route 70 riders at Market Place Drive

216

increase in passenger trips on Route 70/70A each weekday

Route 70/70A

Why we believe in these changes

- More consistent frequency for 5,013 (77%) riders between Waltham Ctr. and University Park
- About a 3-minute shorter wait time for 71 (1%) Route 70 riders at Market Place Dr.
- 216 net increase in passenger trips each weekday
- New Sunday service every 90 minutes on Route 70A to North Waltham with 77 new passenger trips

Tell us what you think
about this proposal at
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-offs

- About a 2-minute longer wait time for 476 (10%) Route 70 riders on Main St. between Cedarwood/Market Place Drive and Waltham Ctr.
- About a 2-minute longer wait time for 342 (20%) Route 70A riders in North Waltham
- About a 15-minute transfer time for 509 (29%) Route 70A riders at Waltham Ctr. to Route 70

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

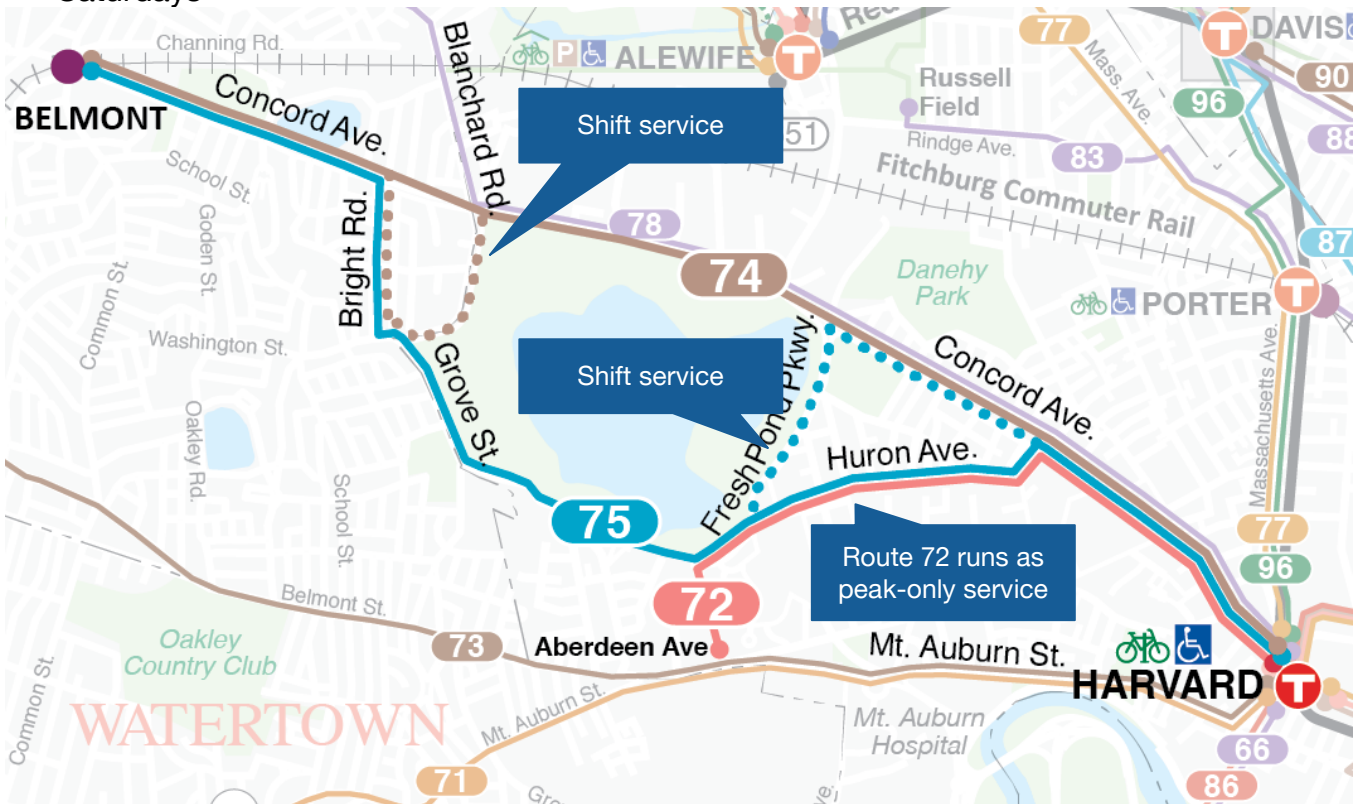
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Route 72, 74, & 75

You asked for buses that come **on time & more often**

Our proposal

- Run straighter, faster, and more frequent Route 74 and Route 75
- Operate Route 72 as a peak-only service with Route 75 now serving Huron Ave. all weekdays/
Saturdays



2

minute faster trip for 356 (70%) Route 75 riders traveling past Fresh Pond Pkwy. or Concord Ave. @ Huron Ave.

2

minute shorter wait time for 805 (100%) Route 74 riders

18

minute shorter off-peak wait time for 457 (91%) Route 75 riders

Route 72, 74, & 75

Why we believe in these changes

- About a 2-minute faster trip for 356 (70%) riders traveling past Fresh Pond Pkwy. or Concord Ave. @ Huron Ave.
- About an 18-minute shorter off-peak wait for 457 (91%) Route 75 riders not along Concord Ave. north of Huron Ave.
- About a 2-minute shorter wait time for 805 (100%) Route 74 riders
- About a 2-minute faster trip for 327 (41%) Route 74 riders traveling past Blanchard Rd./Bright Rd.

**Tell us what you think
about this proposal at**

[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

Trade-offs

- About a 3-minute increase in wait times for 690 (71%) Route 72 riders
- Up to an 8-minute walk for 65 (8%) Route 74 riders on Blanchard Rd. and Bright Rd.
- Up to a 7-minute walk for 176 off-peak (18%) Route 72 riders along Aberdeen Ave.

There are additional impacts (benefits or trade-offs) not captured in this summary. You'll find them at www.mbta.com/busanalysis.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

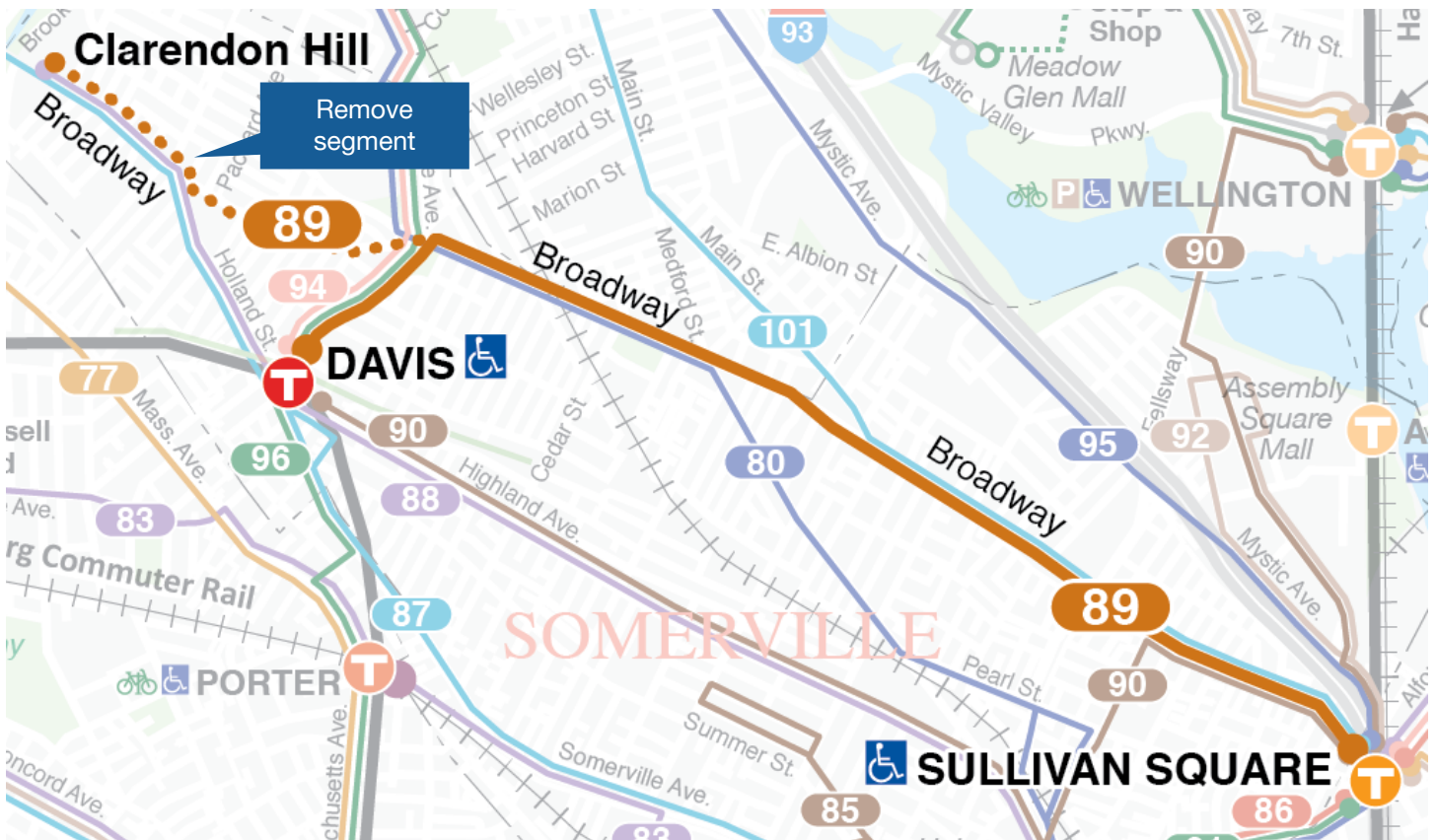
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Route 89

You asked for buses that come **on time & more often**

Our proposal

- Double the bus frequency between Broadway/Winter Hill to the Red Line
- Remove Route 89 service from Clarendon Hill, with connections remaining on Routes 87 and 88



10

minute shorter wait time for 955 (28%) riders between Powderhouse Sq. and Davis

3,192

riders with better connections to the Red Line

144

passenger hours saved each weekday

Route 89

Why we believe in these changes

- About a 10-minute shorter wait time for 955 (28%) riders between Powderhouse Sq. and Davis
- Better connections for 3,192 (94%) riders to the Red Line
- 144 passenger hours saved and 308 new passenger trips each weekday

Tell us what you think
about this proposal at
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-off

- About a 9-minute transfer/walk time for 405 (12%) riders between Powderhouse Sq. and Clarendon Hill

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

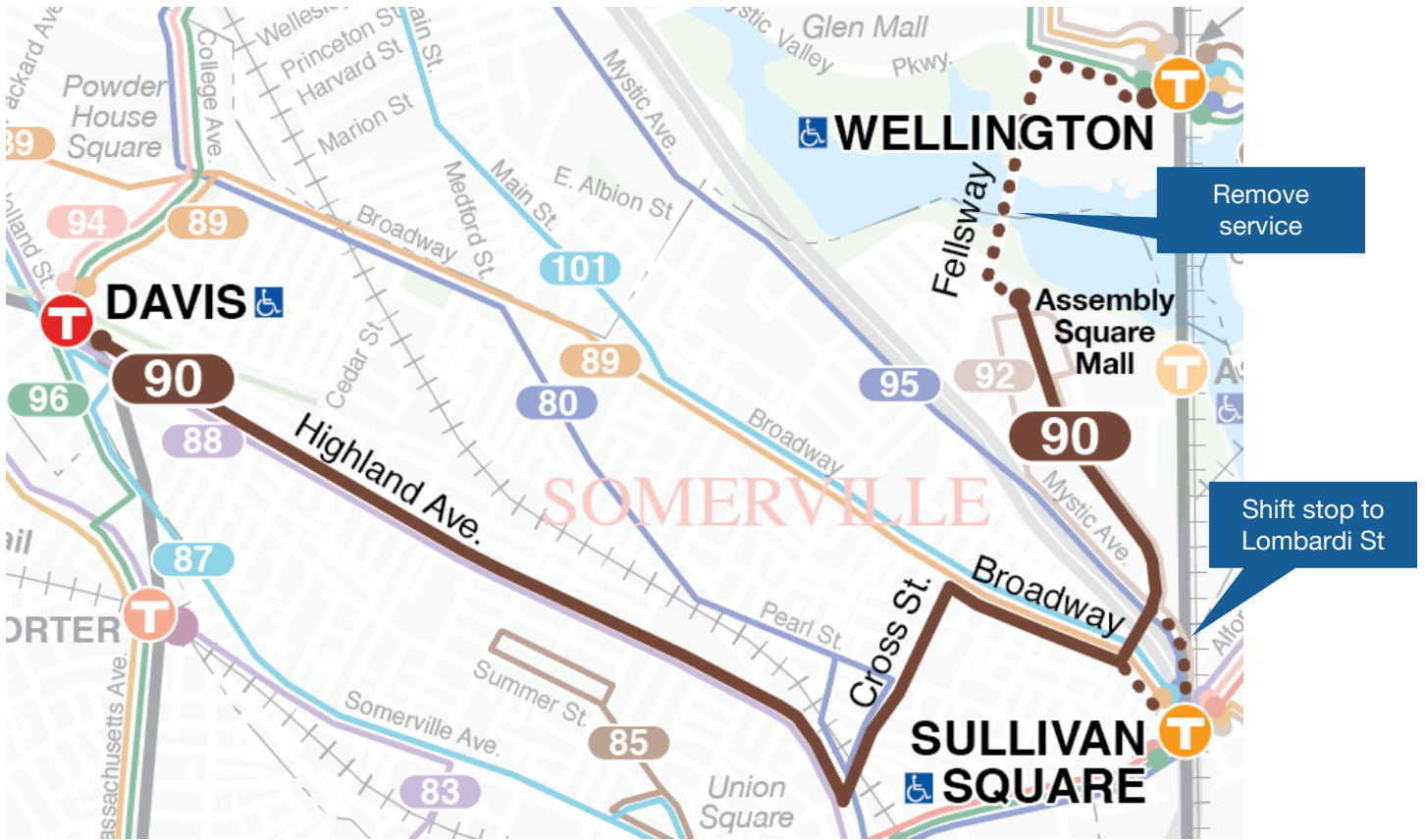
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Route 90

You asked for buses that come **on time & more often**

Our proposals

- Provide more frequent and faster service between Davis and Assembly Square, by shifting Sullivan Square stop to Lombardi St. and ending route at Assembly Square Mall



6

minute faster trip for 87
(9%) riders traveling past
Sullivan Square

8

minute shorter wait time for
792 (81%) riders between
Davis and Assembly Square
Mall

58

passenger hours saved each
weekday

Route 90

Why we believe in these changes

- About a 6-minute faster trip for 87 (9%) riders traveling past Sullivan Square
- About an 8-minute shorter wait time for 792 (81%) riders between Davis and Assembly Square Mall
- 58 passenger hours saved and 289 new passenger trips each weekday

**Tell us what you think
about this proposal at**
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-offs

- About a 7-minute walk for 378 (39%) riders to Sullivan Square
- About a 7-minute transfer time for 11 (1%) riders traveling between Wellington and Assembly
- About a 9-minute transfer time for 122 (12%) riders traveling between Wellington and Sullivan Square
- Up to a 7-minute walk for 11 (1%) riders to Assembly

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 92

You asked for buses that come **on time & more often**

Our proposal

- Provide more frequent and reliable Route 92 service between Haymarket and Sullivan Square by removing Route 92 service to Assembly Square (transfer is available via Orange Line)



3

minute shorter wait time for 251 midday (21%) riders

7

passenger hours saved each weekday

15

new passenger trips each weekday

Route 92

Why we believe in these changes

- About a 3-minute shorter wait time for 251 midday (21%) riders
- 7 passenger hours saved and 15 new passenger trips each weekday

**Tell us what you think
about this proposal at**
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-offs

- Up to a 10-minute walk for 45 (4%) riders
- About a 7-minute transfer time for 20 (2%) riders at Sullivan Square to the Orange Line

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 93

You asked for buses that come **on time & more often**

Our proposal

- Provide faster service between Haymarket and Sullivan Square by removing service around the Navy Yard



4

minute faster trip for 503
(11%) riders travelling past the
Navy Yard

Route 93

Why we believe in these changes

- About a 4-minute faster trip for 503 (11%) riders travelling past the Navy Yard

Trade-off

- Up to an 8-minute walk for 165 (4%) riders for the Navy Yard

**Tell us what you think
about this proposal at**
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

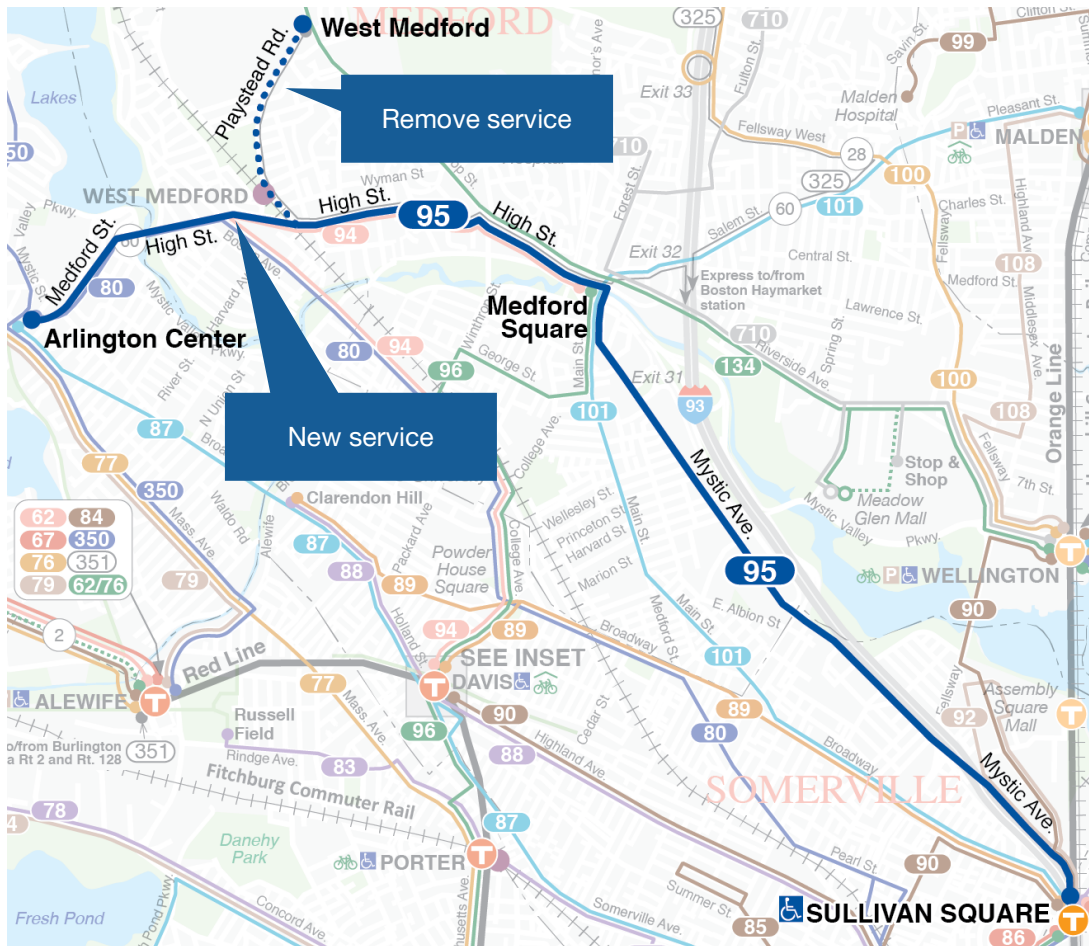
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Route 95

You asked for better connections

Our proposal

- New service connecting Arlington Center, Medford Square, and Sullivan Square by removing service to West Medford along Playstead Rd.



New

direct connection between
Arlington Ctr. and Medford
Sq. every 30 minutes

Route 95

Why we believe in these changes

- New direct connection between Arlington Ctr. and Medford Sq. every 30 minutes

Tell us what you think about this proposal at mbta.com/BBPfeedback

Feedback will close on March 13, 2019.

Trade-offs

- About a 6-minute longer wait time for 1,363 (89%) riders
- Up to an 11-minute walk for 145 (9%) riders on Playstead Rd. south of Woburn St.
- About a 20-minute transfer time for 35 (2%) riders on Playstead Rd. north of Woburn St. to Route 134
- 2 (<1%) riders on Playstead Rd. north of Woburn St. no longer provided with service after Route 134 end of service

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 106

You asked for buses that come **on time & more often**

Our proposal

- Provide more frequent Route 106 service on Salem and Main Street
- Simplify route by running all service from Wellington to the Lebanon Street Loop via Sylvan Street



1

minute shorter wait time for 1,432 (49%) riders between Lebanon Street Loop and Malden

5

minute shorter wait time for 1,423 (49%) riders between Malden and Wellington

136

passenger hours saved each weekday

Route 106

Why we believe in these changes

- About a 1-minute shorter wait time for 1,432 (49%) riders between Lebanon St. Loop and Malden
- About a 5-minute shorter wait time for 1,423 (49%) riders between Malden and Wellington
- 136 passenger hours saved and 237 new passenger trips each weekday

Tell us what you think about this proposal at
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-offs

- Up to a 10-minute walk for 26 (1%) riders within a half mile of Lebanon St. Loop or Routes 131, 136, or 137
- About a 2-minute longer wait time for 57 (2%) riders beyond a half mile of Lebanon St. Loop to Routes 131, 136, or 137

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 111

You asked for buses that come **on time & more often**

Our proposal

- Provide faster and more reliable service to Route 111 by removing service on Park Avenue with connection remaining via Route 110



3

minute shorter wait time for 101 evening (1%) riders between Bellingham Sq. and Woodlawn

1

minute shorter wait time for 1,954 evening (16%) riders between Haymarket and Bellingham Sq.

198

new passenger trips each weekday

Route 111

Why we believe in these changes

- About a 3-minute shorter wait time for 101 evening (1%) riders between Bellingham Sq. and Woodlawn
- About a 1-minute shorter wait time for 1,954 evening (16%) riders between Haymarket and Bellingham Sq.
- 2 passenger hours saved and 198 new passenger trips each weekday

Trade-offs

- Up to an 11-minute walk for 79 evening (1%) riders within a half-mile of Woodlawn
- About a 26-minute transfer time for 81 evening (1%) riders beyond a half-mile of Woodlawn to Route 110

**Tell us what you think
about this proposal at**
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

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Route 120

You asked for buses that come **on time & more often**

Our proposal

- Provide faster and more reliable service on Route 120 by removing loop around Central Sq. in East Boston, maintaining a bus stop to access Liberty Plaza from Meridian Street
- Improve reliability by starting and ending trips at Jeffries Point instead of Maverick



3

minute faster trip for 1,842 (69%) riders traveling past Central Sq.

117

(4%) riders boarding on Jeffries Point will experience greater reliability

74

passenger hours saved each weekday

Route 120

Why we believe in these changes

- About a 3-minute faster trip for 1,842 (69%) riders traveling past Central Sq.
- 74 passenger hours saved each weekday
- Greater reliability for 117 (4%) riders boarding on Jeffries Point

Tell us what you think
about this proposal at
[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

Trade-offs

- About a 3-minute walk for 233 (9%) riders to Central Sq.
- About a 2-minute walk for 170 (6%) riders who currently board on Sumner St. and could walk from there to Maverick St. or who currently get off on Maverick St. and would presumably walk to there from Sumner St.

About this proposal

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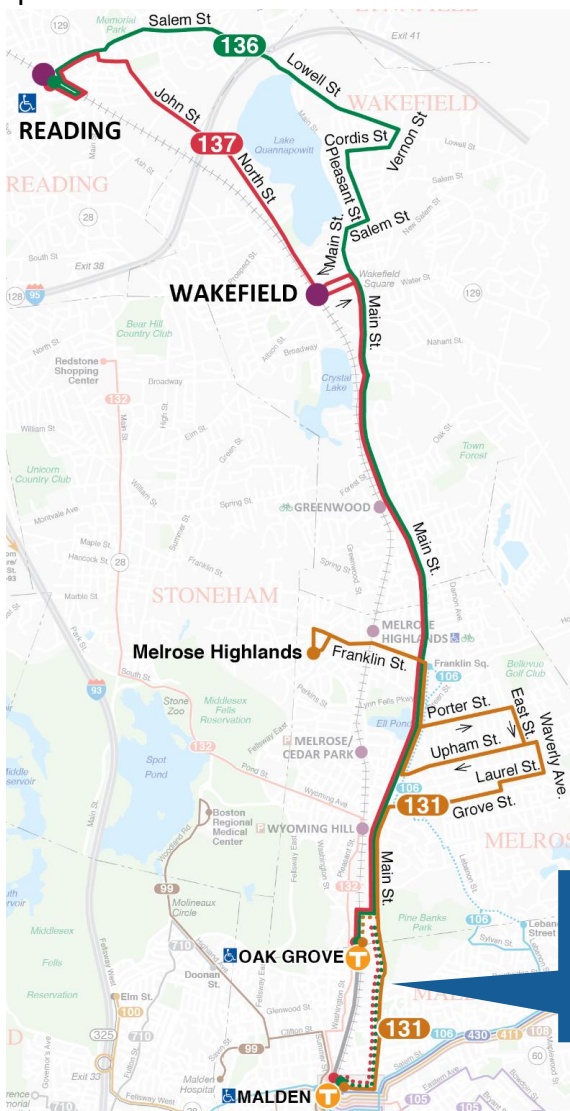
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Route 131, 136, & 137

You asked for buses that come on time & more often

Our proposal

- Provide faster and more reliable service, connecting Reading, Wakefield, and Oak Grove
- Remove Route 136/137 service between Oak Grove and Malden (except for early morning trips before Orange Line starts except when Route 131 does not operate)
- Route 131 provides service between Oak Grove and Malden



8

minute shorter wait time for 860 (85%) Route 136 riders between Reading and Oak Grove

4

minute shorter wait time for 904 (96%) Route 137 riders

189

new passenger trips each weekday

Remove Route 136/137 when Orange Line is running

Route 131, 136, & 137

Why we believe in these changes

- About an 8-minute shorter wait time for 860 (85%) Route 136 riders between Reading and Oak Grove
- About a 4-minute shorter wait time for 904 (96%) Route 137 riders
- 189 new passenger trips each weekday

Tell us what you think about this proposal at [mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on March 13, 2019.

Trade-offs

- About a 7-minute longer wait time for 454 (69%) Route 131 riders between Melrose Highlands and Main St. @ Melrose St. and between Main St. @ W. Wyoming Ave. and Oak Grove
- About a 10-minute longer wait time for 158 (24%) Route 131 riders between Grove St. @ Walnut St. and Upham St. @ Main St.
- About an 8-minute longer wait time for 41 (6%) Route 131 riders between Oak Grove and Malden

There are additional impacts (benefits or trade-offs) not captured in this summary. You'll find them at www.mbta.com/busanalysis.

About this proposal

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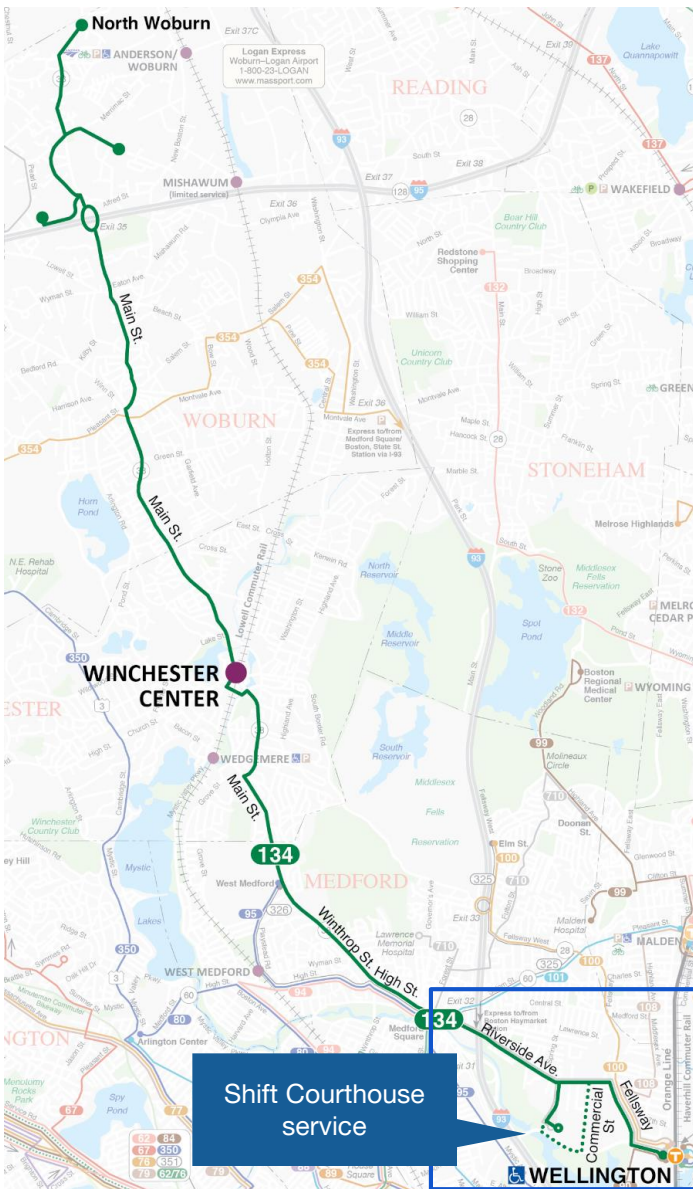
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Route 134

You asked for buses that come **on time & more often**

Our proposal

- Provide faster and more direct service to Wellington by shifting Commercial Street/Courthouse service to Riverside Avenue

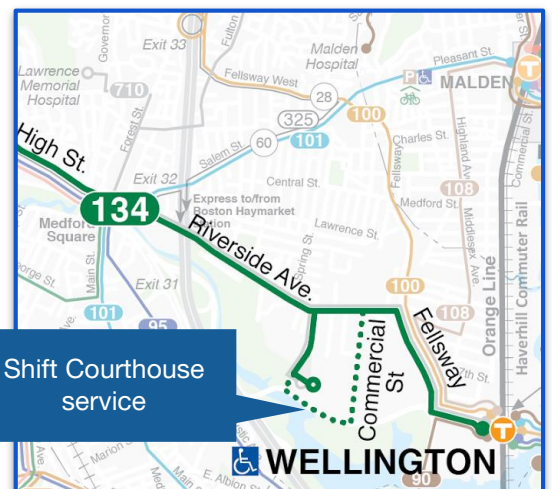


5

minute faster trip for 98 (5%) riders traveling past Commercial St. and Cambridge District Court

5

passenger hours saved each weekday



Route 134

Why we believe in these changes

- About a 5-minute faster trip for 98 (5%) riders traveling past Commercial St. and Cambridge District Court
- 5 passenger hours saved each weekday

Tell us what you think
about this proposal at
[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

Trade-off

- Up to a 10-minute walk for 34 (2%) riders to Commercial St. and Cambridge District Court

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

For a description of the data and methodology behind these proposals, as well as further details about this proposal, visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 201 & 202

You asked for buses that come **on time & more often**

Our proposal

- Provide faster and more reliable weekend service to Ashmont and Shawmut neighborhoods by eliminating weekend service to Quincy



6
minute shorter wait time for
340 Saturday (72%) riders
in Boston

9
minute shorter wait time for
119 Sunday (57%) riders in
Boston

36
new passenger hours
saved each weekend

Route 201 & 202

Why we believe in these changes

- About a 6-minute shorter wait time for 340 Saturday (72%) riders in Boston
- About a 9-minute shorter wait time for 119 Sunday (57%) riders in Boston
- 36 passenger hours saved and 76 new passenger trips each weekend

Tell us what you think about this proposal at mbta.com/BBPfeedback

Feedback will close on March 13, 2019.

Trade-offs

- About a 7-minute transfer time for 88 Saturday (19%) and 47 Sunday (22%) riders in Quincy to the Red Line
- Up to an 8-minute walk time for 11 Saturday (2%) and 11 Sunday (5%) riders in Quincy to North Quincy

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

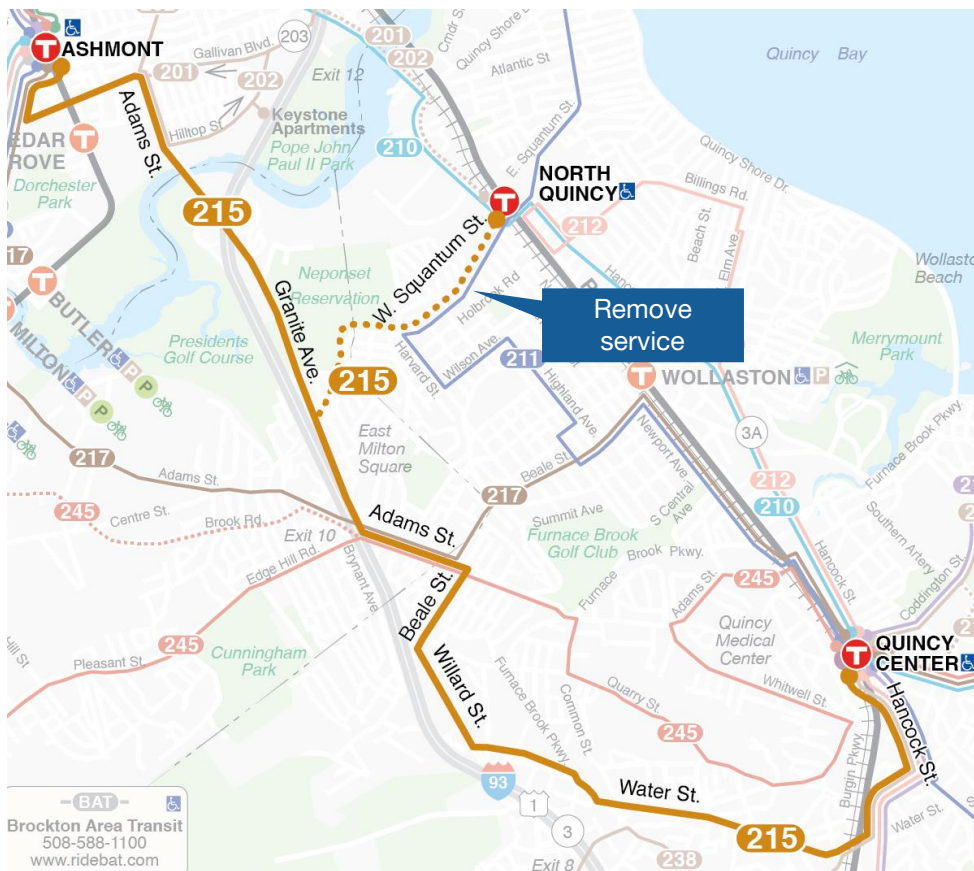
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Route 215

You asked for buses that come **on time & more often**

Our proposal

- Simplify Route 215 service by removing a single early morning route variation, and carrying riders to Ashmont instead of North Quincy
- Connect to the first Red Line train out of Ashmont instead of North Quincy; this requires an earlier trip departure time



2

new passenger trips each
weekday

Route 215

Why we believe in these changes

- 2 new passenger trips each weekday

Trade-offs

- About a 3-minute longer trip to Ashmont for 19 (1%) riders through East Milton Square
- 3 (<1%) riders on West Squantum St. no longer provided with service

Tell us what you think
about this proposal at
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

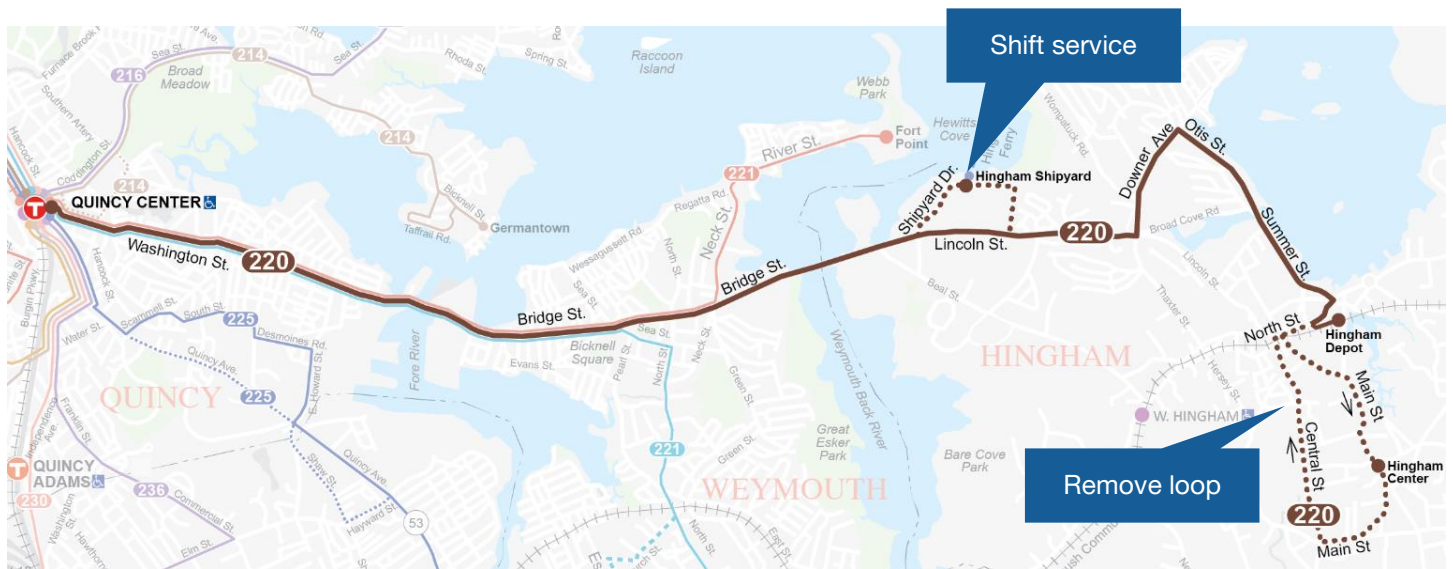
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Route 220

You asked for buses that come **on time & more often**

Our proposal

- Provide faster and more reliable service between Quincy Center and Hingham Depot
- Shift variant service from Hingham Shipyard to Lincoln St., and remove Hingham Center loop



2

minute faster trip for 22 (1%) riders traveling through the Hingham Shipyard

2

minute shorter wait time for 1,605 (99%) riders not using the Hingham Loop

37

passenger hours saved each weekday

Route 220

Why we believe in these changes

- About a 2-minute faster trip for 22 (1%) riders traveling through the Hingham Shipyard
- About a 2-minute shorter wait time for 1,605 (99%) riders not using the Hingham Loop
- 37 passenger hours saved and 85 new passenger trips each weekday

Tell us what you think about this proposal at mbta.com/BBPfeedback.

Feedback will close on March 13, 2019.

Trade-offs

- About a 6-minute walk for 3 (<1%) riders to the Hingham Shipyard
- Up to 12-minute walk for 9 (1%) riders on the Hingham Loop to Hingham Depot
- 10 (1%) riders on the Hingham Loop no longer provided with service

About this proposal

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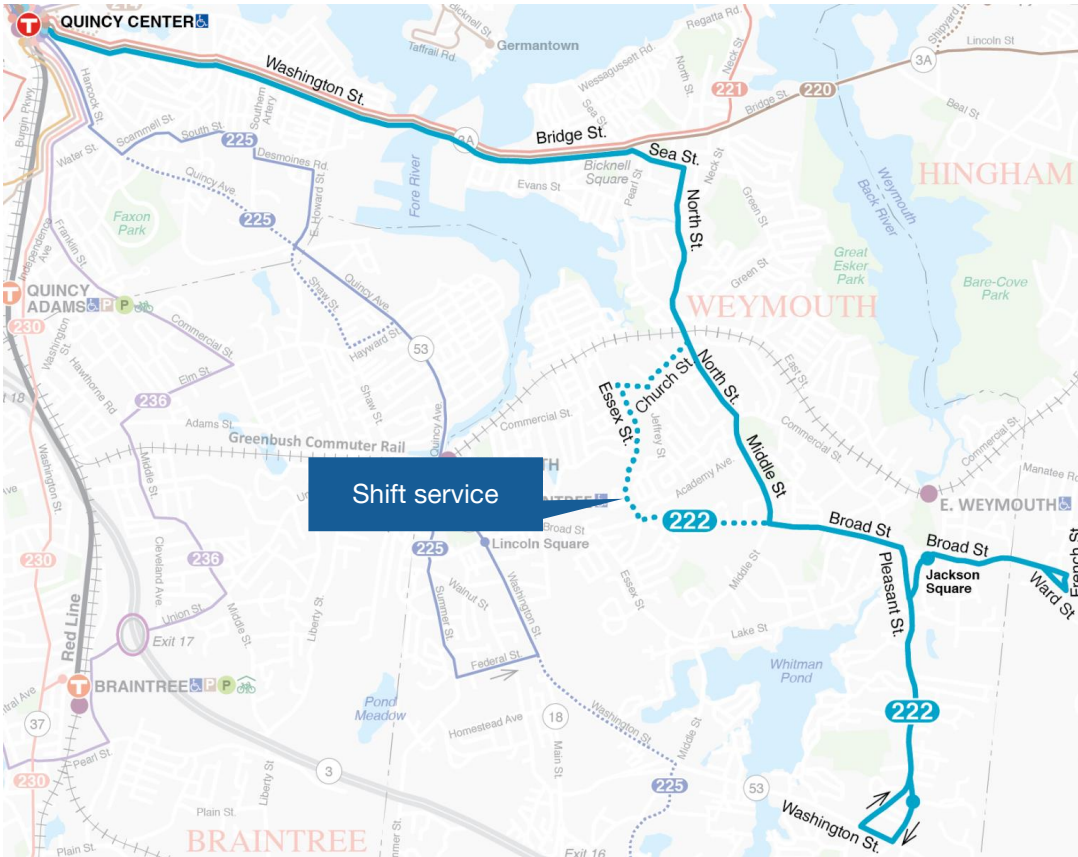
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Route 222

You asked for buses that come **on time & more often**

Our proposal

- Provide faster and more reliable midday service by shifting Route 222 service from Essex St. to North and Middle St.



16

minute shorter wait time for 41 midday (3%) riders on North St. and Middle St. between Church St. and Broad St.

2

minute faster trip for 34 midday (2%) riders traveling past Church St. or Broad St.

11

passenger hours saved each weekday

Route 222

Why we believe in these changes

- About a 16-minute shorter wait time for 41 midday (3%) riders on North St. and Middle St. between Church St. and Broad St.
- About 2-minute faster trip for 34 midday (2%) riders traveling past Church St. or Broad St.
- 11 passenger hours saved and 20 new passenger trips each weekday

Tell us what you think
about this proposal at
[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

Trade-offs

- Up to 11-minute walk for 9 midday (1%) riders on Church St. and Broad St.
- 3 (<1%) riders on Essex St. no longer provided with service

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

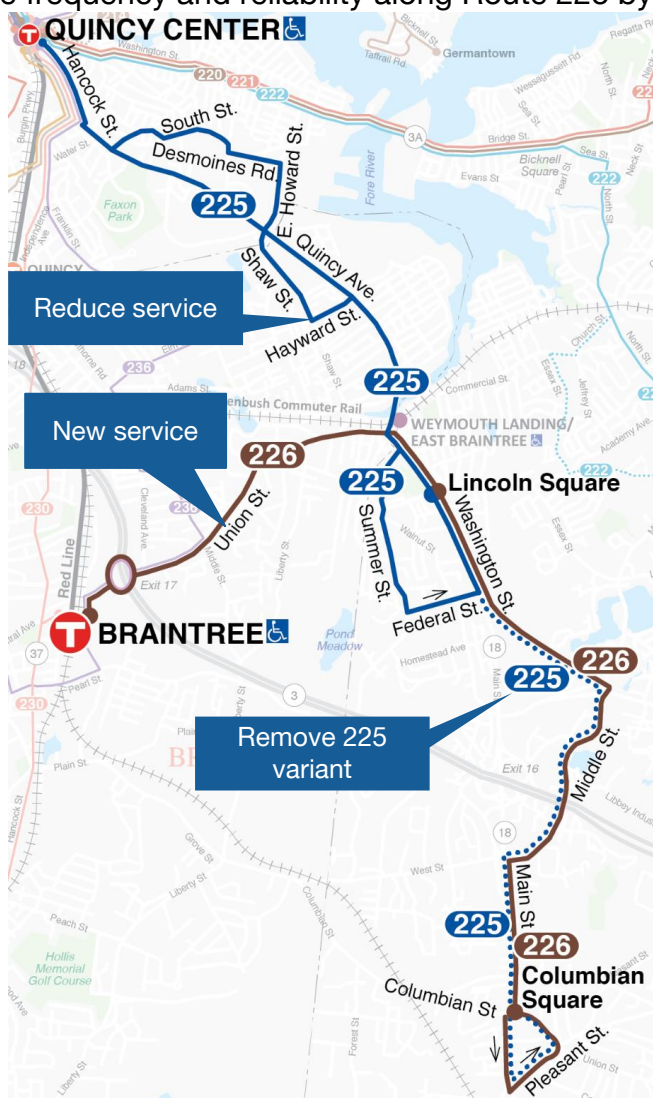
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Route 225

You asked for better connections

Our proposal

- Provide new connection between Braintree and Columbian Square via Lincoln Square
- Remove Route 225 route variation to Columbian Square, but maintain frequency on new Route 226
- Increase frequency and reliability along Route 225 by reducing service to Shaw St./Hayward St.



2
minute shorter wait time for 270 (9%) riders along Scammel St., South St., and Southern Artery

2
minute faster trip for 269 (12%) Route 225 riders traveling past Shaw St. and Hayward St.

1
minute shorter wait time for 2,028 (68%) riders between Quincy Center and Scammel St. and between Southern Artery and Weymouth Landing

Route 225

Why we believe in these changes

- About a 2-minute shorter wait time for 270 (9%) riders along Scammel St., South St., and Southern Artery
- About a 2-minute faster trip for 269 (12%) Route 225 riders traveling past Shaw St. and Hayward St.
- About a 1-minute shorter wait time for 2,028 (68%) riders between Quincy Center and Scammel St. and between Southern Artery and Weymouth Landing

Tell us what you think about this proposal at [mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback).

Feedback will close on March 13, 2019.

Trade-offs

- About a 1-minute longer wait time for 333 (11%) riders on Quincy Ave. between Scammel St. and Southern Artery
- Up to an 11-minute walk time for 27 (1%) riders on Front St., Summer St., and Federal St. to the new Route 226

There are additional impacts (benefits or trade-offs) not captured in this summary. You'll find them at www.mbta.com/busanalysis.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

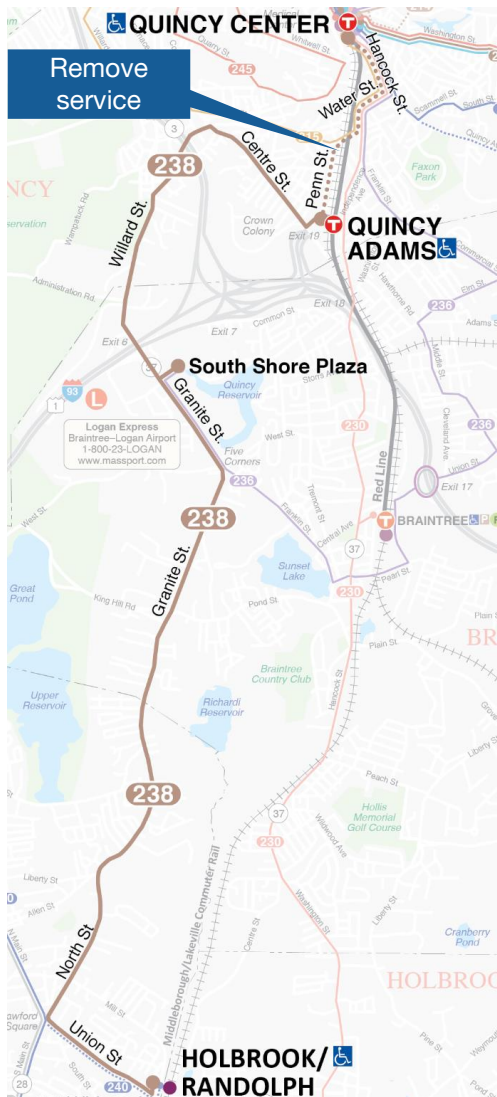
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Route 238

You asked for buses that come **on time & more often**

Our proposal

- Make Route 238 faster and more reliable between Quincy Adams and Holbrook/Randolph by removing service between Quincy Center and Quincy Adams
- Only keep 5:17 AM outbound trip from Quincy Center to serve corridor between Quincy Ctr./Adams before Red Line service starts



4

minute faster trip for 409 (23%) trips to/from Quincy Center

5

minute shorter wait time for 1,313 (74%) riders between Holbrook/Randolph and Quincy Adams

105

passenger hours saved each weekday

Route 238

Why we believe in these changes

- About a 4-minute faster trip for 409 (23%) trips to/from Quincy Center
- About a 5-minute shorter wait time for 1,313 (74%) riders between Holbrook/Randolph and Quincy Adams
- 105 passenger hours saved and 249 new passenger trips each weekday

Tell us what you think about this proposal at mbta.com/BBPfeedback

Feedback will close on March 13, 2019.

Trade-offs

- Up to an 11-minute walk for 356 (20%) riders within a half-mile of Quincy Center
- About a 17-minute transfer time for 132 (7%) riders along Liberty St., Franklin St., and School St. to/from Route 215

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

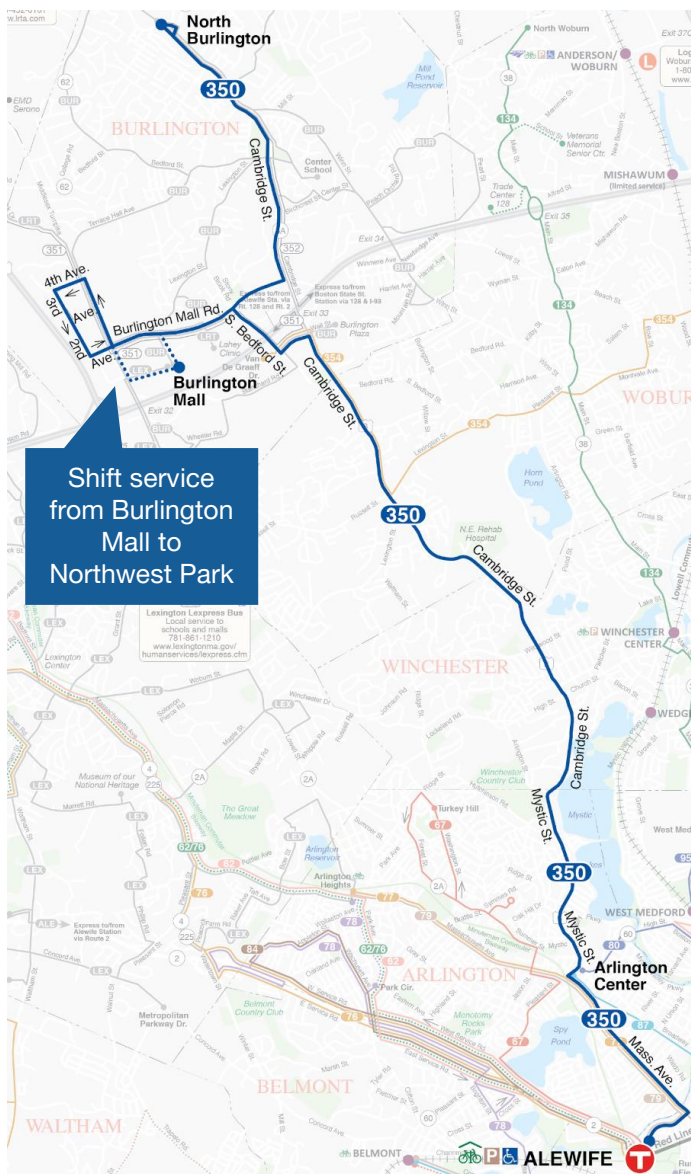
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 350

You asked for **better connections**

Our proposal

- Provide new connection to Northwest Park (office/retail destination) by adding loop
- Remove Burlington Mall loop; access to mall provided through stop along Burlington Mall Rd.



New

connection to the Northwest Park every 45 minutes (peak)/65 minutes (off-peak)

Route 350

Why we believe in these changes

- New connection to the Northwest Park every 45 minutes (peak)/65 minutes (off-peak)

Tell us what you think
about this proposal at
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-offs

- About a 5-minute longer trip for 186 (11%) riders on Cambridge St. north of Burlington Mall Rd.
- About a 3-minute longer wait time for 1,035 (59%) riders

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

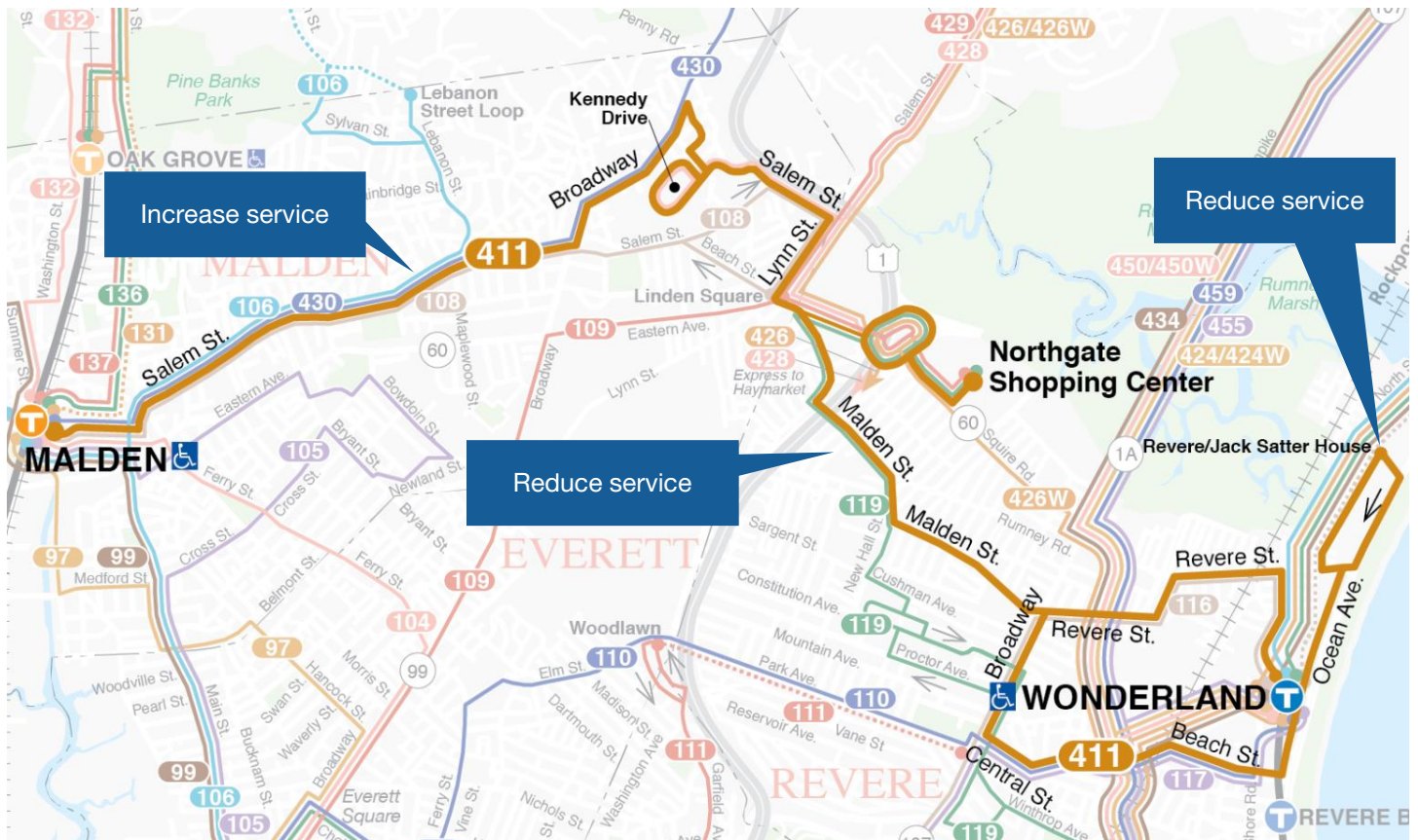
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Route 411

You asked for buses that come **on time & more often**

Our proposal

- Provide faster and more reliable service between Malden and Kennedy Drive during peak
- Provide only midday service to Jack Satter House



15

minute shorter wait time for
377 peak and evening
(30%) riders

Route 411

Why we believe in these changes

- About a 15-minute shorter wait time for 377 peak and evening (30%) riders

**Tell us what you think
about this proposal at**
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-offs

- About a 14-minute transfer time for 5 (<1%) riders between Kennedy Dr. and Linden Sq. to Route 108
- About a 23-minute transfer time for 124 (10%) riders between Linden Sq. and Malden St. to Route 119
- Up to an 11-minute walk for 28 (2%) riders within a half mile of Kennedy Dr.
- Up to a 10-minute walk for 35 (3%) riders within a half mile of Route 119 service between Linden Sq. and Malden St.
- 41 (3%) riders between Malden St. and Wonderland must transfer more than once to reach Route 411

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

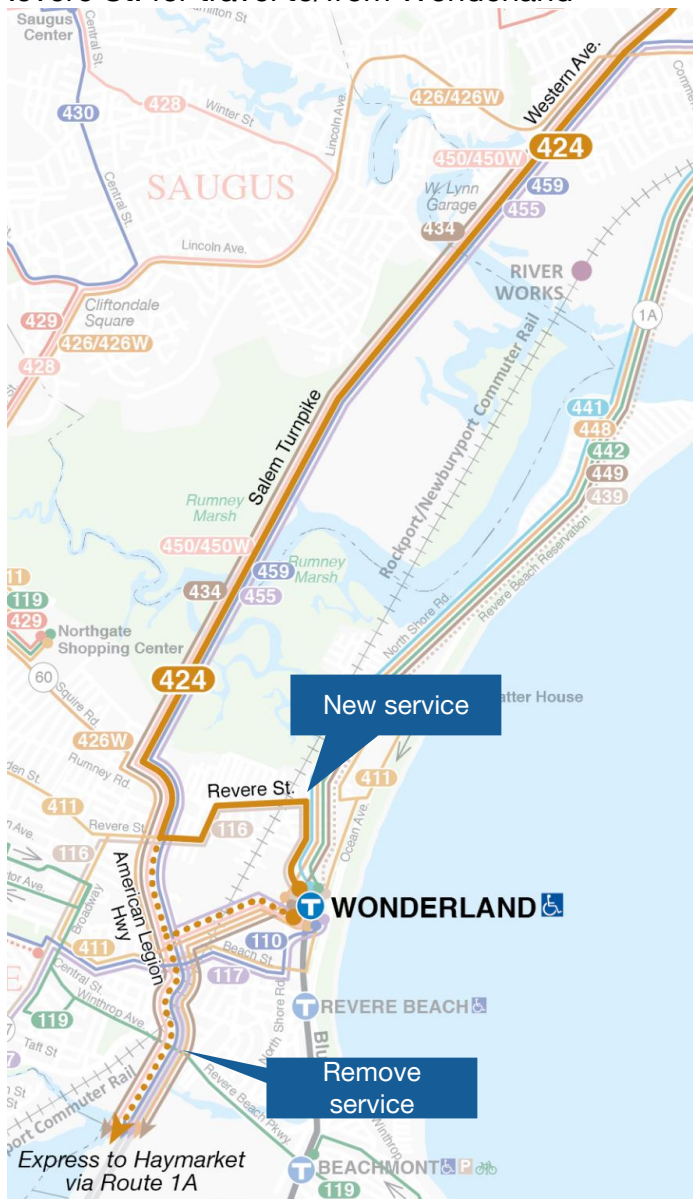
For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 424

You asked for buses that come **on time & more often**

Our proposal

- Provide faster, more reliable service from Boston to Lynn by terminating PM routing at Wonderland instead of Haymarket (AM already terminates at Wonderland)
- Use Revere St. for travel to/from Wonderland



17

minute shorter wait time for 89 PM outbound (100%) riders

5

minute faster trip to Wonderland via Revere St. for 145 AM inbound (86%) riders

20

passenger hours saved each weekday

Route 424

Why we believe in these changes

- About a 17-minute shorter wait time for 89 PM outbound (100%) riders
- About a 5-minute faster trip to Wonderland via Revere St. for 145 AM inbound (86%) riders
- Local bus + subway fare is less expensive than express bus fare for 48 PM outbound (54%) riders
- 20 passenger hours saved and 21 new passenger trips each weekday

Tell us what you think
about this proposal at
[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

Trade-offs

- Up to a 10-minute walk for 65 (25%) riders to Wonderland Station
- About a 3-minute transfer time for 48 PM outbound (54%) riders

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

For a description of the data and methodology behind these proposals, as well as further details about this proposal, visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 428

You asked for buses that come **on time & more often**

Our proposal

- Provide faster and more reliable Route 428 service between Lynn Fells Parkway and Haymarket via Saugus Center by terminating route at Lynn Fells Parkway at Main Street



Remove service

to Wakefield due to the loss of the turn-around location at Wakefield High School.

With no feasible alternatives in Wakefield, the turn-around would be at Lynn Fells Parkway.

Route 428

Why we're making this change

- Remove service to Wakefield due to the loss of the turn-around location at Wakefield High School. With no feasible alternatives in Wakefield, the turn-around would be at Lynn Fells Parkway.

Tell us what you think
about this proposal at
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-offs

- Up to a 10-minute walk for 4 (2%) riders
- 2 (1%) riders no longer provided service beyond a half mile from Lynn Fells Parkway

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

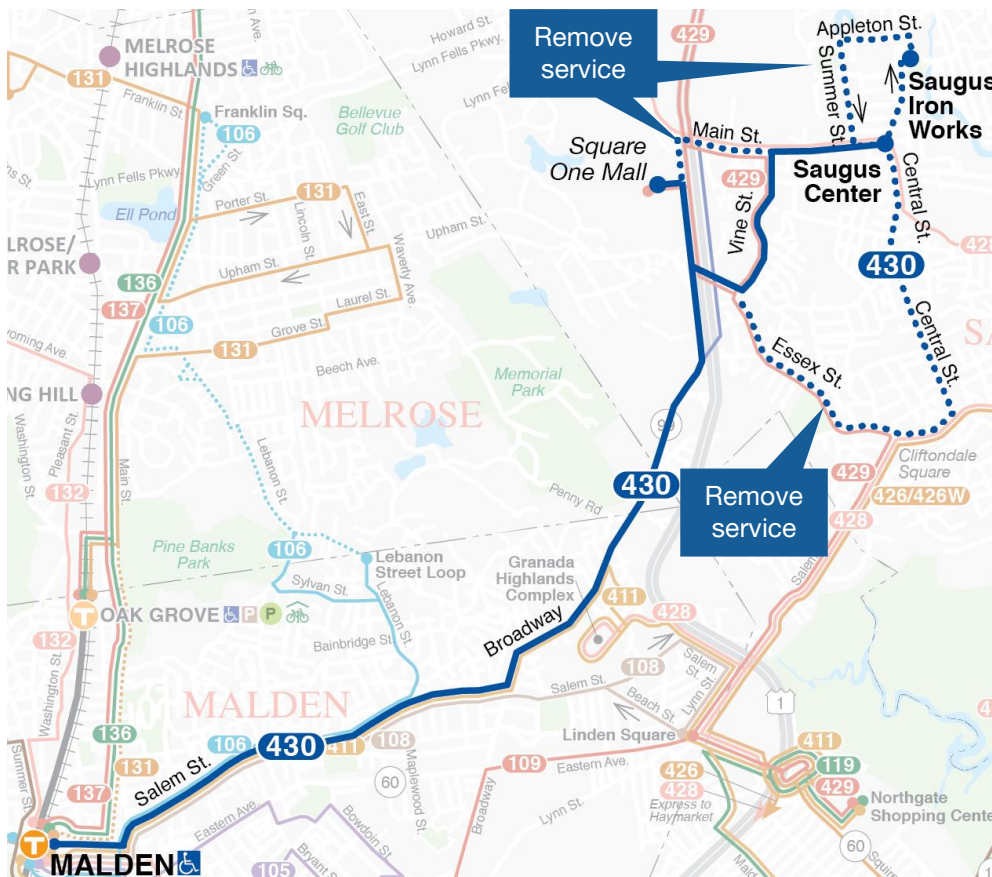
For a description of the data and methodology behind these proposals, as well as further details about this proposal, visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.

Route 430

You asked for buses that come on time & more often

Our proposal

- Provide faster, more direct Route 430 service between Malden and Saugus Ctr. via Square One Mall by removing service to Cliftondale Sq. and Saugus Iron Works



3
minute shorter wait time for
982 (96%) riders between
Saugus Ctr. and Malden on
revised route

6
minute shorter travel time
between Saugus Ctr. and
Square One Mall

55
passenger hours saved
each weekday

Route 430

Why we believe in these changes

- About a 3-minute shorter wait time for 982 (96%) riders between Saugus Ctr. and Malden on the revised route
- About a 6-minute shorter travel time between Saugus Ctr. and Square One Mall
- 55 passenger hours saved and 72 new passenger trips each weekday

Tell us what you think about this proposal at [mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on March 13, 2019.

Trade-offs

- Up to 4-minute longer wait time for 35 (3%) riders around Clifftondale Sq. using Routes 426 or 429
- Up to an 11-minute walk time for 70 (7%) riders on existing route on portions of Main St., Essex St., and Central St.
- 11 (1%) riders on Central St. or Appleton St. loop beyond a half-mile of Routes 430, 426, or 429 no longer provided with service

There are additional impacts (benefits or trade-offs) not captured in this summary one-pager. You'll find them at www.mbta.com/busanalysis.

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

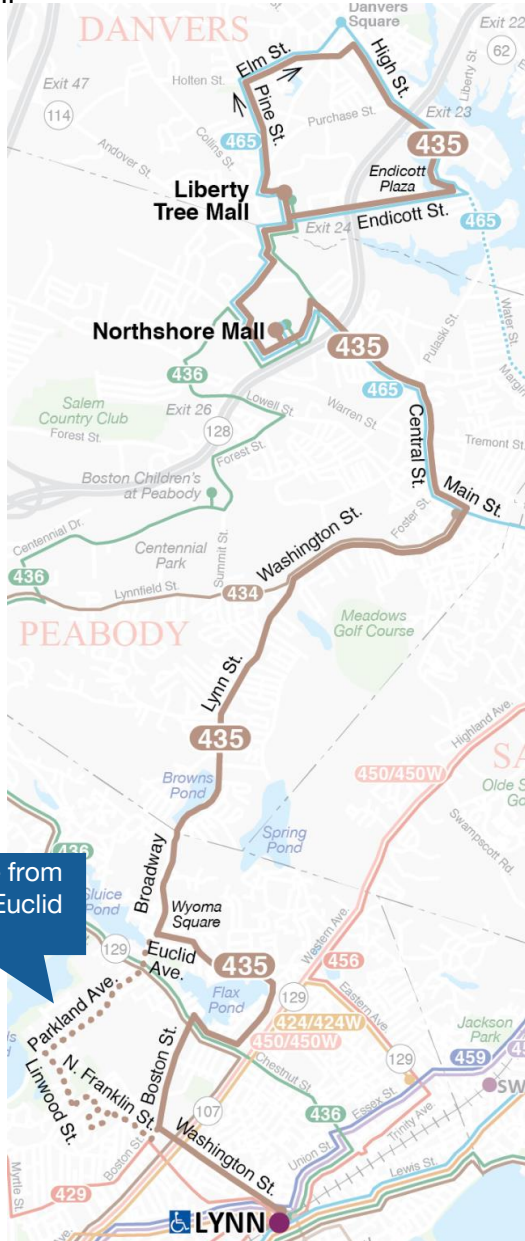
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Route 435

You asked for buses that come **on time & more often**

Our proposal

- Provide more frequent Route 435 service along Boston and Euclid Ave. by shifting service from Pine Hill



10

minute shorter wait time for
703 (99%) riders

92

passenger hours saved
each weekday

98

new passenger trips each
weekday

Route 435

Why we believe in these changes

- About a 10-minute shorter wait time for 703 (99%) riders
- 92 passenger hours saved and 98 new passenger trips each weekday

Tell us what you think
about this proposal at
[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

Trade-offs

- Up to a 10-minute walk time for 10 (1%) riders within a half-mile of revised Route 435
- 4 (1%) riders on Linwood St. beyond a half-mile of revised Route 435 no longer provided with service

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

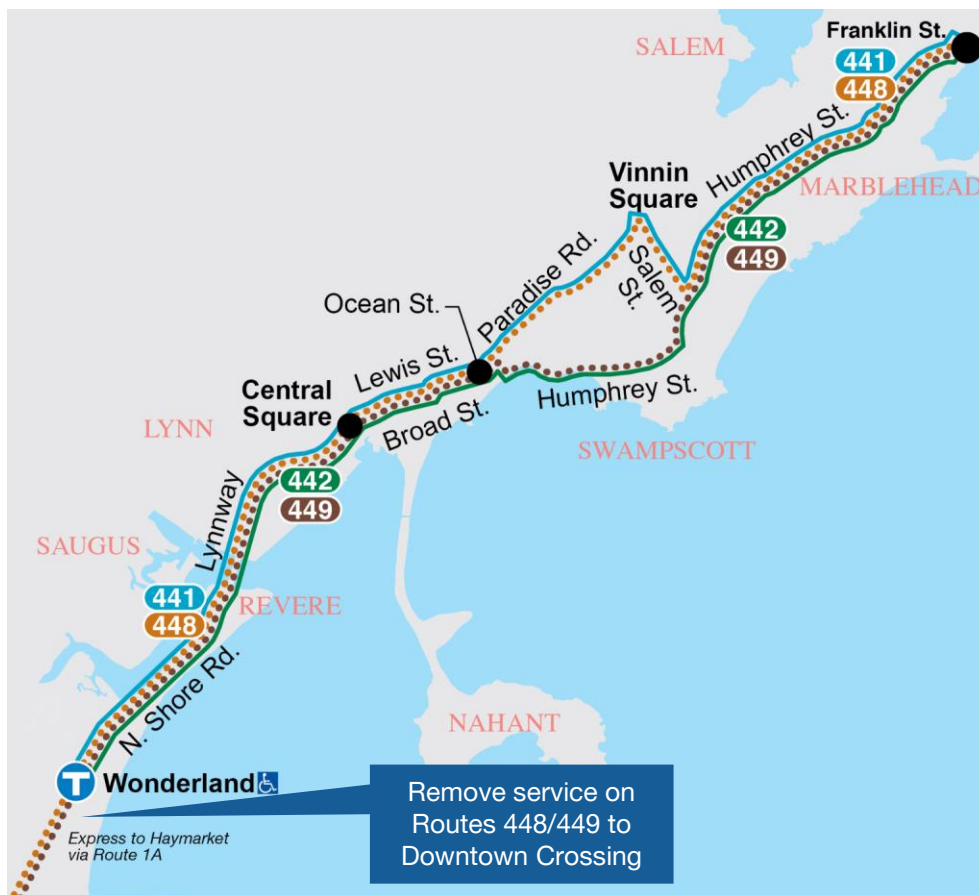
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Route 441, 442, 448, & 449

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



4

minute shorter wait time for 1,214 peak (32%) riders between Wonderland and Ocean St.

30

minute faster trip for 82 (26%) Route 448/449 riders traveling through Wonderland

138

passenger hours saved each weekday

Marblehead – Downtown Crossing or Wonderland Station via Paradise Rd. (441) or via Humphrey St. (442)

Route 441, 442, 448, & 449

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 (26%) 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
- 529 new passenger trips and 138 passenger hours saved each weekday

Tell us what you think
about this proposal at
[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

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

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

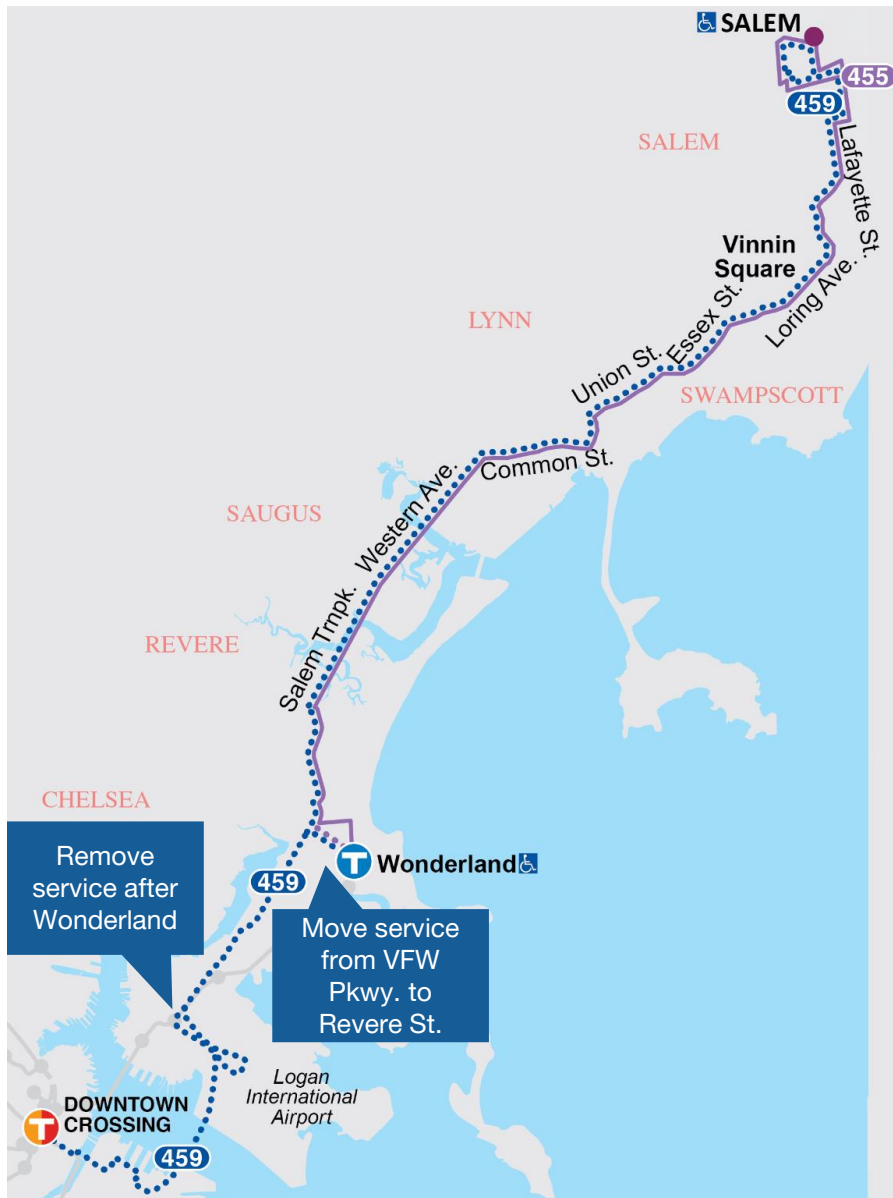
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Route 455 & 459

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 (remove Route 459 and reinvest in Route 455)



20

minute shorter wait time for 2,948 (93%) riders between Salem Depot and Revere St.

2

minute shorter trip for 1,785 (56%) riders traveling to/from Revere St.

1,178

passenger hours saved each weekday

Route 455 & 459

Why we believe in these changes

- About a 20-minute shorter wait time for 2,948 (93%) riders between Salem Depot and Revere St.
- About a 2-minute shorter trip for 1,785 (56%) riders traveling to/from Revere St.
- Local bus + subway fare is less expensive fare than express bus fare for 488 (53%) Route 459 riders
- 1,178 passenger hours saved and 802 new passenger trips each weekday

Tell us what you think
about this proposal at
mbta.com/BBPfeedback

Feedback will close on
March 13, 2019.

Trade-offs

- Up to a 10-minute walk for 445 (14%) riders to Wonderland
- About a 4-minute transfer time for 488 (53%) riders to destinations on the Blue Line, Massport Shuttles, or Route SL3
- 16 (2%) riders on Burbank Hwy. and McClellan Hwy. no longer provided with service

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

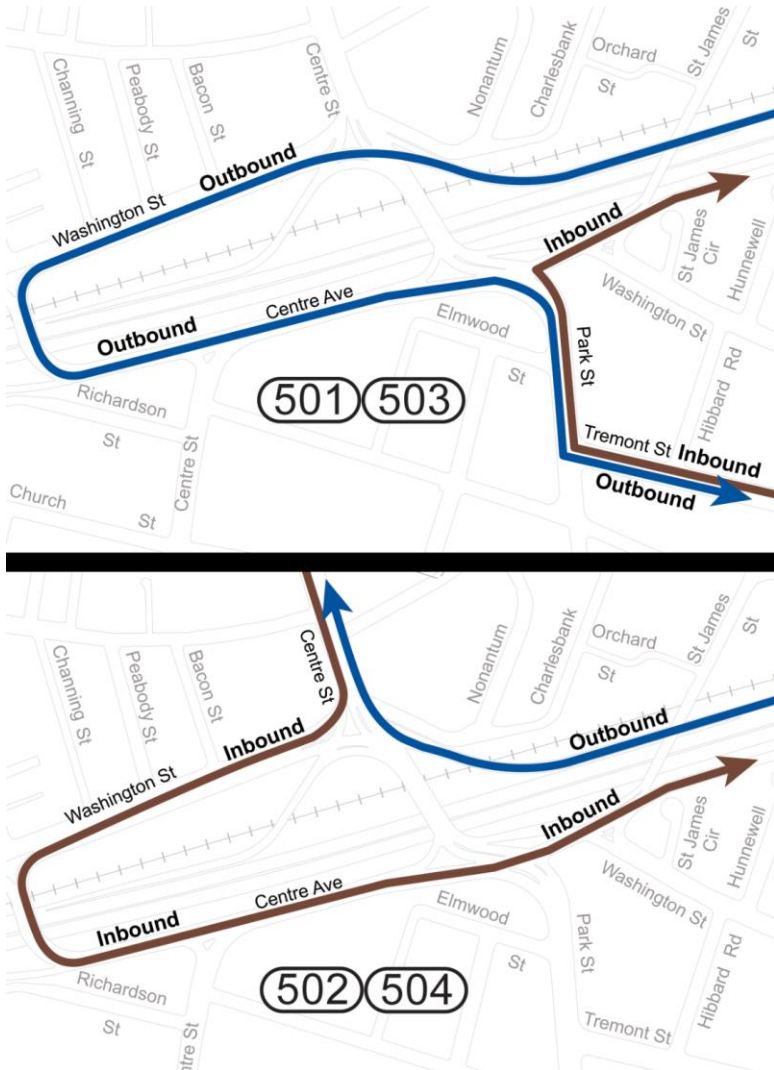
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Route 501, 502, 503, & 504

You asked for buses that come **on time & more often**

Our proposal

- Provide faster, more reliable service on Routes 501, 502, 503, and 504 between Watertown/Brighton and Boston
- Have 502/504 Routes loop Newton Corner in only the inbound direction, with 501/503 Routes doing the loop only in the outbound direction



3

minute shorter trip for 767
outbound (31%) Route
502/504 riders traveling
past Newton Corner

12

passenger hours saved
each weekday

35

new passenger trips each
weekday

Route 501, 502, 503, & 504

Why we believe in these changes

- About a 3-minute shorter trip for 767 outbound (31%) Route 502/504 riders traveling past Newton Corner
- 12 passenger hours saved and 35 new passenger trips each weekday

Tell us what you think about this proposal at [mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on March 13, 2019.

Trade-offs

- Up to a 4-minute walk for 394 outbound (16%) Route 502/504 riders on Washington St.
- About a 1-minute longer trip for 945 outbound (46%) Route 501/503 riders stopping at Newton Corner

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

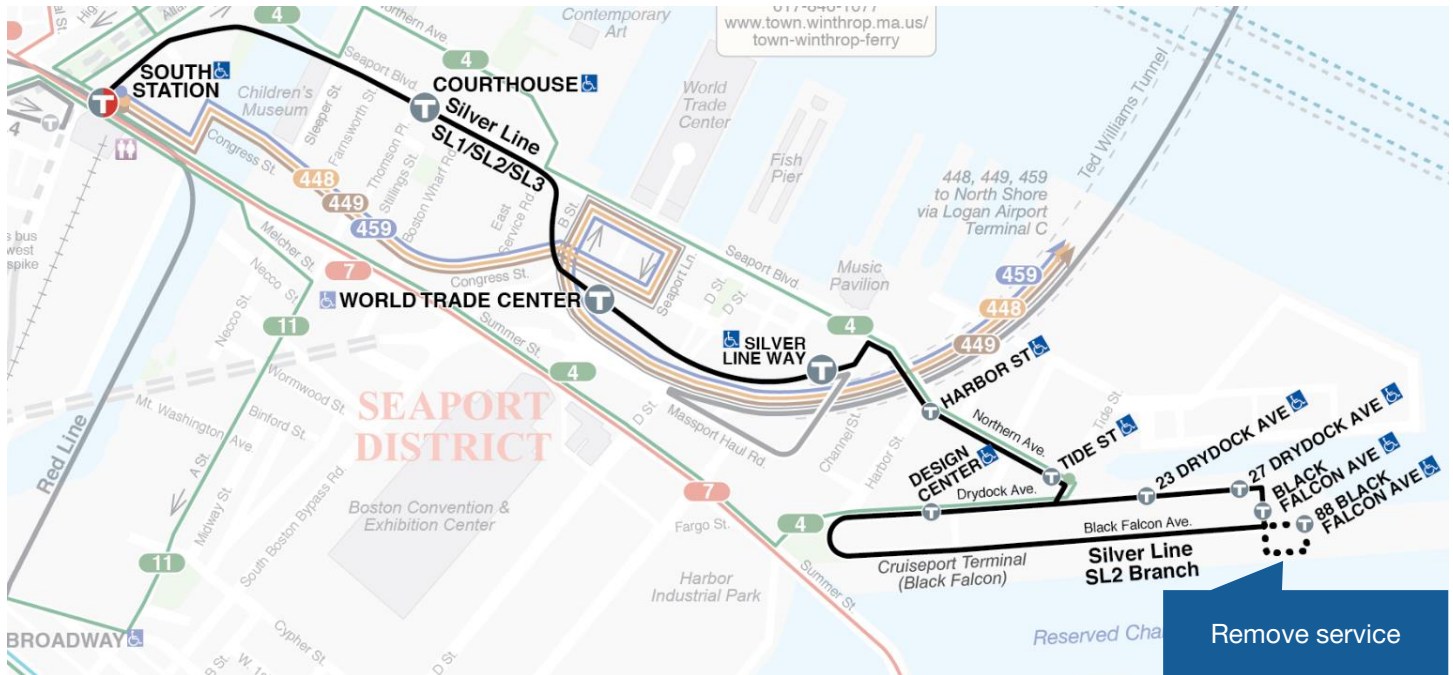
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SL2 (742)

You asked for buses that come on time & more often

Our proposal

- Faster and more reliable service by removing a Silver Line 2 route variation serving a bus stop at 88 Black Falcon



2
minute faster trip for 569
(9%) riders

8
passenger hours saved
each weekday

31
31 new passenger trips
each weekday

SL2 (742)

Why we believe in these changes

- About a 2-minute faster trip for 569 (9%) riders
- 8 passenger hours saved and 31 new passenger trips each weekday

Tell us what you think
about this proposal at
[mbta.com/BBPfeedback](https://www.mbta.com/BBPfeedback)

Feedback will close on
March 13, 2019.

Trade-off

- About a 2-minute walk for 219 (3%) riders for 88 Black Falcon

About this proposal

The service change(s) in this proposal will, if approved, take effect on September 1, 2019.

For a description of the data and methodology behind these proposals, as well as further details about this proposal (including weekend impacts), visit www.mbta.com/busanalysis. All of our proposals are available in multiple languages at <https://betterbus.mbta.com>.