

Quick Facts

Better Buses

Learn More About Better Buses:
www.livablestreets.info/better_buses

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Fewer riders are spending **more time** stuck in traffic on buses in Metro Boston, two trends that could be reversed if the bus system were allowed to perform at its highest level.

Better Buses is an initiative to prioritize people on the bus, resulting in a more efficient and equitable street.



Without the swift and rapid implementation of bus priority measures, existing and would-be transit riders will continue to turn to rideshare and personal cars, while those who depend on the bus fall further behind.

Better Buses By the Numbers

8%

Between 2015 and 2016, there was an **8% decrease in overall bus ridership** – the highest rate of decline across MBTA services.

Today, approximately **7 miles of congested Boston streets** are holding back **92,000 riders** - more than one-fifth of all MBTA bus passengers.

92k

5

5 major bus corridors have been identified as the lowest performing in speed and timeliness: **Mass Ave, Warren Street, Blue Hill Ave, Washington Street, and Brighton Ave.**

According to MAPC's State of Equity Report, **black riders spend 64 hours more per year on MBTA buses relative to white riders.**

64

Better Buses Benefits

Better Buses, or bus priority, is one of the most cost- and space-effective ways to **shorten travel times** for the most people.

The **convenience, comfort, and consistency** of Better Buses encourages more riders to get on board.

As more people choose the bus, **everyone can get around more easily** while congestion and emissions decrease.

By prioritizing people on the bus, we **increase access to affordable housing, economic opportunity, and services** for those who need them most.

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Better Buses In Action

A bus-only lane pilot on Washington Street in Roslindale became permanent in June 2018 after data confirmed **travel times for bus riders along the corridor were reduced up to 25% during the morning commute**. Our Street Ambassadors spent 70+ hours engaging with riders and building strong public support during the pilots in December and June.



The reduction works out to **26 hours of passenger time saved** on a typical day, or 38 hours saved on a day when road congestion was significantly higher than normal.



94% of the people riding the bus and biking on the corridor supported a permanent bus and bicycle lane.



The success of the Roslindale bus lane was possible due to our extensive **Street Ambassador outreach**, elevating the needs and desires of the community to Mayor Walsh and the Boston Transportation Department.



What You Can Do



Start a Conversation: Share this fact sheet with your Neighborhood Association, City Councilor, State Rep, etc. Ask them to support pilots on nearby corridors that will give community members an opportunity to experience Better Buses first-hand.



Sign-up: Receive news, updates about Better Buses and our other programs by subscribing to our newsletter: www.livablestreets.info/join



Volunteer: Join us in spreading the word about the importance of Better Buses. Help with outreach on any of the four corridors we've identified: Mass Ave, Warren St, Blue Hill Ave, Brighton Ave: www.livablestreets.info/volunteer



Donate: Support LivableStreets advocacy work for Better Buses with a tax-deductible donation: www.livablestreets.info/donate



Become a Member: Join our growing community of people invested in creating safe streets and livable communities. Become a member of LivableStreets today!

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