

The 55- bus route will not change, despite the prior bus network redesign (BNR) proposal by the Massachusetts Bay Transportation Authority (MBTA).

The MBTA's initial proposal sparked criticism from Fenway residents when they originally announced plans to change Route 55. The Route begins on Queensberry Street and ends at Kendall Square, instead of its current end at Copley.

"It was clear from all our public meetings as well as from the Red Sox study that residents in the West Fens seek connections to downtown," said Marie Fukuda, Co- Chair of the Fenway Civic Association's Parks and Open Space Committee.

"I am very grateful to the BNR staff who said they would be receptive to resident input and proved that they were."

The BNR is included in "Better Bus Project," a component of the MBTA's 9.6 billion dollars, "five- year capital investment plan" that intends to expand the bus network by 25% of its current state.

Although Route 55 will not be changed, a large desire from the Fenway community remains which is to reinstate the original, pre- Covid route, which continued past Copley and terminated at Park Street.

\*Additionally, the route still currently operates on a limited service schedule, with the earliest pickup time at 9:50am. and the latest at 4pm, running every 40 minutes.

Under the current network proposal, Route 55 service hours will be extended, running "every 60 minutes or better, 6am to 7pm seven days per week."

The service hours have not yet been determined "I think there is a general sense of dissatisfaction with the MBTA around communications and promotion of the 55," said Leo Ruiz Sanchez, Community Organizer for the Fenway Community Development Corporation.

"The implementation of the revised proposed increased service hours is something that is unknown to us and to the MBTA as well, as they are still figuring out the rollout."

With the altered bus routes, the MBTA acknowledged that some residents may be unhappy with the finalized map.

"To make these improvements we had to consider tradeoffs and we were unable to make every change that you requested of us," said Justin Antos, Senior Director of Bus Transformation at the MBTA.

"We cannot please everyone all the time. But we did ultimately make changes to two- thirds of the routes in the proposal."

The current revised network map is available on the MBTA website.

"The revised network map is what we intend to bring to the board of directors for their approval," said Doug Johnson, Transportation Planner at the MassDOT Office of Transportation.

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