

BUILDING A NETWORK: CHOICES AND CONNECTIONS

**Presentation to
495 Partnership
Transportation
Committee
December 16,
2015**

WHY A NETWORK MATTERS – MORE THAN THE PIECES

“Transportation is not important for what it is”

- Roads and bridges, trains and tracks

“Transportation is important for what it does”

- Gets people where they need to go and connects them to opportunity
- Shapes and supports the economy of communities and regions

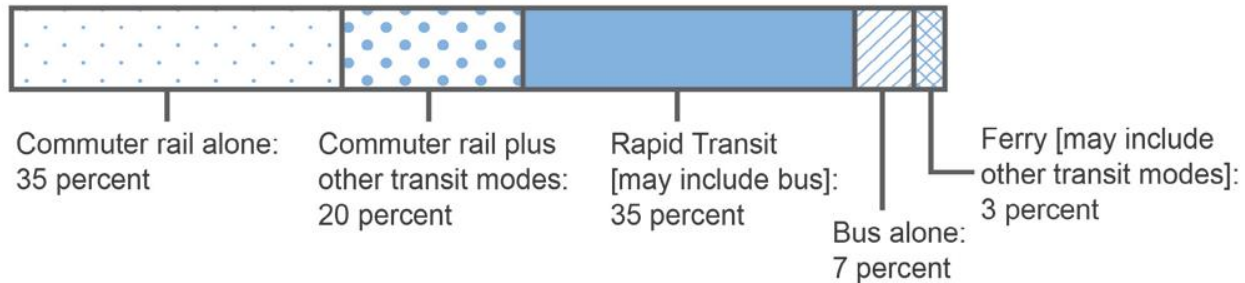
FITTING THE PIECES TOGETHER

- **Commuter Rail service characteristics**
 - Access to major economic drivers and population centers
 - Radial and fixed
 - Less frequent than subway/bus
- **RTA bus service characteristics**
 - Flexible service
 - Responsive to local growth patterns
 - Limited jurisdiction
- **TMAs, COAs, etc. characteristics**
 - Commitments by local stakeholders
 - Aimed at specific gaps in the network
 - Cross-modal bottom-line

DRIVE-TRANSIT COMMUTING IN EASTERN MASSACHUSETTS

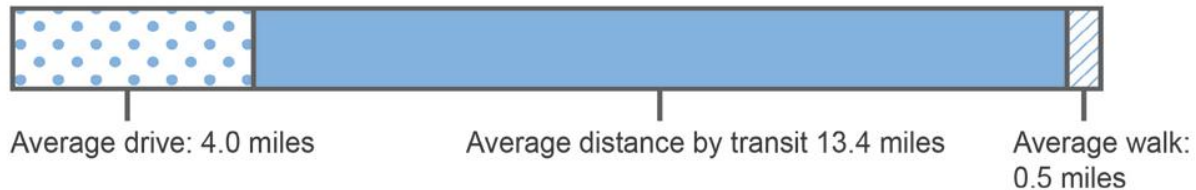
Transit submodes used:

Average direct distance: 15.6 miles



Connecting modes:

Average indirect distance: 17.9 miles



ALIGNING RAIL SERVICE TO THE NEW MARKET – NEW CHOICES

FITCHBURG LINE Train Schedule Effective August 4, 2014

Outbound from Boston		AM							PM							AM		
LINE	STATION	451	453	405	407	409	411	455	457	417	419	421	423	425	427	429	431	433
4	Lincoln	F 8:09	-	F 9:29	F 10:30	F 11:34	F 1:50	F 3:07	4:38	-	5:43	6:04	6:30	6:59	F 8:28	F 9:21	F 11:21	F 12:46
5	Concord	F 8:15	9:18	9:35	10:36	11:40	1:56	3:13	4:44	-	5:49	6:10	6:36	7:05	8:34	9:26	11:26	12:51
5	West Concord	8:21	9:24	-	F 10:42	11:46	2:02	3:19	4:50	-	5:55	6:16	6:42	7:11	8:40	9:31	F 11:31	F 12:55
6	South Acton	L 8:29	L 9:32	9:42	10:48	11:52	2:08	L 3:27	L 4:58	5:12	6:02	6:23	6:49	7:18	8:47	9:37	11:37	1:01
7	Littleton/Route 495	8:37	9:40	F 9:50	F 10:55	F 12:00	2:15	3:35	5:05	5:19	6:09	6:30	6:56	7:25	8:54	9:44	F 11:44	F 1:08

FITCHBURG LINE Train Schedule Effective December 14, 2015

Monday to Friday

SW* - Severe Weather trains

Outbound from Boston		AM							PM							AM			
LINE	STATION	SW* 4:47	451	SW* 4:53	405	SW* 4:07	409	411	SW* 4:55	SW* 4:57	SW* 4:17	419	421	423	425	427	429	431	433
4	Lincoln	F 7:05	F 8:09	-	F 9:29	F 10:30	F 11:34	F 1:50	F 3:07	4:38	-	5:43	6:04	6:30	6:59	F 8:28	F 9:21	F 11:21	F 12:46
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ALIGNING RAIL SERVICE TO THE NEW MARKET – NEW CHOICES

- **Goal of new schedules**
 - Contain cascading effect of delays
 - More accurate reflection of current practices/requirements
 - Realistic time allocations for equipment turn-times and passenger loading
- **Process**
 - Late December release
 - Public comment period
 - Internal review of comments
 - Spring implementation

COVERING THE LAST MILE – NEW CONNECTIONS

■ TMAAs

- Shuttles tailored to demand
- Cost effective and flexible
- Savings from reduced parking and employee retention
- Guaranteed ride home backstop

■ RTAs

- Where volume warrants
- Connect employees to local resources
- Connect residents to job sites
- Incorporate bike/ped links
- Need to overcome boundaries

MODAL SHIFT – CONNECTIONS AND CHOICES

- Giving the commuter an appealing choice
 - More time to multi-task?
 - Cost effective alternative to 2nd car?
- Radial option
 - RTAs? Super-TMA? Bridj-type service?
 - Incorporate last mile service?
 - Different type of P3?
- Amtrak example of successful modal shift
 - Amtrak now has 76 percent of Washington/ NYC air-rail market and 54 percent of Boston/ NYC air-rail market

THANK YOU

Questions? Comments?