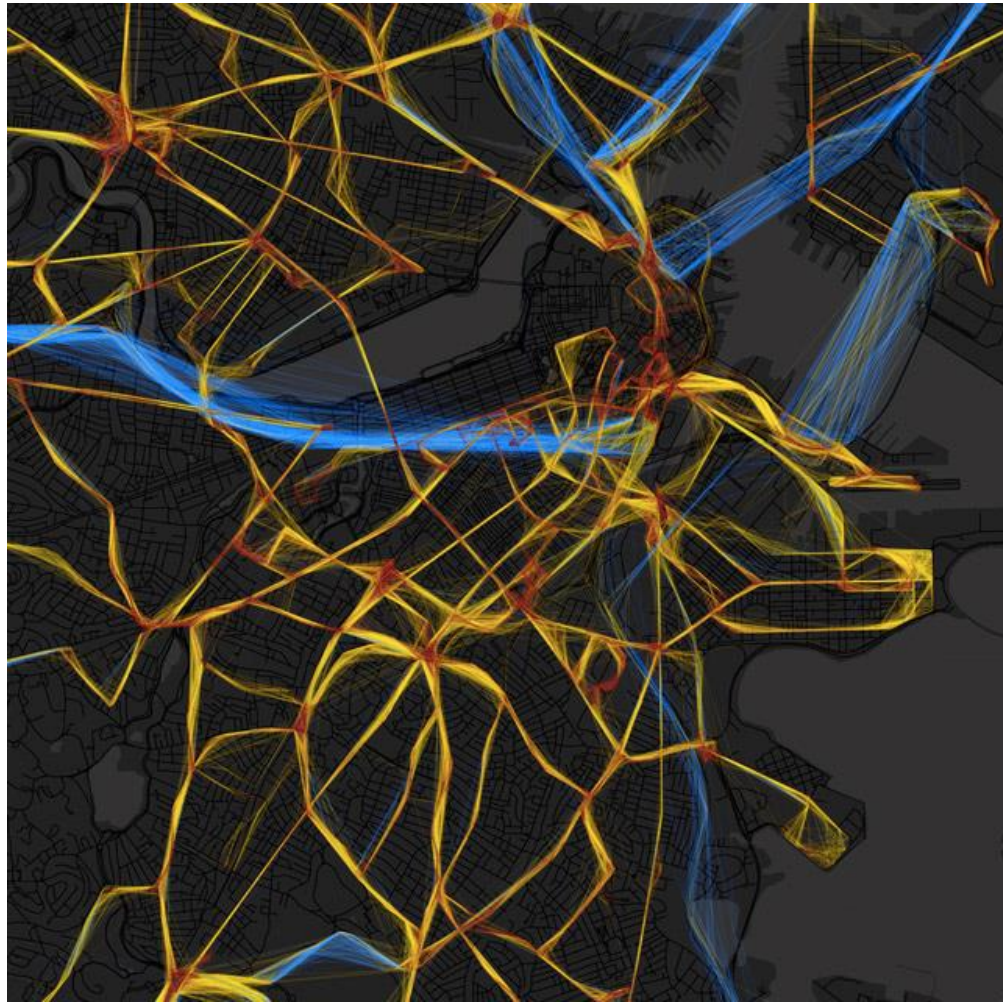


Boston Neighborhood Link Bus

Concept & Overview



Agenda



Introduction

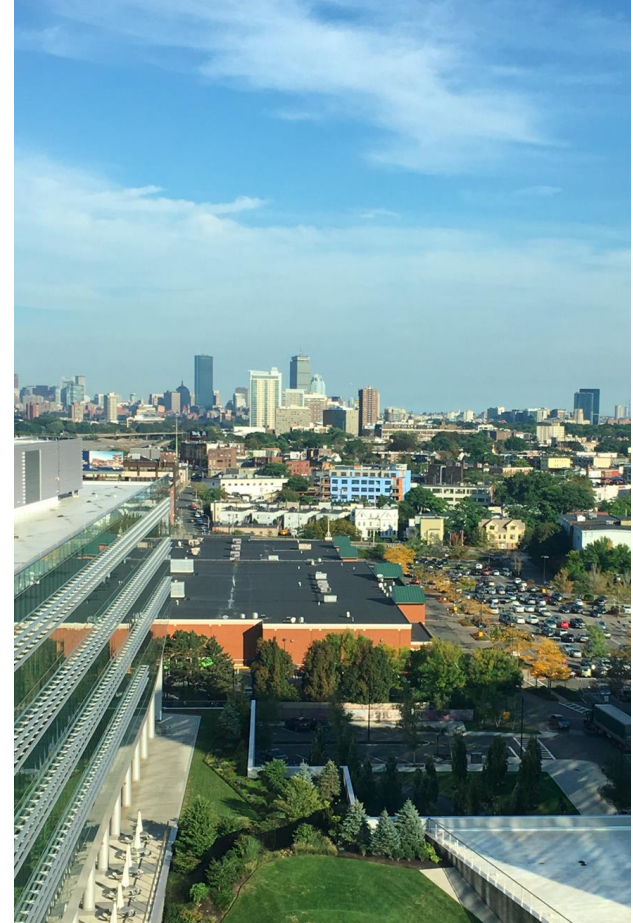
- What's the need in Boston?
- What are the current constraints?

Study Approach

- What are our considerations?
- What are area examples we will look toward?

Our Considerations for Rider Experience

What else are we working on to improve transit?





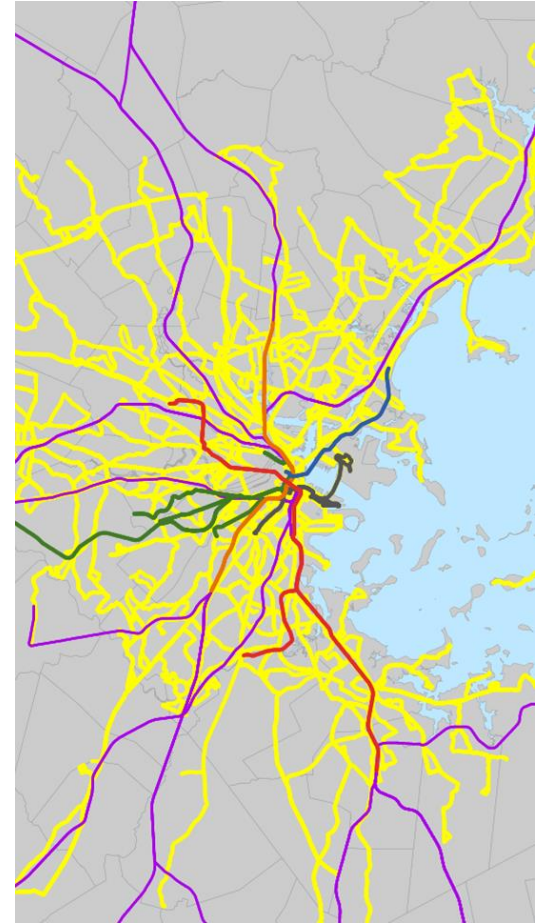
Introduction

What's the Need?

What are the First Mile-Last Mile Service Gaps?

Fast growing parts of Boston and many older neighborhoods lack easy connections to the rapid transit network

- In faster growing areas, this leads to employers and developers running private shuttles to fill gaps. However, many shuttles are not open to the public leaving many unserved.
- In older neighborhoods, a combination of geography and under investment in transit has led to substantial service gaps.



What's the Need?

What are some examples of this?

- The Flynn Marine Park has an extensive shuttle network to fill gaps not served by the Silver Line. Most of these shuttles are not open to members of the public.
- Brighton, in particular, has long trip times to Downtown Boston by transit with trips ranging from 35-55 minutes depending on route and traffic conditions.
 - MBTA buses do not connect well to Boston Landing and - if available - a ride to South Station from Boston Landing is only 16 minutes.



What are the Constraints?

- **MBTA does not have sufficient garage space for more buses**
 - The existing bus garages are at capacity meaning there are limited opportunities for new bus routes in the near future
- **MBTA will not accept developer funding for operations**
 - This policy means that MBTA will not accept funds for additional transit service
- **Population growth will add pressure to existing transit services**
 - More residents and workers will add pressure to existing routes and services
 - Rapid transit system and bus system cannot quickly adapt to growth - especially in new areas



Study Approach

What are our Considerations?



- **A city-wide study to determine the feasibility and structure of a neighborhood transit services across Boston**
 - Selected Nelston/Nygaard for support on this program
- **We coordinate with First Mile-Last Mile Neighborhood studies already underway**
 - Seaport Circulator
 - Allston/Brighton Link
 - Charlestown Link
- **We will also study this from a regional approach**
 - How can we coordinate and consolidate the many other existing shuttle services to increase efficiency and reduce redundancy and unnecessary vehicle trips?
 - We will coordinate with institutions and other municipalities to determine if other shuttle operations can be folded into this program

What are our Considerations?



- **Equity will be a core component**
 - We will focus on making this an equitable service and accessible to low income residents and people of color in Boston
- **The Neighborhood Connector will be publicly accessible**
 - The service will have regular routes and schedules
 - The service will be branded and stops well identified
- **We will work with Bus Network Redesign**
 - We will focus on ways to make this service part of the T network in the future through Bus Network Redesign
 - We will not seek to significantly overlap with current or planned MBTA services
- **We will work to identify funding and governance structures**

Examples

- **EZ Ride**

- North Station to Kendall Square
- Fills gap not well covered by MBTA services
- Publically accessible and branded
- On the MBTA Map
- Operated by the Charles River TMA



- **Mission Hill Link**

- Loop around Mission Hill between Roxbury Crossing and Brigham Circle
- Accessible and Advertised in the Community
- Fills “last mile” gap with smaller vehicles

GOT GROCERIES?

The Mission Hill Link — our local shuttle bus — will take you home*!

We rely on rider fares to cover costs!

FARES

\$1.50: adults
\$.50: seniors & people with disabilities
\$2 and under: free



* Trips start at Brigham Circle and go down St. Alphonsus to Mission Main and Alice Taylor; stop on Gurney Street; go along Parker St. to Hillside to Calverton to Fisher Ave. to New England Baptist Hospital & Langwood Assisted Living; and back to Brigham Circle.

Find the Link at whereisthelink.org

Supported with funding by New England Baptist Hospital, the MBTA, Bova of the MIT CDC, and the Mission Hill Friendly Neighborhood Trust

Overall Service

- Consistent City-wide Branding - e.g. the ride will look the same in Allston/Brighton as in Seaport
- Maps with Key Transfer Points
- Operators will meet certain criteria to keep the system accessible and open to the public
- Regular routes and service hours - goal is simplicity for users to understand

Bus Stops

- Co-located with MBTA stops where possible
- Meet ADA Criteria
- Signed and Identifiable
- Convenient Stops for Residents, Workers, and Visitors

Bus Equipment

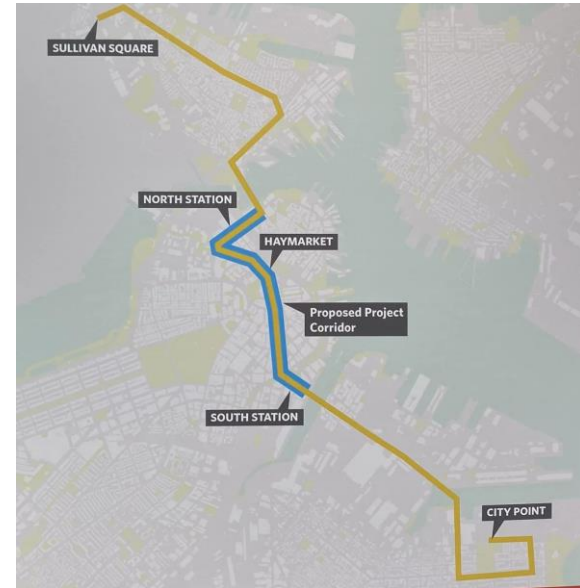
- ADA Accessible
- Clearly Identifiable with Signage and other Markings



Mission Hill Link Example

Other Transit Improvements

- **Summer Street Pilot Bus/Truck Lane**
 - Summer 2023 Implementation of a bus/truck lane and safety improvements Summer Street
- **North Station/Seaport Bus Priority**
 - Consideration of a North Station to Seaport Rapid Bus Connection to support the MBTA's Bus Network Redesign effort
- **Bus Stop Enhancements**
 - Improving Accessibility and Amenities at Boston's Bus Stops



Thank you!

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