



**Massachusetts Bay
Transportation Authority**

Weekend Bus Diversion Policy Part 2

Fiscal & Management Control Board

July 31, 2017



Commuter Rail Line Typology

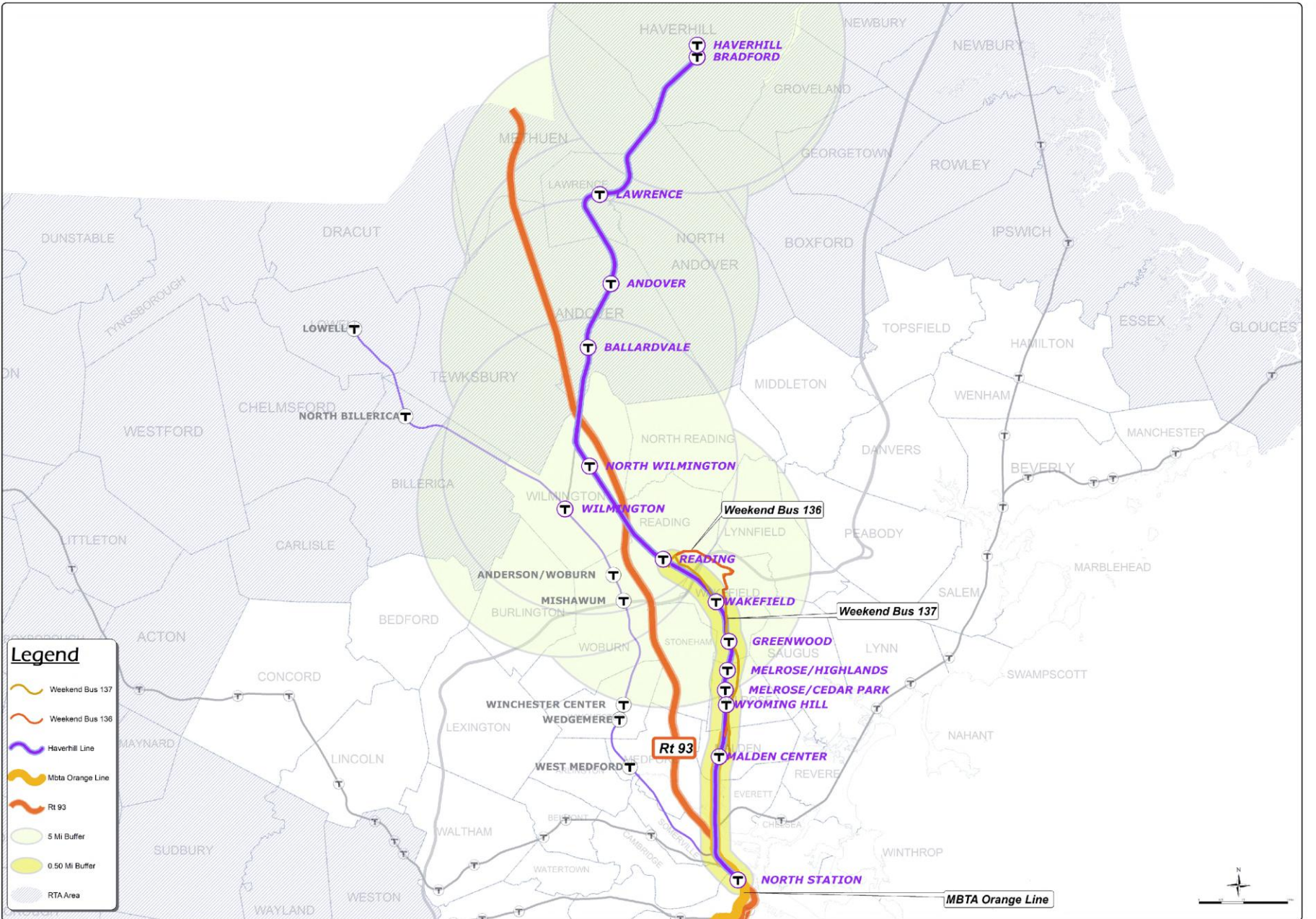
CR Line Typology	Alternative Service
Alternative service at more than 80% of the stations and weekend day ridership less than approx. 600	Supplement existing MBTA local service
High car ownership (greater than 98%), some alternative service available, and low ridership	No replacement service
High ridership (above approx. 1000 a day), medium car ownership	Bus sections of commuter rail line without alternative service to rapid transit station, stop at stations with high ridership/walk to access/station area density
Medium ridership (approx. 600-1000 a day), medium car ownership, some RTA service available	Bus sections of commuter rail line without alternative service to rapid transit station, stop at stations with high ridership/walk to access/station area density, coordinate with RTAs

Weekend demand/special events and minority line classification will be considered on a line by line basis

Alternatives To Commuter Rail - Needham Line



Alternatives To Commuter Rail - Haverhill Line



Legend

- Weekend Bus 137
- Weekend Bus 136
- Haverhill Line
- Mta Orange Line
- Rt 93
- 5 Mi Buffer
- 0.50 Mi Buffer
- RTA Area





Level of Replacement Service

Capacity

The service will be planned to accommodate the percent of average ridership our best data tells us will utilize a bus replacement with these service characteristics. The capacity will be scaled as possible as better data becomes available.

Span and Frequency

The span and frequency of the service will be similar to, but not exactly replacing, the existing Commuter Rail schedules given the operational constraints of bus service planning and expectations of ridership.



Fares

If a diversion on a Commuter Rail line **covers the entire line** the fares will be a flat fare that is less than half of the one-way fare for maximum zone.

If a diversion on a Commuter Rail line **ends at a midpoint Commuter Rail station**, the fare is free for the bus shuttle and all passengers must pay the fare for the Commuter Rail at the zone where they transfer to the Commuter Rail.

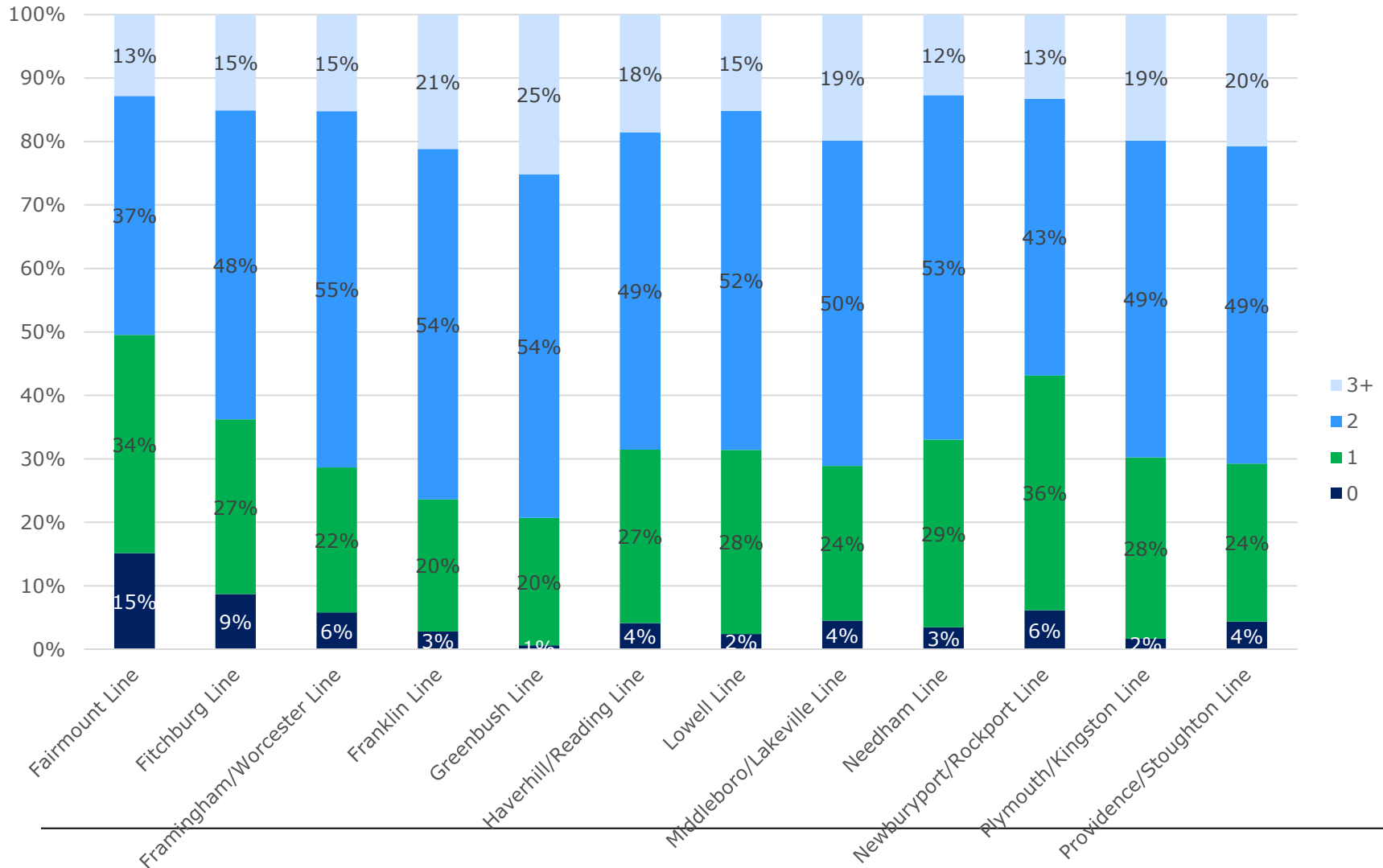
If a diversion on a Commuter Rail line **ends at a Rapid Transit station**, the fare is free for the bus shuttle and the passengers must pay the Rapid Transit fare when they transfer.



Appendix



Car Ownership by Commuter Rail Line





Spring Weekend Ridership by Line

Line	Saturday	Sunday
Lowell	1399	1113
Haverhill	814	719
Newburyport/Rockport	2839	2441
Fitchburg	1192	1629
Franklin	1311	949
Framingham/Worcester	1506	1762
Providence/Stoughton	3581	1493
Fairmount	511	319
Middleborough	998	719
Kingston/Plymouth	575	325
Greenbush	475	270
Needham	541	0

Source: March 25-26 2017, terminal counts



Minority Lines

In the existing Title VI plan the minority lines are:

Fairmount

Middleborough

Framingham/Worcester

This classification will be updated over the next month.