



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

Data Activism: Leveraging Advocates to Improve Public Transit

November 13, 2019

Moderator



Matthew Dickens

Senior Policy Analyst,
APTA

Leveraging Advocates to Improve Public Transit

- **Transit Advocates Organizing in Cities Across the Country**
- **Publicly-Available Data Increasing Scope of Their Work**
- **They Want Transit to Succeed, Even If Sometimes Critical**
- **Agencies Have Opportunity to Activate These Groups**

Moderator



Matthew Dickens

Senior Policy Analyst,
APTA

Today's Presenters



Ari Ofsevit
Board
Member,
TransitMatters



Joe Aiello
Chairman, MBTA
Fiscal and
Management
Control Board,
Boston, MA



Jim Aloisi
Board
Member,
TransitMatters



Monica Tibbits-Nutt
Vice Chair, MBTA
Fiscal and
Management
Control Board,
Boston, MA

What to Expect

- **Topic overview**
- **Industry Presentations**
- **Panel Member Dialogue**
- **Audience Q&A and discussions**
- **Wrap up**

Asking Audience Questions

To submit a question or comment to the moderator during the session or during the Q&A, please type it into the **Question** box on your screen and then click on the send arrow located at the bottom of the box.



Session Presenter



Ari Ofsevit
Board Member,
Transit Matters
Boston, MA

**GREEN LINE
INBOUND**

BOYLSTON
PARK STREET
GOVERNMENT CTR
HAYMARKET
NORTH STATION
SCIENCE PARK
LECHMERE

HAYMARKET
HAYMARKET

6 AQUARIUM STA VIA SOUTH STA

92 HAYMARKET VIA MAIN

**RED LINE
INBOUND** →



RED LINE
CUSTOMER
INFORMATION

**Upcoming One Day Diversion
Of Service On The Red Line**

Commencing with the start of service on
Saturday, December 5, 2009 and
continuing through the end of service

Effective with the start of service on Saturday,
December 5, 2009 and continuing through the end of service,
bus shuttle service will replace Red Line service between
Braintree and Quincy Center Stations.

Customers can access bus shuttle service at the street
level at Braintree, Quincy Adams, and Quincy Center
Stations. This bus replacement service will allow necessary
construction and track work to take place at Braintree
Station. Red Line and Bus Operations personnel will be
available to direct customers to bus shuttles.

**Normal Red Line Service Will Resume At The
Start Of Service On Sunday, December 6, 2009**

For more information on T schedules and fares,
please call the Customer Service Center at (617) 222-3200
or Hearing Impaired TDD (617) 222-5146,
or log onto the T's web-site at www.mbta.com

SERVICE CHANGE

RED LINE
WEEKEND

**December
5th**

Shuttle bus service will replace normal
train operations between Braintree,
Quincy Adams, and Quincy Center.
MBTA personnel will be available to
redirect passengers.

Service is being diverted to allow for
necessary trackwork at Braintree.

NORMAL SERVICE WILL RESUME SUNDAY, DECEMBER 6



HARVARD
RED LINE - ALL TRAINS

Red Line

CHINATOWN
ORANGE LINE - OAK GROVE

Orange Line

AQUARIUM
BLUE LINE - ALL TRAINS

Blue Line

COPLEY
GREEN LINE - GOV CTR & NORTH

Green Line



Detour for
ORANGE LINE - OAK GROVE

Please use
GREEN LINE - PARK STREET & NORTH



1967

2009

2016

2019



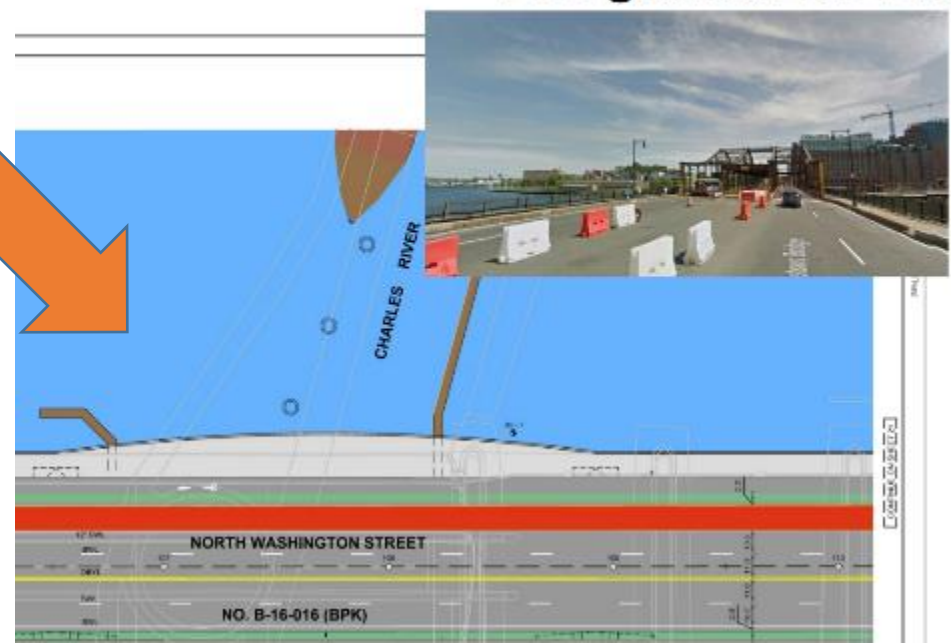
Multimodal

- Wide sidewalks
- Separated bike lane
- 40 buses/hr ... in mixed traffic



Multimodal

Designated Bus Lane



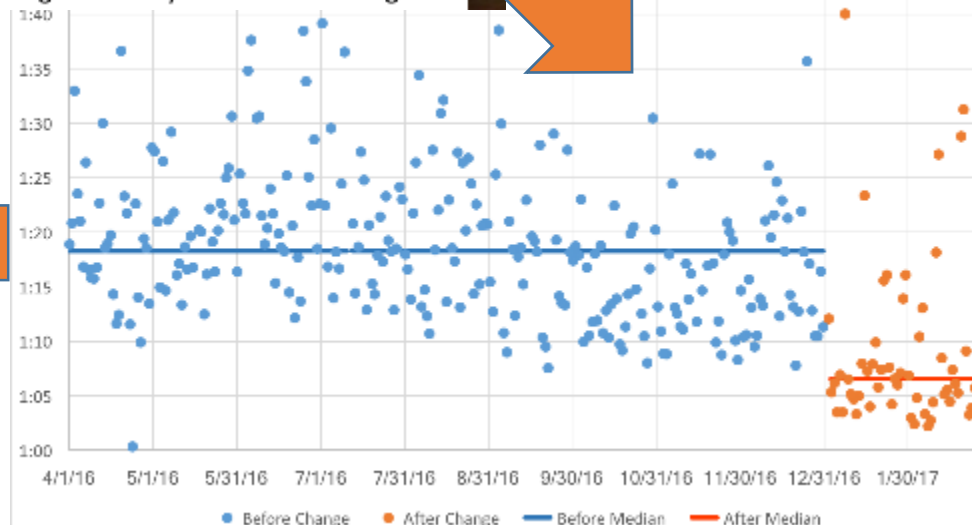


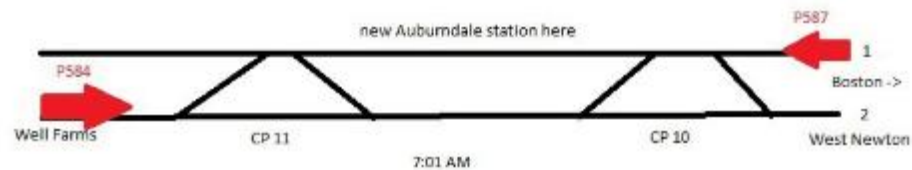
Green Line-E Line Inbound Last Train

- Starting New Year's Day, the last Green Line "connector" E train will depart Heath Street Station at 12:32 AM instead of 12:47AM
- This change will allow for a more prompt release of other connector trains from downtown core.
- Connector trains operate on each line, and provide connections between other lines and certain key bus routes.
- Current ridership on the existing 12:47AM trip is 1 PAX on an average weekday. Institutions along the

Early Morning and Late Night Service Becomes Permanent

Updated on September 1, 2019

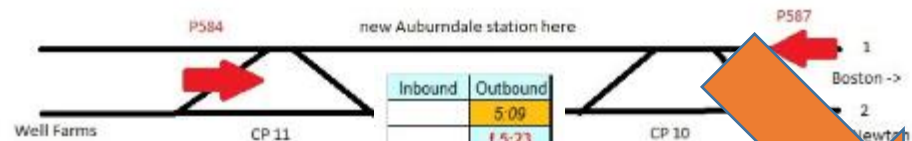




7:03 AM:

Track 1 at Boston Landing: P587 departing the station stop.

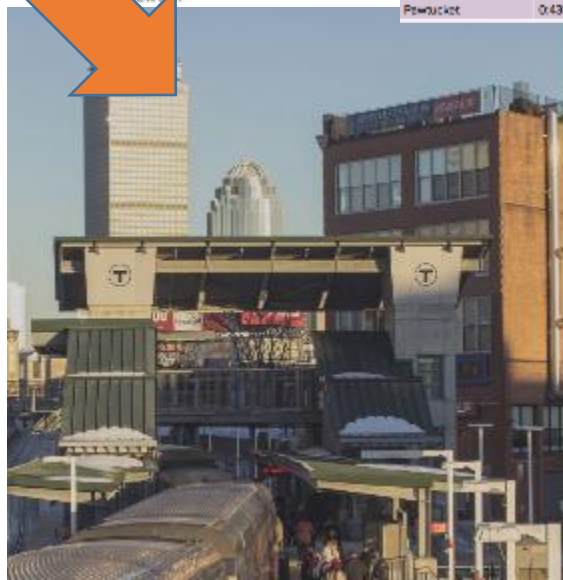
Track 2 at CP 11: P584 passing Inbound through CP 11 and switching to track 1.



Inbound	Outbound
	5:09
	5:23
	5:49
5:53	
6:13	
	6:14
	6:28
6:31	
6:47	
7:06	
	7:08
7:22	
7:41	
	7:44
	7:50
7:57	
8:15	
8:32	
8:44	
	9:11
9:12	

Station	Time	Current
South Station	0:00	0:00
Back Bay	0:03	0:05
Ruggles	0:05	0:08
Forest Hills	0:08	-
Hyde Park	0:12	0:18
Revere	0:14	-
Route 128	0:17	0:23
Canton Junction	0:20	0:29
Sharon	0:23	0:35
Mansfield	0:29	0:43
Arling	0:35	0:51
South Arlington	0:40	1:01
Powder Mill	0:43	-

Station	Time	Current
South Station	0:00	0:00
Back Bay	0:03	0:05
Ruggles	0:05	0:08
Forest Hills	0:08	-
Hyde Park	0:12	0:18
Revere	0:14	-
Route 128	0:17	0:23
Canton Junction	0:20	0:29
Canton Center	0:22	0:32
Stoughton	0:25	0:40



TRANSIT MATTERS

REGIONAL RAIL

for Metropolitan Boston

Moderator-Presenter Conversations



Matthew Dickens

Senior Policy Analyst,
APTA



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Board Member,
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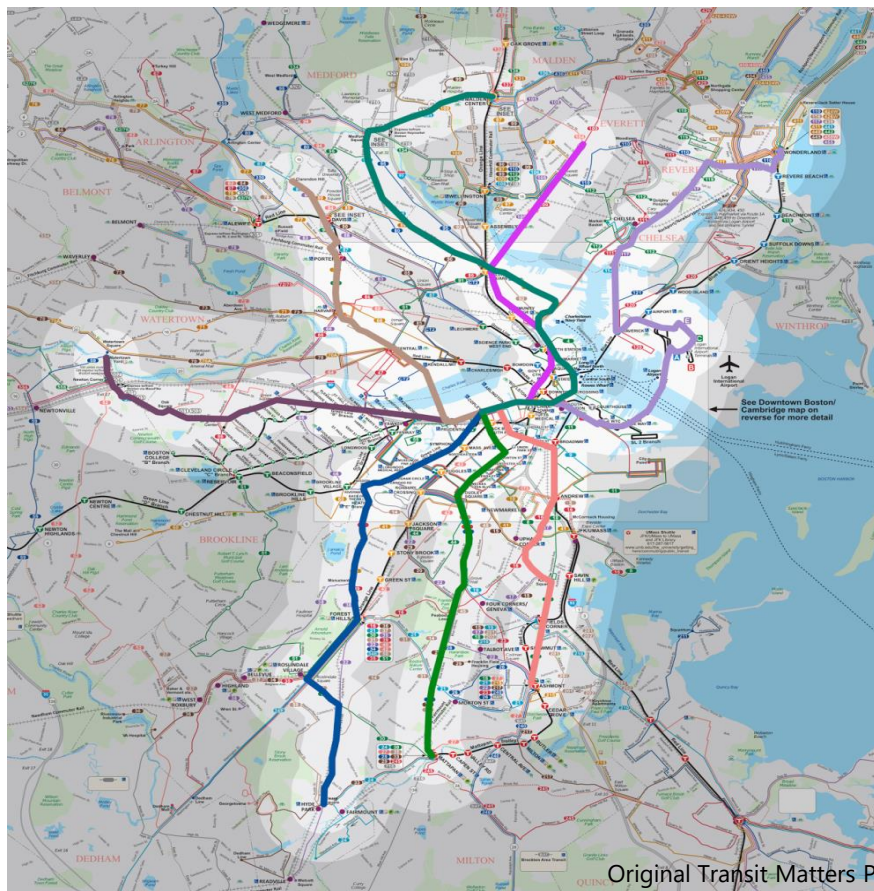
Our plan for late-night MBTA service

Utilizing existing buses, T would run all night, every night

 **ARI OFSEVIT**,  **JEREMY MENDELSON** and  **JAMES ALOISI** Mar 30, 2016

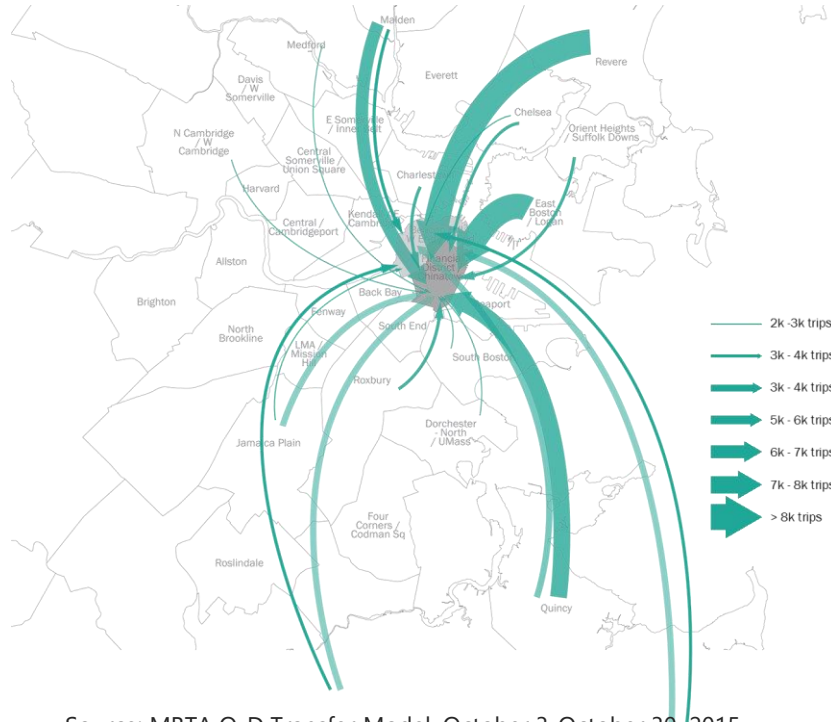
SHARE  113     53

WE BELIEVE THERE is an affordable pathway toward establishment of a robust late-night transit service on the MBTA, building on the T's existing early morning bus service. Our plan would not just offer service on Friday and Saturday nights, as the recently canceled late-night experiment did, but instead offer service all night, every night, and be geared primarily toward getting people to their late-night and early morning jobs. Our proposal would also place Boston in line with its peer transit agencies around the country; of the top 15 transit agencies in the nation, only Boston, Houston, and Atlanta currently fail to provide some overnight service.

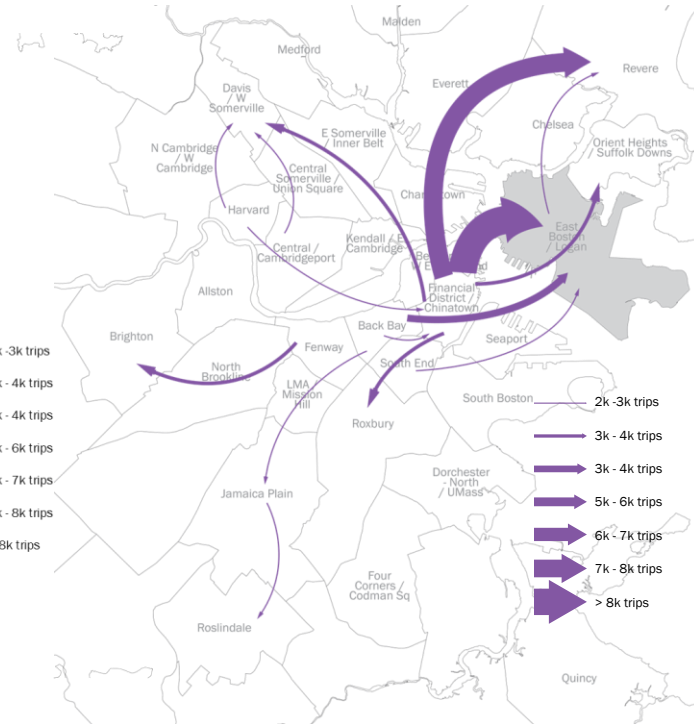


Original Transit Matters Proposal

Early Morning



Late Night

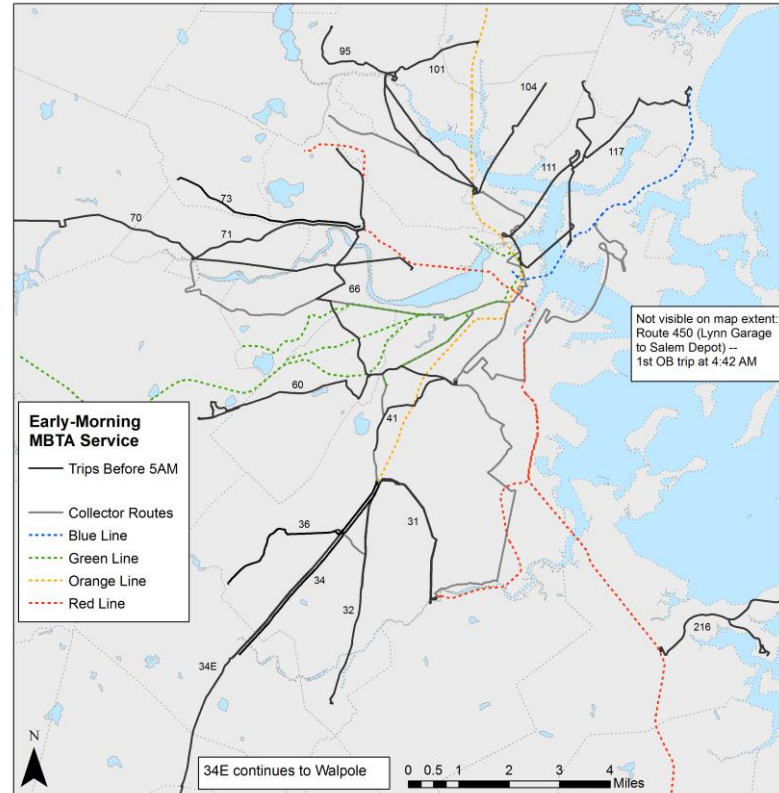


Source: MBTA O-D Transfer Model, October 3-October 30, 2015

Existing MBTA Early Morning Service

- The MBTA has early morning bus service between 4-5 am¹
- The existing service is not planned or marketed as a network
- There is crowding on first trips of the day in the 4-5 am hour and in the 5-6 am hour.
- This proposal is to create a Early Morning network that would serve existing demand and serve additional riders
- The Early Morning service would be marketed as its own network

¹ Most routes go only outbound for their first trip before 5. A few “collector” routes start between 3- 4 am.



NightBus

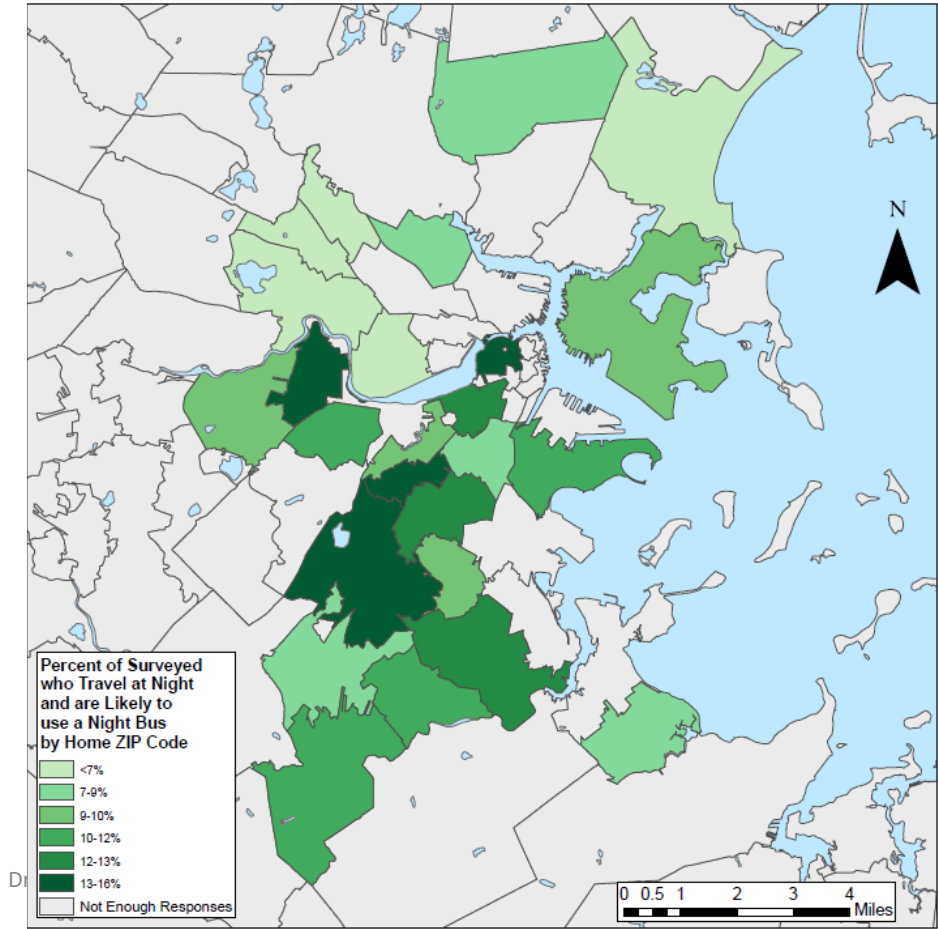
Demand for Overnight service

An intercept survey conducted by the MBTA, provide evidence of some demand for overnight service.

The map indicates demand by home zip code of respondents who:

- already ride the MBTA,
- already travel overnight,
- indicate they are likely to use an overnight T service

In the highest zip code 16% of respondents fit this criteria; however, we don't know if they all want to travel to similar locations.



REGIONAL RAIL

A 21st CENTURY BUSINESS MODEL FOR INTERCITY RAIL SERVICE

TransitMatters: Our plan for regional rail

A roadmap of short and long-term initiatives for state officials



JAMES ALOISI and  **JOSH FAIRCHILD**

Oct 27, 2019

MASSACHUSETTS BENEFITS GREATLY from a legacy passenger rail network mostly built out in the late 19th century. Thankfully, much of it was saved from the worst impulses of mid-20th century auto-centricism, which makes us a rarity among large metropolitan areas in the United States. It's the kind of priceless infrastructure that you just couldn't build(...)

[Read More »](#)

Commuter Rail costs “way
too much money for way
too little ridership.”

We agree. There is a practical, cost-effective & proven solution to this.

A highly functioning Regional Rail system includes five critical components:



Systemwide electrification and the purchase of high-performance electric trains.



High platforms, providing universal access and speeding up boarding for everyone.



Strategic infrastructure investments to relieve bottlenecks.



Frequent service all day: every 30 minutes in the suburbs and every 15 minutes in denser neighborhoods.



Free transfers between regional trains, subways, and buses, and fare equalization with the subway in the subway's service area.

And one useful component that will complete cross-region mobility:



While not critical to implementing a Regional Rail system, the **North-South Rail Link (NSRL)** between North and South Stations, allowing service between any two stations with either a direct trip or a single, seamless transfer, would be a highly useful enhancement providing the flexibility and connectivity to which many riders and potential riders would be drawn.

Transition to Regional Rail An Incremental Approach

Begin with rationalizing fares

**Move on to completing
electrification and High-Level
Platforms**

ORGANIZATION



ELECTRONICS



CONCRETE



TRACKING TRANSPORTATION / STATE GOVERNMENT / TRANSPORTATION

T board approves commuter rail vision

Calls for subway-like service on ‘most dense corridors’



BRUCE MOHL

Nov 4, 2019

SHARE



350



14

THE MBTA'S OVERSIGHT BOARD unanimously approved five resolutions on Monday designed to start transforming the state's commuter rail network into more of a subway-like system with electrified trains arriving every 15 to 20 minutes on the “most dense corridors.”

The initial phase of what could be a decades-long process, according to the resolutions, would be the Providence, Fairmount, and at least a portion of the Rockport/Newburyport line that serves Lynn, Chelsea, Revere, and Everett. The resolution calls for rapid-transit-like service on the Fairmount and Lynn corridors at subway prices.

Moderator-Presenter Conversations



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Boston, MA

Session Presenter



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Chairman, MBTA Fiscal and
Management Control Board,
Boston, MA

The Creation of the FMCB

- Winter 2015
- Special Panel Report
- The Board

What We Found

- SGR Backlog
- Customers?
- Human Capital Crisis

What the FMCB Set Out to Do

- Customer Centricity
- Financial Discipline
- Accelerated Capital Investment
- Strategic Plan

The Value of the Outsider

- Expertise in All the Wrong Places
- Breaking Eggs
- Failure is An Option (Within Limitations)

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19927



Transit Agency



Advocate

MBTA Data Sources

The MBTA publishes data through the following sources:

V3 API

A fast, flexible, standards-based API for schedules, arrival predictions, vehicle locations, and service alerts.



GTFS

Industry-standard feed for bulk schedule data. Historic feeds also available.



GTFS-realtime

Industry-standard feed for bulk arrival predictions, vehicle locations, and service alerts.



MBTA-performance

The MBTA's customer-weighted service performance analysis API.



Information

Resources

Find additional resources for developers and more Massachusetts data sources.



1 Harvard - Dudley vi

Weekday

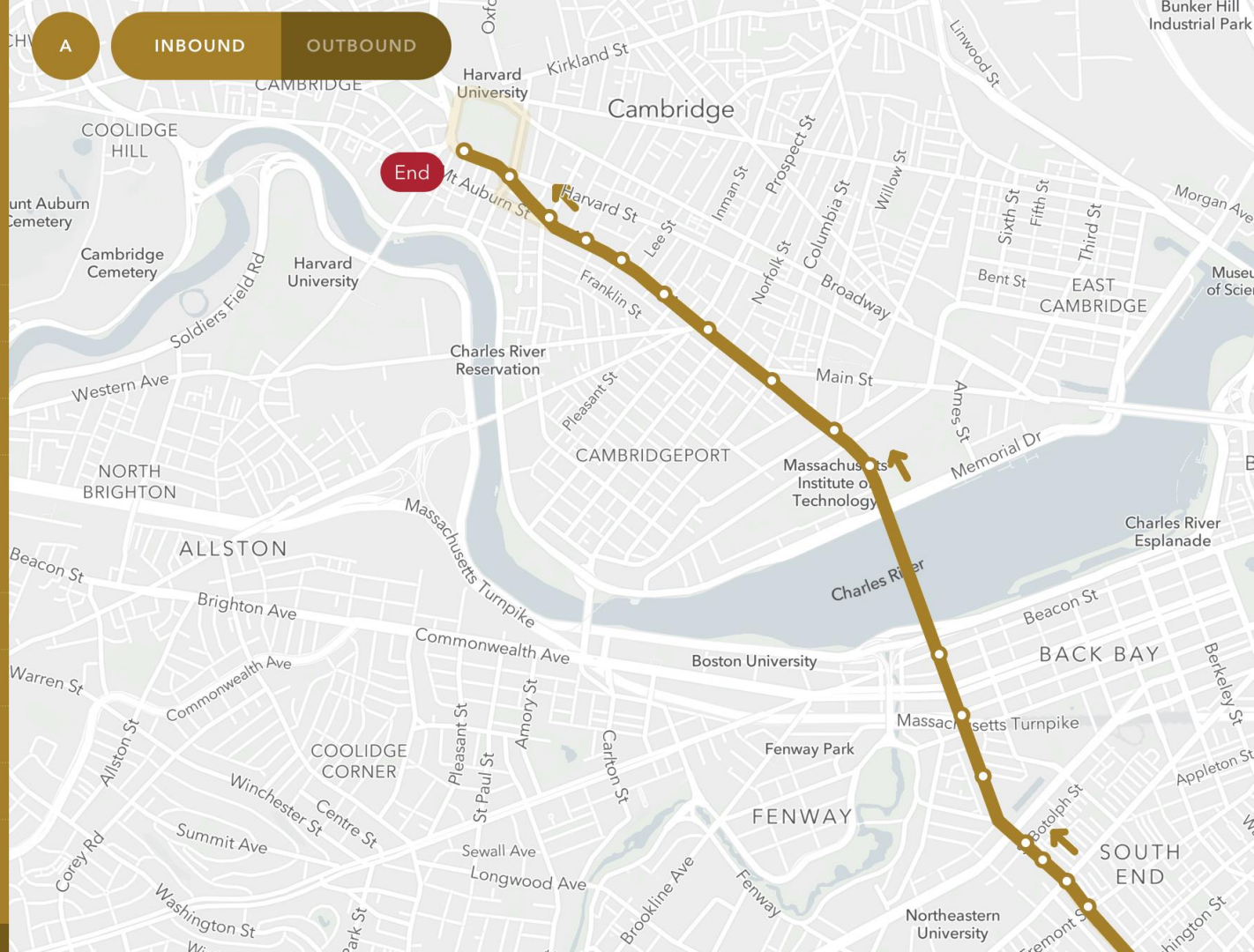
FROM	TO	EVERY	RUNTIME
04:30	05:30	18 min	49.4 min
05:45	24:30	10 min	75.0 min
24:45	25:00	25 min	48.9 min

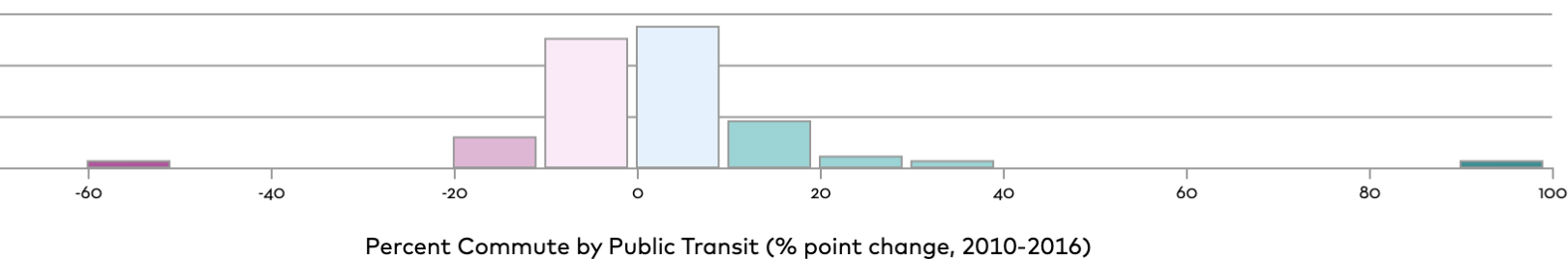
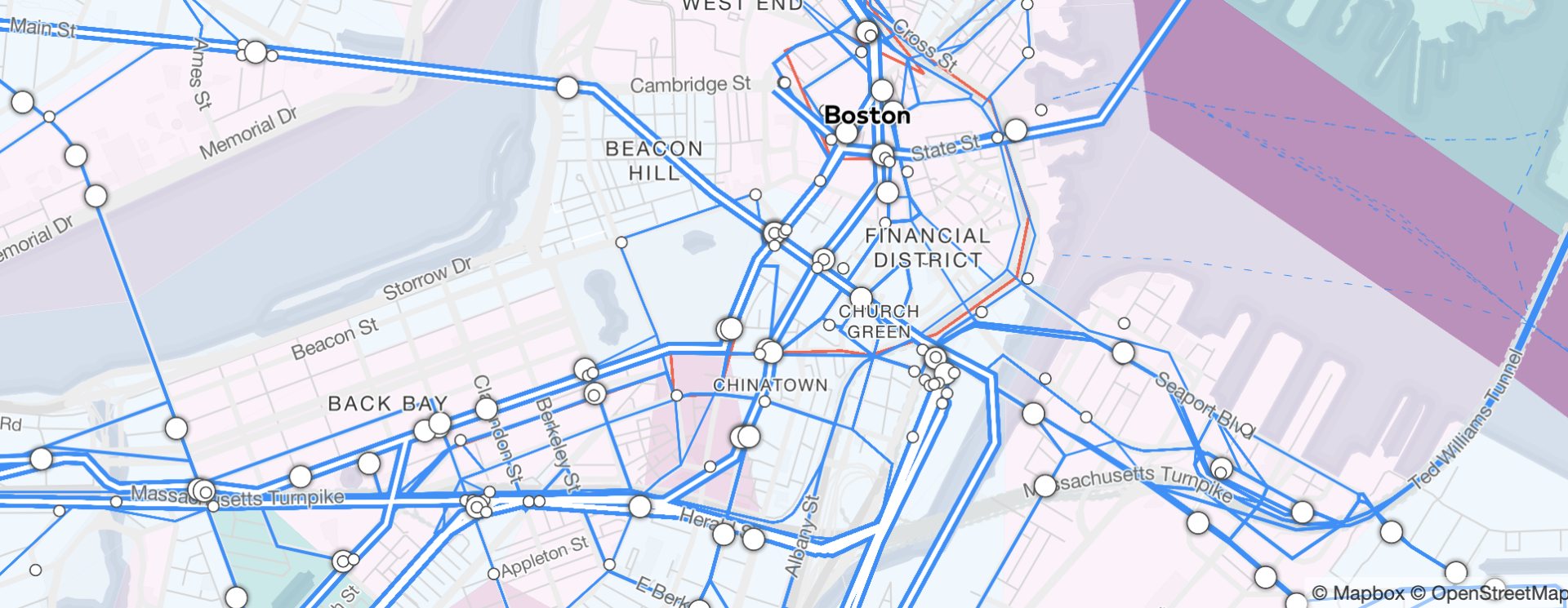
Saturday

FROM	TO	EVERY	RUNTIME
04:45	05:15	20 min	34.0 min
05:30	19:30	10 min	64.5 min
19:45	23:45	15 min	67.1 min
24:15	25:00	26 min	55.3 min

Sunday

FROM	TO	EVERY	RUNTIME
------	----	-------	---------





- Stop
- Stop - High F
- ~ Bus Route (by
- Express Bus (
- ≡ Rail Route (by

Who's *not* On Board 2019



**How to Win Back
America's Transit Riders**

Moderator-Presenter Conversations



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Senior Policy Analyst,
APTA



Monica Tibbits-Nutt

Vice Chair, MBTA Fiscal and
Management Control Board,
Boston, MA

Q&A With Today's Moderator and Speakers



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