We're up all night … come ride with us.

ALL NIGHT BUS SERVICE

TransitMatters

You can't get there from here… overnight

T service runs from 5:30am to 12:30am

Riders can't get to:

- Home after 1am or 2am shift end
- Work for 4am or 5am (or 6am Sunday)
- Early or late intercity buses and flights
- Basic shopping and social opportunities

All peer cities run buses overnight:

San Francisco's "All Nighter", Toronto's "Blue Night Network", Philadelphia's "Night Owl" & others

WHAT WENT WRONG?

Night Owl (2001-05) and Late Night Service (2014-16) were flawed:

- Only two nights per week
- Focused on entertainment and nightlife market segments
- High capacity trains expensive to operate and maintain
- Inefficient & ineffective routes: late night ≠ rush hour
- Difficult, long connections
- Poor information/marketing
- No commitment

WHO NEEDS LATE NIGHT SERVICE?

Focus on low-income workers

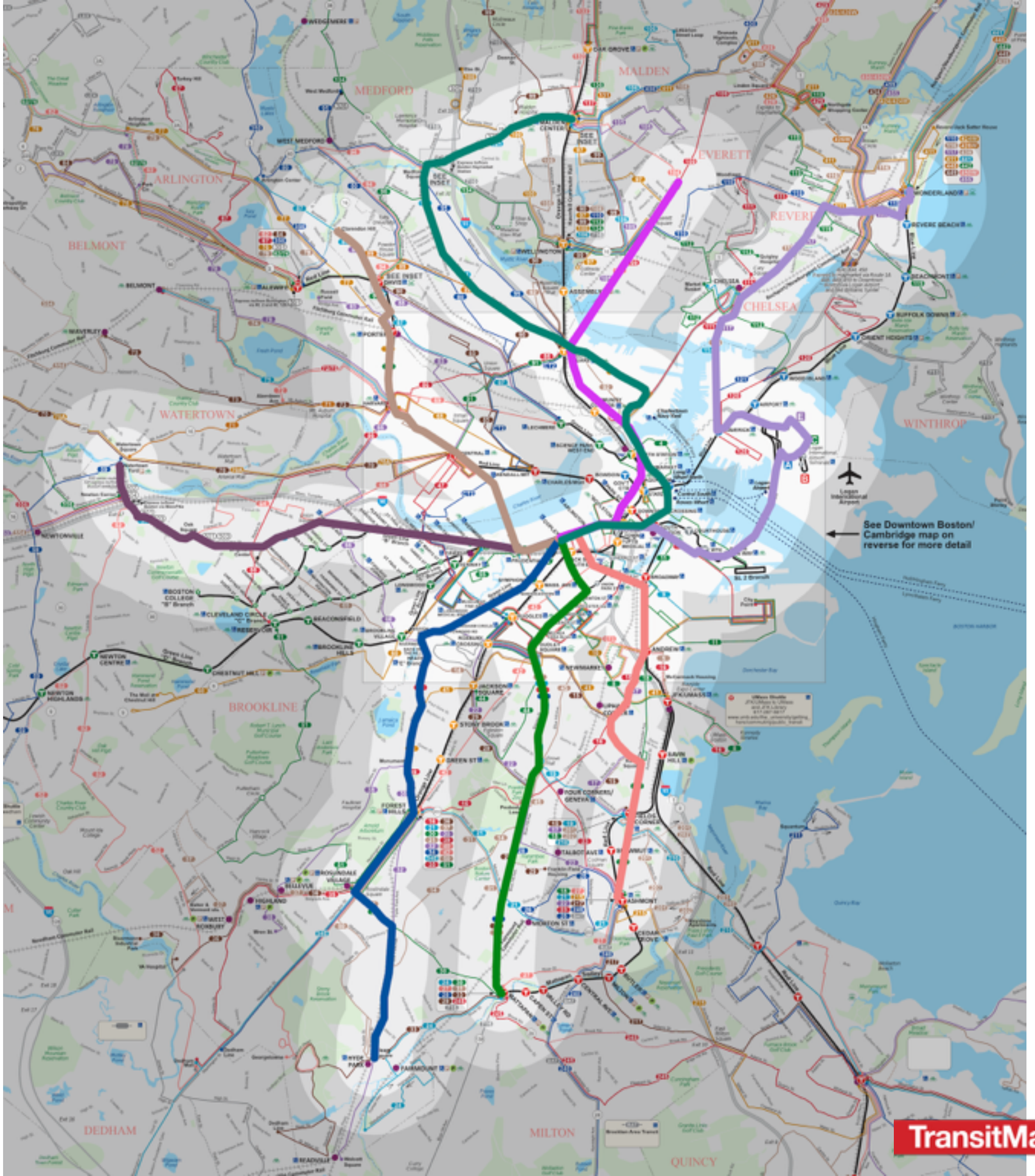
Crush loaded 104 and 109 buses at Sullivan Sq, 10:30 pm. Late night service omitted Everett.

- This plan does not replicate the previous late night service experiments.

- Designed to meet needs of early/late shift workers; open to all
- Service must be useful, predictable and easy to understand
- Fill 1-5am service gap by building on existing early morning trips
- Modeled on peer cities, Toronto and San Francisco Bay Area
- Set the groundwork for future growth; easily expandable/adaptable

DESIGNING ALL-NIGHT SERVICE FOR WORKERS

- Hourly service on 8-10 routes from 1 am to 5 am.
  - Goal: everyone has service within 1 mile
  - Covers most densely populated areas at low cost
- Guaranteed timed connections at downtown transfer point
- Routes meet at :30 … arrive at workplaces by :00
- Connecting service to Logan Airport, South Sta, hospitals
- Options to extend service to Lynn and Quincy



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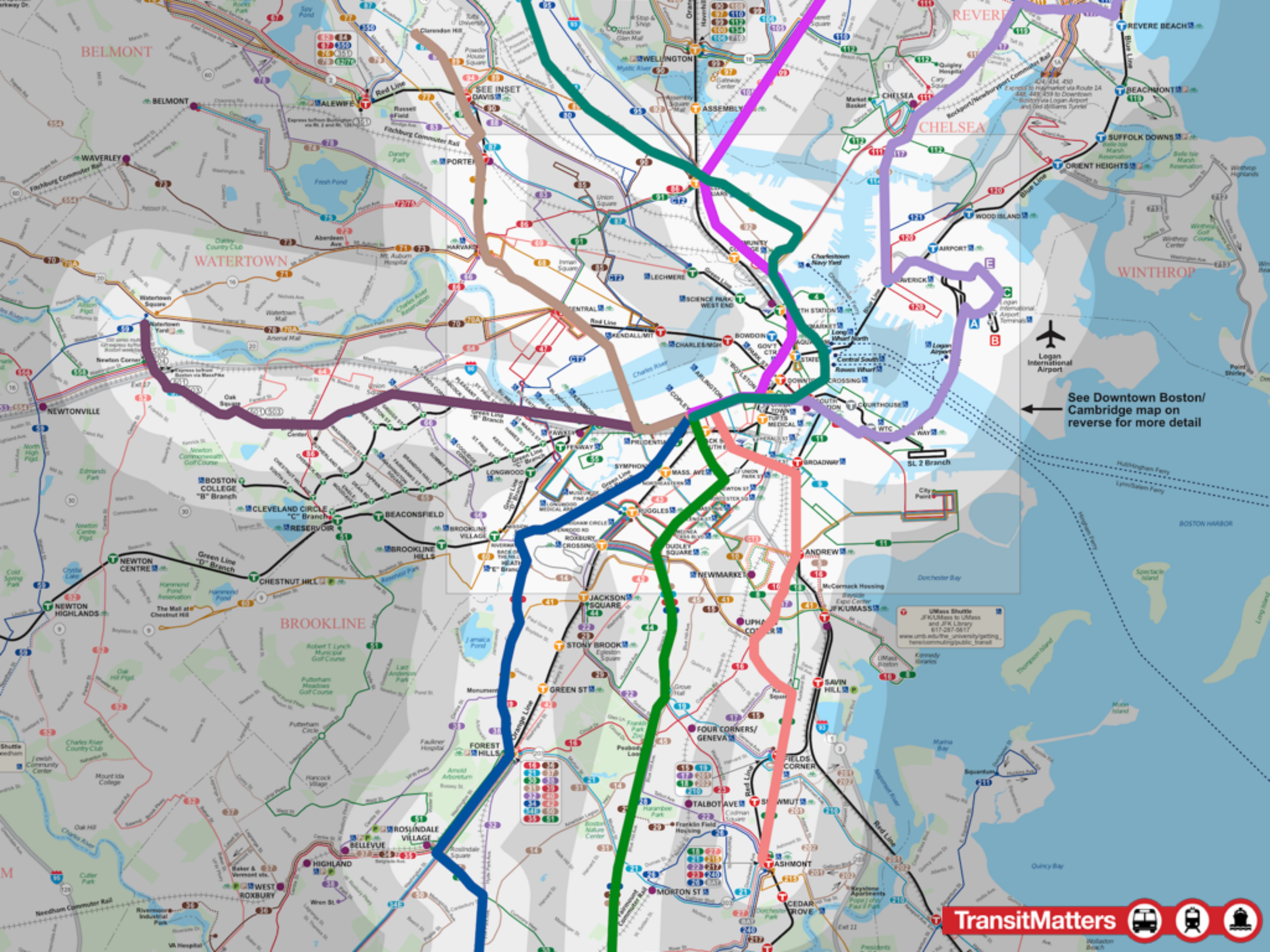
BELMONT
WATERTOWN
BROOKLINE
REVERE
CHELSEA
WINTHROP
SEE INSET
ALEWIFE
DAVIS
PORTER
HARVARD
CENTRAL
KENDALL/MIT
CHARLES/MGH
LECHMERE
SCIENCE PARK/WEST END
BOWDOIN
WELLINGTON
ASSEMBLY
SULLIVAN SQUARE
COMMUNITY COLLEGE
NORTH STATION
AQUARIUM
STATE
DOWNTOWN CROSSING
SOUTH STATION
COURTHOUSE
WTC
MAVERICK
AIRPORT
WOOD ISLAND
ORIENT HEIGHTS
SUFFOLK DOWNS
BEACHMONT
REVERE BEACH
Logan International Airport
See Downtown Boston/Cambridge map on reverse for more detail
BELMONT
WAVERLEY
NEWTONVILLE
Newton Corner
Watertown Square
Watertown Yard
Oak Square
BOSTON COLLEGE "B" Branch
CLEVELAND CIRCLE "C" Branch
RESERVOIR
BEACONSFIELD
BROOKLINE VILLAGE
BROOKLINE HILLS
NEWTON CENTRE
Green Line "D" Branch
CHESTNUT HILL
NEWTON HIGHLANDS
LONGWOOD
KENMORE
FENWAY
PRUDENTIAL
COPLEY
ARLINGTON
BOYLSTON
SYMPHONY
MASS. AVE
RUGGLES
ROXBURY CROSSING
JACKSON SQUARE
STONY BROOK
GREEN ST
FOREST HILLS
DUDLEY SQUARE
NEWMARKET
ANDREW
BROADWAY
JFK/UMASS
UPHAMS CORNER
SAVIN HILL
FOUR CORNERS/GENEVA
FIELDS CORNER
TALBOT AVE
SHAWMUT
ASHMONT
CEDAR GROVE
MORTON ST
ROSLINDALE VILLAGE
BELLEVUE
HIGHLAND
WEST ROXBURY
SL 2 Branch
UMass Shuttle
BOSTON HARBOR
Dorchester Bay
Quincy Bay
Red Line
Orange Line
Blue Line
Green Line
Fitchburg Commuter Rail
Needham Commuter Rail
Rockport/Newburyport Commuter Rail
Fairmount Commuter Rail
Fresh Pond
Charles River
Mystic River
Jamaica Pond
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RIDERSHIP

- 17 existing weekday trips, up from 13 due to high ridership
  - 30% service increase = 33% more riders
  - 28 riders per weekday one-way trip (avg); range 1 to 72
- Estimate based on existing averages (conservative):
  - Riders per new round-trip: 28 wkdy, 18 Sat, 11 Sun
  - 28 riders per existing trip (8 wkdy, 4 Sat, 2 Sun)

	Daily Ridership
Weekday	1,358
Saturday	808
Sunday	572
Annual	**419,932**

HOW MUCH WILL IT COST?

Overnight Service Cost Analysis - DRAFT

	MBTA	Paul Revere	Shuttle Company	
Bus Type	MBTA 40-foot	Standard 40-foot	20-seat mini-bus	
Bus Capacity	65	65	25	*How will existing trips integrate? More buses??*
Buses Required	10	12	18	Includes spares; need more minibuses for capacity.
New Equipment/ Branding	No	Yes	Yes	Assumes use of dedicated T-branded buses which would be newly purchased. Otherwise ridership will be significantly lower due to riders not knowing the service is open to them.
Hourly Cost	$150	$160	$100	Typical cost for contracted minibus. Actual cost likely higher.
Base Annual Cost	**$2,277,000**	**$2,428,800**	**$2,697,600**	Incl. 40 service hours daily, 50 Sunday; higher w/ small bus.
Remove 12 "w" trips	($410,625)	($410,625)	($410,625)	12 trips now wait for last train, each 30 min OT daily
Fare Revenue FY17 — without new fare equip.	($393,318)	($39,332)	($39,332)	AFC data shows over 90% use CC. Assumes 10% pay cash; others show CharlieCard or don't ride.
Fare Revenue FY17 — with new fareboxes	($393,318)	($393,318)	($393,318)	If using non-branded buses, ridership (and fare revenue) would be 10 to 50 percent less.
Total Annual Operating Cost	**$1,473,057**	**$2,038,208**	**$2,315,072**	Includes 3% profit margin.
Capital cost	$0	*$8,204,304*	*$7,200,000*	Purchase 12 large vehicles or 18 minibuses, incl. 2 spares. Newest MBTA buses cost $683,692 each.
Fare Recovery (initial)	27%	2%	2%	If using non-branded buses; otherwise same as MBTA.
Flexibility	Unlimited	Limited by contract	Limited by contract	
Ridership growth	Most routes need 1 bus/hr. Ridership can grow w/o cost.	Most routes need 1 bus/hr. Ridership can grow w/o cost.	Requires up to 3x buses & drivers for same # riders.	
Lead Time	13 weeks - fall	Depends on fleet acquisition time	min. 6 months - winter	Once service design is complete. MBTA includes scheduling & driver picks. Private options TBD, likely 6 months min.
FY17 total cost	**$1,473,057**	**$10,242,512**	**9,515,072**	Includes capital costs
FY18 total cost	**$1,394,393**	**$2,030,342**	**$2,307,206**	Assumes 20% ridership increase over base levels.
FY19 total cost	**$1,394,393**	**$1,546,193**	**$1,814,993**	**PLUS capital cost of 18+ fare boxes** (more if high ridership)
FY20 total cost	**$1,394,393**	**$1,546,193**	**$1,814,993**	

Potential Service Options

	Original Routes, More Buses	Extended Routes, More Buses	Original Routes, one bus per route	Shorter Routes, Less Coverage	Hybrid: some shorter routes
Frequency	1h	1h	1h 15m	1h	1h
Buses	15	15	8	8	12
Trips	4	4	3		4
Annual Hours	28,215	28,215	12,144	12,144	18,216
Approx. Oper. Cost	$5,219,088	$5,219,088	$2,783,514	$2,783,514	$4,175,270
Fare Revenue	$420,769	$504,871	$357,584	$294,486	$336,580
Approx. Net Cost	$4,798,319	$4,714,217	$2,425,930	$2,489,028	$3,838,690
Weekly Ridership	4,788	5,745	4,069	3,351	3,830

NEXT STEPS

- Adjust routes and schedules
- Incorporate existing “early bird” trips
- Choose pulse point location (alternatives analysis)
- Airport connection details and shuttle integration (MassPort)
- Service options for Lynn & Quincy
- Develop operating plan and updated cost estimate

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NEXT STEPS — FALL 2016 IMPLEMENTATION

- Develop metrics and establish a meaningful pilot program
  - at least one full winter
  - riders take time to adjust / need a commitment
- Marketing and information plan
- Coordinate with cities and towns
- Solicit feedback from riders and elected officials

- Minimum 13 weeks lead time to implementation??
  - July 1 deadline for fall 2016
- Follow-up meeting

WHAT CAN THE CITY DO?

- City Council support is critical
- Operations planning and coordination:
    - Signals, snow removal, construction, etc.
- Passenger access and amenities:
    - Shelters, lighting, information, restrooms
    - Some new overnight-only bus stops
- Walking and biking connections:
    - Hubway partnerships and station locations
- Marketing through business networks, existing efforts