

## ***Coordinating and Building on Existing Transit in the 128 Central Corridor***

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### **Background**

The Route 128 Central Corridor Coalition (128 C3) has identified the need to maximize the existing public and private transit services in the communities of Burlington, Lexington, Lincoln, Weston, and Waltham as a key recommendation to reduce traffic congestion, increase sustainable transportation modes, and continue economic development along the 128 central corridor.

There are 36 public and private routes operating along the 128 Central Corridor. These services need to be better coordinated. Many residents and jobs are within a 10 minute walk of transit, but a very small percentage of the travel in the corridor is currently made by transit. In order to be effective, transit use requires good connections to desired destinations, with walking access to and from the stops, as well as trip times and costs comparable to driving.

<b>Public and Private Routes Operating along 128 Central Corridor</b>
13 MBTA Bus Routes
3 Shuttles – 128 Business Council
1 Shuttle – Lowell RTA
4 Employer Shuttles
3 Community Shuttles/Buses
1 Residential Development Shuttle
1 Private Bus
9 Hotel Shuttles
1 Commuter Rail Line

One entity should be empowered and funded to coordinate the existing services, and seek ways to increase ridership. This funding should support at least one FTE staff person to perform the following actions:

- Work with the business community, the 128 Business Council, and municipal officials, and other interested parties to determine service demand and critical service linkages and network gaps.
- Consolidate and better coordinate the routes and schedules of existing shuttles and buses.
- Pursue aggressive marketing to encourage new users.
- Pursue coordinated fare media that could be interchangeable among service providers.

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- Evaluate fare structures to make sure service is attractive to users, but also adequately supports operations.
- Work with existing transit providers to enhance and expand service, with a focus on express bus service.
- Seek state involvement to utilize shoulder/breakdown lane for express bus service.
- Ensure that any changes to Route 128 access ramps, bridge repair, and road construction is capable of accommodating bus-on-shoulder service.
- Evaluate the demand for serving reverse commutes, especially with bus connections at commuter rail stations.
- Explore greater involvement and subsidization from area employers and potential public resources (local, state, federal).
- Provide incentives to purchase monthly passes instead of single one-way or round-trip rides.

Additional activities might be added to this work plan based on the investigation and analysis of existing services proceeds.