



# Proposed Alternatives Framework

March 2021



1. Goals and Objectives
2. Service Alternatives
3. Results Framework

# Background

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- Feedback received through the Advisory Group meeting on November 19, 2020 provided context for the project team to identify:
  - Goals and objectives
  - Proposed service alternatives
  - Framework for results
- The following slides provide more detail on each of these topics

\* 1. Goals and Objectives

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# Proposed Goals and Objectives

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- Provide safe and reliable public transportation options to, from, and within the Cape and surrounding areas
- Reduce automobile usage and greenhouse gas emissions
- Support and strengthen opportunities for economic growth, transit-oriented development, and access to employment in the Boston region for commuters and occasional riders

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# Feedback on Service Alternatives

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- Feedback from the Advisory Group included:
  - Both commuter and recreational service is important to area stakeholders
  - Service should meet the MBTA *Service Delivery Policy* frequency standards at a minimum
  - Varying opinions on terminals, including Canal-area terminals (Buzzards Bay and Bourne), and Hyannis
  - While offering trips without transfers would be preferred, it is not a priority compared to other service variables
- The Advisory Group also indicated an interest in considering a range of alternatives

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# Service Alternatives Development

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- The development of two service alternatives incorporates feedback from Advisory Group
- Proposed service alternatives have a range of options across variables, in order to test benefits and impacts of different service components including:
  - Trip purpose
  - Trip time (e.g., peak, off-peak)
  - Station locations
  - Southern terminal location
  - Trip frequency
  - Transfers

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# Overview of Service Alternatives

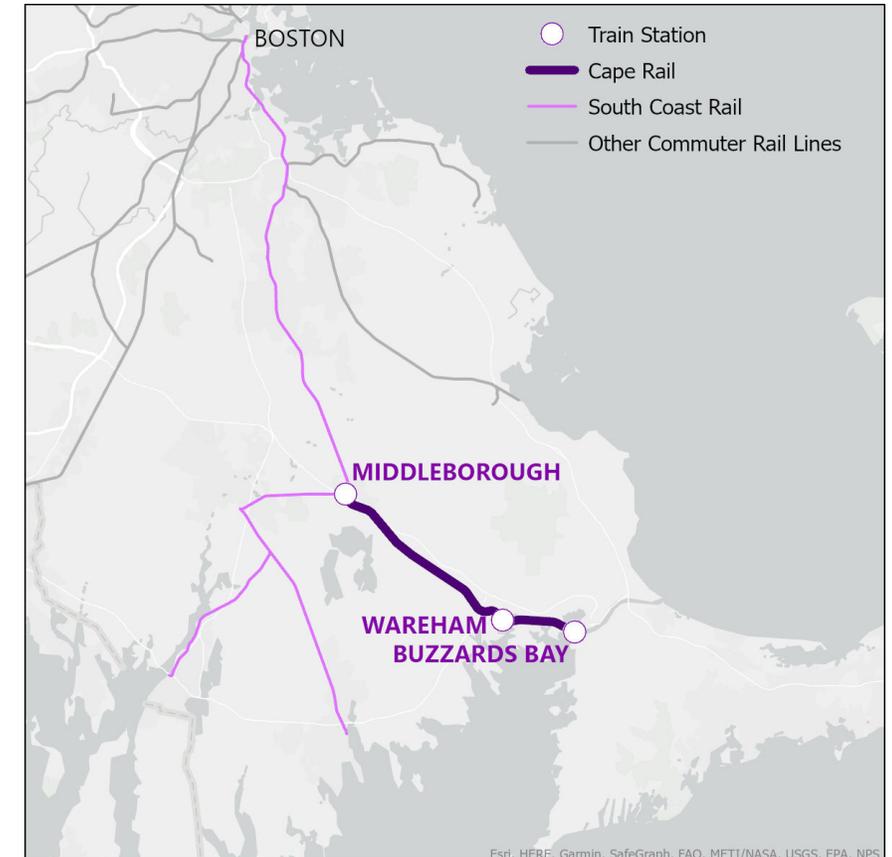
	Alternative 1	Alternative 2
Purpose	Commuter	Commuter + Recreational
Day/Time	Weekday (Peak-Focused)*	Weekday*
Locations	Existing Stations	Existing Stations
Terminals	Buzzards Bay (North of Canal)	Bourne (South of Canal)
Frequency	Frequency consistent with MBTA <i>Service Delivery Policy</i>	Higher Frequency (Off-Peak, Reverse)
Transfers	One Transfer on All Trips	No Transfers on Selected Trips (Outside of Normal Weekday Operations)

**\*Note:** Both alternatives assume continuation of Cape Flyer service on weekends.

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# Alternative 1

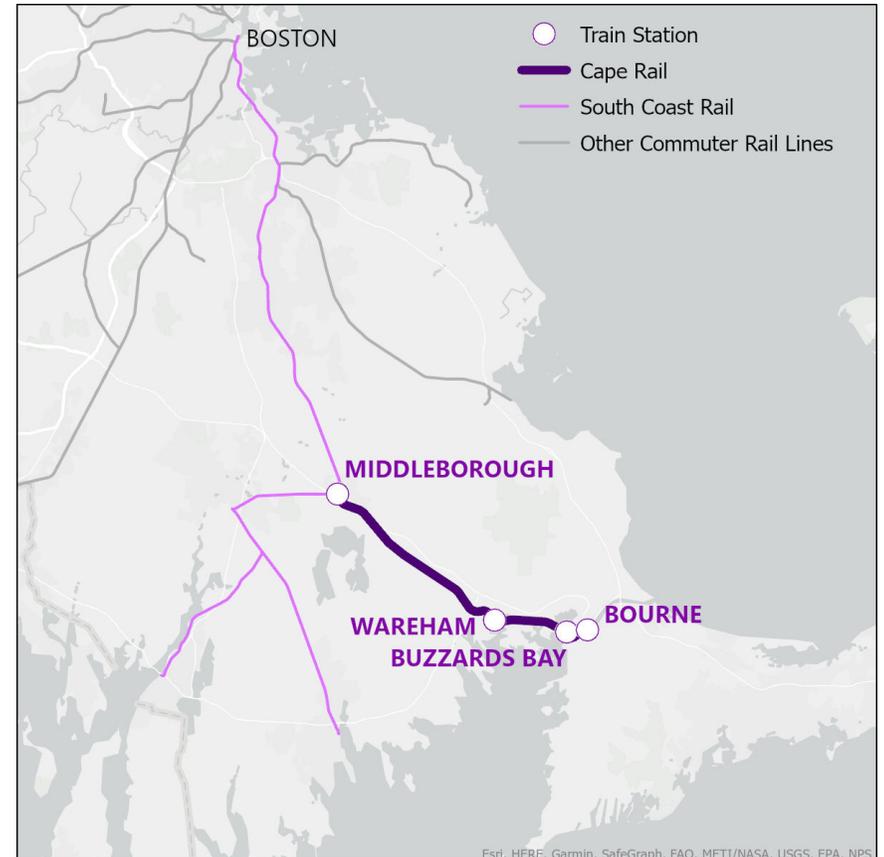
- Provides weekday service focused on peak commuting at frequency consistent with MBTA *Service Delivery Policy*
- All trips are between Buzzards Bay and Middleborough, with timed transfer to/from MBTA commuter rail service



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# Alternative 2

- Compared to Alternative 1, Alternative 2 adds service:
  - South of the Canal, to Bourne station
  - In the off-peak and reverse direction to better serve non-commute trips
  - Directly to/from Boston on selected trips outside of normal weekday operations\*



**\*Note:** Trips without a transfer are most likely to be before the start of typical Commuter Rail service and after the end of typical Commuter Rail service to avoid conflicts with other scheduled trips.

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# Results Framework

- The study will produce results for each alternative for:
  - Projected Ridership
  - Change in Emissions
  - Estimated Travel Time
  - Change in Access to Jobs
  - Order-of-Magnitude Operating Costs
  - Order-of-Magnitude Capital Costs

**Notes:** Narrative will include discussion on comfort and fares. Fares will be included as an input into the analysis. Ridership projections will assume parking is unconstrained, which will provide information about the potential demand for additional parking.