



SHUTTLE SERVICE

ELECTIVE STRATEGY

5-10 Points

DEFINITION

Property owner provides a shuttle service to connect project users with nearby transit stations or activity centers

POINTS TOWARDS TARGET

Property owner may choose ONE of the following options:

OPTION 1

5 Service operates during peak periods only

OPTION 2

10 Service operates both during and outside of peak periods

LAND USE APPLICABILITY

All

UPFRONT COST

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ONGOING COST

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DIFFICULTY LEVEL

★★★

SUBMISSION REQUIREMENTS

Shuttle service schedule must, at a minimum, coincide with increased activity at the nearby transit station or activity center, such as the arrival or departure of a bus or train.

At least three morning and evening peak period (7-9A and 4-6P) services must be provided.

Shuttles cannot be redundant of existing MBTA services unless it enhances the service.

All services must be made available for public use. A small fee may be charged for public use of shuttles.

A schedule and routing for service will be required as part of the Article 80 review process. These must be made available on a project website for public consumption.

SUBMISSION REQUIREMENTS

If shuttle services are provided within one mile of the project site, the developer must contact the service provider to evaluate the feasibility of jointly operating service. This includes on-demand shuttle services.

All new shuttle routes must be approved by BTDA and the MBTA. Requirements may be pared back if operated by a TMA.

MONITORING

Every year (and as requested) - Report usage, including ridership figures

REDUCTION IMPACT

Anticipated VMT reduction of 0 to 5 percent. Services operate best when connecting large sites without last-mile connections to transit services.