

**NRTA ADVISORY BOARD  
FAST FERRY PARK AND RIDE SERVICE**

**March 26, 2014**

# FAST FERRY PARK AND RIDE SERVICE

## OBJECTIVE

- Provide overnight parking option for fast ferry users
- Provide drop off/pick up location for fast ferry users
- Free parking to the user

# FAST FERRY PARK AND RIDE SERVICE

- NRTA asked by BOS to zealously pursue service for this summer. NRTA Advisory Board supports this service to be pursued
- Participated in Town Work Group
  - Identify a Park and Ride Lot, necessary improvements and costs
  - Identify Downtown Bus Stop Location
  - Identify Funding for the service – private funding from stakeholders

# FAST FERRY PARK AND RIDE SERVICE

## NRTA

- Develop service options and costs from P&R lot at 2 Fairgrounds Road
- Scenario 1    2 buses utilized
- Scenario 2    1 bus utilized
- Scenario 3    Existing Airport Route 3 buses utilized (2 existing)

# FAST FERRY PARK AND RIDE SERVICE

## FAST FERRY BOAT SCHEDULES

Arrive	Depart	Boat Line
7:20 am	7:45 am	Hy-Line
9:15 am	9:30 am	SSA
10:10 am	10:35 am	Hy-Line
12:00 pm	12:30 pm	SSA
1:00 pm	1:25 pm	Hy-Line
3:00 pm	3:30 pm	SSA
4:10 pm	4:35 pm	Hy-Line
6:00 pm	6:15 pm	SSA
7:00 pm	7:20 pm	Hy-Line
8:30 pm	8:45 pm	SSA
9:45 pm	10:00 pm	Hy-Line

\*9:45 pm Hy-Line operates 5/14-9/4 daily, the Fridays only 9/5-10/10

# FAST FERRY PARK AND RIDE SERVICE

## 2 Fairgrounds Road

### SCENARIO 1

- 2 buses, meeting individual boat lines
- 30 minute headways
- 7 am – 8:30 pm (13.5 hrs/day) \*does not meet Hy-Line 9:45 pm arriving/10 pm departure
- \$295,488\* May 15-October 13 (152 days)
- (\$328,032 meets late Hy-Line)
- \$241,056\* May 15-September 15 (124 days)
- (\$275,544 meets late Hy-Line)
- \$213,840\* May 15-September 1 (100 days)
- (\$245,520 meets late Hy-Line)

# FAST FERRY PARK AND RIDE SERVICE

## 2 Fairgrounds Road

### SCENARIO 1 (continued)

- Use of existing NRTA equipment
  - 1 bus for the time period
  - 1 bus from 5/15-6/15 and after 9/1
- Requires leasing 1 bus for a portion of the time period - Cost: \$7,000

# FAST FERRY PARK AND RIDE SERVICE

## 2 Fairgrounds Road SCENARIO 1 (continued)

### 2 BUS OPTION SAMPLE SCHEDULE

		BUSA		BUSB			
Boat Arrive	Bus Wait Time	Boat Depart	Bus Wait Time	Boat Line	Lot	Town	Town
7:20 AM	B ~5min	7:45 AM	B ~10-15min	Boat Line		7:00 AM	7:00 AM
9:15 AM	B ~5-10min	9:30 AM	B ~5min	Hy-Line	7:30 AM	8:00 AM	8:00 AM
10:10 AM	B ~5-10min	10:35 AM	B ~5min	SSA	8:30 AM	9:00 AM	9:00 AM
12:00 PM	A ~30min	12:30 PM	B ~5min	Hy-Line	9:30 AM	10:00 AM	10:00 AM
1:00 PM	A ~30min	1:25 PM	maybe B (on time)	SSA	10:30 AM	11:00 AM	11:00 AM
3:00 PM	A ~30min	3:30 PM	B ~5min	Hy-Line	11:30 AM	12:00 PM	12:00 PM
4:10 PM	B ~5-10min	4:35 PM	B ~10-15min	SSA	12:30 PM	1:00 PM	1:00 PM
6:00 PM	A ~30min	6:15 PM	A ~15-20min	Hy-Line	1:30 PM	2:00 PM	2:00 PM
7:00 PM	A ~30min	7:20 PM	A ~1-20min	SSA	2:30 PM	3:00 PM	3:00 PM
8:30 PM	x	8:45 PM	B ~15min	Hy-Line	3:30 PM	4:00 PM	4:00 PM
9:45 PM	x	10:00 PM	x	SSA	4:30 PM	5:00 PM	5:00 PM
				Hy-Line	5:30 PM	6:00 PM	6:00 PM
					6:30 PM	7:00 PM	7:00 PM
					7:30 PM	8:00 PM	8:00 PM



# FAST FERRY PARK AND RIDE SERVICE

## SCENARIO 1 PROS AND CONS

### PROS

- Meets objectives
- Serves the user
- Uses existing NRTA equipment most of the time period

### CONS

- Does not consider capacity or demand issues – Just based on a schedule to meet fast ferries
- Requires leasing 1 bus
- From the user perspective times may not be convenient

# FAST FERRY PARK AND RIDE SERVICE

## 2 Fairgrounds Road

### SCENARIO 2

- 1 bus
- Hourly headways
- 7 am-8:30 pm (13.5hrs/day)\*does not met Hy-Line 9:45 pm arriving/10 pm departure)
- \$147,744\* May15-October 13 (152 days)
- (\$164,016 meets late Hy-Line)
- \$120,528\* May 15-September 15 (124 days)
- (\$138,384 meets Hy-Line)
- \$106,920\* May 15-September 1 (110 days)
- (\$122,760 meets late Hy-Line)

# FAST FERRY PARK AND RIDE SERVICE

## 2 Fairgrounds Road

### SCENARIO 2 (continued)

### ONE BUS SAMPLE SCHEUDLE

				Lot	Town
Boat Arrive	Bus Wait Time	Boat Depart	Bus Wait Time	Boat Line	7:00 AM
7:20 AM	~5min	7:45 AM	~10-15min	Hy-Line	8:00 AM 7:30 AM
9:15 AM	~5-10min	9:30 AM	~5min	SSA	9:00 AM 8:30 AM
10:10 AM	~5-10min	10:35 AM	~5min	Hy-Line	10:00 AM 9:30 AM
12:00 PM	~30min	12:30 PM	~5min	SSA	11:00 AM 10:30 AM
1:00 PM	~30min	1:25 PM	maybe on time leave lot 12pm > 1hr	Hy-Line	12:00 PM 11:30 AM
3:00 PM	~30min	3:30 PM	~5min	SSA	1:00 PM 12:30 PM
4:10 PM	~5-10min	4:35 PM	~10-15min	Hy-Line	2:00 PM 1:30 PM
6:00 PM	~30min	6:15 PM	leave lot 5pm > 45min	SSA	3:00 PM 2:30 PM
7:00 PM	~30min	7:20 PM	leave lot 6pm > 45min	Hy-Line	4:00 PM 3:30 PM
8:30 PM	x	8:45 PM	~15min	SSA	5:00 PM 4:30 PM
9:45 PM	x	10:00 PM	x	Hy-Line	6:00 PM 5:30 PM
					7:00 PM 6:30 PM
					8:00 PM 7:30 PM

# FAST FERRY PARK AND RIDE SERVICE

## 2 Fairgrounds Road

### SCENARIO 2 PROS AND CONS

#### PROS

- Meets objective
- Utilizes existing equipment

#### CONS

- Does not consider capacity or demand issues – Just based on a schedule to meet fast ferries
- From the user perspective times may not be convenient

# FAST FERRY PARK AND RIDE SERVICE

## Existing Airport Route

### 2 Fairgrounds Road

#### SCENARIO 3

- Airport Route operates June 23-September 1, 10:00 a.m. – 6:00 p.m.
- Buses leave Washington Street and the Airport every 20 minutes (utilizes 2 buses)
- Downtown stop on Washington Street
- Traffic backs up at Rotary so the few additional minutes from Airport to Rotary is perhaps insignificant
- Requires additional bus to maintain 20 minute schedule

# FAST FERRY PARK AND RIDE SERVICE

## Existing Airport Route

### 2 Fairgrounds Road

#### SCENARIO 3 (continued)

- 3 buses
- 20 minute headways
- 7 am-8:30 pm (13.5 hrs) \*does not meet Hy-Line 9:45 pm arriving/10 pm departure)
- \$361,332\*      May 15-October 13 (152 days)
- (\$425,700 meets late Hy-Line)
- \$279,792\*      May 15-September 15 (124 days)
- (\$328,608 meets late Hy-Line)
- \$238,968\*      May 15-September 1 (110 days)
- (\$286,488 meets late Hy-Line)

# FAST FERRY PARK AND RIDE SERVICE

## Existing Airport Route

### 2 Fairgrounds Road

#### SCENARIO 3 PROS AND CONS

##### PROS

- Meets objective
- 20 minute headways – serves the user and gives greatest flexibility
- Utilizes existing NRTA equipment
- Downtown stop on Washington Street – existing stop, not crossing/stopping at Easy Street or Steamship Authority

##### Cons:

- Does not consider capacity or demand issues – Just based on a schedule to meet fast ferries
- Downtown stop on Washington Street – distance from fast ferries

# FAST FERRY PARK AND RIDE SERVICE

## MARKETING

- Marketing Costs to be paid for through NP&EDC Grant