**Regional Rapid Transit:** Boston should take a page or three from Paris or San Francisco’s books, and build a regional rapid transit network connecting communities like Hyde Park and Mattapan… Electrify the Fitchburg, Rockport, Worcester, and Fairmount lines out to Route 128 and Salem, upgrading all stations to the standard set by the new Yawkey facility. Run 4-car EMU trainsets at 15 – 30 minute headways off-peak, with 10 – 15 minute rush hour frequencies.

**Typical Modes of Travel for People Accessing Transit**

![Image of mode of travel percentages](image-url)

- **About 1 day/month:** 50.4%
- **2-3 days/month:** 25.2%
- **About 1 day/week:** 19.3%
- **2-3 days/week:** 6.2%
- **4 or more days/week:** 3.1%


**Benefits and Issues Addressed**

While ongoing service improvements will help the Fairmount Indigo Line, converting it to a high-speed rail service on the rapid transit map will change the quality of access for a large swath of dense and traditionally underserved neighborhoods of Boston and incentivize a major shift from driving. To make transit more equitable to thousands of Bostonians, the Indigo Line would operate with at least as much frequency and spare capacity as other rapid transit lines, have the same free transfers to other lines and buses, and have real urban stations with easy walk-up access. No longer a commuter rail line, urban rail will interconnect the heart of Boston’s neighborhoods and create new direct access to Boston’s biggest employment and commerce centers.

**Best Practices**

A recent report based on a survey of transit riders found that walkability is critical to transit ridership. Up to 80% of riders, particularly those who are doing something other than commuting, walk to access transit. Walking to transit is also correlated with frequency of use. TransitCenter, Who’s On Board 2016: What Today’s Riders Teach Us About Transit That Works. transitcenter.org/publications/whos-on-board-2016/

New York’s MTA is working on a design for diesel multiple units (DMUs) which would allow for expanded service on commuter rail tracks. web.mta.info/lirr/about/Procurement/what.htm

**Implementation**

- **Approximate Cost:** $400 million
- **Potential Funding Sources:** MassDOT/MBTA, City capital plan, FTA
- **Who’s responsible:** MassDOT/MBTA and BTD
- **Time Frame:** 15+ years

**Public Input**

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