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for the Massachusetts Bay Transportation Authority

MBTA Systemwide Passenger Survey

Rapid Transit 2008–09

BLUE LINE



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RAPID TRANSIT 2008–09

Blue Line

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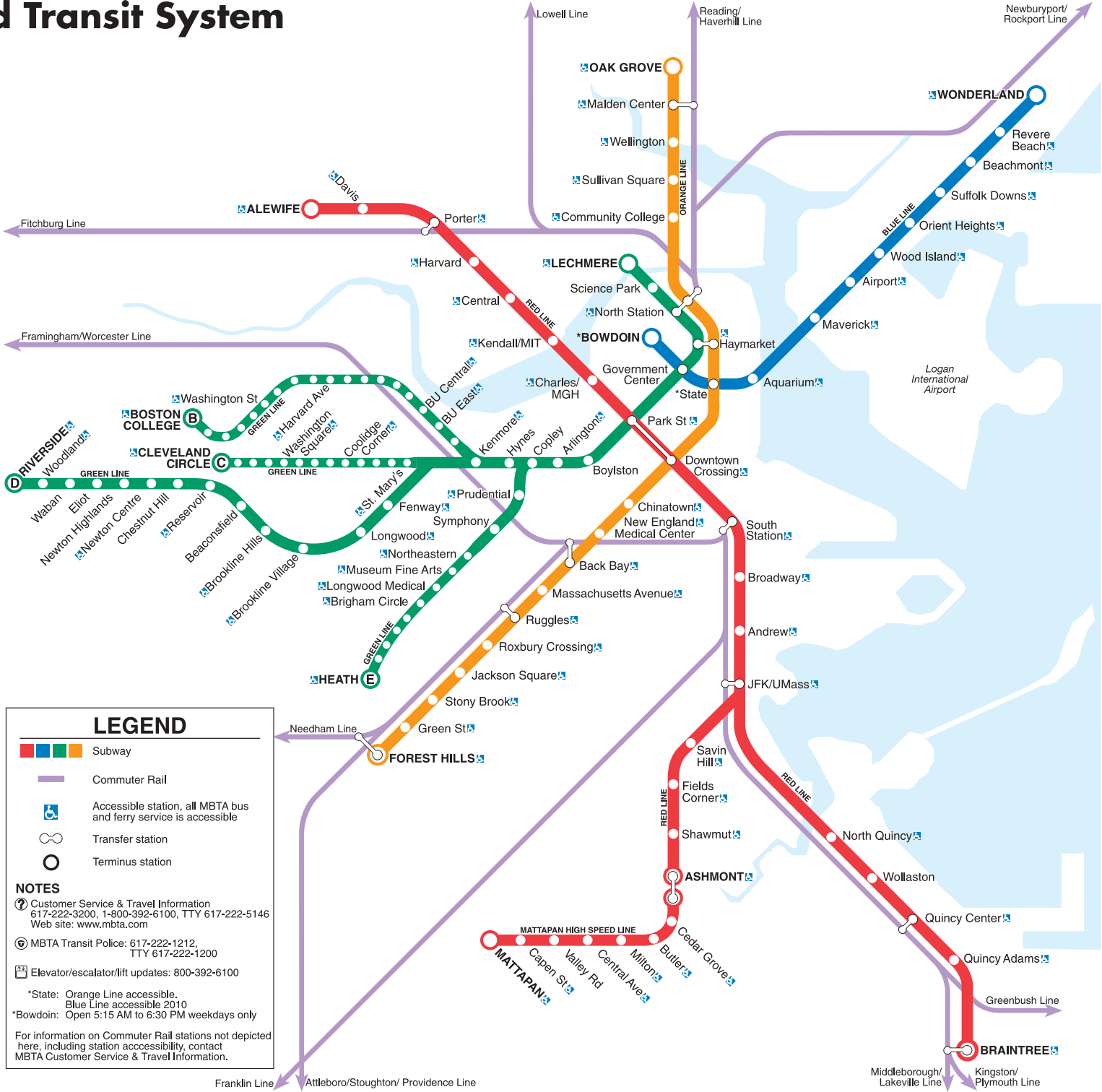
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MBTA Rail Rapid Transit System



ABSTRACT

This Blue Line report belongs to a multivolume set of reports on the findings of a systemwide survey of Massachusetts Bay Transportation Authority riders that was conducted for the MBTA by the Central Transportation Planning Staff (CTPS) in 2008–09. This survey covers all of the modes operated by the MBTA: bus (including trackless trolley), bus rapid transit,¹ heavy rail (the Blue, Red, and Orange Lines), light rail (the Green Line and the Mattapan High-Speed Line), commuter rail, and boat. The most recent comparable systemwide passenger survey was conducted during 1993–2000.

The purpose of the systemwide survey was to gather data that are not easily obtained through any other means. The data are used to update the regional travel-demand model that is routinely used by the Boston Region Metropolitan Planning Organization (MPO); they are also available for use by other entities, public and private, as well as interested individuals.

This report comprises 14 chapters and three appendices. In the chapters, data tables and summary text present information about Blue Line travel, including why trips are made, where riders are coming from and going to, how riders get to and from the service, and the stations at which they enter and exit the rapid transit system. Information is also provided on the demographics of Blue Line riders, as well as their automobile ownership, how they pay their fares, and how they perceive the quality of MBTA rapid transit service. The second chapter of this report provides an overview of the results for the entire Blue Line, while each subsequent chapter covers one or more types of data on a station-by-station basis.

¹ Reports on bus rapid transit (the Silver Line) are included in the set, although their data are from surveys conducted by CTPS in 2005 and 2006.

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KEYWORDS

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Introduction

1.1 THE SYSTEMWIDE SURVEY

This report belongs to a multivolume set of reports on the findings of a systemwide survey of Massachusetts Bay Transportation Authority riders that was conducted for the MBTA by the Central Transportation Planning Staff (CTPS) in 2008–09. This survey covers all of the modes operated by the MBTA: bus (including trackless trolley), heavy rail (the Blue, Red, and Orange Lines), light rail (the Green Line and the Mattapan High-Speed Line), commuter rail, and boat. Reports on bus rapid transit (the Silver Line) are included in the set; their data are from surveys conducted by CTPS in 2005 and 2006. Separate survey instruments were developed for each mode, but the same categories of information were gathered through each.

The purpose of the systemwide survey was to gather data that are not easily obtained through any other means. Some of the data will be used to update the regional travel-demand model that is routinely used by the Boston Region Metropolitan Planning Organization (MPO) to estimate the future impact of projects on the transportation network. In addition, as with past surveys, the data obtained through this survey will be available for use by the MBTA, CTPS, the Massachusetts Department of Transportation, other transportation agencies, academic researchers, consultants, and private citizens.

The most recent comparable systemwide passenger survey was conducted during 1993–2000. Most of the commuter rail system was surveyed in 1993, except for the Old Colony Lines, which were surveyed in 1998. The heavy rail and light rail networks were last surveyed in 1994, and the bus and trackless trolley lines in 1995. Commuter boat and ferry services were surveyed in 2000. The results of this systemwide survey have become outdated.

1.2 BLUE LINE SURVEY METHOD

This volume presents the survey results for passengers riding the Blue Line, which, along with the MBTA's other heavy rail lines and its light rail lines, belongs to the rapid transit component of the MBTA system.

The rapid transit survey form, a copy of which may be found in Appendix C,

contained 24 questions (33 questions, including subquestions). The questions were designed to gather data regarding the specific trip each rider was making when he or she received the survey form (such as trip origin, destination, and purpose), as well as demographic data (such as passenger age, gender, income, and ethnicity) and subjective views of the rider regarding service quality. Also, at the end of the survey form, space was provided in which the rider could write comments and suggestions of his or her own choosing.

Survey forms were offered to all riders entering each Blue Line station between 6:00 AM and 3:00 PM on a typical weekday in 2008 or 2009. This distribution strategy was designed to provide approximately 85% of the weekday riders on the Blue Line with an opportunity to receive a survey form during what would be considered typical travel conditions.¹ Surveys were not given to riders transferring to the Blue Line at Government Center and State Stations; such riders would have been covered at the station at which they first entered the rapid transit system. Completed survey forms could be returned to the survey distributors or Customer Service Agents in the stations, or could be mailed in postage-free. Also, the riders were informed that they could use an online survey form instead of the paper form.

As in any survey with a response rate of less than 100%, the data that were collected needed to be “expanded.” The survey responses from each station were weighted to equal typical boardings during the survey hours using the most recently available ridership figures.

The survey results were entered into a computerized database from which responses to selected combinations of questions can be summarized at any level of aggregation. The particular data tables that have been generated and presented in this volume are ones that will be useful to this report’s anticipated users. Other, more specialized tables can be generated if needed.

1.3 ORGANIZATION OF DATA IN THIS REPORT

The types of data reported in each chapter are listed below. After Chapter 2’s overview of all of the types of data for the entire Blue Line, each chapter presents a certain type (or set of types) of data by station. Each chapter’s data are either for the riders who were entering the rapid transit system at the station where they were surveyed or for those who were exiting the system there.

In each chapter, there is a table or set of tables for each station. The nature of the type (or types) of data presented in the tables is discussed and, if called for, the way in which the tables present the data is explained. In addition, an overview of notable findings is provided.

Chapter

- 2 Results for the Blue Line as a Whole:** Provides an overview of the results for the Blue Line as a whole.

¹ Surveys were not distributed on Monday mornings or Friday afternoons, as the travel at these times is typically lighter than at other times during the week.

- 3 Trip Purpose, Reasons for Using the MBTA, and Alternative Means:** For each Blue Line station, presents the following data on the riders who were entering the rapid transit system there:
- Why riders made their trips
 - Why riders used the MBTA to make their trips
 - What mode or modes each rider used if he or she sometimes made the same trip by means other than the Blue Line
- 4 Origin Locations and Activities:** For each Blue Line station, presents the following data on the riders who were entering the rapid transit system there:
- Where riders started their trips (by city or town, or by neighborhood of Boston, Cambridge, Somerville, or Brookline)
 - What activities riders were engaged in at those origin locations (for example, work, home, school)
- 5 Access to the Rapid Transit System:** For each Blue Line station, presents the following data on the riders who were entering the rapid transit system there:
- What mode riders used to access the Blue Line, such as walking, biking, other transit mode, etc.
 - For riders who accessed the Blue Line by any mode other than transferring to the Blue Line from a fixed-route transit service, how long it took them to travel from where their trip began to the station where they boarded the Blue Line
 - If riders transferred to the Blue Line from a commuter rail, boat, or fixed-route bus service (MBTA or other), which service they transferred from
- 6 Exits from the Rapid Transit System:** For each Blue Line station, presents the following data on the riders who were entering the rapid transit system there:
- The stations at which they exited the rapid transit system
- 7 Entries to the Rapid Transit System:** For each Blue Line station, presents the following data on the riders who were exiting the rapid transit system there:
- The stations at which they entered the rapid transit system (including passengers entering stations on the Red, Orange, or Green Line as well as the Blue Line)
- 8 Egress from the Rapid Transit System:** For each Blue Line station, presents the following data on the riders who were exiting the rapid transit system there:
- How riders completed their trips after leaving the Blue Line

(walk, bike, bus, commuter rail, etc.)

- For riders who completed their trips in any manner other than by transferring to a fixed-route transit service, how long it took them to reach their final destinations after leaving the Blue Line
- For riders who transferred from the Blue Line to a commuter rail, boat, or fixed-route bus service (MBTA or other), which particular route or station they transferred to

9 Destination Locations and Activities: For each Blue Line station, presents the following data on the riders who were exiting the rapid transit system there:

- Where riders ended their trips (by city or town, or by neighborhood of Boston, Cambridge, Somerville, or Brookline)
- What activity riders were going to engage in after completing their trips (for example, work, home, school)

10 Origin-Destination Cross-tabulation: For each Blue Line station, presents the following data on the riders who were entering the rapid transit system there:

- Where they began their trips (by city, town, or neighborhood)
- Where they ended their trips (by city, town, or neighborhood)

11 Socioeconomic Characteristics: For each Blue Line station, presents the following data on the riders who were entering the rapid transit system there:

- Their age, gender, household income, and ethnicity

12 Usage Rates and Fare Types: For each Blue Line station, presents the following data on the riders who were entering the rapid transit system there:

- How frequently riders used the system
- How riders paid their fares
- How the different fare-payment methods were related to how frequently riders used the system

13 Vehicle Availability: For each Blue Line station, presents the following data on the riders who were entering the rapid transit system there:

- How many riders had driver's licenses
- How many vehicles riders had in their households
- Whether riders had access to the use of household vehicles for the trips they were making when surveyed

- The number of vehicles owned per capita for Blue Line riders
- 14 Service Quality:** For each Blue Line station, presents the following data on the riders who were entering the rapid transit system there:
- Riders' perceptions regarding several aspects of MBTA service quality.

In Chapters 2–14, the data for Government Center and State Stations are only about Blue Line riders entering or exiting at those stations. However, Appendix B contains selected data for these two transfer stations that include all riders: Blue and Green Line riders at Government Center and Blue and Orange Line riders at State. The tables presenting these data are replicated in the Green and Orange Line volumes as well.

It should be noted that, throughout this volume, Blue Line stations are sometimes treated in two categories: downtown stations and non-downtown stations. Moving inbound towards Boston, the eight non-downtown stations are Wonderland, Revere Beach, Beachmont, Suffolk Downs, Orient Heights, Wood Island, Airport, and Maverick. The four downtown stations are Aquarium, State, Government Center, and Bowdoin.



Results for the Blue Line as a Whole

This chapter provides an overview of the survey results for the Blue Line as a whole and highlights some of the more important findings. The tables and text in this chapter summarize the survey statistics for all Blue Line stations, while each of the subsequent chapters presents a particular category (or set of categories) of data on a station-by-station basis. Explanations of the nature of the data categories are provided in the subsequent chapters. In those chapters, the data tables present, for each station, findings either on the riders who entered the rapid transit system at that station or on those who exited the system there.

Each of the following numbered sections except 2.13 corresponds to one or more tables that are located at the end of this chapter.

2.1 TRIP PURPOSE, REASONS FOR USING THE MBTA, AND ALTERNATIVE MEANS

Trip Purpose Nearly 90% of the trips made on the Blue Line were in one of the seven categories that are “home-based” (that is, home was either the origin or destination of the trip). Most of these (72% of all Blue Line trips) were “home-based work” (either heading to work from home or to home from work). The other six types of home-based trips were distributed fairly evenly among those categories.

“Work-based” trips (those with one end at work and the other end not at home) accounted for slightly less than 8% of all Blue Line trips. Combining those trips with home-based work trips and home-based work-related trips shows that 82% of all trips have work or a work-related activity as one end of the trip.

Reasons for Using the MBTA Respondents could check as many reasons as applied from a list of eight, and a write-in line was provided for other reasons. The most common reason checked for using the Blue Line was “convenience” (62%). The next-most common responses were automobile-related: “avoid driving /traffic” (53%) and “parking cost/availability” (52%). The least common reason was “only transportation available” (24%).

Alternative Means When asked whether they made the same trip by other means on days that they did not use the Blue Line, 38% of the respondents

answered “yes.” Of those riders, most (61%) indicated that they drove alone. The next-most commonly selected travel mode options were “carpool/vanpool” and “other MBTA service” (approximately 16% each), while 17% of respondents selected the “other” category. (The latter respondents wrote in alternatives that included walking, taking a taxi, and being driven by someone else.) Some respondents reported more than one alternative mode.

2.2 ORIGIN LOCATIONS AND ACTIVITIES

Approximately 66% of the origin locations of riders starting a rapid transit trip on the Blue Line were places directly served by that line: East Boston and Logan Airport (39%), Revere (17%), and the Government Center, Financial/Retail, and Waterfront neighborhoods of downtown Boston (10%). The origins stretched through the North Shore up to Lynn, Marblehead, Salem, and beyond. Because most of the respondents were heading towards downtown Boston during the time the survey was handed out, the non-downtown stations are more prominently represented in the origin data.

The most common “activity” before boarding the Blue Line was “home.” Looking at the responses by origin location: for the non-downtown origins, 87% to 100% of the responses were “home.” For the downtown origins there was a much lower “home” percentage and a “work” percentage ranging from 30% to 60%. No riders originating from the Financial/Retail district reported that they were coming from home.

2.3 ACCESS TO THE RAPID TRANSIT SYSTEM

The most common mode of access to the Blue Line as a whole was walking, which accounted for 53% of the trips. Among passengers entering at downtown Boston stations, 81% walked to them. The next-most common access modes to these stations were MBTA bus (7%), boat (4%), and commuter rail (3%). Among passengers entering at non-downtown Blue Line stations, 48% walked. The next-most common modes were driving (26%), transferring from bus (18%), and being dropped off (7%). Driving was especially high due to the large percentage of respondents who drove to Wonderland. Private transportation modes (that is, any means other than using a fixed-route transit service) accounted for 82% of all access trips.

Overall, people who walked to the transit station made the shortest trips (8 minutes on average). People who were dropped off had the second-lowest average access time (12 minutes), and riders who drove themselves had the longest travel times (18 minutes). Less than 10% of the respondents who drove made trips longer than 30 minutes to access the Blue Line.

There are no direct connections with commuter rail on the Blue Line. Passengers who transferred from commuter rail did so either by using an intermediate rapid transit link or by walking from North Station or South Station. Bus transfers were much more common overall. Stations with significant numbers of transfers from bus to the Blue Line were Wonderland,

Orient Heights, Airport, Maverick, and State.

2.4 EXITS FROM THE RAPID TRANSIT SYSTEM

People who entered the rapid transit system along the Blue Line most often also exited the system at a Blue Line station (63%).¹ By far the most common exit station for passengers who entered at a Blue Line station was State, at 20%. After the Blue Line, the next-most common line from which Blue Line entry riders left the system was the Green Line, with 19% of the exits; most of these occurred in the Central Subway.² The remainder of the exits were split almost evenly between the Orange (9%) and Red (8%) Lines. Riders who began their transit trips on the Blue Line had to make two transfers to exit the system at destinations along the Red Line. Nevertheless, over 2,100 people made such trips during the survey hours on a composite weekday.

2.5 ENTRIES TO THE RAPID TRANSIT SYSTEM

Of the people exiting the rapid transit system at Blue Line stations during the survey periods, 80% had also entered the system at Blue Line stations.³ The Blue Line stations with the highest percentages of entries were Wonderland (16%) and Maverick (15%).

Blue Line exit riders also included 8% who had entered on the Green Line and 7% who had entered on the Orange Line. Only 5% made a double transfer from the Red Line. The non-Blue Line stations at which the highest percentages of Blue Line exit riders entered the rapid transit system were Lechmere, Copley, and Ruggles (about 1% each).

2.6 EGRESS FROM THE RAPID TRANSIT SYSTEM

The most common Blue Line egress mode (81%) was walking directly from the station to the destination of the trip. (Among those exiting at downtown stations, the figure was 95%, versus 52% at non-downtown stations). The next-most common egress modes were driving (6% overall, 17% outside downtown) and transferring to an MBTA bus (4%) or “other” bus (6%). Routes 712 and 713 from Orient Heights to Point Shirley in Winthrop accounted for most of the MBTA bus trips (these routes are operated by Paul Revere Transportation), and the Massport airport shuttle accounted for almost all of the “other” bus trips.

People who drove from the Blue Line to their destinations tended to make longer egress trips (20 minutes) than those who walked (7 minutes) or those who were picked up (11 minutes). The overall average egress-trip length for

¹ To exit the system means to exit the entire rail rapid transit system and does not include alighting from a Blue Line train and transferring to another train.

² For the purposes of this report, the Central Subway includes all Green Line stations from Lechmere through Kenmore and Symphony, inclusive.

³ Entering the rapid transit system means entering from outside the system, not transferring to a Blue Line train from another train.

the Blue Line was 8 minutes, and the average trip length for each type of egress trip was similar to the average length of the same type of access trip.

2.7 DESTINATION LOCATIONS AND ACTIVITIES

More than half of the people exiting the rapid transit system from a Blue Line station during the survey period were destined for downtown Boston. The Financial/Retail District was the final destination of 25% of the respondents, and Government Center of 23%. The most common Blue Line exit destinations outside of downtown Boston were East Boston (12%), Logan Airport (8%), and Revere (6%). The balance of the trips were spread among other downtown neighborhoods and other cities and towns mostly northeast of Boston.

The most common “activity” to which riders were destined at the downtown neighborhoods was “work,” accounting for 83% of these trips. The second-most common destination activity overall was “home,” representing people returning from non-work trips or people whose workdays ended before 3:00 PM. Almost all of these were to non-downtown destinations.

Locations where home accounted for the highest percentages of destination activities were Winthrop (89%), Lynn (76%), Revere (51%), and East Boston (49%). A significant number of people traveling to Airport Station (30%) responded “other,” with about half of these indicating that they were catching flights or meeting arriving airline passengers.

2.8 ORIGIN-DESTINATION CROSS-TABULATION

The most common origin-destination pair for passengers entering at a Blue Line station was East Boston to the Financial/Retail District (7%). The next-most common pairs were East Boston to Government Center (7%) and Revere to the Financial/Retail District (4%).

2.9 SOCIOECONOMIC CHARACTERISTICS

Over 80% of the riders were between the ages of 25 and 64, 9% were college age (19–24), and 8% were over the age of 65. Only 1% of the respondents were under the age of 19. Comparisons with fare data indicate that the latter group is usually under-represented in MBTA passenger surveys.

Women made up over half of Blue Line ridership (57%), while men accounted for 43%, and less than 1% of riders identified themselves as transgender.

More than half the riders reported household incomes greater than \$60,000. The single most common income bracket selected was “\$100,000 or more.” Possible explanations for this are that the question’s check-off choices did not include enough higher income ranges for 2008-09 incomes⁴ or that people may have (intentionally or unintentionally) inflated their incomes in their answers.

⁴ The income ranges were selected to be consistent with the ranges used by the U.S. Census Bureau and in earlier MBTA systemwide passenger surveys.

This question was left blank by many people. The average household size across the entire Blue Line was 2.43, with respondents boarding at downtown stations reporting lower average household sizes.

The majority of Blue Line riders self-identified themselves as white (78%). The next-most common races were black or African-American (7%) and Asian (5%). Nine percent of respondents chose “other,” which called for writing something in; many wrote in “Hispanic.” On a separate question, which asked riders if they were “Hispanic/Latino,” close to 16% of the respondents answered “yes.”

2.10 USAGE RATES AND FARE TYPES

Just over half (52%) of those surveyed indicated that they used the Blue Line five days per week, and another 23% used the line six or seven days per week. Less than 6% of the riders reported that they used the Blue Line less than one day per week.

The largest percentage of the riders who used the Blue Line on the weekend used it occasionally on both Saturday and Sunday (46%), and 16% used it regularly on both Saturday and Sunday. Approximately 30% of the riders responded “not at all” to either the Saturday usage question, the Sunday usage question, or both.

The majority (60%) of the Blue Line riders paid their fares using a monthly pass, which they used five days per week on average. Approximately 28% of riders paid by the ride, with 24% using CharlieCards and 4% using CharlieTickets. It is not surprising that many more riders who paid by the ride used the CharlieCard, as single-ride CharlieTicket users pay a surcharge.

2.11 VEHICLE AVAILABILITY

Most Blue Line riders (84%) were licensed to drive, and 76% lived in households with at least one vehicle. However, only about half (52%) of the respondents had a household vehicle available for use on the survey day instead of riding the Blue Line. On a per capita basis, 40% of the riders owned fewer than 0.5 vehicles.

2.12 SERVICE QUALITY

Survey respondents were asked to rate the Blue Line on a scale from “1” (poor) to “5” (excellent) by eleven measures of service quality. The rating “3” was labeled “average.” Most respondents rated the service quality for most measures as “3” or “4.” The two service quality measures with the highest percentage of “excellent” (“5”) ratings were announcements (26%) and fare collection (22%), while the measure with the highest percentage of “1” and “2” ratings was station amenities (41%).

Based on an averaging of all respondents’ ratings, the three measures rated most favorably were announcements, personal safety, and fare collection, and the three measures rated least favorably were station amenities, seating (on

trains), and parking.

Respondents were also asked to indicate which three of the eleven service quality measures were most important to them. The top three were reliability, frequency, and personal safety.

2.13 COMMENTS AND SUGGESTIONS

Approximately half of the returned survey forms had comments written on them (either in the form's Comments/Suggestions field or in the margins). These comments varied from vague positive and negative statements such as "Great job!" or "The T is run poorly" to specific suggestions such as "Increase Route 225 outbound service to Columbian Square 8:00 AM to noon and after 3:00 PM." Many riders used the Comments/Suggestions field to complain about a specific issue; others used the space to suggest ideas about how the MBTA could improve their transit experience. The most frequent comments were complaints about unreliable service, discourtesy of MBTA personnel, overcrowded vehicles during peak hours, uncleanliness, and jerky stops and starts. Other frequent comments included requests for:

- More service (peak hour, early morning, late night, and weekend)
- More bus shelters, benches, and other station amenities
- Better communication about delays
- Real-time information available online and at bus stops
- Better coordination of schedules between different modes

In general, the passengers who wrote comments felt that the service reliability and frequency should be improved; however, a significant number of them indicated that they were satisfied with the existing service.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Trip Purpose, Reasons for Using the MBTA, and Alternative Means

Expanded Results

BLUE LINE

Entry Station: All Stations

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	18,166	71.6%	71.6%
Home-based School	807	3.2%	74.8%
Home-based Shopping	448	1.8%	76.5%
Home-based Social Activity	570	2.2%	78.8%
Home-based Personal Business	1,116	4.4%	83.2%
Home-based Work-related	758	3.0%	86.2%
Home-based Other	849	3.3%	89.5%
Work-based	1,929	7.6%	97.1%
Non-Home/Non-Work-based	736	2.9%	100.0%
TOTAL	25,378		
No Answer	731		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	15,917	61.5%
Speed/travel time	8,629	33.4%
Avoid driving/traffic	13,789	53.3%
Avoid parking at destination	13,449	52.0%
Environmentally responsible	9,576	37.0%
Less expensive	10,263	39.7%
Can read/do work	6,578	25.4%
Only transportation available	6,239	24.1%
Other	626	2.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	25,871	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	9,608	38.0%	Drive alone	5,410	61.3%
No	15,679	62.0%	Non-MBTA bus	153	1.7%
TOTAL	25,287	100.0%	Carpool/vanpool	1,390	15.7%
No Answer	823		Bicycle	645	7.3%
			Other MBTA service	1,471	16.7%
			Other	1,500	17.0%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	8,828	
			(No other modes reported)	780	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

Origin Locations and Activities

Expanded Results

BLUE LINE

Entry Station: All Stations

City/Neighborhood Origins	ORIGIN LOCATIONS			ORIGIN ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: East Boston	9,290	35.6%	0.2%	89.8%	1.5%	3.3%	1.1%	1.5%	0.7%	0.3%	1.6%
Revere	4,516	17.3%		91.3%	0.2%	3.6%	1.0%	2.2%	0.5%		1.3%
Winthrop	2,131	8.2%		96.7%		2.4%					0.8%
Lynn	1,312	5.0%	1.5%	89.2%		2.4%	0.9%	1.2%	0.9%		3.8%
Chelsea	1,014	3.9%		87.2%	1.8%	1.8%		5.6%			3.6%
Boston: Govt Center	1,005	3.9%	1.0%	11.3%	6.4%	42.2%	5.4%	10.2%	19.1%		4.4%
Boston: Financial/Retail	971	3.7%				60.8%	5.5%	6.0%	10.0%		17.8%
Boston: Logan Airport	810	3.1%	5.2%			38.7%			20.8%		35.3%
Marblehead	603	2.3%		95.7%		1.0%					3.2%
Boston: Waterfront	572	2.2%		39.4%		33.6%	3.4%	6.5%	4.1%	9.7%	3.4%
Swampscott	493	1.9%		97.5%				2.5%			
Salem	441	1.7%		97.2%		2.8%					
Unspecified	418	1.6%	9.2%	49.7%		30.9%		3.0%	3.0%		4.1%
Peabody	286	1.1%		91.3%			4.4%	4.4%			
Saugus	264	1.0%		100.0%							
Boston: Beacon Hill	232	0.9%		34.8%		27.6%	4.2%	29.2%	4.2%		
Nahant	196	0.8%		100.0%							
Boston: North End	175	0.7%		61.4%		16.6%		11.0%			11.0%
Boston: Charlestown	133	0.5%		100.0%							
Other (< 0.5 % of riders)	1,247	4.8%	0.5%	64.7%	9.8%	8.8%		3.1%	6.2%	0.8%	6.2%
OVERALL TOTAL	26,110	100.0%	0.5%	78.4%	1.3%	9.4%	1.2%	2.6%	2.6%	0.4%	3.7%

Note: Totals shown may differ from column total because of rounding.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: All Stations

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	13,669	53.0%
Drive/Park Access	5,718	22.2%
Drop-off Access	1,532	5.9%
Taxi Access	29	0.1%
Shuttle/Van Access	141	0.5%
Bicycle Access	74	0.3%
Other Access	0	0.0%
Total Private Trans.	21,163	82.1%
MBTA Bus	3,585	13.9%
Other Bus	761	3.0%
Commuter Rail	103	0.4%
Boat	136	0.5%
Other	20	0.1%
Total Public Trans.	4,604	17.9%
TOTAL	25,768	100.0%
No Answer	342	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	5,386	43.5%	794	14.7%	416	29.6%	79	42.3%	6,675	34.4%
6-10	4,917	39.7%	995	18.4%	531	37.7%	51	27.3%	6,493	33.5%
11-15	1,184	9.6%	890	16.4%	230	16.3%	20	10.5%	2,323	12.0%
16-20	594	4.8%	1,248	23.0%	110	7.8%	20	10.5%	1,972	10.2%
21-30	248	2.0%	1,039	19.2%	89	6.3%	17	9.3%	1,393	7.2%
31-45	45	0.4%	390	7.2%	12	0.9%	0	0.0%	447	2.3%
Over 45	0	0.0%	61	1.1%	19	1.4%	0	0.0%	80	0.4%
TOTAL	12,374	100.0%	5,416	100.0%	1,408	100.0%	185	100.0%	19,384	100.0%
No Answer	1,295		301		125		59		1,780	
Avg. Time (min)		8.2		18.2		11.8		11.2		11.3

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: All Stations

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Ballardvale	39
Framingham	39
Bellevue	19
South Acton	6

Boat, Boarded at Dock Indicated:	Number of Riders
Hull	63
Charlestown Navy Yard	55
Quincy	18

MBTA Bus Routes:	Number of Riders
116	692
712	584
713	326
117	319
120	247
114	155
119	131
442	115
455W	112
110	110
121	100
441	98
426W	80
112	64
93	58
43	39
749	39
92	39
411	37
424W	32
449	27
111	23
436	20
354	20
504	20
505	20
326	19
441W	14
442W	14
450W	12
Other routes	21

Other Bus Routes:	Number of Riders
MPA	665
PB	58
BEX	19
Unspecified Bus	20

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: All Stations

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	18	0.1%		Oak Grove	36	0.1%	
Davis	37	0.1%		Malden	70	0.3%	
Porter	24	0.1%		Wellington	117	0.5%	
Harvard	648	2.5%		Sullivan Square	121	0.5%	
Central	291	1.1%		Community College	99	0.4%	
Kendall/MIT	423	1.6%		North Station-O	191	0.7%	
Charles/MGH	53	0.2%		Haymarket-O	12	0.0%	
Park Street-R	0	0.0%		State-O	7	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	172	0.7%	332
South Station	176	0.7%		Chinatown	107	0.4%	
Broadway	44	0.2%		NE Medical Center	441	1.7%	
Andrew	33	0.1%		Back Bay	411	1.6%	
JFK/UMass	227	0.9%		Massachusetts Ave	170	0.7%	
Savin Hill	0	0.0%		Ruggles	126	0.5%	
Fields Corner	31	0.1%		Roxbury Crossing	104	0.4%	
Shawmut	0	0.0%		Jackson Square	35	0.1%	
Ashmont-R	0	0.0%	41	Stony Brook	24	0.1%	
North Quincy	86	0.3%		Green Street	112	0.4%	
Wollaston	0	0.0%		Forest Hills	132	0.5%	
Quincy Center	19	0.1%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	17	0.1%		Orange Line Total:	2,486	9.6%	
Braintree	0	0.0%					
Red Line: Unspecified	8	0.0%					
Red Line Total:	2,136	8.3%					
Blue Line				Mattapan High Speed Line			
Wonderland	778	3.0%		Ashmont-M	0	0.0%	
Revere Beach	254	1.0%		Cedar Grove	0	0.0%	
Beachmont	295	1.1%		Butler	0	0.0%	
Suffolk Downs	109	0.4%		Milton	0	0.0%	
Orient Heights	540	2.1%		Central Avenue	23	0.1%	
Wood Island	164	0.6%		Valley Road	10	0.0%	
Airport	916	3.5%		Capen Street	0	0.0%	
Maverick	916	3.5%		Mattapan	8	0.0%	
Aquarium	2,920	11.3%		Mattapan Line Total:	41	0.2%	
State-B	5,023	19.5%	2,812				
Government Center-B	2,143	8.3%	6,794				
Bowdoin	2,129	8.3%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	16,187	62.7%					

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: All Stations

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	355	1.4%	Red Line Total:	2,136	8.3%
Science Park	36	0.1%	Mattapan Line Total:	41	0.2%
North Station-G	122	0.5%	Orange Line Total:	2,486	9.6%
Haymarket-G	37	0.1%	Blue Line Total:	16,187	62.7%
Government Center-G	0	0.0%	Green Line Total:	4,950	19.2%
Park Street-G	210	0.8%	Overall Total	25,800	100.0%
Boylston	788	3.1%	No Response	309	
Arlington	642	2.5%			
Copley	600	2.3%			
Hynes Convention Center	218	0.8%			
Kenmore	185	0.7%			
Prudential	124	0.5%			
Symphony	18	0.1%			
B Blandford-Babcock	125	0.5%			
B Pack.Cnr.-Warren St.	68	0.3%			
B Washington St.-BC	12	0.0%			
C St.Mary's-Summit/Winchest	85	0.3%			
C Brandon-Cleveland Cir.	66	0.3%			
D Fenway-Longwood	365	1.4%			
D Brook. Vill.-Brook.Hills	87	0.3%			
D Beaconsfield-Ches.Hill	48	0.2%			
D Newton Ctr.-Eliot	122	0.5%			
D Waban-Riverside	81	0.3%			
E Northeastern-Museum	132	0.5%			
E Long.Med.-Brig Cir.	343	1.3%			
E Fenwood Rd-Heath	37	0.1%			
Green Line: Unspecified	31	0.1%			
Green Line Subway: Unspecified	12	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	4,950	19.2%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: All Stations

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	41	0.2%		Oak Grove	14	0.1%	
Davis	29	0.1%		Malden	102	0.5%	
Porter	48	0.2%		Wellington	35	0.2%	
Harvard	92	0.5%		Sullivan Square	100	0.5%	
Central	110	0.5%		Community College	108	0.5%	
Kendall/MIT	43	0.2%		North Station-O	30	0.1%	
Charles/MGH	54	0.3%		Haymarket-O	36	0.2%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	137	0.7%	380
South Station	47	0.2%		Chinatown	141	0.7%	
Broadway	16	0.1%		NE Medical Center	83	0.4%	
Andrew	18	0.1%		Back Bay	78	0.4%	
JFK/UMass	132	0.6%		Massachusetts Ave	47	0.2%	
Savin Hill	10	0.1%		Ruggles	173	0.9%	
Fields Corner	67	0.3%		Roxbury Crossing	67	0.3%	
Shawmut	21	0.1%		Jackson Square	82	0.4%	
Ashmont-R	36	0.2%	3	Stony Brook	41	0.2%	
North Quincy	40	0.2%		Green Street	19	0.1%	
Wollaston	25	0.1%		Forest Hills	151	0.7%	
Quincy Center	71	0.4%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	52	0.3%		Orange Line Total:	1,446	7.1%	
Braintree	55	0.3%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,006	5.0%					
Blue Line				Mattapan High Speed Line			
Wonderland	3,132	15.4%		Ashmont-M	0	0.0%	
Revere Beach	1,112	5.5%		Cedar Grove	0	0.0%	
Beachmont	1,351	6.6%		Butler	0	0.0%	
Suffolk Downs	323	1.6%		Milton	0	0.0%	
Orient Heights	1,704	8.4%		Central Avenue	0	0.0%	
Wood Island	726	3.6%		Valley Road	3	0.0%	
Airport	1,830	9.0%		Capen Street	0	0.0%	
Maverick	2,934	14.4%		Mattapan	0	0.0%	
Aquarium	841	4.1%		Mattapan Line Total:	3	0.0%	
State-B	1,237	6.1%	1,796				
Government Center-B	624	3.1%	2,293				
Bowdoin	373	1.8%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	16,187	79.7%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: All Stations

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	177	0.9%	Red Line Total:	1,006	5.0%
Science Park	0	0.0%	Mattapan Line Total:	3	0.0%
North Station-G	76	0.4%	Orange Line Total:	1,446	7.1%
Haymarket-G	0	0.0%	Blue Line Total:	16,187	79.7%
Government Center-G	0	0.0%	Green Line Total:	1,678	8.3%
Park Street-G	147	0.7%	Overall Total	20,319	100.0%
Boylston	15	0.1%	No Response	0	
Arlington	93	0.5%			
Copley	177	0.9%			
Hynes Convention Center	57	0.3%			
Kenmore	114	0.6%			
Prudential	84	0.4%			
Symphony	17	0.1%			
B Blandford-Babcock	47	0.2%			
B Pack.Cnr.-Warren St.	86	0.4%			
B Washington St.-BC	17	0.1%			
C St.Mary's-Summit/Winchest	143	0.7%			
C Brandon-Cleveland Cir.	58	0.3%			
D Fenway-Longwood	46	0.2%			
D Brook. Vill.-Brook.Hills	30	0.1%			
D Beaconsfield-Ches.Hill	61	0.3%			
D Newton Ctr.-Eliot	19	0.1%			
D Waban-Riverside	15	0.1%			
E Northeastern-Museum	32	0.2%			
E Long.Med.-Brig Cir.	152	0.7%			
E Fenwood Rd-Heath	14	0.1%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,678	8.3%			

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: All Stations

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	16,181	81.2%
Drive/Park Egress	1,237	6.2%
Pick-up Egress	198	1.0%
Taxi Egress	65	0.3%
Shuttle/Van Egress	149	0.7%
Bicycle Egress	59	0.3%
Other Egress	51	0.3%
Total Private Trans.	17,940	90.0%
MBTA Bus	800	4.0%
Other Bus	1,117	5.6%
Commuter Rail	0	0.0%
Boat	48	0.2%
Other	27	0.1%
Total Public Trans.	1,991	10.0%
TOTAL	19,931	100.0%
No Answer	479	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	7,791	53.4%	116	11.0%	45	43.3%	49	19.7%	8,001	50.0%
6-10	4,665	32.0%	164	15.5%	26	25.2%	132	53.4%	4,986	31.2%
11-15	1,289	8.8%	178	16.9%	10	9.4%	8	3.3%	1,485	9.3%
16-20	749	5.1%	278	26.3%	23	22.1%	58	23.5%	1,108	6.9%
21-30	56	0.4%	236	22.4%	0	0.0%	0	0.0%	292	1.8%
31-45	36	0.2%	46	4.4%	0	0.0%	0	0.0%	82	0.5%
Over 45	0	0.0%	37	3.5%	0	0.0%	0	0.0%	37	0.2%
TOTAL	14,586	100.0%	1,055	100.0%	103	100.0%	246	100.0%	15,990	100.0%
No Answer	1,596		182		94		77		1,950	
Avg. Time (min)	7.3		19.9		10.5		11.0		8.2	

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: All Stations

Transferring to:

Commuter Rail, Alighted at Station Indicated:

(None identified)

MBTA Bus Routes:

Number of Riders

712	161
713	151
116	148
117	43
450W	39
4	33
SL2	26
120	26
441	23
119	22
326	19
114	19
7	18
442	15
505	15
93	15
112	12
504	8
92	7

Boat, Alighted at Dock Indicated:

Number of Riders

Charlestown Navy Yard	48
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Other Bus Routes:

Number of Riders

MPA	1,004
MPA33	39
MPA22	25
MPA66	15
Unspecified Bus	35

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: All Stations

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Financial/Retail	5,128	25.2%	1.3%		0.2%	90.6%	1.0%	2.5%	3.4%	0.6%	0.3%
Boston: Govt Center	4,716	23.2%	1.9%	0.8%	2.8%	76.2%	0.6%	5.8%	4.6%	4.2%	3.0%
Boston: East Boston	2,487	12.2%	2.7%	49.2%	1.8%	30.5%	1.6%	1.0%	5.2%	4.2%	3.8%
Boston: Logan Airport	1,668	8.2%	2.5%	6.4%		54.5%		0.7%	5.5%	1.0%	29.5%
Boston: Waterfront	1,506	7.4%	1.2%			80.3%			5.1%	11.2%	2.2%
Revere	1,254	6.2%	5.5%	50.5%		20.7%	2.5%	9.8%	0.9%	5.8%	4.2%
Boston: Beacon Hill	607	3.0%				84.4%	2.1%	12.4%			1.2%
Boston: So Bos Indust	499	2.5%				97.5%					2.5%
Boston: North End	476	2.3%		10.6%	9.6%	77.2%		2.6%			
Winthrop	364	1.8%		89.4%		10.6%					
Lynn	316	1.6%		76.1%		13.3%	7.2%			3.4%	
Boston: Park Square	208	1.0%				84.6%					15.4%
Chelsea	149	0.7%		55.6%	11.2%	33.2%					
Unspecified	108	0.5%		71.5%		16.0%		3.5%			8.9%
Other (< 0.5 % of riders)	841	4.1%	4.6%	50.5%	5.5%	23.2%		1.5%	2.7%	9.4%	2.7%
OVERALL TOTAL	20,326	100.0%	1.9%	15.8%	1.5%	65.3%	0.9%	3.3%	3.6%	3.4%	4.5%

Note: Totals shown may differ from column total because of rounding.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

BLUE LINE

Entry Station: All Stations

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Park Square	Boston: East Boston	Boston: Waterfront	Boston: Back Bay	Revere	Boston: Logan Airport	Boston: Longwood Med Area	Boston: North End	Other & % of Row	Row Total & % of Overall
Boston: East Boston	1937	1790	693	92	381	352	80	75	216	399	3089	9290
											33.2%	35.6%
Revere	973	797	309	206	190	245	52	170	214	119	1121	4516
											24.8%	17.3%
Winthrop	542	425	88	17	155	60	0	99	32	67	505	2131
											23.7%	8.2%
Lynn	289	325	76	20	81	21	0	0	27	14	412	1312
											31.4%	5.0%
Chelsea	165	198	73	18	114	142	28	18	18	0	198	1014
											19.5%	3.9%
Boston: Govt Center	29	68	0	221	0	0	177	64	10	0	417	1005
											41.5%	3.9%
Boston: Financial/Retail	0	39	0	277	0	39	214	116	18	0	269	971
											27.7%	3.7%
Boston: Logan Airport	103	0	42	42	0	61	0	0	19	42	501	810
											61.8%	3.1%
Marblehead	196	112	66	0	73	36	0	0	20	25	54	603
											9.0%	2.3%
Boston: Waterfront	36	36	72	136	0	36	39	19	18	0	181	572
											31.6%	2.2%
Swampscott	175	74	91	0	38	25	12	0	7	0	49	493
											10.0%	1.9%
Salem	151	60	66	7	44	7	0	20	7	0	79	441
											18.0%	1.7%
Unspecified	55	107	35	20	15	12	0	6	18	0	151	441
											36.1%	1.7%
Peabody	112	86	0	0	12	7	0	17	0	0	38	286
											13.4%	1.1%
Saugus	85	70	0	12	38	0	0	0	0	0	37	264
											14.0%	1.0%
Boston: Beacon Hill	10	0	19	69	6	0	39	0	10	0	80	232
											34.4%	0.9%
Nahant	62	75	0	0	0	0	0	0	18	0	35	196
											18.0%	0.8%
Boston: North End	0	5	5	97	0	0	19	19	0	0	29	175
											16.6%	0.7%
Other & % of Column	193	108	67	203	71	5	118	145	48	22	259	1247
	3.8%	2.5%	3.9%	14.0%	5.8%	0.5%	14.1%	18.4%	6.9%	3.2%	20.8%	4.8%
Column Total & % of Overall	5113	4374	1703	1455	1220	1049	837	787	698	688	7541	26110
	19.6%	16.8%	6.5%	5.6%	4.7%	4.0%	3.2%	3.0%	2.7%	2.6%	28.9%	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

BLUE LINE

Expanded Results

Entry Station: All Stations

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	295	1.1%	1.1%
19 - 24	2,407	9.3%	10.5%
25 - 34	6,152	23.8%	34.3%
35 - 44	5,200	20.1%	54.4%
45 - 64	9,799	37.9%	92.3%
65 and Older	1,978	7.7%	100.0%
TOTAL	25,831	100.0%	100.0%
No Answer	279		

Gender of Riders:	Number of Riders	Percent of Riders
Male	10,733	43.1%
Female	14,149	56.8%
Transgender	46	0.2%
TOTAL	24,927	100.0%
No Answer	1,182	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	2,654	11.5%	11.5%
\$20,000 - \$29,999	1,666	7.2%	18.6%
\$30,000 - \$39,999	1,935	8.3%	27.0%
\$40,000 - \$49,999	2,138	9.2%	36.2%
\$50,000 - \$59,999	2,364	10.2%	46.4%
\$60,000 - \$74,999	3,426	14.8%	61.2%
\$75,000 - \$99,999	3,510	15.1%	76.3%
\$100,000 or more	5,483	23.7%	100.0%
TOTAL	23,175	100.0%	100.0%
No Answer	2,934		

Mean Household Size: 2.43



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: All Stations

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	429	1.8%
Black or African-American	1,635	6.8%
Native Hawaiian or Other Pacific Islander	87	0.4%
Asian	1,112	4.6%
White	19,317	80.3%
Other	2,167	9.0%
Riders who gave at least 1 response	24,050	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	3,824	15.6%
No	20,730	84.4%
TOTAL	24,553	100.0%
No Answer	1,556	



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

BLUE LINE

Expanded Results

Entry Station: All Stations

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	1,489	5.7%	5.7%
One Day	500	1.9%	7.7%
Two Days	976	3.8%	11.4%
Three Days	1,310	5.1%	16.5%
Four Days	1,816	7.0%	23.5%
Five Days	13,397	51.7%	75.2%
Six Days	2,762	10.7%	85.9%
Seven Days	3,175	12.3%	98.1%
Only Visiting	487	1.9%	100.0%
TOTAL	25,912	100.0%	100.0%
No Answer	197		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	3,825 16.4%	1,644 7.1%	129 0.6%	614	5,599 24.1%
Occasionally	229 1.0%	10,609 45.6%	967 4.2%	1,434	11,805 50.7%
Not at all	0 0.0%	192 0.8%	5,675 24.4%	218	5,867 25.2%
No Answer	41	64	7	461	
Sunday Total	4,054 17.4%	12,445 53.5%	6,771 29.1%		23,271 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

BLUE LINE

Expanded Results

Entry Station: All Stations

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	6,218	23.9%	4.0
Pay-per-ride CharlieTicket (paper)	911	3.5%	3.2
Monthly pass	15,563	59.9%	5.1
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	1,596	6.1%	4.0
<i>Student</i>	113	0.4%	5.5
<i>Senior</i>	1,042	4.0%	3.2
<i>Disability</i>	442	1.7%	5.2
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	42	0.2%	5.0
Blind Access Card	23	0.1%	7.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	1,634	6.3%	5.7
Other	8	0.0%	5.0
No Fare Payment Type Selected	114		
All Payment Types	25,996	100.0%	4.7

Monthly Pass Users

by Type of Pass:

Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	13,984	53.8%	5.2
Zone	607	2.3%	3.2
Boat	32	0.1%	5.0
Inner Express Bus	310	1.2%	4.1
Outer Express Bus	54	0.2%	5.3
Student	51	0.2%	5.4
Senior	355	1.4%	4.4
Disability	144	0.6%	6.1
No Pass Selected	27	0.1%	5.0
Total Riders Using Monthly Passes	15,563	59.9%	5.1

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	161	0.6%	4.8
1	46	0.2%	5.0
2	32	0.1%	2.3
3	170	0.7%	2.0
4	39	0.1%	3.0
5	39	0.1%	3.0
6	43	0.2%	2.2
7	7	0.0%	2.0
8	46	0.2%	1.5
Interzone	0	0.0%	0.0
No Zone Selected	25	0.1%	5.0
Total Riders Using Zone Passes	607	2.3%	3.2

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

BLUE LINE

Expanded Results

Entry Station: All Stations

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	21,779	84.0%
Not Licensed	4,161	16.0%
TOTAL	25,940	100.0%
No Answer	170	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	6,108	24.0%
1 vehicle	11,585	45.5%
2 vehicles	6,114	24.0%
3 or more vehicles	1,671	6.6%
TOTAL	25,477	100.0%
No Answer	632	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	13,297	51.7%
No	12,411	48.3%
TOTAL	25,708	100.0%
No Answer	402	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	5,728	23.8%	23.8%
0.01 to 0.49 vehicles	3,912	16.3%	40.1%
0.50 to 0.99 vehicles	7,830	32.5%	72.6%
1.00 to 1.49 vehicles	6,245	25.9%	98.5%
1.50 to 1.99 vehicles	218	0.9%	99.4%
2 or more vehicles	133	0.6%	100.0%
TOTAL RESPONSES	24,066		



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: All Stations

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	6.0%	11.2%	36.5%	35.1%	11.2%	24,930	1,180	11,078
Safety and security	3.6	3.1%	6.6%	35.9%	38.6%	15.8%	24,907	1,203	6,779
Cleanliness/condition of vehicles	3.2	5.7%	14.9%	42.6%	29.5%	7.3%	24,898	1,211	2,455
Courtesy of train crews	3.3	7.4%	13.6%	37.1%	29.8%	12.1%	24,258	1,851	1,122
Announcement of stations	3.7	4.1%	11.1%	26.5%	32.1%	26.3%	24,623	1,486	584
Availability of seating on trains	3.0	10.7%	17.2%	40.0%	23.2%	8.9%	25,078	1,032	1,820
Frequency of service	3.3	6.1%	12.4%	38.6%	30.9%	12.0%	25,064	1,046	7,740
Travel time/speed	3.4	4.9%	9.9%	35.7%	34.3%	15.1%	25,099	1,011	4,941
Parking availability	3.1	11.6%	15.4%	36.6%	22.3%	14.1%	15,918	10,192	1,043
Station amenities	2.7	16.9%	23.9%	39.9%	15.0%	4.2%	21,176	4,933	477
Fare collection system	3.5	7.9%	10.3%	29.1%	31.2%	21.5%	24,447	1,663	832

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.



Trip Purpose, Reasons for Using the MBTA, and Alternative Means

The three types of data presented in this chapter, taken as a whole, could be said to “frame” the trips the riders made. These data help answer the questions: What kinds of trips were Blue Line riders making? Why did they choose to use rapid transit service? What were their alternatives?

The tables (at the end of the chapter) present these data by station. For each station, three tables presenting the three respective types of data are grouped on a single page. The data for each station are based on the survey responses from riders who started the rapid transit portions of their trips at that station. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Blue Line as a whole. It includes tables and discussion.

3.1 TRIP PURPOSE

3.1.1 DESCRIPTION OF TABLE

The trip purposes table for each station shows the allocation of the trips among nine categories: home-based work, home-based school, home-based shopping, home-based social activity, home-based personal business, home-based work-related, home-based other, work-based, and non-home/non-work-based. This allocation was done using information from survey questions 4a and 9a: “Where were you before starting this entire one-way trip?” and “Where will/did this one-way trip end?” The actual origins and destinations (by municipality or neighborhood) of the trips by purpose are shown in Chapters 4 and 9, respectively.

Trips with home at either end were classified as home-based. For example, trips either from home to work or from work to home were counted as home-based work trips, and there was no “work-based home” category. Work-based trips were those with work at one end and an activity other than home at the other end. Non-home/non-work-based trips did not have home or work at either end.

For each of the trip purposes, the table shows the number of riders and the percentage that these riders represent relative to the total number of riders entering the rapid transit system at the station who specified their activities at

both trip ends. It also gives the cumulative percentages that result as one adds each trip purpose category of riders to the ones preceding it in the table.

3.1.2 OVERVIEW OF RESULTS

At every station along the Blue Line, the most common trip purpose category was home-based work. At the downtown stations (Aquarium through Bowdoin), between 38% and 48% of all trips were home-based work. From Maverick through Wonderland, the percentages ranged between 66% and 87%. Percentages of home-based trips tended to be higher at the non-downtown stations, because they serve predominantly residential areas, and because most work-to-home trips from downtown stations would take place later than the survey hours.

At most of the downtown stations, the second-most common trip type was work-based. This category included trips such as from an office to an off-site meeting, a restaurant, or a shop. Between 13% and 21% of all trips were work-based at downtown stations. At State Station, however, the second-most common trip purpose was home-based other (trips for which riders identified home as the purpose at one end of the trip and “other” at the other end).

At four of the non-downtown stations, work-based trips were the second-most common trip type: Wonderland (4%), Beachmont (4%), Airport (13%), and Maverick (6%). At the other four non-downtown stations, home-based personal business was the second-most common trip type: Revere Beach (9%), Suffolk Downs (8%), Orient Heights (5%), and Wood Island (4%—tied with home-based school).

Home-based shopping trips accounted for 3% or less of trips at all Blue Line stations with the exception of Bowdoin (7%) and Government Center (10%). Home-based school trips ranged between 0% and 5% at all stations, with the exception of Government Center (7%). The response rate of people under 18 years old was very low (see Chapter 11), which partly explains the low reported number of school trips.

The trip purpose results may have been affected by the survey distribution strategy, which captured riders entering stations between the hours of 6:00 AM and 3:00 PM. The scope of the project did not allow for all-day distribution, although it was designed to provide 85% of weekday riders the opportunity to receive and complete surveys. In particular, trips in the evening to socialize and personal trips completed on the way home from work may have been underrepresented.

3.2 REASONS FOR USING THE MBTA

3.2.1 DESCRIPTION OF TABLE

The table for each station showing the reasons for using MBTA rapid transit service summarizes the results from question 22 on the survey. This question listed eight possible reasons riders might have for using rapid transit rather

than some other mode of transportation. These were “convenience,” “speed/travel time,” “avoid driving/traffic,” “avoid parking at destination,” “environmentally responsible,” “less expensive than other choices,” “can read/do work on the train,” and “only transportation available.” There was also a space for writing in other reasons.

The table presents both the number and percent of riders who selected each reason. Riders were allowed to check as many reasons as they felt were relevant. Therefore the values in the “Number of Riders” column have not been totaled in the table; the number at the bottom of that column is the number of riders who checked at least one reason. The values in the “Percent of Riders” column may add up to more than 100%. The percentages were calculated by dividing the number of responses for each reason by the total number of people who checked at least one reason.

3.2.2 OVERVIEW OF RESULTS

At all of the stations except Wonderland, the most frequently selected reason for using rapid transit was “convenience.” At Wonderland, “convenience” was third behind “avoid driving/traffic” and “avoid parking.” Generally, the percentage of people choosing “convenience” was between 60% and 70%, with State and Wonderland falling outside of this range at 47% and 54%, respectively.

The second- and third-most frequently selected reasons reflected people’s desire to “avoid parking at destination” or “avoid driving/traffic.” These two choices were within 2% to 5% of each other at most stations, with the exception of Suffolk Downs (“avoid parking,” 58%; “avoid driving,” 51%) and Aquarium (“avoid parking,” 49%; “avoid driving,” 68%).

The fourth- and fifth-most frequently selected reasons at the non-downtown stations were “less expensive” followed by “environmentally responsible,” with the exception of Airport Station, at which this order was reversed. At most non-downtown stations, the responses for these two reasons were within 10 percentage points of each other; at Revere Beach, Orient Heights, and Maverick they were within 3% of each other.

At three of the four downtown stations (Bowdoin, Aquarium, and Government Center), the fourth- and fifth-most frequently selected reasons for using rapid transit were “speed” and “environmentally responsible.” At State, “only transportation available” was second after convenience, with “environmentally responsible” placing eighth.

Some of the write-in, “other” answers indicated the desire not to own a car, which may reflect the cost of driving, the wish to avoid driving, or the desire to be environmentally responsible. Other write-in answers included responses such as “no parking at home” and indications that the rider enjoyed riding on trains or liked the exercise of walking to the station.

3.3 ALTERNATIVE MEANS OF TRANSPORTATION

3.3.1 DESCRIPTION OF TABLES

The two tables for each station on alternative means of transportation summarize the results of question 13b, which asked riders to indicate whether they used other means of making the same trip on days when they did not use the Blue Line, and, if so, what mode or modes of transportation they used. The first table shows the breakdown of passengers responding “yes” and “no” to use of alternative modes. The second table shows, for riders responding “yes,” the number and percent checking off each listed mode. The modes listed were “drive alone,” “non-MBTA bus,” “carpool/vanpool,” “bicycle,” “other MBTA service,” and “other” with a write-in option.

Riders were allowed to check more than one mode. Therefore the values in the “Number of Riders” column have not been totaled in the table; the number at the bottom of that column is the number of riders who checked at least one mode. The values in the “Percent of Riders” column may add up to more than 100%. The percentages were calculated by dividing the number of responses for each mode by the total number of people who checked at least one alternative mode. Some riders indicated that they do use alternative modes of transportation but did not check any listed options (including “other”).

3.3.2 OVERVIEW OF RESULTS

The most common alternative mode of transportation reported by riders who made the same trip using other means when not riding the Blue Line was “drive alone,” which was the answer of between 37% and 47% of the respondents at the downtown stations and of between 49% and 83% at the non-downtown stations. “Other” was the second-most commonly selected mode at most stations but was selected as frequently as or more frequently than “drive alone” at Government Center and at State. The “other” responses that had write-in mode descriptions were most often “walk,” “taxi,” or “dropped off.”

After “other,” “carpool/vanpool” and “other MBTA service” were the next-most frequently selected transportation alternatives. Riders at the non-downtown stations tended to choose “other MBTA service” more frequently than riders at the downtown stations, where “carpool/vanpool” and “other MBTA service” were selected with about equal frequency. One major exception was State, where no one checked “other MBTA service.”

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Trip Purpose, Reasons for Using the MBTA, and Alternative Means

Expanded Results

BLUE LINE

Entry Station: Wonderland

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	3,636	83.3%	83.3%
Home-based School	67	1.5%	84.8%
Home-based Shopping	50	1.1%	86.0%
Home-based Social Activity	12	0.3%	86.2%
Home-based Personal Business	126	2.9%	89.1%
Home-based Work-related	101	2.3%	91.5%
Home-based Other	130	3.0%	94.4%
Work-based	162	3.7%	98.1%
Non-Home/Non-Work-based	82	1.9%	100.0%
TOTAL	4,366		
No Answer	51		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,344	53.5%
Speed/travel time	1,219	27.8%
Avoid driving/traffic	2,690	61.4%
Avoid parking at destination	2,708	61.8%
Environmentally responsible	1,593	36.3%
Less expensive	1,899	43.3%
Can read/do work	1,445	33.0%
Only transportation available	450	10.3%
Other	62	1.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	4,384	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	1,945	44.7%	Drive alone	1,257	68.5%
No	2,405	55.3%	Non-MBTA bus	7	0.4%
TOTAL	4,350	100.0%	Carpool/vanpool	222	12.1%
No Answer	67		Bicycle	37	2.0%
			Other MBTA service	549	29.9%
			Other	108	5.9%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,836	
			(No other modes reported)	110	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Trip Purpose, Reasons for Using the MBTA, and Alternative Means

Expanded Results

BLUE LINE

Entry Station: Revere Beach

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,320	65.9%	65.9%
Home-based School	57	2.8%	68.7%
Home-based Shopping	28	1.4%	70.1%
Home-based Social Activity	57	2.8%	73.0%
Home-based Personal Business	171	8.5%	81.5%
Home-based Work-related	57	2.8%	84.3%
Home-based Other	28	1.4%	85.7%
Work-based	144	7.2%	92.9%
Non-Home/Non-Work-based	142	7.1%	100.0%
TOTAL	2,005		
No Answer	28		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,199	60.4%
Speed/travel time	622	31.3%
Avoid driving/traffic	923	46.5%
Avoid parking at destination	893	45.0%
Environmentally responsible	728	36.7%
Less expensive	805	40.5%
Can read/do work	510	25.7%
Only transportation available	640	32.2%
Other	96	4.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,985	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	930	49.5%	Drive alone	424	48.6%
No	950	50.5%	Non-MBTA bus	0	0.0%
TOTAL	1,880	100.0%	Carpool/vanpool	172	19.7%
No Answer	153		Bicycle	105	12.0%
			Other MBTA service	154	17.7%
			Other	219	25.0%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	874	
			(No other modes reported)	57	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Trip Purpose, Reasons for Using the MBTA, and Alternative Means

Expanded Results

BLUE LINE

Entry Station: Beachmont

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,597	86.8%	86.8%
Home-based School	16	0.9%	87.7%
Home-based Shopping	16	0.9%	88.6%
Home-based Social Activity	32	1.8%	90.3%
Home-based Personal Business	40	2.2%	92.5%
Home-based Work-related	49	2.6%	95.2%
Home-based Other	8	0.4%	95.6%
Work-based	81	4.4%	100.0%
Non-Home/Non-Work-based	0	0.0%	100.0%
TOTAL	1,840		
No Answer	65		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,132	59.9%
Speed/travel time	684	36.2%
Avoid driving/traffic	1,068	56.5%
Avoid parking at destination	986	52.2%
Environmentally responsible	513	27.1%
Less expensive	694	36.7%
Can read/do work	553	29.3%
Only transportation available	334	17.7%
Other	16	0.9%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,889	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	586	32.6%	Drive alone	391	73.9%
No	1,213	67.4%	Non-MBTA bus	0	0.0%
TOTAL	1,799	100.0%	Carpool/vanpool	57	10.8%
No Answer	106		Bicycle	16	3.1%
			Other MBTA service	73	13.9%
			Other	32	6.1%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	529	
			(No other modes reported)	57	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Trip Purpose, Reasons for Using the MBTA, and Alternative Means

Expanded Results

BLUE LINE

Entry Station: Suffolk Downs

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	381	76.5%	76.5%
Home-based School	23	4.6%	81.2%
Home-based Shopping	0	0.0%	81.2%
Home-based Social Activity	0	0.0%	81.2%
Home-based Personal Business	38	7.7%	88.9%
Home-based Work-related	21	4.3%	93.2%
Home-based Other	6	1.2%	94.4%
Work-based	6	1.2%	95.7%
Non-Home/Non-Work-based	21	4.3%	100.0%
TOTAL	498		
No Answer	34		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	341	64.1%
Speed/travel time	127	23.8%
Avoid driving/traffic	270	50.7%
Avoid parking at destination	309	58.1%
Environmentally responsible	105	19.8%
Less expensive	159	29.9%
Can read/do work	79	14.9%
Only transportation available	79	14.8%
Other	34	6.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	532	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	217	41.7%	Drive alone	127	61.2%
No	304	58.3%	Non-MBTA bus	0	0.0%
TOTAL	521	100.0%	Carpool/vanpool	34	16.4%
No Answer	11		Bicycle	11	5.2%
			Other MBTA service	29	14.2%
			Other	34	16.4%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	207	
			(No other modes reported)	11	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Trip Purpose, Reasons for Using the MBTA, and Alternative Means

Expanded Results

BLUE LINE

Entry Station: Orient Heights

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,083	77.3%	77.3%
Home-based School	113	4.2%	81.5%
Home-based Shopping	69	2.6%	84.1%
Home-based Social Activity	69	2.6%	86.7%
Home-based Personal Business	121	4.5%	91.2%
Home-based Work-related	67	2.5%	93.7%
Home-based Other	52	1.9%	95.6%
Work-based	101	3.8%	99.4%
Non-Home/Non-Work-based	17	0.6%	100.0%
TOTAL	2,693		
No Answer	49		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,840	67.5%
Speed/travel time	1,033	37.9%
Avoid driving/traffic	1,499	55.0%
Avoid parking at destination	1,440	52.8%
Environmentally responsible	1,214	44.5%
Less expensive	1,265	46.4%
Can read/do work	809	29.7%
Only transportation available	612	22.4%
Other	59	2.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,728	

Use Other Mode to Make Same Trip?	Number of Riders		Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	
	Number of Riders	Percent of Riders		Number of Riders	Percent of Riders*
Yes	894	33.1%	Drive alone	588	71.1%
No	1,802	66.9%	Non-MBTA bus	49	6.0%
TOTAL	2,696	100.0%	Carpool/vanpool	212	25.7%
No Answer	47		Bicycle	32	3.9%
			Other MBTA service	35	4.2%
			Other	67	8.1%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	827	
			(No other modes reported)	67	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Trip Purpose, Reasons for Using the MBTA, and Alternative Means

Expanded Results

BLUE LINE

Entry Station: Wood Island

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,081	83.0%	83.0%
Home-based School	57	4.4%	87.4%
Home-based Shopping	0	0.0%	87.4%
Home-based Social Activity	17	1.3%	88.7%
Home-based Personal Business	45	3.5%	92.1%
Home-based Work-related	0	0.0%	92.1%
Home-based Other	29	2.2%	94.3%
Work-based	57	4.4%	98.7%
Non-Home/Non-Work-based	17	1.3%	100.0%
TOTAL	1,303		
No Answer	0		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	757	59.7%
Speed/travel time	331	26.1%
Avoid driving/traffic	614	48.4%
Avoid parking at destination	660	52.0%
Environmentally responsible	422	33.2%
Less expensive	624	49.2%
Can read/do work	257	20.3%
Only transportation available	293	23.1%
Other	12	0.9%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,269	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	448	35.0%	Drive alone	338	83.0%
No	831	65.0%	Non-MBTA bus	0	0.0%
TOTAL	1,279	100.0%	Carpool/vanpool	29	7.0%
No Answer	24		Bicycle	0	0.0%
			Other MBTA service	57	14.0%
			Other	12	2.9%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	407	
			(No other modes reported)	40	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

**Trip Purpose, Reasons for Using
the MBTA, and Alternative Means**

Expanded Results

BLUE LINE

Entry Station: Airport

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,392	67.2%	67.2%
Home-based School	80	2.2%	69.4%
Home-based Shopping	42	1.2%	70.6%
Home-based Social Activity	103	2.9%	73.5%
Home-based Personal Business	126	3.5%	77.0%
Home-based Work-related	84	2.4%	79.4%
Home-based Other	201	5.6%	85.0%
Work-based	449	12.6%	97.6%
Non-Home/Non-Work-based	84	2.4%	100.0%
TOTAL	3,562		
No Answer	103		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,256	61.6%
Speed/travel time	1,371	37.4%
Avoid driving/traffic	1,900	51.8%
Avoid parking at destination	1,937	52.9%
Environmentally responsible	1,633	44.6%
Less expensive	1,441	39.3%
Can read/do work	730	19.9%
Only transportation available	1,044	28.5%
Other	103	2.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,665	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	1,231	35.2%	Drive alone	796	72.6%
No	2,265	64.8%	Non-MBTA bus	61	5.6%
TOTAL	3,496	100.0%	Carpool/vanpool	140	12.8%
No Answer	168		Bicycle	103	9.4%
			Other MBTA service	140	12.8%
			Other	164	15.0%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,095	
			(No other modes reported)	136	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

**Trip Purpose, Reasons for Using
the MBTA, and Alternative Means**

Expanded Results

BLUE LINE

Entry Station: Maverick

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	4,052	73.4%	73.4%
Home-based School	267	4.8%	78.2%
Home-based Shopping	68	1.2%	79.4%
Home-based Social Activity	132	2.4%	81.8%
Home-based Personal Business	200	3.6%	85.4%
Home-based Work-related	173	3.1%	88.6%
Home-based Other	104	1.9%	90.4%
Work-based	322	5.8%	96.3%
Non-Home/Non-Work-based	205	3.7%	100.0%
TOTAL	5,524		
No Answer	86		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	3,629	65.4%
Speed/travel time	1,679	30.3%
Avoid driving/traffic	2,761	49.8%
Avoid parking at destination	2,647	47.7%
Environmentally responsible	2,029	36.6%
Less expensive	2,079	37.5%
Can read/do work	1,093	19.7%
Only transportation available	1,825	32.9%
Other	145	2.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	5,547	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	1,968	36.2%	Drive alone	959	53.5%
No	3,471	63.8%	Non-MBTA bus	36	2.0%
TOTAL	5,439	100.0%	Carpool/vanpool	285	15.9%
No Answer	171		Bicycle	212	11.8%
			Other MBTA service	249	13.9%
			Other	445	24.8%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,793	
			(No other modes reported)	176	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Trip Purpose, Reasons for Using the MBTA, and Alternative Means

Expanded Results

BLUE LINE

Entry Station: Aquarium

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	615	48.1%	48.1%
Home-based School	18	1.4%	49.5%
Home-based Shopping	37	2.9%	52.4%
Home-based Social Activity	73	5.7%	58.2%
Home-based Personal Business	95	7.5%	65.6%
Home-based Work-related	55	4.3%	70.0%
Home-based Other	39	3.0%	73.0%
Work-based	265	20.8%	93.7%
Non-Home/Non-Work-based	80	6.3%	100.0%
TOTAL	1,279		
No Answer	76		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	924	69.2%
Speed/travel time	531	39.8%
Avoid driving/traffic	909	68.1%
Avoid parking at destination	660	49.4%
Environmentally responsible	582	43.6%
Less expensive	460	34.5%
Can read/do work	359	26.9%
Only transportation available	174	13.0%
Other	41	3.1%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,336	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	528	40.6%	Drive alone	239	47.0%
No	771	59.4%	Non-MBTA bus	0	0.0%
TOTAL	1,298	100.0%	Carpool/vanpool	111	21.8%
No Answer	57		Bicycle	76	15.0%
			Other MBTA service	103	20.4%
			Other	147	28.8%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	508	
			(No other modes reported)	19	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Trip Purpose, Reasons for Using the MBTA, and Alternative Means

Expanded Results

BLUE LINE

Entry Station: State-B

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	561	48.4%	48.4%
Home-based School	39	3.3%	51.7%
Home-based Shopping	39	3.3%	55.0%
Home-based Social Activity	20	1.7%	56.7%
Home-based Personal Business	39	3.3%	60.0%
Home-based Work-related	77	6.7%	66.7%
Home-based Other	193	16.7%	83.3%
Work-based	155	13.3%	96.7%
Non-Home/Non-Work-based	39	3.3%	100.0%
TOTAL	1,160		
No Answer	155		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	618	47.0%
Speed/travel time	386	29.4%
Avoid driving/traffic	444	33.8%
Avoid parking at destination	464	35.3%
Environmentally responsible	174	13.2%
Less expensive	406	30.9%
Can read/do work	329	25.0%
Only transportation available	503	38.2%
Other	58	4.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,315	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	406	30.9%	Drive alone	135	36.8%
No	908	69.1%	Non-MBTA bus	0	0.0%
TOTAL	1,315	100.0%	Carpool/vanpool	58	15.8%
No Answer	0		Bicycle	39	10.5%
			Other MBTA service	0	0.0%
			Other	155	42.1%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	368	
			(No other modes reported)	39	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Trip Purpose, Reasons for Using the MBTA, and Alternative Means

Expanded Results

BLUE LINE

Entry Station: Government Center

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	238	38.1%	38.1%
Home-based School	45	7.2%	45.3%
Home-based Shopping	59	9.5%	54.7%
Home-based Social Activity	45	7.2%	61.9%
Home-based Personal Business	45	7.2%	69.1%
Home-based Work-related	45	7.2%	76.2%
Home-based Other	59	9.5%	85.7%
Work-based	89	14.3%	100.0%
Non-Home/Non-Work-based	0	0.0%	100.0%
TOTAL	624		
No Answer	45		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	506	75.6%
Speed/travel time	416	62.3%
Avoid driving/traffic	416	62.3%
Avoid parking at destination	416	62.3%
Environmentally responsible	372	55.6%
Less expensive	223	33.4%
Can read/do work	268	40.1%
Only transportation available	163	24.4%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	669	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	297	44.4%	Drive alone	89	37.6%
No	372	55.6%	Non-MBTA bus	0	0.0%
TOTAL	669	100.0%	Carpool/vanpool	45	18.8%
No Answer	0		Bicycle	14	6.1%
			Other MBTA service	45	18.8%
			Other	89	37.6%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	238	
			(No other modes reported)	59	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Trip Purpose, Reasons for Using the MBTA, and Alternative Means

Expanded Results

BLUE LINE

Entry Station: Bowdoin

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	209	39.8%	39.8%
Home-based School	25	4.8%	44.6%
Home-based Shopping	39	7.4%	52.0%
Home-based Social Activity	10	1.8%	53.9%
Home-based Personal Business	68	12.9%	66.8%
Home-based Work-related	29	5.5%	72.3%
Home-based Other	0	0.0%	72.3%
Work-based	97	18.5%	90.8%
Non-Home/Non-Work-based	48	9.2%	100.0%
TOTAL	525		
No Answer	39		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	371	67.0%
Speed/travel time	230	41.5%
Avoid driving/traffic	294	53.0%
Avoid parking at destination	328	59.2%
Environmentally responsible	212	38.4%
Less expensive	208	37.6%
Can read/do work	146	26.4%
Only transportation available	123	22.2%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	554	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	157	28.9%	Drive alone	68	45.9%
No	387	71.1%	Non-MBTA bus	0	0.0%
TOTAL	544	100.0%	Carpool/vanpool	25	17.2%
No Answer	19		Bicycle	0	0.0%
			Other MBTA service	35	23.8%
			Other	29	19.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	147	
			(No other modes reported)	10	

**Note: Percentages may total to more than 100 because of multiple choices checked.*

4

Origin Locations and Activities

The data in this chapter show where Blue Line riders started their trips (by city, town, or neighborhood) and indicate what their activities were at each of those origin locations. This information is useful in defining the market area of each of the Blue Line stations and for understanding the types of trips made on the Blue Line. Additional information regarding the reasons for making trips is presented in Chapters 3 and 9.

A table presenting these data is provided for each station; the tables are at the end of the chapter. Each table shows both the origins and origin activities for the riders who entered the rapid transit system at the station in question. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Blue Line as a whole. It includes tables and discussion.

4.1 ORIGIN LOCATIONS

4.1.1 DESCRIPTION OF THE ORIGIN LOCATIONS SECTION OF THE TABLE

In each station's table, the left side summarizes the results of survey question 4b, which asked where riders began the entire one-way trips they were making when surveyed. The data show origin location by city, town, or neighborhood. In the systemwide passenger survey of which this Blue Line survey is a part, the responses about origin locations were aggregated by city or town, except in four municipalities: in Boston they were broken into 26 neighborhoods, in Cambridge into six, in Somerville into four, and in Brookline into three. All of these neighborhoods are shown in Figure 4-1. In the table, for trips originating from outside of Massachusetts, the city and the state are given.

Origins reported by less than 0.5% of riders at a station were aggregated and placed in the "other" category; therefore, not all cities, towns, and neighborhoods from which Blue Line trips originated are represented individually in the table. Some survey responses did not contain enough information to determine an origin city, town, or neighborhood; these responses were aggregated into the "unspecified" category. The origin locations are listed in descending order, based on the number of riders.

It is important to note that the tables for Government Center and State Stations

only include riders who entered the rapid transit system there and boarded the Blue Line. Appendix B contains data on all riders who entered these stations (including those who boarded the Green or Orange Line).

4.1.2 OVERVIEW OF RESULTS

The size of the market for each station depends on a number of factors that influence a rider's choice to use that station instead of another transportation mode. These include, in addition to the station's proximity to the rider's origin, its proximity to other transit services, the relative ease of access, and the amount of parking available. In general, the outer stations drew riders from a much larger area than the inner stations. For example, if origins that were reported by less than 0.5% of the riders are included, the number of origin locations for people boarding at Wonderland was 25, at Beachmont 14, and at Maverick 12, but at Bowdoin only 4—all 4 of those origins being close-by Boston neighborhoods.

4.2 ORIGIN ACTIVITIES

4.2.1 DESCRIPTION OF THE ORIGIN ACTIVITIES SECTION OF THE TABLE

In each station's table, the right side of the table summarizes the results of survey question 4a, "Where were you before starting this entire one-way trip?" The survey form provided eight check-off choices: "at work," "at school," "at home," "at a store," "at a doctor or other personal business," "at a work-related errand or meeting," "at a restaurant, or social or recreational activity," and "other" (with a space for write-ins). For each origin location, the table shows the percentages of riders who reported starting from each of these eight "activities." The absolute number of riders starting from each activity can be determined by multiplying these percentages by the origin location totals on the left side of the table.

For each entry station, the number of survey responses from which the results in the table were expanded was greater for locations in the upper rows and smaller for those in the lower rows. Consequently, the higher the row, the more reliable the distribution of activities given for that origin location. For similar reasons, if one combines the data from groups of stations in the same general area, the resulting distribution of activities by origin location is more reliable than the results for individual stations.

4.2.2 OVERVIEW OF RESULTS

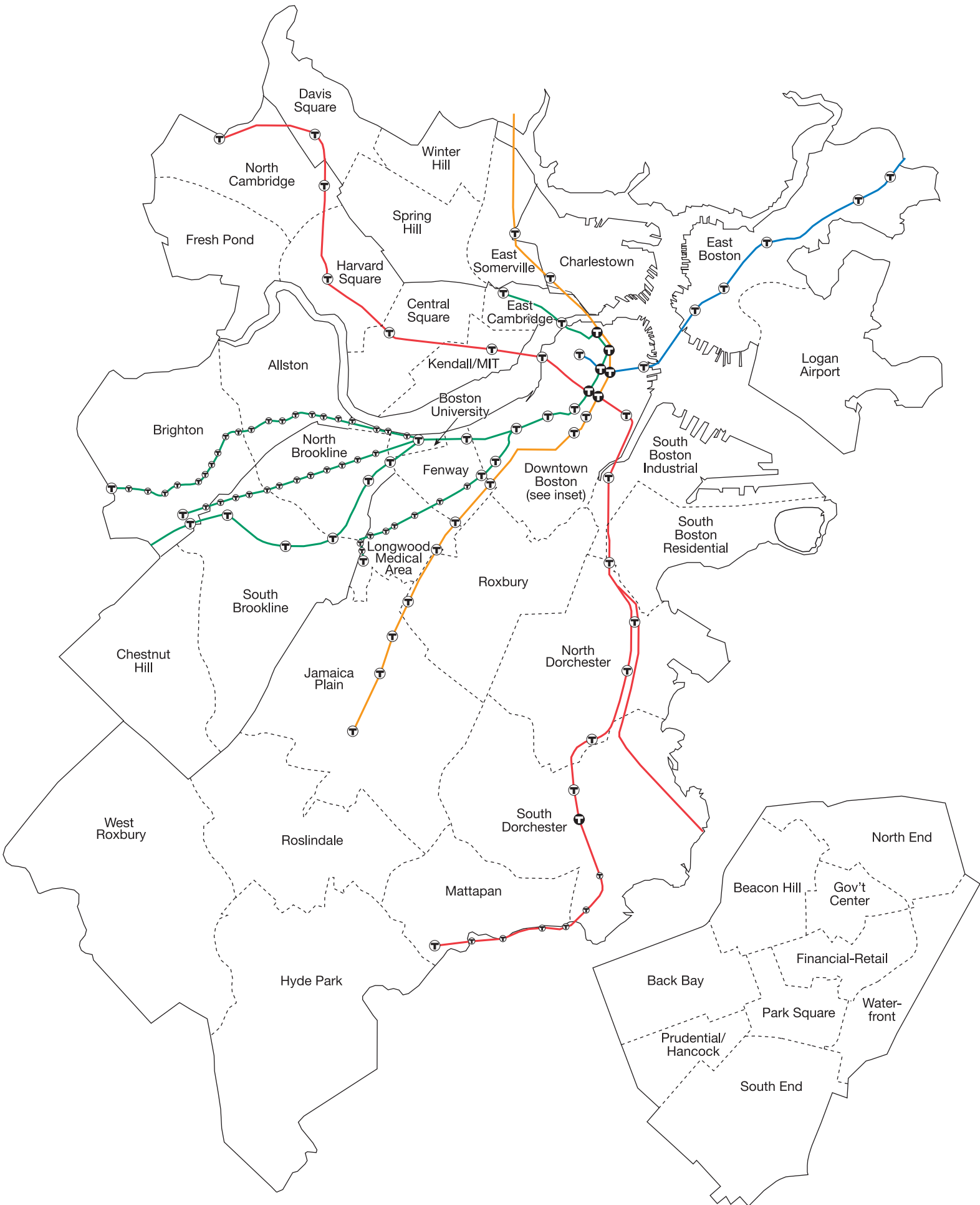
For the most part, the origin "activity" of people boarding at the non-downtown stations, Wonderland through Maverick, was home: looking at the riders from the top 10 origin locations for these stations, home was the origin activity for 87%. This is partly a reflection of the hours when the survey was handed out (6:00 AM to 3:00 PM). Had the survey been handed out later, more people would likely have been starting from an "activity" other than home. The predominance of the home origin activity also reflects the residential nature of

most of the neighborhoods that the Blue Line serves. The Blue Line is the primary transit connector between the inner North Shore and downtown Boston. The main function of this line is to carry people between their homes and their places of work in Boston (see Chapters 3 and 9).

An exception to these findings regarding riders boarding at the non-downtown stations is Airport Station. There, home was not the origin activity of any of the riders starting from the airport itself. Of these riders, 60% were coming from work or work-related activities. (For the purposes of the survey, arriving airline passengers were considered to have started their trips at the airport. They contributed to the large percentage of “other” origin activity.) Aside from these riders, however, the findings for Airport Station were consistent with those for the other non-downtown stations: of the riders with origin locations other than the airport, 94% indicated that their origin activity was home.

At the downtown stations, Bowdoin, Government Center, State, and Aquarium, the origin activity of the majority of entering riders was work, a work-related activity, shopping, or personal business. Of the riders from the top 10 origin locations for these stations, only 20% indicated that their origin activity was home. Of those coming from the Financial/Retail District, the second-largest source of riders at these stations, none reported an origin activity of home during the survey hours. “Other” was a much more common origin activity at the downtown stations (8%) than at the non-downtown stations (2%, excluding Logan Airport origins).

Figure 4-1
Neighborhood Boundaries



Origin Locations and Activities

BLUE LINE

Expanded Results

Entry Station: Wonderland

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Revere	1,088	24.6%		92.5%	0.6%	1.1%	1.1%	1.1%	1.1%		2.3%
Lynn	1,066	24.1%	1.8%	90.8%		3.0%	1.2%		1.2%		2.0%
Marblehead	503	11.4%		96.1%							3.9%
Salem	413	9.3%		97.0%		3.0%					
Swampscott	374	8.5%		96.7%				3.3%			
Peabody	232	5.3%		89.3%			5.4%	5.4%			
Saugus	200	4.5%		100.0%							
Nahant	157	3.6%		100.0%							
Unspecified	113	2.6%		65.6%		12.5%		11.0%	11.0%		
Chelsea	41	0.9%		100.0%							
Danvers	35	0.8%		100.0%							
Lynnfield	34	0.8%		100.0%							
Winthrop	32	0.7%		100.0%							
Other (< 0.5 % of riders)	129	2.9%		100.0%							
OVERALL TOTAL	4,417	100.0%	0.4%	93.5%	0.2%	1.6%	0.8%	1.1%	0.8%		1.5%

Note: Totals shown may differ from column total because of rounding.

Origin Locations and Activities

BLUE LINE

Expanded Results

Entry Station: Revere Beach

City/Neighborhood Origins	ORIGIN LOCATIONS			ORIGIN ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Revere	1,564	76.9%		86.6%		7.9%		5.5%			
Lynn	124	6.1%		77.1%							22.9%
Unspecified	96	4.7%		50.0%		50.0%					
Chelsea	57	2.8%						100.0%			
Everett	48	2.4%		100.0%							
Winthrop	48	2.4%		100.0%							
Marblehead	39	1.9%		100.0%							
Nahant	28	1.4%		100.0%							
Swampscott	28	1.4%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,033	100.0%		83.1%		8.5%		7.0%			1.4%

Note: Totals shown may differ from column total because of rounding.

Origin Locations and Activities

BLUE LINE

Expanded Results

Entry Station: Beachmont

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Revere	1,547	81.2%		95.3%		1.6%	2.1%				1.0%
Winthrop	107	5.6%		100.0%							
Chelsea	57	3.0%		100.0%							
Saugus	41	2.1%		100.0%							
Lynn	33	1.7%		50.5%				49.5%			
Unspecified	33	1.7%		74.8%		25.2%					
Middleton	16	0.8%		100.0%							
Rowley	16	0.8%		100.0%							
Salem	16	0.8%		100.0%							
Other (< 0.5 % of riders)	41	2.2%		100.0%							
OVERALL TOTAL	1,905	100.0%		94.9%		1.7%	1.7%	0.8%			0.8%

Note: Totals shown may differ from column total because of rounding.

Origin Locations and Activities
BLUE LINE

Expanded Results

Entry Station: Suffolk Downs

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: East Boston	328	61.7%		91.6%		1.9%		3.3%		3.3%	
Revere	57	10.7%		81.2%					18.8%		
Marblehead	53	9.9%		88.2%		11.8%					
Winthrop	34	6.4%		100.0%							
Danvers	12	2.3%		100.0%							
Nahant	11	2.0%		100.0%							
Lynn	6	1.2%		100.0%							
North Andover	6	1.2%	100.0%								
Norton	6	1.2%		100.0%							
Swampscott	6	1.2%		100.0%							
Topsfield	6	1.2%		100.0%							
Unspecified	6	1.2%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	532	100.0%	1.2%	90.4%		2.3%		2.0%	2.0%	2.0%	

Note: Totals shown may differ from column total because of rounding.

Origin Locations and Activities

BLUE LINE

Expanded Results

Entry Station: Orient Heights

City/Neighborhood Origins	ORIGIN LOCATIONS			ORIGIN ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Winthrop	1,754	63.9%		96.1%		3.0%					1.0%
Boston: East Boston	826	30.1%		95.8%			2.1%	2.1%			
Revere	47	1.7%		100.0%							
Unspecified	32	1.2%				46.0%					54.0%
Danvers	17	0.6%				100.0%					
Hamilton	17	0.6%		100.0%							
Peabody	17	0.6%		100.0%							
Topsfield	17	0.6%		100.0%							
Georgetown	15	0.5%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,743	100.0%		94.4%		3.1%	0.6%	0.6%			1.3%

Note: Totals shown may differ from column total because of rounding.

Origin Locations and Activities

BLUE LINE

Expanded Results

Entry Station: Wood Island

City/Neighborhood Origins	ORIGIN LOCATIONS			ORIGIN ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: East Boston	831	63.8%		88.5%		4.0%	1.4%	2.0%		2.0%	2.0%
Chelsea	207	15.9%		100.0%							
Winthrop	102	7.9%		100.0%							
Revere	57	4.4%		100.0%							
Peabody	29	2.2%		100.0%							
Lynn	24	1.8%		100.0%							
Rowley	17	1.3%		100.0%							
Lynnfield	12	0.9%		100.0%							
Salem	12	0.9%		100.0%							
Unspecified	12	0.9%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,303	100.0%		91.8%		3.5%	0.9%	1.3%		1.3%	1.3%

Note: Totals shown may differ from column total because of rounding.

Origin Locations and Activities

BLUE LINE

Expanded Results

Entry Station: Airport

City/Neighborhood Origins	ORIGIN LOCATIONS			ORIGIN ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: East Boston	2,598	70.9%		95.3%		4.0%					0.7%
Boston: Logan Airport	810	22.1%	5.2%			38.7%			20.8%		35.3%
Swampscott	84	2.3%		100.0%							
Revere	80	2.2%		76.5%							23.5%
Chelsea	37	1.0%		50.0%							50.0%
Everett	19	0.5%		100.0%							
Lynn	19	0.5%		100.0%							
Winthrop	19	0.5%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	3,665	100.0%	1.1%	73.6%		11.4%			4.6%		9.3%

Note: Totals shown may differ from column total because of rounding.

Origin Locations and Activities

BLUE LINE

Expanded Results

Entry Station: Maverick

City/Neighborhood Origins	ORIGIN LOCATIONS			ORIGIN ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: East Boston	4,707	83.9%	0.4%	85.9%	2.9%	3.6%	1.5%	1.9%	1.5%		2.4%
Chelsea	615	11.0%		91.3%	2.9%	2.9%					2.9%
Revere	76	1.4%		100.0%							
Unspecified	59	1.0%		61.1%		38.9%					
Lynn	41	0.7%		100.0%							
Winthrop	36	0.6%		100.0%							
Other (< 0.5 % of riders)	76	1.4%		100.0%							
OVERALL TOTAL	5,610	100.0%	0.3%	86.8%	2.8%	3.7%	1.2%	1.6%	1.2%		2.4%

Note: Totals shown may differ from column total because of rounding.

Origin Locations and Activities

Expanded Results

BLUE LINE

Entry Station: Aquarium

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Waterfront	495	36.5%		37.7%		31.0%	3.9%	7.6%	4.7%	11.2%	3.9%
Boston: Financial/Retail	288	21.2%				53.3%		20.2%	6.7%		19.7%
Boston: North End	166	12.2%		64.9%		11.7%		11.7%			11.7%
Boston: Govt Center	78	5.7%				100.0%					
Boston: Charlestown	75	5.5%		100.0%							
Hull	63	4.6%		91.4%		8.6%					
Andover	39	2.9%		100.0%							
Boston: North Dorchester	19	1.4%		100.0%							
Boston: So Bos Indust	19	1.4%							100.0%		
Medford	19	1.4%		100.0%							
Nashua, NH	19	1.4%		100.0%							
Needham	19	1.4%							100.0%		
Windham, NH	19	1.4%		100.0%							
Yarmouth	19	1.4%		100.0%							
Hanover	18	1.3%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,355	100.0%		42.8%		30.2%	1.4%	8.5%	6.0%	4.1%	7.0%

Note: Totals shown may differ from column total because of rounding.

Origin Locations and Activities

BLUE LINE

Expanded Results

Entry Station: State-B

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Financial/Retail	579	44.1%				60.0%	6.7%		13.3%		20.0%
Boston: Govt Center	135	10.3%		14.4%		85.6%					
Boston: Park Square	116	8.8%			33.3%	33.3%		33.3%			
Boston: So Bos Indust	77	5.9%				50.0%					50.0%
Boston: South End	77	5.9%			50.0%				50.0%		
Boston: Waterfront	77	5.9%		50.0%		50.0%					
Boston: Charlestown	58	4.4%		100.0%							
Unspecified	58	4.4%	66.5%	33.5%							
Barnstable	39	2.9%									100.0%
Framingham	39	2.9%		100.0%							
Newton	39	3.0%		100.0%							
Stoneham	20	1.5%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,315	100.0%	2.9%	17.7%	5.9%	44.1%	2.9%	2.9%	8.8%		14.7%

Note: Totals shown may differ from column total because of rounding.

Origin Locations and Activities

BLUE LINE

Expanded Results

Entry Station: Government Center

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Govt Center	506	75.6%		11.7%	8.8%	26.5%	8.8%	8.8%	26.5%		8.8%
Boston: Financial/Retail	104	15.5%				86.1%	13.9%				
Boston: Back Bay	45	6.7%			100.0%						
Boston: South End	14	2.2%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	669	100.0%		11.0%	13.4%	33.4%	8.8%	6.7%	20.0%		6.7%

Note: Totals shown may differ from column total because of rounding.

Origin Locations and Activities

BLUE LINE

Expanded Results

Entry Station: Bowdoin

City/Neighborhood Origins	ORIGIN LOCATIONS		ORIGIN ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Govt Center	287	50.9%	3.4%	12.2%	6.8%	33.8%	3.4%	20.3%	20.3%		
Boston: Beacon Hill	232	41.2%		34.8%		27.6%	4.2%	29.2%	4.2%		
Boston: Fenway	19	3.4%				50.0%				50.0%	
Boston: North End	10	1.7%				100.0%					
Unspecified	10	1.7%				100.0%					
Harvard	6	1.1%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	563	100.0%	1.7%	21.6%	3.4%	33.7%	3.4%	22.3%	12.0%	1.7%	

Note: Totals shown may differ from column total because of rounding.



Access to the Rapid Transit System

The data presented in this chapter describe aspects of riders' travel between the origins of their entire trips and the Blue Line stations where they began their rapid transit trips. These data consist of two types. One is the modes of transportation used by riders to access the Blue Line; for riders who used more than one mode previous to the Blue Line, this "access mode" is the one used immediately before accessing the Blue Line station. The other type of data in this chapter pertains only to the riders whose access trips were made via private transportation modes; it is the trip times for riders' entire access trips from their trip origins to the Blue Line station.

For trips to the Blue Line in which the access mode was a public transportation mode, additional details are given about the service used: for bus trips, the specific routes; for commuter rail trips, the initial boarding stations; and for boat trips, the initial boarding docks. The access trips via public transportation do not include rapid transit trips, as the entire surveyed trips made by riders who transferred to the Blue Line from the Red, Orange, or Green Line are reported on in the survey reports for those rapid transit lines, rather than in this Blue Line volume.

The tables (at the end of the chapter) present all of these data by station. For each station, the table on access mode and the one on access trip time appear together on one page, and the four tables specifying bus routes and initial stations or docks are on the following page. The data for each station are based on the survey responses from riders who started the rapid transit portions of their trips at that station. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Blue Line as a whole. It includes tables and discussion.

5.1 ACCESS MODE

5.1.1 DESCRIPTION OF TABLE

The access mode table for each station shows the distribution of trips among 12 transportation modes that riders used immediately before accessing that station. Seven of the modes are private: walk, drive, drop-off, taxi, shuttle/van, bicycle, and "other." Five are public: MBTA bus, other bus, commuter rail, boat, and

“other.” The private and public access modes are grouped separately in the table. As explained above, further details on the access trips made by public transportation are given in four subsequent tables.

Two columns present, respectively, the number and the percent of riders who reported using each mode to access the station for which the table was generated. Each column includes subtotals for the private and public modes. The number of expanded survey responses that provided no answer about the access mode appears in the table, but those responses are excluded from the percentage calculations.

5.1.2 OVERVIEW OF RESULTS

Walking was the most frequently reported access mode to every Blue Line station except Wonderland. The downtown stations had the highest walk-in rates, ranging from 73% at State to 100% at Government Center. None of these four stations had any reported driving access trips.

Wonderland had the highest drive-in access rate on the line, at 64%, and another 8% were dropped off there. As the outer terminal of the line, Wonderland is the nearest station to origins north of Revere.

Orient Heights had the highest drop-off rate on the line (14%). The majority of those trips originated in Winthrop. Most points in that town are beyond convenient walking distance from the Blue Line, but the only road between Winthrop and Boston goes directly past Orient Heights Station.

Orient Heights also had the highest bus access rate on the line (34%), with all of these trips originating in Winthrop. Other Blue Line stations with bus access rates of 15% or more were Wonderland (16%), Airport (18%), Maverick (23%), and State (21%). There are no direct commuter rail connections to the Blue Line; however, 3% of the riders boarding at the four downtown stations had walked from North Station or South Station (or used some unspecified intermediate mode) after arriving by commuter rail.

5.2 TRIP TIME FOR ACCESS VIA PRIVATE TRANSPORTATION

5.2.1 DESCRIPTION OF TABLE

For each station, this table summarizes the reported access times, from trip origin to Blue Line station, for riders who made their access trips entirely by private transportation. Trips in which private transportation was used to access an intermediate, public mode that was then used to reach the Blue Line are not included. The access times are summarized by seven ranges starting with 0 to 5 minutes and continuing at varying intervals up to an open-ended range of anything over 45 minutes.

The table shows the number of riders with reported times in each range for the walk, drive/park, and drop-off access modes individually and for all other private access modes combined. Within each of these four groups, it also shows the percent of access trips in each time range and the average access

time for the mode.

5.2.2 OVERVIEW OF RESULTS

Access times are related to the size of the market area of each station. For downtown stations the market areas served by private transportation access are relatively small because the stations are close to each other and because there is little or no parking near them.

Much of the Blue Line ridership at Government Center and State consists of transfers from the other rapid transit lines that serve these two stations, but for each of these stations, the access time table includes only riders who started their rapid transit trips at that station. Transfers from other types of public transportation are discussed in section 5.3.2

Among riders reporting drive/park access to any Blue Line station, the access time range with the largest number of reported trips was 16 to 20 minutes, and the average reported time was 18 minutes. Percentages of drive/park trips with access times in the ranges above 20 minutes were highest at Wonderland, Suffolk Downs, and Airport, at 38%, 39%, and 55% respectively. (Driving times do not translate directly to distance, as average speeds on access routes vary.)

Walking access times to all Blue Line stations combined averaged 8 minutes. Only 3% exceeded 20 minutes, or about one mile for an average person.

5.3 TRANSFERS TO THE BLUE LINE FROM COMMUTER RAIL, BUS, OR BOAT

5.3.1 DESCRIPTION OF TABLES

For each station, four tables provide further details on the public-access-mode trips shown in the access mode table. For riders transferring to the Blue Line from commuter rail, one table gives the commuter rail stations at which riders boarded (the commuter rail *line* that was boarded at each station listed is not, however, specified). Likewise, for transfers from a commuter boat line, a table gives the boat dock at which riders boarded. Two other tables indicate specific bus routes for riders who transferred from an MBTA or non-MBTA bus to the Blue Line. Non-MBTA routes are identified as shown below:

**TABLE 5-1
Designations Used for Private and
Other Non-MBTA Bus Services**

Designation	Definition
BEX	Boston Express Bus
MPA	Massport shuttle at Logan Airport
PB	Plymouth & Brockton Street Railway Co.

The bus routes listed in the transfer tables are those reported in response to

question 5a as the first bus used, if applicable, in the access trip to the Blue Line. In cases involving multiple transfers, the intermediate link is not specified. For example, the Maverick Station table shows 23 transfers from Route 111, which does not go to that station. It may be presumed that those riders transferred from Route 111 to Route 114, 116, or 117, but they would not be included in the transfer totals from those routes. Few riders make such double transfers.

For stations where there were too many bus routes or too many commuter rail stations to list all individually on one page, the table combines those beyond a set number of rows as “other routes” or “other stations.” Because the bus routes and commuter rail stations are listed in descending order by number of riders, it is the less used ones that are combined.

Differences in the totals of the values shown in the transfer tables and those in the access mode tables are a result of rounding weighted records at different levels of aggregation.

5.3.2 OVERVIEW OF RESULTS

The volume and percent of total access trips accounted for by transfers at any station depend on the number of connecting routes, the ridership on those routes, and the directness of the transfers. Of the Blue Line stations, Maverick, served directly by 5 MBTA bus routes, had the largest absolute number of bus transfers (1,270). Orient Heights, with 2 direct bus connections, was second (910), and Wonderland, with 14 direct bus connections, was third (702). Although Wonderland is served by many more routes than Maverick or Orient Heights, overall ridership is lower on the routes serving Wonderland than on the routes that serve the other two stations. In addition, the two routes that serve both Maverick and Wonderland (Routes 116 and 117) have higher ridership at Maverick than at Wonderland.

Although the Blue Line has no direct commuter rail connections, a small number of Blue Line riders reported beginning their transit trips at commuter rail stations and transferring to the Blue Line by either walking from North Station or South Station, or using unspecified intermediate modes. The data show these types of transfer from only three commuter rail lines; the riders transferred to three Blue Line stations: 39 riders who boarded at Ballardvale Station (on the Haverhill Line) and 19 who boarded at Bellevue Station (on the Needham Line) transferred to the Blue Line at Aquarium; 39 riders who boarded at Framingham Station (on the Framingham/Worcester Line) transferred to the Blue Line at State; and 6 riders who boarded at South Acton Station (on the Framingham/Worcester Line) transferred to the Blue Line at Bowdoin. These numbers are expanded from only five survey responses. A larger sample would likely have shown additional transfers.

The Blue Line’s Aquarium Station is at Long Wharf, where boats from Hull, Quincy, and Charlestown dock. It is also within walking distance of the Rowes Wharf terminal of the Hingham boat route. The surveys showed some transfers

to the Blue Line from each of the Long Wharf boat lines, but none from the Hingham line. These results are reasonably consistent with those of the boat surveys.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Wonderland

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	427	9.7%
Drive/Park Access	2,808	63.9%
Drop-off Access	356	8.1%
Taxi Access	0	0.0%
Shuttle/Van Access	51	1.2%
Bicycle Access	14	0.3%
Other Access	0	0.0%
Total Private Trans.	3,657	83.1%
MBTA Bus	702	16.0%
Other Bus	20	0.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	20	0.4%
Total Public Trans.	741	16.9%
TOTAL	4,398	100.0%
No Answer	20	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	138	38.3%	48	1.8%	78	23.3%	27	40.5%	291	8.6%
6-10	135	37.2%	255	9.7%	106	31.8%	0	0.0%	496	14.6%
11-15	34	9.3%	416	15.8%	55	16.4%	20	29.7%	523	15.4%
16-20	48	13.2%	902	34.3%	76	22.7%	20	29.7%	1,045	30.8%
21-30	7	2.0%	792	30.1%	7	2.1%	0	0.0%	806	23.7%
31-45	0	0.0%	193	7.3%	12	3.7%	0	0.0%	206	6.1%
Over 45	0	0.0%	27	1.0%	0	0.0%	0	0.0%	27	0.8%
TOTAL	361	100.0%	2,632	100.0%	335	100.0%	66	100.0%	3,393	100.0%
No Answer	66		177		21		0		264	
Avg. Time (min)		9.8		22.0		13.2		12.4		19.6

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Wonderland

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

442	115
455W	112
441	98
116	87
426W	80
411	37
424W	32
449	27
117	20
436	20
110	14
441W	14
442W	14
450W	12
429	7
439	7
448	7

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	20
-----------------	----



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Revere Beach

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,373	70.5%
Drive/Park Access	268	13.8%
Drop-off Access	115	5.9%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,756	90.2%
MBTA Bus	192	9.8%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	192	9.8%
TOTAL	1,948	100.0%
No Answer	85	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	469	40.4%	0	0.0%	48	62.8%			517	34.3%
6-10	387	33.3%	76	28.5%	0	0.0%			463	30.8%
11-15	162	13.9%	105	39.1%	28	37.2%			295	19.6%
16-20	96	8.3%	67	25.1%	0	0.0%	(No responses)		163	10.8%
21-30	48	4.1%	19	7.3%	0	0.0%			67	4.5%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	1,161	100.0%	268	100.0%	76	100.0%			1,506	100.0%
No Answer	211		0		39				250	
Avg. Time (min)		8.9		15.6		7.1				10.0

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Revere Beach

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

110

96

117

96

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Beachmont

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	943	49.7%
Drive/Park Access	652	34.4%
Drop-off Access	146	7.7%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	24	1.3%
Other Access	0	0.0%
Total Private Trans.	1,766	93.1%
MBTA Bus	131	6.9%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	131	6.9%
TOTAL	1,897	100.0%
No Answer	8	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	358	41.5%	122	19.5%	97	70.3%	24	100.0%	602	36.4%
6-10	332	38.6%	172	27.4%	25	17.8%	0	0.0%	529	32.0%
11-15	90	10.4%	130	20.8%	0	0.0%	0	0.0%	220	13.3%
16-20	82	9.5%	97	15.5%	16	11.9%	0	0.0%	195	11.8%
21-30	0	0.0%	57	9.1%	0	0.0%	0	0.0%	57	3.4%
31-45	0	0.0%	49	7.8%	0	0.0%	0	0.0%	49	2.9%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	862	100.0%	627	100.0%	138	100.0%	24	100.0%	1,652	100.0%
No Answer	82		25		8		0		114	
Avg. Time (min)		8.3		15.2		7.3		4.0		10.8

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Beachmont

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

119

131

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Suffolk Downs

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	299	56.1%
Drive/Park Access	216	40.7%
Drop-off Access	17	3.2%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	532	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	532	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	216	74.9%	29	14.4%	17	100.0%			262	51.5%
6-10	66	22.9%	57	28.0%	0	0.0%			123	24.2%
11-15	6	2.2%	11	5.3%	0	0.0%			17	3.3%
16-20	0	0.0%	29	14.4%	0	0.0%	(No responses)		29	5.8%
21-30	0	0.0%	36	17.5%	0	0.0%			36	7.0%
31-45	0	0.0%	42	20.5%	0	0.0%			42	8.2%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	288	100.0%	204	100.0%	17	100.0%			509	100.0%
No Answer	11		12		0				23	
Avg. Time (min)		5.4		19.2		3.1				10.8



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Suffolk Downs

Transferring from:

No responders provided information about their modes of access.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Orient Heights

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	765	28.2%
Drive/Park Access	624	23.0%
Drop-off Access	377	13.9%
Taxi Access	17	0.6%
Shuttle/Van Access	0	0.0%
Bicycle Access	17	0.6%
Other Access	0	0.0%
Total Private Trans.	1,801	66.4%
MBTA Bus	910	33.6%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	910	33.6%
TOTAL	2,711	100.0%
No Answer	32	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	395	53.9%	175	28.7%	35	9.6%	0	0.0%	604	35.1%
6-10	274	37.4%	257	42.1%	214	59.1%	0	0.0%	745	43.3%
11-15	15	2.0%	94	15.4%	96	26.5%	0	0.0%	205	11.9%
16-20	15	2.0%	17	2.8%	0	0.0%	0	0.0%	32	1.9%
21-30	35	4.7%	15	2.4%	17	4.8%	17	100.0%	84	4.9%
31-45	0	0.0%	35	5.7%	0	0.0%	0	0.0%	35	2.0%
Over 45	0	0.0%	17	2.8%	0	0.0%	0	0.0%	17	1.0%
TOTAL	733	100.0%	609	100.0%	362	100.0%	17	100.0%	1,722	100.0%
No Answer	32		15		15		17		79	
Avg. Time (min)		7.1		12.8		11.2		30.0		10.2

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Orient Heights

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

712
713

584
326

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Wood Island

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	576	44.3%
Drive/Park Access	467	35.8%
Drop-off Access	119	9.1%
Taxi Access	12	0.9%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,174	90.1%
MBTA Bus	128	9.9%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	128	9.9%
TOTAL	1,303	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	233	43.6%	214	45.9%	40	34.0%	0	0.0%	488	43.1%
6-10	279	52.0%	74	15.8%	50	42.0%	12	100.0%	415	36.6%
11-15	12	2.2%	57	12.2%	0	0.0%	0	0.0%	69	6.1%
16-20	12	2.2%	52	11.2%	0	0.0%	0	0.0%	64	5.7%
21-30	0	0.0%	40	8.7%	29	24.0%	0	0.0%	69	6.1%
31-45	0	0.0%	12	2.5%	0	0.0%	0	0.0%	12	1.0%
Over 45	0	0.0%	17	3.6%	0	0.0%	0	0.0%	17	1.5%
TOTAL	536	100.0%	467	100.0%	119	100.0%	12	100.0%	1,134	100.0%
No Answer	40		0		0		0		40	
Avg. Time (min)		7.4		12.7		11.3		10.0		10.0

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Wood Island

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

112	64
120	40
121	24

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Airport

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,607	72.3%
Drive/Park Access	239	6.6%
Drop-off Access	75	2.1%
Taxi Access	0	0.0%
Shuttle/Van Access	19	0.5%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	2,939	81.6%
MBTA Bus	0	0.0%
Other Bus	665	18.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	665	18.4%
TOTAL	3,604	100.0%
No Answer	61	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	762	31.4%	37	17.0%	37	66.7%			837	31.0%
6-10	1,297	53.5%	0	0.0%	19	33.3%			1,315	48.7%
11-15	304	12.6%	19	8.5%	0	0.0%			323	12.0%
16-20	61	2.5%	42	19.1%	0	0.0%	(No responses)		103	3.8%
21-30	0	0.0%	80	36.2%	0	0.0%			80	2.9%
31-45	0	0.0%	42	19.1%	0	0.0%			42	1.6%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	2,424	100.0%	220	100.0%	56	100.0%			2,701	100.0%
No Answer	183		19		19		19		239	
Avg. Time (min)		8.5		25.4		6.7				9.8

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Airport

Transferring from:

Commuter Rail, Boarded at
Station Indicated:

(None identified)

MBTA Bus Routes:

(None identified)

Boat, Boarded at
Dock Indicated:

(None identified)

Other Bus Routes:

Number of
Riders

MPA

665



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Maverick

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	3,577	64.2%
Drive/Park Access	443	8.0%
Drop-off Access	239	4.3%
Taxi Access	0	0.0%
Shuttle/Van Access	23	0.4%
Bicycle Access	18	0.3%
Other Access	0	0.0%
Total Private Trans.	4,300	77.2%
MBTA Bus	1,270	22.8%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,270	22.8%
TOTAL	5,569	100.0%
No Answer	41	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,281	39.8%	168	43.1%	64	29.3%	18	100.0%	1,530	39.8%
6-10	1,408	43.8%	104	26.8%	59	27.1%	0	0.0%	1,571	40.9%
11-15	308	9.6%	59	15.1%	41	18.8%	0	0.0%	407	10.6%
16-20	140	4.3%	41	10.5%	18	8.3%	0	0.0%	199	5.2%
21-30	81	2.5%	0	0.0%	36	16.5%	0	0.0%	117	3.1%
31-45	0	0.0%	18	4.6%	0	0.0%	0	0.0%	18	0.5%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	3,219	100.0%	389	100.0%	216	100.0%	18	100.0%	3,842	100.0%
No Answer	358		54		23		23		458	
Avg. Time (min)		8.3		10.2		13.1		5.0		8.8

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Maverick

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

116	605
120	207
117	204
114	155
121	76
111	23

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Aquarium

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,008	75.4%
Drive/Park Access	0	0.0%
Drop-off Access	78	5.8%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,085	81.1%
MBTA Bus	19	1.4%
Other Bus	39	2.9%
Commuter Rail	58	4.3%
Boat	136	10.2%
Other	0	0.0%
Total Public Trans.	252	18.9%
TOTAL	1,337	100.0%
No Answer	18	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	672	72.0%			0	0.0%			672	66.5%
6-10	145	15.5%			58	75.0%			203	20.1%
11-15	58	6.2%			0	0.0%			58	5.8%
16-20	58	6.2%	(No responses)		0	0.0%	(No responses)		58	5.8%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			0	0.0%			0	0.0%
Over 45	0	0.0%			19	25.0%			19	1.9%
TOTAL	933	100.0%			78	100.0%			1,010	100.0%
No Answer	75				0				75	
Avg. Time (min)		6.0				22.5				7.3

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Aquarium

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Ballardvale	39
Bellevue	19

MBTA Bus Routes:	Number of Riders
326	19

Boat, Boarded at Dock Indicated:	Number of Riders
Hull	63
Charlestown Navy Yard	55
Quincy	18

Other Bus Routes:	Number of Riders
BEX	19
PB	19



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: State-B

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	928	72.7%
Drive/Park Access	0	0.0%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	39	3.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	966	75.7%
MBTA Bus	233	18.2%
Other Bus	39	3.0%
Commuter Rail	39	3.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	310	24.3%
TOTAL	1,276	100.0%
No Answer	39	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	251	29.6%					0	0.0%	251	28.3%
6-10	329	38.6%					39	100.0%	367	41.3%
11-15	116	13.6%					0	0.0%	116	13.0%
16-20	77	9.1%	(No responses)		(No responses)		0	0.0%	77	8.7%
21-30	77	9.1%					0	0.0%	77	8.7%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	850	100.0%					39	100.0%	889	100.0%
No Answer	77						0		77	
Avg. Time (min)		11.1						10.0		11.0

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: State-B

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Framingham	39

MBTA Bus Routes:	Number of Riders
93	58
43	39
749	39
92	39
354	20
504	20
505	20

Boat, Boarded at Dock Indicated:	Number of Riders
(None identified)	

Other Bus Routes:	Number of Riders
PB	39



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Government Center

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	669	100.0%
Drive/Park Access	0	0.0%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	669	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	669	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	445	71.4%							445	71.4%
6-10	89	14.3%							89	14.3%
11-15	45	7.2%							45	7.2%
16-20	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
21-30	0	0.0%							0	0.0%
31-45	45	7.2%							45	7.2%
Over 45	0	0.0%							0	0.0%
TOTAL	624	100.0%							624	100.0%
No Answer	45								45	
Avg. Time (min)		7.4								7.4



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Government Center

Transferring from:

No responders provided information about their modes of access.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Bowdoin

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	499	95.2%
Drive/Park Access	0	0.0%
Drop-off Access	10	1.8%
Taxi Access	0	0.0%
Shuttle/Van Access	10	1.8%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	519	98.9%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	6	1.1%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	6	1.1%
TOTAL	525	100.0%
No Answer	39	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	165	43.2%			0	0.0%	10	100.0%	175	43.5%
6-10	177	46.1%			0	0.0%	0	0.0%	177	43.9%
11-15	35	9.1%			10	100.0%	0	0.0%	45	11.1%
16-20	6	1.6%	(No		0	0.0%	0	0.0%	6	1.5%
21-30	0	0.0%	responses)		0	0.0%	0	0.0%	0	0.0%
31-45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
TOTAL	383	100.0%			10	100.0%	10	100.0%	402	100.0%
No Answer	116				0		0		116	
Avg. Time (min)		7.0				15.0		5.0		7.2

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Bowdoin

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
South Acton	6

MBTA Bus Routes:

(None identified)

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

6

Exits from the Rapid Transit System

The tables in this chapter show, for the riders who entered the rapid transit system at each Blue Line station, the number who exited the system at each of the other rapid transit stations (in the case of the riders who exited on the surface Green Line, the exit locations are given in terms of segments of the line, rather than individual stops). Also, for each potential exit station at which the riders had the option of transferring to another rapid transit line, the tables show how many of them transferred there (as well as how many exited the system there).

The tables (at the end of the chapter) present these data by entry station. The data for each station are based on the survey responses from riders who started the rapid transit portions of their trips at that station. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Blue Line as a whole. It includes tables and discussion.

6.1 DESCRIPTION OF TABLES

For each station, the data are reported in six tables divided between two pages. The four tables on the first page show exits and transfers at stations on the Red, Orange, and Blue heavy rail lines and the Mattapan High-Speed Line (light rail). These tables also show, for each line, exits by riders whose responses did not allow the specific exit station to be determined.

The first table on the second page shows exit and transfer data for stations on the Green Line Central Subway¹ and for segments of the surface Green Line's B, C, D, and E Branches. Exits are also shown for riders whose responses were not specific enough for determining where on the Central Subway or on a surface branch the exit took place. The second table on the second page shows summary data for each of the rapid transit lines.

With the exception of the summary table, each of the tables comprises four columns. The first column shows the names of the stations or segments on the line covered by the table. Stations serving more than one rapid transit line

¹ For the purposes of this report, the Central Subway includes all Green Line stations from Lechmere through Kenmore and Symphony, inclusive.

appear in the tables for each of those lines, with an identifying suffix. For example, State Station appears in the Blue Line table as “State-B” and in the Orange Line table as “State-O.” Blue Line passengers would exit or transfer only at State-B.

The second column, labeled “Exits,” shows, for the entry station, the number of riders who finally left the rapid transit system at the station shown in the first column. The third column, labeled “Percent of Riders,” shows the value in the “Exits” column as a percent of the total exits shown in all five tables combined. That overall total is found at the bottom of the sixth table.

The fourth column, labeled “Transfers,” shows the number of riders from the entry station who alighted at the station shown in the first column in order to transfer to another rapid transit line (either heavy or light rail). For example, in the Blue Line exit table, passengers transferring from the Blue Line to the Orange Line at State Station are shown in the “Transfers” column of the “State-B” row. (They are not included in the State-B “Exits” total or percent.) These riders’ next decisions—either to exit the rapid transit system from an Orange Line station or to transfer again—are accounted for in the accompanying Orange Line exit table. That is, except for slight differences in rounding, the number of riders transferring from the Blue Line to the Orange Line will equal the combined total of riders either exiting or transferring again at Orange Line stations. (For example, from Maverick Station, 715 riders transferred at State-B to the Orange Line. The total Orange Line exits [593] plus the total Orange Line transfers [122] equals 715.)

The Blue Line does not connect directly with the Red Line, so passengers transferring between those lines use either the Orange Line from State to Downtown Crossing or the Green Line from Government Center to Park Street as an intermediate link. Those who transfer from the Blue Line to the Red Line via the Orange Line, for example, are counted both in the “Transfers” total for State-B in the Blue Line table and in the “Transfers” total for Downtown Crossing-O in the Orange Line table.

Passengers going to points on the Mattapan High-Speed Line from any other rapid transit line must transfer to the High-Speed Line from the Red Line at Ashmont Station. For a given Blue Line entry station, in the Red Line exit table, the “Transfer” total for Ashmont-R will be equal to the total number of riders shown in the High-Speed Line exit table to have exited at all stations combined on that line (Beachmont, Maverick, and Bowdoin are the only stations with entering riders who exited on that line). The riders making these Mattapan exits constitute a portion of the double transfers from the Blue Line to the Red Line via either the Orange Line or the Green Line.

It should be noted again that the data in these tables are only for riders entering the rapid transit system between 6:00 AM and 3:00 PM. Therefore, these results are dominated by passengers making their first trips of the day. After 3:00 PM (a period which, again, is not reflected in the survey results), the return segments of round-trips would be dominant. That is, riders entering the

rapid transit system at a given station after 3:00 would be predominantly the same riders who had exited there that morning, and on their PM trips they would exit the rapid transit system at mostly the same stations where they had entered the system that morning. Therefore, the “Entries to the Rapid Transit System” tables in Chapter 7 (which reflect trips made before 3:00) should approximate what the present chapter’s “Exits from the Rapid Transit System” tables would have looked like if the survey had been conducted from 3:00 PM until the end of service.

6.2 OVERVIEW OF RESULTS

Because of the large number of rapid transit stations in the system, the exit stations of the Blue Line riders are discussed here mostly in terms of line or station group rather than individual station.

The number of Blue Line riders who not only entered but also exited the rapid transit system at a Blue Line station was larger than the number who transferred to one or more other rapid transit lines. That parallels what happened on each of the other rapid transit lines as well. However, on the Blue Line, “single-line” riders made up a smaller percentage (63%) of all riders than on the Red Line (80%), Orange Line (84%), or Green Line (83%). This reflected the smaller number of locations served directly by the Blue Line.

After the Blue Line itself, the Green Line accounted for the largest share of exits from rapid transit for trips that started on the Blue Line, at 19%. Stations on the Central Subway accounted for two out of three of these (13%), with the rest divided among surface Green Line segments. The Orange Line, at 9%, was slightly higher than the Red Line, at 8%, in share of exits of Blue Line trips.

The non-downtown Blue Line stations accounted for 85% of the Blue Line riders’ entries during the survey span. Among the passengers entering at these stations, 60% exited at Blue Line stations, with the four downtown stations alone accounting for 55%. State Station had the largest individual share, at 23%, followed by Aquarium, at 13%. Among the stations on other lines at which Blue Line riders from non-downtown stations exited, the largest individual shares were about 3% each to Boylston and Arlington on the Green Line’s Central Subway and about 3% to Harvard on the Red Line.

The four downtown Blue Line stations are all within 0.6 miles of each other. Consequently, there are limited reasons for passengers to enter the Blue Line at one of these four stations in order to travel to one of the others, either to exit or to transfer (two of these four stations are transfer points to other rapid transit lines). Of the passengers entering the Blue Line at a downtown station, 81% finally exited at another Blue Line station, including 73% at a non-downtown Blue Line station.

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Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Wonderland

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	12	0.3%		Malden	0	0.0%	
Porter	7	0.2%		Wellington	0	0.0%	
Harvard	21	0.5%		Sullivan Square	14	0.3%	
Central	46	1.1%		Community College	0	0.0%	
Kendall/MIT	14	0.3%		North Station-O	7	0.2%	
Charles/MGH	12	0.3%		Haymarket-O	12	0.3%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	32	0.7%	48
South Station	14	0.3%		Chinatown	32	0.7%	
Broadway	0	0.0%		NE Medical Center	91	2.1%	
Andrew	7	0.2%		Back Bay	127	2.9%	
JFK/UMass	14	0.3%		Massachusetts Ave	14	0.3%	
Savin Hill	0	0.0%		Ruggles	21	0.5%	
Fields Corner	12	0.3%		Roxbury Crossing	12	0.3%	
Shawmut	0	0.0%		Jackson Square	12	0.3%	
Ashmont-R	0	0.0%		Stony Brook	0	0.0%	
North Quincy	14	0.3%		Green Street	20	0.4%	
Wollaston	0	0.0%		Forest Hills	27	0.6%	
Quincy Center	7	0.2%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	422	9.6%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	182	4.2%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	25	0.6%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	12	0.3%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	37	0.9%		Valley Road	0	0.0%	
Airport	39	0.9%		Capen Street	0	0.0%	
Maverick	46	1.1%		Mattapan	0	0.0%	
Aquarium	622	14.2%		Mattapan Line Total:	0	0.0%	
State-B	1,377	31.5%	470				
Government Center-B	530	12.1%	728				
Bowdoin	490	11.2%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	3,179	72.6%					

* The role of transfers in these exit data tables is explained in section 6.1.



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Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: Wonderland

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	46	1.1%	Red Line Total:	182	4.2%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	14	0.3%	Orange Line Total:	422	9.6%
Haymarket-G	0	0.0%	Blue Line Total:	3,179	72.6%
Government Center-G	0	0.0%	Green Line Total:	593	13.6%
Park Street-G	51	1.2%	Overall Total	4,377	100.0%
Boylston	41	0.9%	No Response	41	
Arlington	129	2.9%			
Copley	53	1.2%			
Hynes Convention Center	32	0.7%			
Kenmore	14	0.3%			
Prudential	41	0.9%			
Symphony	0	0.0%			
B Blandford-Babcock	7	0.2%			
B Pack.Cnr.-Warren St.	12	0.3%			
B Washington St.-BC	12	0.3%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	7	0.2%			
D Fenway-Longwood	46	1.1%			
D Brook. Vill.-Brook.Hills	32	0.7%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	7	0.2%			
E Long.Med.-Brig Cir.	48	1.1%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	593	13.6%			

* The role of transfers in these exit data tables is explained in section 6.1.

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Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Revere Beach

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	39	1.9%	Sullivan Square	48	2.4%
Central	0	0.0%	Community College	48	2.4%
Kendall/MIT	57	2.8%	North Station-O	28	1.4%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	19	1.0%
Broadway	0	0.0%	NE Medical Center	19	1.0%
Andrew	0	0.0%	Back Bay	78	3.8%
JFK/UMass	28	1.4%	Massachusetts Ave	28	1.4%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	28	1.4%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	298	14.7%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	124	6.1%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	28	1.4%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	28	1.4%	Central Avenue	0	0.0%
Wood Island	28	1.4%	Valley Road	0	0.0%
Airport	142	7.0%	Capen Street	0	0.0%
Maverick	57	2.8%	Mattapan	0	0.0%
Aquarium	96	4.7%	Mattapan Line Total:	0	0.0%
State-B	432	21.2%			
Government Center-B	145	7.2%			
Bowdoin	154	7.6%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	1,112	54.7%			

* The role of transfers in these exit data tables is explained in section 6.1.



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Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: Revere Beach

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	124	6.1%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	298	14.7%
Haymarket-G	19	1.0%	Blue Line Total:	1,112	54.7%
Government Center-G	0	0.0%	Green Line Total:	499	24.5%
Park Street-G	19	1.0%	Overall Total	2,033	100.0%
Boylston	124	6.1%	No Response	0	
Arlington	19	1.0%			
Copley	67	3.3%			
Hynes Convention Center	19	1.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	48	2.4%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	57	2.8%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	19	1.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	48	2.4%			
E Long.Med.-Brig Cir.	28	1.4%			
E Fenwood Rd-Heath	28	1.4%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	499	24.5%			

* The role of transfers in these exit data tables is explained in section 6.1.

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Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Beachmont

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	0	0.0%	
Porter	0	0.0%		Wellington	16	0.8%	
Harvard	16	0.8%		Sullivan Square	0	0.0%	
Central	24	1.3%		Community College	0	0.0%	
Kendall/MIT	49	2.6%		North Station-O	8	0.4%	
Charles/MGH	8	0.4%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	8	0.4%	
South Station	0	0.0%		Chinatown	0	0.0%	
Broadway	8	0.4%		NE Medical Center	8	0.4%	
Andrew	8	0.4%		Back Bay	33	1.7%	
JFK/UMass	0	0.0%		Massachusetts Ave	16	0.9%	
Savin Hill	0	0.0%		Ruggles	8	0.4%	
Fields Corner	0	0.0%		Roxbury Crossing	16	0.9%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%	8	Stony Brook	0	0.0%	
North Quincy	16	0.8%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	16	0.9%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	131	6.9%	
Braintree	0	0.0%					
Red Line: Unspecified	8	0.4%					
Red Line Total:	138	7.3%					
Blue Line				Mattapan High Speed Line			
Wonderland	8	0.4%		Ashmont-M	0	0.0%	
Revere Beach	16	0.8%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	65	3.4%		Capen Street	0	0.0%	
Maverick	32	1.7%		Mattapan	8	0.4%	
Aquarium	285	15.0%		Mattapan Line Total:	8	0.4%	
State-B	512	26.9%	139				
Government Center-B	285	15.0%	407				
Bowdoin	156	8.2%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	1,359	71.3%					

* The role of transfers in these exit data tables is explained in section 6.1.



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Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: Beachmont

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	8	0.4%	Red Line Total:	138	7.3%
Science Park	0	0.0%	Mattapan Line Total:	8	0.4%
North Station-G	8	0.4%	Orange Line Total:	131	6.9%
Haymarket-G	0	0.0%	Blue Line Total:	1,359	71.3%
Government Center-G	0	0.0%	Green Line Total:	269	14.1%
Park Street-G	0	0.0%	Overall Total	1,905	100.0%
Boylston	57	3.0%	No Response	0	
Arlington	41	2.1%			
Copley	81	4.3%			
Hynes Convention Center	0	0.0%			
Kenmore	16	0.9%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	16	0.9%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	8	0.4%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	16	0.8%			
E Fenwood Rd-Heath	8	0.4%			
Green Line: Unspecified	8	0.4%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	269	14.1%			

* The role of transfers in these exit data tables is explained in section 6.1.

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Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Suffolk Downs

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	6	1.2%		Malden	11	2.1%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	11	2.1%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	12	2.4%	
South Station	0	0.0%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	11	2.1%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	17	3.3%	
Savin Hill	0	0.0%		Ruggles	6	1.2%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%		Stony Brook	6	1.2%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	17	3.3%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	80	15.7%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	17	3.3%					
Blue Line				Mattapan High Speed Line			
Wonderland	6	1.2%		Ashmont-M	0	0.0%	
Revere Beach	17	3.3%		Cedar Grove	0	0.0%	
Beachmont	11	2.1%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	40	7.9%		Capen Street	0	0.0%	
Maverick	11	2.1%		Mattapan	0	0.0%	
Aquarium	42	8.2%		Mattapan Line Total:	0	0.0%	
State-B	114	22.3%	80				
Government Center-B	76	14.8%	85				
Bowdoin	29	5.8%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	346	67.7%					

* The role of transfers in these exit data tables is explained in section 6.1.



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Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: Suffolk Downs

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	6	1.2%	Red Line Total:	17	3.3%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	80	15.7%
Haymarket-G	0	0.0%	Blue Line Total:	346	67.7%
Government Center-G	0	0.0%	Green Line Total:	68	13.3%
Park Street-G	0	0.0%	Overall Total	511	100.0%
Boylston	11	2.1%	No Response	21	
Arlington	6	1.2%			
Copley	17	3.3%			
Hynes Convention Center	6	1.2%			
Kenmore	11	2.1%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	11	2.1%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	68	13.3%			

* The role of transfers in these exit data tables is explained in section 6.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Orient Heights

Red Line	Percent of		Orange Line	Percent of		
	Exits:	Riders		Exits:	Riders	
Alewife	0	0.0%	Oak Grove	17	0.6%	
Davis	0	0.0%	Malden	0	0.0%	
Porter	17	0.6%	Wellington	15	0.5%	
Harvard	32	1.2%	Sullivan Square	0	0.0%	
Central	15	0.5%	Community College	17	0.6%	
Kendall/MIT	15	0.5%	North Station-O	49	1.8%	
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%	
Park Street-R	0	0.0%	State-O	0	0.0%	
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%	64
South Station	32	1.2%	Chinatown	15	0.5%	
Broadway	0	0.0%	NE Medical Center	32	1.2%	
Andrew	0	0.0%	Back Bay	17	0.6%	
JFK/UMass	49	1.8%	Massachusetts Ave	30	1.1%	
Savin Hill	0	0.0%	Ruggles	30	1.1%	
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%	Jackson Square	0	0.0%	
Ashmont-R	0	0.0%	Stony Brook	17	0.6%	
North Quincy	0	0.0%	Green Street	0	0.0%	
Wollaston	0	0.0%	Forest Hills	0	0.0%	
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%	Orange Line Total:	239	8.8%	
Braintree	0	0.0%				
Red Line: Unspecified	0	0.0%				
Red Line Total:	160	5.9%				

Blue Line	Percent of		Mattapan High Speed Line	Percent of	
	Exits:	Riders		Exits:	Riders
Wonderland	17	0.6%	Ashmont-M	0	0.0%
Revere Beach	17	0.6%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	15	0.5%	Valley Road	0	0.0%
Airport	165	6.1%	Capen Street	0	0.0%
Maverick	32	1.2%	Mattapan	0	0.0%
Aquarium	330	12.2%	Mattapan Line Total:	0	0.0%
State-B	540	19.9%			
Government Center-B	173	6.4%			
Bowdoin	414	15.3%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	1,704	62.9%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: Orient Heights

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	35	1.3%	Red Line Total:	160	5.9%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	81	3.0%	Orange Line Total:	239	8.8%
Haymarket-G	0	0.0%	Blue Line Total:	1,704	62.9%
Government Center-G	0	0.0%	Green Line Total:	604	22.3%
Park Street-G	47	1.7%	Overall Total	2,708	100.0%
Boylston	79	2.9%	No Response	35	
Arlington	47	1.7%			
Copley	52	1.9%			
Hynes Convention Center	0	0.0%			
Kenmore	44	1.6%			
Prudential	15	0.5%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	30	1.1%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	32	1.2%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	30	1.1%			
D Brook. Vill.-Brook.Hills	15	0.5%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	17	0.6%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	17	0.6%			
E Long.Med.-Brig Cir.	64	2.4%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	604	22.3%			

* The role of transfers in these exit data tables is explained in section 6.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Wood Island

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	0	0.0%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	33	2.6%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	33	2.6%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	29
South Station	12	0.9%		Chinatown	0	0.0%	
Broadway	17	1.3%		NE Medical Center	64	5.0%	
Andrew	0	0.0%		Back Bay	17	1.3%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	12	0.9%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%		Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	12	0.9%	
Quincy Center	12	0.9%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	17	1.3%		Orange Line Total:	138	10.8%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	91	7.1%					
Blue Line				Mattapan High Speed Line			
Wonderland	17	1.3%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	12	0.9%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	17	1.3%		Mattapan	0	0.0%	
Aquarium	126	9.9%		Mattapan Line Total:	0	0.0%	
State-B	295	23.1%	167				
Government Center-B	143	11.2%	386				
Bowdoin	117	9.1%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	726	56.8%					

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: Wood Island

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	40	3.2%	Red Line Total:	91	7.1%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	138	10.8%
Haymarket-G	0	0.0%	Blue Line Total:	726	56.8%
Government Center-G	0	0.0%	Green Line Total:	324	25.3%
Park Street-G	33	2.6%	Overall Total	1,279	100.0%
Boylston	17	1.3%	No Response	24	
Arlington	91	7.1%			
Copley	40	3.2%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	17	1.3%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	12	0.9%			
C Brandon-Cleveland Cir.	17	1.3%			
D Fenway-Longwood	17	1.3%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	12	0.9%			
D Newton Ctr.-Eliot	17	1.3%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	12	0.9%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	324	25.3%			

* The role of transfers in these exit data tables is explained in section 6.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Airport

Red Line	Percent of		Orange Line	Percent of		
	Exits:	Riders		Exits:	Riders	
Alewife	0	0.0%	Oak Grove	19	0.5%	
Davis	19	0.5%	Malden	0	0.0%	
Porter	0	0.0%	Wellington	0	0.0%	
Harvard	295	8.0%	Sullivan Square	0	0.0%	
Central	61	1.7%	Community College	0	0.0%	
Kendall/MIT	98	2.7%	North Station-O	80	2.2%	
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%	
Park Street-R	0	0.0%	State-O	0	0.0%	
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	19	0.5%	42
South Station	19	0.5%	Chinatown	0	0.0%	
Broadway	19	0.5%	NE Medical Center	103	2.8%	
Andrew	0	0.0%	Back Bay	37	1.0%	
JFK/UMass	84	2.3%	Massachusetts Ave	42	1.1%	
Savin Hill	0	0.0%	Ruggles	0	0.0%	
Fields Corner	19	0.5%	Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%	Jackson Square	0	0.0%	
Ashmont-R	0	0.0%	Stony Brook	0	0.0%	
North Quincy	37	1.0%	Green Street	42	1.1%	
Wollaston	0	0.0%	Forest Hills	42	1.1%	
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%	Orange Line Total:	384	10.5%	
Braintree	0	0.0%				
Red Line: Unspecified	0	0.0%				
Red Line Total:	651	17.8%				
Blue Line			Mattapan High Speed Line			
Wonderland	42	1.1%	Ashmont-M	0	0.0%	
Revere Beach	0	0.0%	Cedar Grove	0	0.0%	
Beachmont	0	0.0%	Butler	0	0.0%	
Suffolk Downs	0	0.0%	Milton	0	0.0%	
Orient Heights	61	1.7%	Central Avenue	0	0.0%	
Wood Island	0	0.0%	Valley Road	0	0.0%	
Airport	0	0.0%	Capen Street	0	0.0%	
Maverick	0	0.0%	Mattapan	0	0.0%	
Aquarium	519	14.2%	Mattapan Line Total:	0	0.0%	
State-B	726	19.8%				
Government Center-B	243	6.6%			426	
Bowdoin	258	7.0%			1,390	
Blue Line: Unspecified	0	0.0%				
Blue Line Total:	1,849	50.5%				

* The role of transfers in these exit data tables is explained in section 6.1.

 **MBTA Surveys: 2008-09**
Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: Airport

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	75	2.0%	Red Line Total:	651	17.8%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	384	10.5%
Haymarket-G	0	0.0%	Blue Line Total:	1,849	50.5%
Government Center-G	0	0.0%	Green Line Total:	781	21.3%
Park Street-G	0	0.0%	Overall Total	3,665	100.0%
Boylston	243	6.6%	No Response	0	
Arlington	140	3.8%			
Copley	121	3.3%			
Hynes Convention Center	37	1.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	42	1.1%			
D Fenway-Longwood	37	1.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	42	1.1%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	42	1.1%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	781	21.3%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: **Maverick**

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	54	1.0%	
Porter	0	0.0%		Wellington	86	1.6%	
Harvard	150	2.7%		Sullivan Square	59	1.1%	
Central	117	2.1%		Community College	0	0.0%	
Kendall/MIT	163	2.9%		North Station-O	18	0.3%	
Charles/MGH	23	0.4%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	91	1.7%	122
South Station	99	1.8%		Chinatown	41	0.7%	
Broadway	0	0.0%		NE Medical Center	18	0.3%	
Andrew	18	0.3%		Back Bay	64	1.1%	
JFK/UMass	46	0.8%		Massachusetts Ave	23	0.4%	
Savin Hill	0	0.0%		Ruggles	18	0.3%	
Fields Corner	0	0.0%		Roxbury Crossing	41	0.7%	
Shawmut	0	0.0%		Jackson Square	23	0.4%	
Ashmont-R	0	0.0%	23	Stony Brook	0	0.0%	
North Quincy	18	0.3%		Green Street	41	0.7%	
Wollaston	0	0.0%		Forest Hills	18	0.3%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	593	10.7%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	633	11.5%					
Blue Line				Mattapan High Speed Line			
Wonderland	23	0.4%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	0	0.0%	
Beachmont	23	0.4%		Butler	0	0.0%	
Suffolk Downs	23	0.4%		Milton	0	0.0%	
Orient Heights	64	1.1%		Central Avenue	23	0.4%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	18	0.3%		Capen Street	0	0.0%	
Maverick	0	0.0%		Mattapan	0	0.0%	
Aquarium	892	16.2%		Mattapan Line Total:	23	0.4%	
State-B	1,076	19.5%	715				
Government Center-B	544	9.8%	1,852				
Bowdoin	295	5.3%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	2,957	53.5%					

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: Maverick

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	135	2.4%	Red Line Total:	633	11.5%
Science Park	36	0.6%	Mattapan Line Total:	23	0.4%
North Station-G	18	0.3%	Orange Line Total:	593	10.7%
Haymarket-G	0	0.0%	Blue Line Total:	2,957	53.5%
Government Center-G	0	0.0%	Green Line Total:	1,319	23.9%
Park Street-G	23	0.4%	Overall Total	5,524	100.0%
Boylston	150	2.7%	No Response	86	
Arlington	122	2.2%			
Copley	127	2.3%			
Hynes Convention Center	117	2.1%			
Kenmore	81	1.5%			
Prudential	18	0.3%			
Symphony	0	0.0%			
B Blandford-Babcock	59	1.1%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	41	0.7%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	140	2.5%			
D Brook. Vill.-Brook.Hills	41	0.7%			
D Beaconsfield-Ches.Hill	18	0.3%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	72	1.3%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	99	1.8%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	23	0.4%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,319	23.9%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Aquarium

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	18	1.3%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	5	0.4%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	41	3.1%	Sullivan Square	0	0.0%
Central	18	1.3%	Community College	0	0.0%
Kendall/MIT	18	1.3%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	41	3.1%
Andrew	0	0.0%	Back Bay	5	0.4%
JFK/UMass	5	0.4%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	52	3.8%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	101	7.4%			
Blue Line			Mattapan High Speed Line		
Wonderland	155	11.4%	Ashmont-M	0	0.0%
Revere Beach	19	1.4%	Cedar Grove	0	0.0%
Beachmont	19	1.4%	Butler	0	0.0%
Suffolk Downs	19	1.4%	Milton	0	0.0%
Orient Heights	97	7.1%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	194	14.3%	Capen Street	0	0.0%
Maverick	291	21.4%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	18	1.3%			
Bowdoin	29	2.1%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	841	62.1%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: Aquarium

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	101	7.4%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	52	3.8%
Haymarket-G	18	1.3%	Blue Line Total:	841	62.1%
Government Center-G	0	0.0%	Green Line Total:	361	26.7%
Park Street-G	36	2.7%	Overall Total	1,355	100.0%
Boylston	18	1.3%	No Response	0	
Arlington	47	3.4%			
Copley	41	3.1%			
Hynes Convention Center	5	0.4%			
Kenmore	18	1.3%			
Prudential	41	3.1%			
Symphony	18	1.3%			
B Blandford-Babcock	5	0.4%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	18	1.3%			
D Newton Ctr.-Eliot	18	1.3%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	18	1.3%			
E Long.Med.-Brig Cir.	59	4.4%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	361	26.7%			

* The role of transfers in these exit data tables is explained in section 6.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: State-B

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	0	0.0%			
Blue Line			Mattapan High Speed Line		
Wonderland	309	24.2%	Ashmont-M	0	0.0%
Revere Beach	39	3.0%	Cedar Grove	0	0.0%
Beachmont	116	9.1%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	155	12.1%	Central Avenue	0	0.0%
Wood Island	77	6.1%	Valley Road	0	0.0%
Airport	135	10.6%	Capen Street	0	0.0%
Maverick	232	18.2%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	174	13.7%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	1,237	97.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



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Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: State-B

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	0	0.0%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	1,237	97.0%
Government Center-G	0	0.0%	Green Line Total:	39	3.0%
Park Street-G	0	0.0%	Overall Total	1,276	100.0%
Boylston	39	3.0%	No Response	39	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	39	3.0%			

* The role of transfers in these exit data tables is explained in section 6.1.

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Rapid Transit Survey

Exits from the Rapid Transit System

BLUE LINE

Expanded Results

Entry Station: Government Center

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	0	0.0%			
Blue Line			Mattapan High Speed Line		
Wonderland	104	16.6%	Ashmont-M	0	0.0%
Revere Beach	89	14.3%	Cedar Grove	0	0.0%
Beachmont	59	9.5%	Butler	0	0.0%
Suffolk Downs	45	7.2%	Milton	0	0.0%
Orient Heights	89	14.3%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	89	14.3%	Capen Street	0	0.0%
Maverick	134	21.5%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	14	2.3%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	624	100.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



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Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: Government Center

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	0	0.0%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	624	100.0%
Government Center-G	0	0.0%	Green Line Total:	0	0.0%
Park Street-G	0	0.0%	Overall Total	624	100.0%
Boylston	0	0.0%	No Response	45	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	0	0.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



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Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

BLUE LINE

Entry Station: Bowdoin

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	0	0.0%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	10	1.8%		Sullivan Square	0	0.0%	
Central	10	1.8%		Community College	0	0.0%	
Kendall/MIT	10	1.8%		North Station-O	0	0.0%	
Charles/MGH	10	1.8%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	10	1.8%	
South Station	0	0.0%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	10	1.8%	
Andrew	0	0.0%		Back Bay	10	1.8%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	10	1.8%	
Fields Corner	0	0.0%		Roxbury Crossing	6	1.1%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%	10	Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	10	1.8%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	54	10.0%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	39	7.1%					
Blue Line				Mattapan High Speed Line			
Wonderland	97	17.8%		Ashmont-M	0	0.0%	
Revere Beach	31	5.8%		Cedar Grove	0	0.0%	
Beachmont	39	7.1%		Butler	0	0.0%	
Suffolk Downs	10	1.8%		Milton	0	0.0%	
Orient Heights	35	6.4%		Central Avenue	0	0.0%	
Wood Island	6	1.1%		Valley Road	10	1.8%	
Airport	28	5.1%		Capen Street	0	0.0%	
Maverick	64	11.8%		Mattapan	0	0.0%	
Aquarium	19	3.6%		Mattapan Line Total:	10	1.8%	
State-B	25	4.7%	54				
Government Center-B	19	3.6%	116				
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	373	68.6%					

* The role of transfers in these exit data tables is explained in section 6.1.



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Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Entry Station: Bowdoin

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	10	1.8%	Red Line Total:	39	7.1%
Science Park	0	0.0%	Mattapan Line Total:	10	1.8%
North Station-G	0	0.0%	Orange Line Total:	54	10.0%
Haymarket-G	0	0.0%	Blue Line Total:	373	68.6%
Government Center-G	0	0.0%	Green Line Total:	68	12.5%
Park Street-G	0	0.0%	Overall Total	544	100.0%
Boylston	10	1.8%	No Response	19	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	10	1.8%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	10	1.8%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	10	1.8%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	10	1.8%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	10	1.8%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	68	12.5%			

* The role of transfers in these exit data tables is explained in section 6.1.



Entries to the Rapid Transit System

The tables in this chapter show, for the riders who exited the rapid transit system at each Blue Line station, where, earlier in their surveyed trips, those riders had originally entered the system. The potential entry locations consist of all of the other rapid transit stations on all of the lines, including the Blue Line; the exception to this is that, in the case of the riders who entered on the surface Green Line, the entry locations are given in terms of segments of the line, rather than individual stops. The tables give the number of riders who entered at each location.

The tables also show, for the same riders, where they had made any transfers from one rapid transit line to another during their trips. For each station where such transfers are possible, the tables give the number of transfers made.

The tables (at the end of the chapter) present these entry and transfer data by exit station. The data for each station are based on the survey responses from riders who ended the rapid transit portions of their trips at that station. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Blue Line as a whole. It includes tables and discussion.

7.1 DESCRIPTION OF TABLES

For each exit station on the Blue Line, the data are reported in six tables divided between two pages. The four tables on the first page show entries and transfers at stations on the Red, Orange, and Blue heavy rail lines and the Mattapan High-Speed Line (light rail). These tables also show, for each line, entries by riders whose responses did not allow the specific entry station to be determined.

The first table on the second page shows entry and transfer data at stations on the Green Line Central Subway¹ and on segments of the surface Green Line's B, C, D, and E Branches. Entries are also shown for riders whose responses were not specific enough for determining where on the Central Subway or on a surface branch the entry took place. The second table on the second page

¹ For the purposes of this report, the Central Subway includes all Green Line stations from Lechmere through Kenmore and Symphony, inclusive.

shows summary data for entries on each of the rapid transit lines.

With the exception of the summary table, each of the tables comprises four columns. The first column shows the names of the stations or segments on the line covered by the table. Stations serving more than one rapid transit line appear in the tables for each of those lines, with an identifying suffix. For example, State Station appears in the Blue Line table as “State-B” and in the Orange Line table as “State-O.” Blue Line passengers would enter or transfer only at State-B.

The second column, labeled “Entries,” shows, for the exit station, the number of riders who first entered the rapid transit system at the station shown in the first column. The third column, labeled “Percent of Riders,” shows the value in the “Entries” column as a percent of the total entries shown in all five tables combined. That overall total is found at the bottom of the sixth table.

The fourth column, labeled “Transfers,” shows the number of riders at the Blue Line exit station who in the course of their trip made a transfer at the station shown in the first column. At some of these transfer stations, the transfers were directly to the Blue Line; at others, the transfers were to an intermediate rapid transit line from which the riders transferred to the Blue Line. An example of the former case is that, in the Blue Line entry table, passengers transferring from the Orange Line to the Blue Line at State Station are shown in the “Transfers” column of the “State-B” row. They are not included in the State-B “Entries” total or percent. These riders’ previous actions—either to enter the rapid transit system at an Orange Line station or to transfer to the Orange Line from another line—are accounted for in the accompanying Orange Line entry table. That is, except for slight differences in rounding, the number of riders transferring to the Blue Line from the Orange Line will equal the combined total of riders either entering at or transferring to Orange Line stations. (For example, in the tables about riders who exited at Airport Station, 410 riders transferred from the Orange Line to the Blue Line at State-B. The total Orange Line entries [370] plus the total transfers to the Orange Line [40] equals 410.)

The Blue Line does not connect directly with the Red Line, so passengers transferring from Red to Blue use either the Orange Line from Downtown Crossing to State or the Green Line from Park Street to Government Center as an intermediate link. In the example above for Airport Station, the 40 transfers to the Orange Line at Downtown Crossing came from the Red Line, and are part of the total 101 riders shown entering at Red Line Stations. The Green Line table shows 60 transfers to the Green Line at Park Street. Except for differences in rounding, these include the rest of the 101 Red Line riders going to Airport Station.

Passengers coming from points on the Mattapan High-Speed Line destined for any other rapid transit line must transfer from the High-Speed Line to the Red Line at Ashmont Station. For a given Blue Line exit station, in the Red Line entry table, the “Transfer” total for Ashmont-R will be equal to the total number of riders shown in the High-Speed Line entry table to have entered at

all stations combined on that line (In the survey, Bowdoin was the only Blue Line station with exiting riders who were reported as entering on the on the High-Speed Line). The riders entering along the High-Speed Line constitute a portion of the double transfers from the Red Line to the Blue Line via either the Orange Line or the Green Line.

It should be noted again that the data in these tables are only for riders entering the rapid transit system between 6:00 AM and 3:00 PM. Therefore, these results are dominated by passengers making their first trips of the day. After 3:00 PM (a period which, again, is not reflected in the survey results), the return segments of round-trips would be dominant. That is, riders entering the rapid transit system at a given station after 3:00 would be predominantly the same riders who had exited there earlier that day, and on their trips after 3:00 they would exit the rapid transit system at mostly the same stations where they had entered the system earlier that day. Therefore, the present chapter's "Entries to the Rapid Transit System" tables (which reflect trips made before 3:00) should approximate what the "Exits from the Rapid Transit System" tables in Chapter 6 would have looked like if the survey had been conducted from 3:00 PM until the end of service.

7.2 OVERVIEW OF RESULTS

Because of the large number of rapid transit stations in the system, the entry station results are discussed here mostly by line or by station group rather than by individual station. The majority of riders exiting at Blue Line stations also entered the system at Blue Line stations. At 80%, the percentage of exiting Blue Line riders who used only that line was slightly greater than the 78% of exiting Red Line riders who were Red Line-only riders and somewhat greater than the 74% of Green Line exits originating on the Green Line, but lower than the 87% of Orange Line exits starting on the Orange Line.

At downtown Blue Line stations, where 67% of the Blue Line station exits occurred during the survey span, 90% of those riders had also entered at Blue Line stations, 88% of them at non-downtown Blue stations, with Wonderland (22%) and Maverick (21%) having the largest individual shares. Blue Line-only trips accounted for 59% of the exits at the non-downtown stations. These riders included 41% who entered at the downtown Blue Line stations.

After the Blue Line itself, the Green Line accounted for the largest share of entries of trips that ended on the Blue Line, at 8%. Stations on the Central Subway accounted for just under half of these, with the rest divided among surface Green Line segments. The Orange Line, at 7%, was ahead of the Red Line, at 5%, in share of entries of Blue Line exit trips. Among individual non-Blue Line stations whose entry trips exited anywhere on the Blue Line, the stations with the largest shares were Lechmere and Copley on the Green Line Central Subway, with about 1% each.



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Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: Wonderland

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	31	2.6%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	54	4.6%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	37	3.2%
South Station	20	1.7%	Chinatown	28	2.4%
Broadway	0	0.0%	NE Medical Center	63	5.4%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	32	2.7%
Fields Corner	13	1.1%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	160	13.7%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	118	10.1%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	8	0.7%	Butler	0	0.0%
Suffolk Downs	6	0.5%	Milton	0	0.0%
Orient Heights	17	1.5%	Central Avenue	0	0.0%
Wood Island	17	1.4%	Valley Road	0	0.0%
Airport	42	3.6%	Capen Street	0	0.0%
Maverick	23	2.0%	Mattapan	0	0.0%
Aquarium	155	13.3%	Mattapan Line Total:	0	0.0%
State-B	309	26.5%			
Government Center-B	104	8.9%			
Bowdoin	97	8.3%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	778	66.6%			

* The role of transfers in these entry data tables is explained in section 7.1.



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Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: Wonderland

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	118	10.1%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	160	13.7%
Haymarket-G	0	0.0%	Blue Line Total:	778	66.6%
Government Center-G	0	0.0%	Green Line Total:	112	9.6%
Park Street-G	0	0.0%	Overall Total	1,168	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	0	0.0%			
Copley	18	1.5%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	37	3.1%			
Symphony	0	0.0%			
B Blandford-Babcock	16	1.4%			
B Pack.Cnr.-Warren St.	11	0.9%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	11	0.9%			
E Long.Med.-Brig Cir.	20	1.7%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	112	9.6%			

* The role of transfers in these entry data tables is explained in section 7.1.

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Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: Revere Beach

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	17	4.0%
Porter	13	2.9%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	24	5.6%
Central	11	2.5%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	26	6.1%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	7	1.7%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	41	9.6%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	57	13.2%			

43

Blue Line

Wonderland	25	5.8%	
Revere Beach	0	0.0%	
Beachmont	16	3.7%	
Suffolk Downs	17	3.9%	
Orient Heights	17	4.0%	
Wood Island	0	0.0%	
Airport	0	0.0%	
Maverick	0	0.0%	
Aquarium	19	4.5%	
State-B	39	8.9%	85
Government Center-B	89	20.7%	93
Bowdoin	31	7.3%	
Blue Line: Unspecified	0	0.0%	
Blue Line Total:	254	58.8%	

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	0	0.0%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	0	0.0%
Mattapan Line Total:	0	0.0%

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: Revere Beach

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	57	13.2%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%		Orange Line Total:	41	9.6%
Haymarket-G	0	0.0%		Blue Line Total:	254	58.8%
Government Center-G	0	0.0%		Green Line Total:	80	18.4%
Park Street-G	31	7.3%	14	Overall Total	432	100.0%
Boylston	0	0.0%		No Response	0	
Arlington	0	0.0%				
Copley	18	4.1%				
Hynes Convention Center	0	0.0%				
Kenmore	0	0.0%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	8	1.8%				
C Brandon-Cleveland Cir.	2	0.4%				
D Fenway-Longwood	7	1.6%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	14	3.2%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	80	18.4%				

* The role of transfers in these entry data tables is explained in section 7.1.



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Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: Beachmont

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	0	0.0%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	0	0.0%		Sullivan Square	0	0.0%	
Central	11	2.8%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	11
South Station	0	0.0%		Chinatown	28	7.2%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	24	6.1%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%		Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	52	13.3%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	11	2.8%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	28	7.3%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	11	2.8%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	23	5.9%		Mattapan	0	0.0%	
Aquarium	19	5.0%		Mattapan Line Total:	0	0.0%	
State-B	116	29.8%	63				
Government Center-B	59	15.2%	31				
Bowdoin	39	9.9%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	295	75.8%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: Beachmont

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Transfers:*	Entries:
Lechmere	0	0.0%	Red Line Total:	11	2.8%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	52	13.3%
Haymarket-G	0	0.0%	Blue Line Total:	295	75.8%
Government Center-G	0	0.0%	Green Line Total:	31	8.1%
Park Street-G	31	8.1%	Overall Total	389	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	31	8.1%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: Suffolk Downs

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	0	0.0%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	0	0.0%		Sullivan Square	0	0.0%	
Central	11	5.6%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	11
South Station	0	0.0%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%		Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	0	0.0%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	11	5.6%					
Blue Line				Mattapan High Speed Line			
Wonderland	12	6.4%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	23	11.8%		Mattapan	0	0.0%	
Aquarium	19	10.0%		Mattapan Line Total:	0	0.0%	
State-B	0	0.0%	11				
Government Center-B	45	23.0%	74				
Bowdoin	10	5.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	109	56.2%					

* The role of transfers in these entry data tables is explained in section 7.1.

 **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: Suffolk Downs

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Transfers:*	Entries:
Lechmere	0	0.0%	Red Line Total:	11	5.6%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	109	56.2%
Government Center-G	0	0.0%	Green Line Total:	74	38.2%
Park Street-G	63	32.5%	Overall Total	194	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	11	5.7%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	74	38.2%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: Orient Heights

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	10	1.2%		Oak Grove	6	0.7%	
Davis	0	0.0%		Malden	0	0.0%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	0	0.0%		Sullivan Square	14	1.7%	
Central	9	1.0%		Community College	0	0.0%	
Kendall/MIT	14	1.7%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	18
South Station	0	0.0%		Chinatown	28	3.5%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	32	3.9%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	7	0.9%		Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	13	1.6%	
Quincy Center	18	2.2%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	93	11.3%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	58	7.1%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	28	3.5%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	12	1.5%		Valley Road	0	0.0%	
Airport	61	7.4%		Capen Street	0	0.0%	
Maverick	64	7.8%		Mattapan	0	0.0%	
Aquarium	97	11.8%		Mattapan Line Total:	0	0.0%	
State-B	155	18.9%	111				
Government Center-B	89	10.9%	167				
Bowdoin	35	4.3%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	540	66.1%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: Orient Heights

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	58	7.1%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	19	2.3%	Orange Line Total:	93	11.3%
Haymarket-G	0	0.0%	Blue Line Total:	540	66.1%
Government Center-G	0	0.0%	Green Line Total:	126	15.4%
Park Street-G	0	0.0%	Overall Total	818	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	39	4.7%			
Copley	18	2.2%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	6	0.8%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	16	1.9%			
D Brook. Vill.-Brook.Hills	8	1.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	20	2.5%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	126	15.4%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: Wood Island

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	0	0.0%			

Blue Line

Wonderland	37	17.4%	
Revere Beach	28	13.2%	
Beachmont	0	0.0%	
Suffolk Downs	0	0.0%	
Orient Heights	15	6.9%	
Wood Island	0	0.0%	
Airport	0	0.0%	
Maverick	0	0.0%	
Aquarium	0	0.0%	
State-B	77	35.9%	
Government Center-B	0	0.0%	51
Bowdoin	6	2.8%	
Blue Line: Unspecified	0	0.0%	
Blue Line Total:	164	76.2%	

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	0	0.0%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	0	0.0%
Mattapan Line Total:	0	0.0%

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: Wood Island

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Transfers:*	Entries:
Lechmere	10	4.7%	Red Line Total:	0	0.0%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	164	76.2%
Government Center-G	0	0.0%	Green Line Total:	51	23.8%
Park Street-G	0	0.0%	Overall Total	215	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	6	2.7%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	4	1.8%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	31	14.6%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	51	23.8%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: Airport

Red Line	Percent of		Orange Line	Percent of		
	Entries:	Riders		Transfers:*	Entries:	
Alewife	0	0.0%	Oak Grove	8	0.4%	
Davis	0	0.0%	Malden	34	1.8%	
Porter	6	0.3%	Wellington	0	0.0%	
Harvard	0	0.0%	Sullivan Square	14	0.7%	
Central	22	1.1%	Community College	54	2.9%	
Kendall/MIT	14	0.8%	North Station-O	0	0.0%	
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%	
Park Street-R	0	0.0%	State-O	0	0.0%	
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	63	3.3%	40
South Station	0	0.0%	Chinatown	0	0.0%	
Broadway	0	0.0%	NE Medical Center	21	1.1%	
Andrew	18	1.0%	Back Bay	0	0.0%	
JFK/UMass	26	1.4%	Massachusetts Ave	24	1.3%	
Savin Hill	0	0.0%	Ruggles	27	1.4%	
Fields Corner	0	0.0%	Roxbury Crossing	55	2.9%	
Shawmut	0	0.0%	Jackson Square	34	1.8%	
Ashmont-R	14	0.7%	Stony Brook	0	0.0%	
North Quincy	0	0.0%	Green Street	7	0.4%	
Wollaston	0	0.0%	Forest Hills	30	1.6%	
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%	Orange Line Total:	370	19.6%	
Braintree	0	0.0%				
Red Line: Unspecified	0	0.0%				
Red Line Total:	101	5.3%				
Blue Line			Mattapan High Speed Line			
Wonderland	39	2.1%	Ashmont-M	0	0.0%	
Revere Beach	142	7.5%	Cedar Grove	0	0.0%	
Beachmont	65	3.4%	Butler	0	0.0%	
Suffolk Downs	40	2.1%	Milton	0	0.0%	
Orient Heights	165	8.7%	Central Avenue	0	0.0%	
Wood Island	0	0.0%	Valley Road	0	0.0%	
Airport	0	0.0%	Capen Street	0	0.0%	
Maverick	18	0.9%	Mattapan	0	0.0%	
Aquarium	194	10.3%	Mattapan Line Total:	0	0.0%	
State-B	135	7.2%				410
Government Center-B	89	4.7%				564
Bowdoin	28	1.5%				
Blue Line: Unspecified	0	0.0%				
Blue Line Total:	916	48.4%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: Airport

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	30	1.6%		Red Line Total:	101	5.3%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	38	2.0%		Orange Line Total:	370	19.6%
Haymarket-G	0	0.0%		Blue Line Total:	916	48.4%
Government Center-G	0	0.0%		Green Line Total:	504	26.7%
Park Street-G	0	0.0%	60	Overall Total	1,890	100.0%
Boylston	0	0.0%		No Response	0	
Arlington	31	1.6%				
Copley	35	1.8%				
Hynes Convention Center	57	3.0%				
Kenmore	26	1.4%				
Prudential	11	0.6%				
Symphony	0	0.0%				
B Blandford-Babcock	31	1.7%				
B Pack.Cnr.-Warren St.	16	0.8%				
B Washington St.-BC	9	0.5%				
C St.Mary's-Summit/Winchest	60	3.2%				
C Brandon-Cleveland Cir.	30	1.6%				
D Fenway-Longwood	7	0.4%				
D Brook. Vill.-Brook.Hills	22	1.2%				
D Beaconsfield-Ches.Hill	21	1.1%				
D Newton Ctr.-Eliot	4	0.2%				
D Waban-Riverside	15	0.8%				
E Northeastern-Museum	11	0.6%				
E Long.Med.-Brig Cir.	52	2.7%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	504	26.7%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: Maverick

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	7	0.4%	Oak Grove	0	0.0%
Davis	15	0.9%	Malden	17	1.1%
Porter	6	0.4%	Wellington	12	0.7%
Harvard	31	1.9%	Sullivan Square	49	3.0%
Central	36	2.3%	Community College	54	3.3%
Kendall/MIT	14	0.9%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	28	1.7%
Broadway	16	1.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	14	0.8%
JFK/UMass	79	4.9%	Massachusetts Ave	0	0.0%
Savin Hill	10	0.6%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	24	1.5%
Ashmont-R	0	0.0%	Stony Brook	21	1.3%
North Quincy	0	0.0%	Green Street	5	0.3%
Wollaston	17	1.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	223	13.8%
Braintree	39	2.4%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	270	16.7%			
Blue Line			Mattapan High Speed Line		
Wonderland	46	2.8%	Ashmont-M	0	0.0%
Revere Beach	57	3.5%	Cedar Grove	0	0.0%
Beachmont	32	2.0%	Butler	0	0.0%
Suffolk Downs	11	0.7%	Milton	0	0.0%
Orient Heights	32	2.0%	Central Avenue	0	0.0%
Wood Island	17	1.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	291	18.0%	Mattapan Line Total:	0	0.0%
State-B	232	14.4%			
Government Center-B	134	8.3%			
Bowdoin	64	4.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	916	56.6%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: Maverick

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	20	1.2%	Red Line Total:	270	16.7%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	223	13.8%
Haymarket-G	0	0.0%	Blue Line Total:	916	56.6%
Government Center-G	0	0.0%	Green Line Total:	209	12.9%
Park Street-G	21	1.3%	Overall Total	1,618	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	0	0.0%			
Copley	36	2.2%			
Hynes Convention Center	0	0.0%			
Kenmore	26	1.6%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	15	0.9%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	42	2.6%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	18	1.1%			
D Newton Ctr.-Eliot	4	0.2%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	28	1.8%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	209	12.9%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: Aquarium

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	24	0.6%		Oak Grove	0	0.0%	
Davis	15	0.4%		Malden	0	0.0%	
Porter	6	0.2%		Wellington	12	0.3%	
Harvard	31	0.8%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	30	0.8%	
Charles/MGH	0	0.0%		Haymarket-O	36	1.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	37	1.0%	89
South Station	0	0.0%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	51	1.4%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	27	0.7%		Roxbury Crossing	13	0.3%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	21	0.6%		Stony Brook	0	0.0%	
North Quincy	40	1.1%		Green Street	7	0.2%	
Wollaston	8	0.2%		Forest Hills	69	1.8%	
Quincy Center	12	0.3%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	20	0.5%		Orange Line Total:	254	6.8%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	203	5.4%					
Blue Line				Mattapan High Speed Line			
Wonderland	622	16.6%		Ashmont-M	0	0.0%	
Revere Beach	96	2.6%		Cedar Grove	0	0.0%	
Beachmont	285	7.6%		Butler	0	0.0%	
Suffolk Downs	42	1.1%		Milton	0	0.0%	
Orient Heights	330	8.8%		Central Avenue	0	0.0%	
Wood Island	126	3.4%		Valley Road	0	0.0%	
Airport	519	13.9%		Capen Street	0	0.0%	
Maverick	892	23.9%		Mattapan	0	0.0%	
Aquarium	0	0.0%		Mattapan Line Total:	0	0.0%	
State-B	0	0.0%	343				
Government Center-B	0	0.0%	462				
Bowdoin	19	0.5%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	2,933	78.5%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: Aquarium

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	98	2.6%	Red Line Total:	203	5.4%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	19	0.5%	Orange Line Total:	254	6.8%
Haymarket-G	0	0.0%	Blue Line Total:	2,933	78.5%
Government Center-G	0	0.0%	Green Line Total:	348	9.3%
Park Street-G	0	0.0%	Overall Total	3,738	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	23	0.6%			
Copley	53	1.4%			
Hynes Convention Center	0	0.0%			
Kenmore	11	0.3%			
Prudential	37	1.0%			
Symphony	17	0.5%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	6	0.2%			
B Washington St.-BC	8	0.2%			
C St.Mary's-Summit/Winchest	16	0.4%			
C Brandon-Cleveland Cir.	16	0.4%			
D Fenway-Longwood	9	0.2%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	22	0.6%			
D Newton Ctr.-Eliot	3	0.1%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	11	0.3%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	348	9.3%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: State-B

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	0	0.0%			
Blue Line			Mattapan High Speed Line		
Wonderland	1,377	26.5%	Ashmont-M	0	0.0%
Revere Beach	432	8.3%	Cedar Grove	0	0.0%
Beachmont	512	9.9%	Butler	0	0.0%
Suffolk Downs	114	2.2%	Milton	0	0.0%
Orient Heights	540	10.4%	Central Avenue	0	0.0%
Wood Island	295	5.7%	Valley Road	0	0.0%
Airport	726	14.0%	Capen Street	0	0.0%
Maverick	1,076	20.7%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	14	0.3%			
Bowdoin	25	0.5%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	5,111	98.4%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: State-B

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Transfers:*	Entries:
Lechmere	0	0.0%	Red Line Total:	0	0.0%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	5,111	98.4%
Government Center-G	0	0.0%	Green Line Total:	83	1.6%
Park Street-G	0	0.0%	Overall Total	5,195	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	51	1.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	18	0.4%			
C Brandon-Cleveland Cir.	3	0.1%			
D Fenway-Longwood	7	0.1%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	4	0.1%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	83	1.6%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: Government Center

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	17	0.8%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	17	0.8%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	0	0.0%			

Blue Line

Wonderland	530	24.2%
Revere Beach	145	6.6%
Beachmont	285	13.0%
Suffolk Downs	76	3.5%
Orient Heights	173	7.9%
Wood Island	143	6.5%
Airport	243	11.1%
Maverick	544	24.8%
Aquarium	18	0.8%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	19	0.9%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	2,177	99.2%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	0	0.0%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	0	0.0%
Mattapan Line Total:	0	0.0%

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* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: Government Center

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Transfers:*	Entries:
Lechmere	0	0.0%	Red Line Total:	0	0.0%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	17	0.8%
Haymarket-G	0	0.0%	Blue Line Total:	2,177	99.2%
Government Center-G	0	0.0%	Green Line Total:	0	0.0%
Park Street-G	0	0.0%	Overall Total	2,194	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	0	0.0%			

* The role of transfers in these entry data tables is explained in section 7.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: Bowdoin

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	17	0.7%	
Porter	17	0.6%		Wellington	12	0.5%	
Harvard	0	0.0%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	63
South Station	27	1.0%		Chinatown	28	1.1%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	14	0.5%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	82	3.2%	
Fields Corner	27	1.0%		Roxbury Crossing	0	0.0%	
Shawmut	21	0.8%		Jackson Square	24	0.9%	
Ashmont-R	0	0.0%	3	Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	39	1.5%	
Quincy Center	30	1.2%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	32	1.3%		Orange Line Total:	216	8.4%	
Braintree	16	0.6%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	168	6.6%					

Blue Line

Wonderland	490	19.2%	
Revere Beach	154	6.0%	
Beachmont	156	6.1%	
Suffolk Downs	29	1.1%	
Orient Heights	414	16.2%	
Wood Island	117	4.6%	
Airport	258	10.1%	
Maverick	295	11.5%	
Aquarium	29	1.1%	
State-B	174	6.8%	281
Government Center-B	0	0.0%	159
Bowdoin	0	0.0%	
Blue Line: Unspecified	0	0.0%	
Blue Line Total:	2,116	82.8%	

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	0	0.0%
Central Avenue	0	0.0%
Valley Road	3	0.1%
Capen Street	0	0.0%
Mattapan	0	0.0%
Mattapan Line Total:	3	0.1%

* The role of transfers in these entry data tables is explained in section 7.1.



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Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

BLUE LINE

Expanded Results

Exit Station: Bowdoin

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	20	0.8%	Red Line Total:	168	6.6%
Science Park	0	0.0%	Mattapan Line Total:	3	0.1%
North Station-G	0	0.0%	Orange Line Total:	216	8.4%
Haymarket-G	0	0.0%	Blue Line Total:	2,116	82.8%
Government Center-G	0	0.0%	Green Line Total:	54	2.1%
Park Street-G	0	0.0%	Overall Total	2,556	100.0%
Boylston	15	0.6%	No Response	0	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	15	0.6%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	4	0.2%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	54	2.1%			

* The role of transfers in these entry data tables is explained in section 7.1.



Egress from the Rapid Transit System

The data presented in this chapter describe aspects of riders' travel between the Blue Line stations where they ended their rapid transit trips and the destinations of their entire trips. These data consist of two types. One is the modes of transportation used by riders when leaving the Blue Line; for riders who used more than one mode following their Blue Line trips, this "egress mode" is the one used immediately after leaving the Blue Line station. The other type of data in this chapter pertains only to the riders whose egress trips were made via private transportation modes; it is the trip times for riders' entire egress trips from the Blue Line station to their trip destinations.

For trips from the Blue Line in which the egress mode was a public transportation mode (a.k.a. transfers), additional details are given about the service used: for bus trips, the specific routes; for commuter rail trips, the final exiting stations; and for boat trips, the final exiting docks. The egress trips via public transportation do not include rapid transit trips, as the entire surveyed trips made by riders who transferred from the Blue Line to the Red, Orange, or Green Line are reported on in the survey reports for those rapid transit lines, rather than in this Blue Line volume.

The tables (at the end of the chapter) present all of these data by station. For each station, the table on egress mode and the one on egress trip time appear together on one page, and the four tables specifying bus routes and final stations or docks are on the following page. The data for each station are based on the survey responses from riders who completed the rapid transit portions of their trips at that station. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Blue Line as a whole. It includes tables and discussion.

8.1 EGRESS MODE

8.1.1 DESCRIPTION OF TABLE

The egress mode table for each station shows the distribution of trips among 12 transportation modes that riders used immediately after departing that station. Seven of the modes are private: walk, drive/park, pick-up, taxi, shuttle/van, bicycle, and "other." Five are public: MBTA bus, other bus, commuter rail,

boat, and “other.” The private and public egress modes are grouped separately in the table. As explained above, further details on the egress trips made by public transportation are given in four subsequent tables.

Two columns present, respectively, the number and the percent of riders who reported using each mode to depart the station for which the table was generated. Each column includes subtotals for the private and public modes. The number of expanded survey responses that provided no answer about the egress mode appears in the table, but those responses are excluded from the percentage calculations.

8.1.2 OVERVIEW OF RESULTS

Walking was the most frequently reported egress mode from every Blue Line station except Wonderland and Airport. The downtown stations had the highest walk-away rates, ranging from 93% at State to 97% at Government Center and Bowdoin. At the non-downtown stations, walking egress rates ranged from 22% at Wonderland to 72% at Wood Island.

Driving was the most frequently reported egress mode from Wonderland Station, at 56%. Another 5% of the riders were met and driven from there. As the outer terminal of the line, Wonderland is the nearest station to destinations north of Revere. At Revere Beach, Beachmont, Suffolk Downs, and Wood Island, drive/park was the second-most-common egress mode, at 18% to 28%, but accounted for under 5% at all other Blue Line stations except Orient Heights (13%).

At Airport Station, non-MBTA bus (Massport shuttles) was by far the most common egress mode, at 62%; however, transfers to non-MBTA buses at other stations were insignificant. MBTA bus was the second-most-common egress mode at Orient Heights (40%) and Wonderland (17%) but had shares of no more than 8% at any other Blue Line station.

8.2 TRIP TIME FOR EGRESS VIA PRIVATE TRANSPORTATION

8.2.1 DESCRIPTION OF TABLE

For each station, this table summarizes the reported egress times, from Blue Line station to trip destination, for riders who made their egress trips entirely by private transportation. Trips in which riders transferred from the Blue Line to an intermediate, public mode and then used private transportation as their final egress mode are not included. The egress times are summarized by seven ranges starting with 0 to 5 minutes and continuing at varying intervals up to an open-ended range of anything over 45 minutes.

The table shows the number of riders with reported times in each range for the walk, drive/park, and pick-up egress modes individually and for all other private egress modes combined. Within each of these four groups, it also shows the percent of egress trips in each time range and the average egress time for the mode.

8.2.2 OVERVIEW OF RESULTS

Egress times are closely related to the size of the market area of each station. For downtown stations, the market areas served by private transportation egress are relatively small, because the stations are close to each other and because there is little or no parking near them.

The majority of Blue Line riders alighting at Government Center or State transfer to connecting rapid transit lines there, but the egress summary tables for these stations only include riders completing their rapid transit trips there.

Walking egress times from all Blue Line stations combined averaged 7 minutes. Fewer than 1% of these trips exceeded 20 minutes, or about 1 mile for an average person. The overall average was heavily influenced by the results from the downtown stations, where the average at each station was 6 to 7 minutes. Among the non-downtown stations, Suffolk Downs had the shortest average walk-out time (5 minutes) and Revere Beach had the longest (14 minutes).

Among the stations where more than 10% of the egress trips were made by drive/park: Wonderland had the longest average drive time, at 24 minutes; average drive times ranged from 16 to 20 minutes at Beachmont, Suffolk Downs, and Wood Island but were only 10 minutes at both Orient Heights and Revere Beach.

8.3 TRANSFERS FROM THE BLUE LINE TO COMMUTER RAIL, BUS, OR BOAT

8.3.1 DESCRIPTION OF TABLES

For each station, four tables provide further details on the egress trips shown in the egress mode table that were made by a public transportation mode. For riders transferring from the Blue Line to commuter rail, one table gives the commuter rail stations at which riders alighted (however, for each station, the commuter rail line from which riders alighted is not specified). Likewise, for transfers to a commuter boat line, a table gives the boat dock at which riders alighted. Two other tables indicate specific bus routes for riders who transferred from the Blue Line to, respectively, an MBTA or non-MBTA bus. The only non-MBTA route reported by Blue Line riders was the Massport shuttle at Logan Airport, identified as MPA in the Transfers from Rapid Transit System tables.

The bus routes listed in the transfer tables are those reported in response to question 8b as the last bus used, if applicable, in the egress trip from the Blue Line. In cases involving multiple transfers, the intermediate link is not specified.

Differences in the totals of the values shown in the transfer tables and of those shown in the egress mode tables are a result of rounding weighted records at different levels of aggregation.

8.3.2 OVERVIEW OF RESULTS

At most Blue Line stations, transfers to buses accounted for only small shares of reported egress trips during the survey hours. There were no transfers from the Blue Line to commuter rail, and transfers to boat occurred only at Aquarium. At Airport Station, where the bus egress share was highest, all of the transfers were to free shuttles run by Massport between the station and terminals, offices, and other trip attractions at Logan Airport. State Station had the largest number of different MBTA bus routes reported for egress (seven), followed by Wonderland (five), Maverick (four), and Orient Heights (three).

*This chapter's tables begin
on the following page.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Wonderland

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	255	22.2%
Drive/Park Egress	641	55.9%
Pick-up Egress	61	5.4%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	958	83.4%
MBTA Bus	191	16.6%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	191	16.6%
TOTAL	1,148	100.0%
No Answer	20	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	134	58.1%	10	1.6%	0	0.0%			144	16.7%
6-10	17	7.2%	97	15.8%	10	50.0%			123	14.3%
11-15	56	24.3%	88	14.4%	10	50.0%			154	17.9%
16-20	6	2.7%	172	28.2%	0	0.0%	(No responses)		178	20.7%
21-30	18	7.7%	162	26.5%	0	0.0%			179	20.8%
31-45	0	0.0%	46	7.6%	0	0.0%			46	5.4%
Over 45	0	0.0%	37	6.0%	0	0.0%			37	4.3%
TOTAL	231	100.0%	611	100.0%	19	100.0%			861	100.0%
No Answer	24		30		42				97	
Avg. Time (min)	9.8		23.5		12.5				19.5	

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Transfers from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Wonderland

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

116	106
450W	39
441	23
442	15
117	8

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

Egress from the Rapid Transit System
BLUE LINE

Expanded Results

Exit Station: Revere Beach

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	272	65.8%
Drive/Park Egress	80	19.3%
Pick-up Egress	45	10.8%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	397	95.8%
MBTA Bus	0	0.0%
Other Bus	17	4.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	17	4.2%
TOTAL	414	100.0%
No Answer	18	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	43	21.5%	39	48.4%	45	100.0%			126	38.9%
6-10	36	18.0%	0	0.0%	0	0.0%			36	11.1%
11-15	28	14.1%	31	39.5%	0	0.0%			60	18.4%
16-20	93	46.4%	10	12.1%	0	0.0%	(No responses)		102	31.6%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	200	100.0%	80	100.0%	45	100.0%			324	100.0%
No Answer	72		0		0				72	
Avg. Time (min)	13.7		9.8		5.0				11.5	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Revere Beach

Transferring to:

Commuter Rail, Alighted at
Station Indicated:

(None identified)

MBTA Bus Routes:

(None identified)

Boat, Alighted at
Dock Indicated:

(None identified)

Other Bus Routes: Number of
Riders

Unspecified Bus 17

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Beachmont

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	245	63.0%
Drive/Park Egress	80	20.5%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	43	11.0%
Other Egress	0	0.0%
Total Private Trans.	368	94.5%
MBTA Bus	22	5.5%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	22	5.5%
TOTAL	389	100.0%
No Answer	0	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	77	35.7%	29	41.4%			0	0.0%	106	35.3%
6-10	116	53.4%	10	13.8%			0	0.0%	125	41.6%
11-15	24	10.9%	0	0.0%	(No		0	0.0%	24	7.9%
16-20	0	0.0%	0	0.0%	responses)		14	100.0%	14	4.8%
21-30	0	0.0%	31	44.8%			0	0.0%	31	10.4%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	217	100.0%	70	100.0%			14	100.0%	301	100.0%
No Answer	28		10				28		66	
Avg. Time (min)	8.0		15.5				20.0		10.3	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Beachmont

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

119

22

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Suffolk Downs

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	127	65.5%
Drive/Park Egress	54	28.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	181	93.6%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	12	6.4%
Total Public Trans.	12	6.4%
TOTAL	194	100.0%
No Answer	0	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	62	66.2%	10	17.8%					71	48.4%
6-10	31	33.8%	0	0.0%					31	21.3%
11-15	0	0.0%	0	0.0%	(No responses)		(No responses)		0	0.0%
16-20	0	0.0%	45	82.2%					45	30.3%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	93	100.0%	54	100.0%					148	100.0%
No Answer	34		0						34	
Avg. Time (min)	5.4		17.0						9.7	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Suffolk Downs

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Orient Heights

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	379	47.4%
Drive/Park Egress	102	12.7%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	480	60.2%
MBTA Bus	318	39.8%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	318	39.8%
TOTAL	798	100.0%
No Answer	19	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	114	31.6%	8	12.9%					122	28.8%
6-10	95	26.2%	48	75.9%					142	33.5%
11-15	45	12.4%	0	0.0%	(No responses)		(No responses)		45	10.5%
16-20	70	19.3%	0	0.0%					70	16.5%
21-30	19	5.2%	7	11.2%					26	6.1%
31-45	19	5.4%	0	0.0%					19	4.6%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	362	100.0%	63	100.0%					425	100.0%
No Answer	17		39						56	
Avg. Time (min)	12.6		10.3						12.2	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Orient Heights

Transferring to:

Commuter Rail, Alighted at Station Indicated:	MBTA Bus Routes:	Number of Riders
(None identified)	712	161
	713	151
	120	6

Boat, Alighted at Dock Indicated:	Other Bus Routes:
(None identified)	(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Wood Island

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	154	71.7%
Drive/Park Egress	39	18.0%
Pick-up Egress	4	1.8%
Taxi Egress	0	0.0%
Shuttle/Van Egress	6	2.8%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	203	94.2%
MBTA Bus	12	5.8%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	12	5.8%
TOTAL	215	100.0%
No Answer	0	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	27	17.7%	0	0.0%	0	0.0%	0	0.0%	27	13.4%
6-10	82	53.5%	0	0.0%	4	100.0%	6	100.0%	92	45.5%
11-15	16	10.4%	0	0.0%	0	0.0%	0	0.0%	16	7.9%
16-20	28	18.5%	39	100.0%	0	0.0%	0	0.0%	67	33.1%
21-30	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	154	100.0%	39	100.0%	4	100.0%	6	100.0%	203	100.0%
No Answer	0		0		0		0		0	
Avg. Time (min)	11.0		20.0		10.0		7.0		12.5	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Wood Island

Transferring to:

**Commuter Rail, Alighted at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

112

12

**Boat, Alighted at
 Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Airport

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	621	35.1%
Drive/Park Egress	19	1.1%
Pick-up Egress	0	0.0%
Taxi Egress	8	0.4%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	37	2.1%
Total Private Trans.	686	38.8%
MBTA Bus	0	0.0%
Other Bus	1,083	61.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,083	61.2%
TOTAL	1,768	100.0%
No Answer	121	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	140	25.0%					0	0.0%	140	24.7%
6-10	286	51.1%					8	100.0%	293	51.8%
11-15	106	19.0%	(No responses)		(No responses)		0	0.0%	106	18.7%
16-20	27	4.9%					0	0.0%	27	4.8%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	559	100.0%					8	100.0%	567	100.0%
No Answer	62		19				37		119	
Avg. Time (min)	9.3						10.0		9.3	

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

BLUE LINE

Exit Station: Airport

Transferring to:

Commuter Rail, Alighted at
Station Indicated:

(None identified)

MBTA Bus Routes:

(None identified)

Boat, Alighted at
Dock Indicated:

(None identified)

Other Bus Routes: Number of
Riders

MPA	1,004
MPA33	39
MPA22	25
MPA66	15

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Maverick

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,330	85.9%
Drive/Park Egress	72	4.7%
Pick-up Egress	17	1.1%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	14	0.9%
Total Private Trans.	1,433	92.5%
MBTA Bus	116	7.5%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	116	7.5%
TOTAL	1,549	100.0%
No Answer	69	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	541	46.7%	0	0.0%			0	0.0%	541	44.1%
6-10	413	35.7%	10	17.8%			0	0.0%	423	34.5%
11-15	180	15.5%	45	82.2%	(No		0	0.0%	224	18.3%
16-20	5	0.4%	0	0.0%	responses)		14	100.0%	19	1.5%
21-30	19	1.7%	0	0.0%			0	0.0%	19	1.6%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	1,158	100.0%	54	100.0%			14	100.0%	1,226	100.0%
No Answer	172		18		17		0		207	
Avg. Time (min)	8.2		14.1				20.0		8.6	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Maverick

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

116	42
117	35
120	20
114	19

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Aquarium

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	3,575	95.6%
Drive/Park Egress	43	1.2%
Pick-up Egress	23	0.6%
Taxi Egress	23	0.6%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	3,664	98.0%
MBTA Bus	26	0.7%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	48	1.3%
Other	0	0.0%
Total Public Trans.	74	2.0%
TOTAL	3,738	100.0%
No Answer	0	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,636	50.5%	7	16.3%			23	100.0%	1,666	50.4%
6-10	1,154	35.6%	0	0.0%			0	0.0%	1,154	34.9%
11-15	351	10.8%	0	0.0%	(No		0	0.0%	351	10.6%
16-20	97	3.0%	0	0.0%	responses)		0	0.0%	97	2.9%
21-30	0	0.0%	36	83.7%			0	0.0%	36	1.1%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	3,238	100.0%	43	100.0%			23	100.0%	3,304	100.0%
No Answer	338		0		23		0		361	
Avg. Time (min)	7.3		25.9				5.0		7.5	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Aquarium

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

SL2

26

**Boat, Alighted at
Dock Indicated:**

Number of
Riders

Charlestown Navy Yard

48

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: State-B

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	4,675	92.7%
Drive/Park Egress	27	0.5%
Pick-up Egress	35	0.7%
Taxi Egress	23	0.5%
Shuttle/Van Egress	143	2.8%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	4,902	97.2%
MBTA Bus	115	2.3%
Other Bus	17	0.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	7	0.1%
Total Public Trans.	139	2.8%
TOTAL	5,041	100.0%
No Answer	153	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	2,289	52.5%	0	0.0%	0	0.0%	10	5.8%	2,298	50.5%
6-10	1,549	35.5%	0	0.0%	0	0.0%	118	71.2%	1,667	36.6%
11-15	340	7.8%	7	100.0%	0	0.0%	8	5.0%	355	7.8%
16-20	180	4.1%	0	0.0%	23	100.0%	30	18.0%	233	5.1%
21-30	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	4,358	100.0%	7	100.0%	23	100.0%	166	100.0%	4,553	100.0%
No Answer	317		19		12		0		349	
Avg. Time (min)	7.0		15.0		20.0		11.0		7.2	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: State-B

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

4	33
326	19
7	18
505	15
93	15
504	8
92	7

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	17
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T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Government Center

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	2,089	97.1%
Drive/Park Egress	28	1.3%
Pick-up Egress	0	0.0%
Taxi Egress	12	0.6%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	16	0.7%
Other Egress	0	0.0%
Total Private Trans.	2,145	99.7%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	7	0.3%
Total Public Trans.	7	0.3%
TOTAL	2,152	100.0%
No Answer	42	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,331	73.2%	7	36.2%			16	100.0%	1,354	73.0%
6-10	298	16.4%	0	0.0%			0	0.0%	298	16.1%
11-15	75	4.1%	0	0.0%	(No		0	0.0%	75	4.0%
16-20	98	5.4%	12	63.8%	responses)		0	0.0%	111	6.0%
21-30	0	0.0%	0	0.0%			0	0.0%	0	0.0%
31-45	16	0.9%	0	0.0%			0	0.0%	16	0.9%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	1,818	100.0%	20	100.0%			16	100.0%	1,854	100.0%
No Answer	271		8				12		291	
Avg. Time (min)	6.1		14.6				5.0		6.1	



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Government Center

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Bowdoin

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	2,459	97.4%
Drive/Park Egress	52	2.1%
Pick-up Egress	12	0.5%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	2,524	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	2,524	100.0%
No Answer	32	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,397	63.6%	7	50.0%	0	0.0%			1,404	63.1%
6-10	588	26.7%	0	0.0%	12	100.0%			600	27.0%
11-15	69	3.1%	7	50.0%	0	0.0%	(No		76	3.4%
16-20	144	6.6%	0	0.0%	0	0.0%	responses)		144	6.5%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	2,198	100.0%	14	100.0%	12	100.0%			2,225	100.0%
No Answer	261		38		0				299	
Avg. Time (min)	6.3		9.0		10.0				6.3	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

BLUE LINE

Expanded Results

Exit Station: Bowdoin

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



Destination Locations and Activities

The data in this chapter show where Blue Line riders ended their trips (by city, town, or neighborhood) and indicate what their activities were at each of those destination locations. This information is useful in defining the market area of each of the Blue Line stations and for understanding the types of trips made on the Blue Line. Additional information regarding the reasons for making trips is presented in Chapters 3 and 4.

A table presenting these data is provided for each station; the tables are at the end of the chapter. Each table shows both the destinations and destination activities for the riders who exited the rapid transit system at the station in question. The data include not only the riders who left the entire transit system when they left the rapid transit portion of that system at these stations, but also riders who continued through transfers to bus, commuter rail, or boat. (Details on the means of transportation between rapid transit stations and destinations are provided in Chapter 8.)

Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Blue Line as a whole. It includes tables and discussion.

9.1 DESTINATION LOCATIONS

9.1.1 DESCRIPTION OF THE DESTINATION LOCATIONS SECTION OF THE TABLE

In each station's table, the left side summarizes the results of survey question 9b, which asked where riders ended the entire one-way trips they were making when surveyed. The data show destination location by city, town, or neighborhood. In the systemwide passenger survey of which this Blue Line survey is a part, the responses about destination locations were aggregated by city or town, except in four municipalities: in Boston they were broken into 26 neighborhoods, in Cambridge into six, in Somerville into four, and in Brookline into three. All of these neighborhoods are shown in Figure 4-1. In the table, for trips ending outside of Massachusetts, the city and the state are given.

Destinations reported by less than 0.5% of riders at a station were aggregated and placed in the “other” category; therefore, not all cities, towns, and neighborhoods in which Blue Line trips ended are represented individually in the table. Some survey responses did not contain enough information to determine a destination city, town, or neighborhood; these responses were aggregated into the “unspecified” category. The destination locations are listed in descending order, based on the number of riders.

It is important to note that the tables for Government Center and State Stations only include riders who exited the rapid transit system there after alighting from the Blue Line. Appendix B contains data on all riders who exited the system at these stations (including those who had alighted from the Green or Orange Line).

9.1.2 OVERVIEW OF RESULTS

During the survey hours, 67% of the riders exiting the rapid transit system at a Blue Line station did so at one of the four downtown stations. Consistent with that, nearly half of the destinations for the Blue Line overall were in just two Boston neighborhoods that are served directly by those stations: Financial/Retail (25%) and Government Center (23%). At Government Center Station alone, 80% of the exits were destined for the Government Center neighborhood, and at State 82% were going either to Financial/Retail (63%) or Government Center (19%).

The third-largest share of overall Blue Line exit trips (12%) was destined for East Boston. More than half of these exited at Maverick Station, where 92% of all exit trips ended in East Boston. That neighborhood was also the largest single destination of passengers exiting at three of the other four stations in East Boston: Wood Island, Orient Heights, and Suffolk Downs. At Airport Station 86% of the exiting riders were going to Logan Airport, and the rest to other East Boston locations.

At each of the three stations in Revere, that city accounted for the single largest share of exit destinations, but that share was much higher at Revere Beach (91%) and Beachmont (85%) than at Wonderland (38%). As the outer terminal of the Blue Line, with large parking capacity and many bus connections, Wonderland is much more of a regional facility than the other stations on the line. Lynn, the next city north of Revere, accounted for 22% of the Wonderland exit destinations. The rest were mostly scattered among nine North Shore communities, with individual shares ranging from 1% to 8%.

9.2 DESTINATION ACTIVITIES

9.2.1 DESCRIPTION OF THE DESTINATION ACTIVITIES SECTION OF THE TABLE

In each station’s table, the right side of the table summarizes the results of survey question 9a, “Where will/did this one-way trip end?” The survey form

provided eight check-off choices: “at work,” “at school,” “at home,” “at a store,” “at a doctor or other personal business,” “at a work-related errand or meeting,” “at a restaurant, or social or recreational activity,” and “other” (with a space for write-ins). For each destination location (city, town, or neighborhood), the table shows the percentages of riders who reported ending at each of these eight “activities.” The absolute number of riders ending at each activity can be determined by multiplying these percentages by the destination location totals on the left side of the table.

For each exit station, the number of survey responses from which the results in the table were expanded was greater for locations in the upper rows and smaller for those in the lower rows. Consequently, the higher the row, the more reliable the distribution of activities given for that destination location. For similar reasons, if one combines the data from groups of stations in the same general area, the resulting distribution of activities by destination location is more reliable than the results for individual stations.

9.2.2 OVERVIEW OF RESULTS

Overall, for the riders who exited the rapid transit system at a Blue Line station, the most common destination “activity” was work (65%), followed by home (16%). Shares for other individual “activities” ranged from 1% to 5%. At the four downtown stations combined, 82% of the exit destinations were work and only 1% home. This is partly a reflection of the hours when the survey was handed out (6:00 AM to 3:00 PM). Had the survey been handed out later, more people would likely have been heading to an “activity” other than work.

At the eight non-downtown stations combined, 45% of the destinations were home and 31% were work. This reflects the residential nature of the non-downtown neighborhoods that the Blue Line serves. The percentages of home destinations were highest at Wonderland (71%) and Orient Heights (68%).

At Airport Station, 53% of the exiting riders who were destined for Logan Airport were going to work and 31% were going to “other” destination activities. (For the purposes of the survey, departing airline passengers were considered to have ended their trips at the airport. They contributed to the large percentage of “other” destination activity.)

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: Wonderland

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Revere	438	37.5%	3.6%	54.2%		30.0%		8.8%			3.3%
Lynn	251	21.5%		74.2%		16.8%	9.1%				
Marblehead	90	7.7%		100.0%							
Salem	90	7.7%	43.1%	56.9%							
Nahant	59	5.1%		65.5%		34.5%					
Boxford	54	4.6%		100.0%							
Chelsea	47	4.0%		82.5%		17.5%					
Unspecified	39	3.3%		75.0%							25.0%
Peabody	37	3.1%		100.0%							
Swampscott	35	3.0%		100.0%							
Newbury	19	1.7%		100.0%							
Lynnfield	10	0.8%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,168	100.0%	4.7%	70.7%		17.3%	2.0%	3.3%			2.1%

Note: Totals shown may differ from column total because of rounding.

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: Revere Beach

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Revere	413	91.6%	8.0%	48.5%		12.3%	3.0%	14.7%	2.6%	10.8%	
Lynn	21	4.6%		47.2%						52.8%	
Unspecified	17	3.8%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	451	100.0%	7.4%	46.6%		15.1%	2.8%	13.5%	2.4%	12.3%	

Note: Totals shown may differ from column total because of rounding.

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: Beachmont

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Revere	340	84.9%	5.7%	54.6%		13.0%		7.0%		8.4%	11.3%
Middleton	31	7.9%		100.0%							
Winthrop	19	4.8%		100.0%							
Unspecified	10	2.4%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	401	100.0%	4.8%	61.5%		11.1%		5.9%		7.1%	9.6%

Note: Totals shown may differ from column total because of rounding.

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: Suffolk Downs

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: East Boston	108	55.5%		29.3%						10.2%	60.5%
Lynn	45	23.0%		100.0%							
Revere	42	21.4%		23.3%		30.0%	46.7%				
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	194	100.0%		44.3%		6.4%	10.0%		5.7%	33.6%	

Note: Totals shown may differ from column total because of rounding.



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: Orient Heights

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: East Boston	435	53.1%	13.3%	48.9%	2.7%	26.2%					8.9%
Winthrop	345	42.1%		88.8%		11.2%					
Unspecified	39	4.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	818	100.0%	7.1%	68.1%	1.5%	18.6%					4.7%

Note: Totals shown may differ from column total because of rounding.



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: Wood Island

City/Neighborhood Destinations	DESTINATION LOCATIONS		No Resp.	DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders		Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other	
Boston: East Boston	178	82.8%		61.0%		28.7%				3.3%		7.0%
Chelsea	22	10.4%		73.1%		26.9%						
Boston: Logan Airport	15	6.9%				100.0%						
Other (< 0.5 % of riders)	0	0.0%										
OVERALL TOTAL	215	100.0%		58.1%		33.4%				2.7%		5.8%

Note: Totals shown may differ from column total because of rounding.

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: Airport

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Logan Airport	1,614	85.4%	2.6%	6.6%		53.0%		0.7%	5.6%	1.1%	30.5%
Boston: East Boston	275	14.6%		81.2%	8.5%	10.4%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,890	100.0%	2.2%	17.5%	1.2%	46.8%		0.6%	4.8%	0.9%	26.0%

Note: Totals shown may differ from column total because of rounding.

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: Maverick

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: East Boston	1,491	92.6%	0.6%	43.4%	0.6%	38.0%	2.7%	1.7%	7.6%	2.7%	2.9%
Chelsea	80	4.9%		34.9%	21.0%	44.1%					
Boston: Logan Airport	39	2.4%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,610	100.0%	0.5%	41.9%	1.6%	39.8%	2.5%	1.5%	7.0%	2.5%	2.7%

Note: Totals shown may differ from column total because of rounding.

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: Aquarium

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Financial/Retail	1,725	46.5%	0.8%		0.7%	93.9%	0.6%	1.8%	2.3%		
Boston: Waterfront	1,195	32.2%	1.5%			76.6%			5.0%	14.1%	2.8%
Boston: North End	290	7.8%		17.3%	15.7%	62.6%		4.3%			
Boston: So Bos Indust	271	7.3%				95.4%					4.6%
Boston: Govt Center	125	3.4%				63.6%			18.2%	18.2%	
Boston: Charlestown	48	1.3%			26.6%	14.8%				58.6%	
Peabody	36	1.0%		100.0%							
Wrentham	23	0.6%									100.0%
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	3,712	100.0%	0.8%	2.3%	1.9%	82.5%	0.3%	1.1%	3.3%	5.9%	1.8%

Note: Totals shown may differ from column total because of rounding.

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: State-B

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Financial/Retail	3,259	63.8%	1.0%			90.0%	1.3%	3.1%	3.2%	0.9%	0.5%
Boston: Govt Center	1,001	19.6%	2.8%		2.3%	76.9%		4.2%	3.4%	10.4%	
Boston: Waterfront	310	6.1%				94.4%			5.6%		
Boston: So Bos Indust	209	4.1%				100.0%					
Boston: Park Square	63	1.2%				88.8%					11.2%
Boston: Back Bay	48	0.9%				52.3%				47.7%	
Boston: South End	35	0.7%				64.7%		35.3%			
Boston: Dwntwn Unspecified	28	0.6%								100.0%	
Other (< 0.5 % of riders)	154	3.0%		14.8%	17.0%	53.4%			14.8%		
OVERALL TOTAL	5,107	100.0%	1.2%	0.4%	1.0%	86.0%	0.8%	3.0%	3.5%	3.6%	0.5%

Note: Totals shown may differ from column total because of rounding.

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: Government Center

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Govt Center	1,745	80.8%	1.6%		2.8%	76.0%	1.1%	4.3%	6.2%	3.0%	4.9%
Boston: Park Square	133	6.1%				90.6%					9.4%
Boston: Financial/Retail	131	6.0%	17.5%			61.7%			20.8%		
Boston: North End	63	2.9%				100.0%					
Boston: Back Bay	47	2.2%				100.0%					
Boston: So Bos Indust	19	0.9%				100.0%					
Boston: Beacon Hill	15	0.7%				100.0%					
Other (< 0.5 % of riders)	7	0.3%			100.0%						
OVERALL TOTAL	2,160	100.0%	2.4%		2.6%	77.4%	0.9%	3.5%	6.3%	2.4%	4.5%

Note: Totals shown may differ from column total because of rounding.

Destination Locations and Activities

BLUE LINE

Expanded Results

Exit Station: Bowdoin

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Govt Center	1,845	71.8%	1.7%	2.1%	3.3%	76.9%	0.6%	8.4%	2.9%	1.1%	3.0%
Boston: Beacon Hill	592	23.0%				84.0%	2.1%	12.7%			1.2%
Boston: North End	98	3.8%				100.0%					
Cambridge: Kendall/MIT	15	0.6%				100.0%					
Other (< 0.5 % of riders)	20	0.8%				36.2%					63.8%
OVERALL TOTAL	2,570	100.0%	1.2%	1.5%	2.4%	79.2%	0.9%	9.0%	2.1%	0.8%	2.9%

Note: Totals shown may differ from column total because of rounding.



Origin-Destination Cross-tabulation

The data in Chapter 4 of this report show, for riders who began their rapid transit trips at Blue Line stations, the origin locations of their entire trips by city, town, or neighborhood. The data in Chapter 9 show the final destination locations, by city, town, or neighborhood, of riders who completed the rapid transit segments of their trips at Blue Line stations. The two corresponding chapters in the Red, Orange, and Green Line volumes of this set of survey reports show similar information for the passengers who either entered or exited the rapid transit system at stations on those lines.

In this chapter, the type of table presented provides, for the passengers who entered the rapid transit system at each Blue Line station, a cross-tabulation between the origins of the passengers' entire trips and the final destinations of these trips, regardless of the line or station where they exited the system. The corresponding chapter in the Red, Orange, and Green Line volumes presents the same type of cross-tabulation. A table is presented for each Blue Line entry station at the end of the chapter. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Blue Line as a whole. It includes tables and discussion.

10.1 DESCRIPTION OF TABLE

The origin-destination cross-tabulation table for each entry station is based on the responses to survey questions 4b and 9b, which asked riders to state the location of the starting and ending points of the trips they were making when they received the survey forms. Respondents were asked to provide the following information about these locations: address, or nearest intersection or landmark; city, town, or neighborhood; state; and zip code. However, many of the responses were less detailed than this. In such cases, missing details were inferred to the extent possible from other information provided, such as the transit boarding and alighting points, the modes of access and egress, and the access and egress times.

In the systemwide passenger survey of which this Blue Line survey is a part, the responses about origin and destination locations were aggregated by city or town, except in four municipalities: in Boston they were broken into 26 neighborhoods, in Cambridge into six, in Somerville into four, and in

Brookline into three. All of these neighborhoods are shown in Figure 4-1. In the table, for trips originating from outside of Massachusetts, the city and the state are given.

The neighborhood names and boundaries used in the survey databases conform to definitions that have been used by CTPS in previous surveys, and they do not all match the names used by survey respondents. For example, locations reported as “Chinatown” in survey responses were included in “Boston: Park Square” in the databases.

The table for each entry station shows a maximum of 18 origins (in rows) and 10 destinations (in columns). For each station, the origins included are those with the largest total numbers of reported trip beginnings, regardless of reported destination. The rows of origins are arranged in descending order of size. Any origins below the top 18 are combined as “Other” in a nineteenth row.

Similarly, the destinations included in each table are those with the largest total numbers of trip ends, regardless of reported origin. The columns of destinations are arranged in descending order of size. Any origins below the top 10 are combined as “Other” in an eleventh column.

At each entry station, the destination most frequently reported by all riders combined was often, though not always, the same as the one most frequently reported by the riders who were coming from the most frequently reported origin. Therefore, the most common origin-destination pair was often, though not always, the one in the first column of the first row in the table.

The entries in the “Other” row and “Other” column show, both in absolute numbers and in percentages, the importance, respectively, of origins not shown for each destination listed and of destinations not shown for each origin listed. If information on specific “other” origins or destinations is desired, custom reports can be generated.

10.2 OVERVIEW OF RESULTS

This overview will begin with the non-downtown stations and will proceed from the outermost stations inward. At Wonderland, Revere Beach, and Beachmont, the most common origin-destination pair was Revere to the Financial/Retail District. It accounted for 7%, 10%, and 21%, respectively, of the trips entering at these stations. Revere to Government Center was the second-largest origin-destination pair from Revere Beach (10%) and Beachmont (17%), but Lynn to Financial/Retail was second from Wonderland (6%), followed by Lynn to Government Center (5%).

At Orient Heights, the top origin-destination pairs were Winthrop to Financial/Retail (15%), Winthrop to Government Center (11%), and East Boston to Government Center (6%). At each of the other four stations in East Boston, the two most common origin-destination pairs were East Boston to Government Center and to Financial/Retail. Government Center was ahead of

ORIGIN-DESTINATION CROSS-TABULATION

Financial/Retail at Suffolk Downs (13% vs. 7%) and Wood Island (15% vs. 11%). East Boston to Financial/Retail was ahead of East Boston to Government Center at Airport (20% vs. 15%) and at Maverick (16% vs. 15%).

The results from the downtown Blue Line stations are based on smaller sample sizes than those from non-downtown stations; therefore, their degree of accuracy is necessarily lower. The largest shares of origin-destination pairs, as might be expected, started from the nearest neighborhoods and ended at either East Boston or Revere. At Aquarium, trips to East Boston from the Waterfront and North End neighborhoods were equivalent, at 7% each. At State, the top pairs were Financial/Retail to East Boston (15%) and to Revere (9%). At Government Center Station, trips from the Government Center neighborhood to East Boston and to Revere were first and second, respectively, at 20% and 15%. The top two pairs at Bowdoin were Beacon Hill to East Boston (12%) and to Revere (7%).

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

BLUE LINE

Entry Station: Wonderland

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Waterfront	Boston: Park Square	Boston: Beacon Hill	Boston: Prudential/ Hancock	Boston: Longwood Med Area	Boston: Back Bay	Boston: So Bos Indust	Boston: South End	Other & % of Row	Row Total & % of Overall
Revere	316	223	73	41	67	32	39	21	27	7	223 20.5%	1088 24.6%
Lynn	259	232	62	48	48	73	27	21	48	59	177 16.6%	1066 24.1%
Marblehead	158	101	67	46	21	12	20	20	7	7	44 8.8%	503 11.4%
Salem	135	60	44	66	0	14	7	7	0	0	66 15.9%	413 9.3%
Swampscott	147	74	32	7	20	21	7	25	7	7	27 7.1%	374 8.5%
Peabody	95	78	12	0	12	0	0	7	7	0	20 8.4%	232 5.3%
Saugus	76	62	14	0	21	0	0	0	0	0	27 13.3%	200 4.5%
Nahant	62	46	0	0	7	7	7	0	0	0	0 0.0%	157 3.6%
Unspecified	20	14	0	27	0	7	0	12	0	12	21 18.7%	113 2.6%
Chelsea	7	7	0	12	7	0	0	0	0	0	7 17.3%	41 0.9%
Danvers	14	7	14	0	0	0	0	0	0	0	0 0.0%	35 0.8%
Lynnfield	14	20	0	0	0	0	0	0	0	0	0 0.0%	34 0.8%
Winthrop	20	12	0	0	0	0	0	0	0	0	0 0.0%	34 0.8%
Topsfield	0	0	14	0	0	0	7	0	0	0	0 0.0%	21 0.5%
Malden	7	0	0	0	0	0	0	0	0	0	7 50.0%	14 0.3%
Everett	7	0	0	0	7	0	0	0	0	0	0 0.0%	14 0.3%
Beverly	0	0	7	0	0	0	0	0	0	0	7 50.0%	14 0.3%
Newbury	0	0	12	0	0	0	0	0	0	0	0 0.0%	12 0.3%
Other & % of Column	7 0.5%	12 1.3%	0 0.0%	7 2.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	14 34.7%	41 0.9%
Column Total & % of Overall	1355 30.7%	949 21.5%	352 8.0%	253 5.7%	210 4.8%	166 3.8%	113 2.6%	113 2.6%	95 2.2%	92 2.1%	640 14.5%	4417

T ***MBTA Surveys: 2008-09***
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

BLUE LINE

Entry Station: Revere Beach

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Govt Center	Boston: Financial/R etail	Boston: Park Square	Boston: East Boston	Boston: Longwood Med Area	Boston: Logan Airport	Boston: Charlesto wn	Boston: Prudential/ Hancock	Boston: South End	Boston: Back Bay	Other & % of Row	Row Total & % of Overall
Revere	175	201	154	142	124	85	87	78	0	67	393	1564
											25.1%	76.9%
Lynn	19	0	28	0	0	0	0	0	0	0	76	124
											61.4%	6.1%
Unspecified	28	19	0	0	0	0	0	0	48	0	0	96
											0.0%	4.7%
Chelsea	0	0	0	0	0	0	0	0	28	0	28	57
											50.0%	2.8%
Winthrop	48	0	0	0	0	0	0	0	0	0	0	48
											0.0%	2.4%
Everett	0	19	0	0	0	28	0	0	0	0	0	48
											0.0%	2.4%
Marblehead	0	19	19	0	0	0	0	0	0	0	0	39
											0.0%	1.9%
Swampscott	0	28	0	0	0	0	0	0	0	0	0	28
											0.0%	1.4%
Nahant	28	0	0	0	0	0	0	0	0	0	0	28
											0.0%	1.4%
Column Total & % of Overall	300	288	202	142	124	114	87	78	76	67	497	2033
	14.7%	14.1%	10.0%	7.0%	6.1%	5.6%	4.3%	3.8%	3.8%	3.3%	24.5%	

T MBTA Surveys: 2008-09
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

BLUE LINE

Entry Station: **Beachmont**

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Back Bay	Boston: Waterfront	Boston: Park Square	Boston: So Bos Indust	Boston: Logan Airport	Cambridge : Kendall/MI	Boston: North End	Boston: Longwood Med Area	Other & % of Row	Row Total & % of Overall
Revere	391	310	122	89	98	65	65	49	41	33	253 16.3%	1547 81.2%
Winthrop	25	24	8	0	8	8	0	8	0	0	25 23.1%	107 5.6%
Chelsea	0	16	16	16	8	0	0	0	0	0	0 0.0%	57 3.0%
Saugus	8	8	0	24	0	0	0	0	0	0	0 0.0%	41 2.1%
Lynn	0	33	0	0	0	0	0	0	0	0	0 0.0%	33 1.7%
Unspecified	16	8	0	0	8	0	0	0	0	0	0 0.0%	33 1.7%
Salem	16	0	0	0	0	0	0	0	0	0	0 0.0%	16 0.8%
Rowley	16	0	0	0	0	0	0	0	0	0	0 0.0%	16 0.8%
Middleton	16	0	0	0	0	0	0	0	0	0	0 0.0%	16 0.8%
Peabody	0	8	0	0	0	0	0	0	0	0	0 0.0%	8 0.4%
North Shore: unspecified	8	0	0	0	0	0	0	0	0	0	0 0.0%	8 0.4%
Marblehead	0	0	0	0	0	8	0	0	0	0	0 0.0%	8 0.4%
Danvers	8	0	0	0	0	0	0	0	0	0	0 0.0%	8 0.4%
Boxford	8	0	0	0	0	0	0	0	0	0	0 0.0%	8 0.4%
Column Total & % of Overall	513 26.9%	407 21.4%	146 7.7%	129 6.8%	122 6.4%	82 4.3%	65 3.4%	57 3.0%	41 2.2%	33 1.7%	277 14.6%	1905

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

BLUE LINE

Entry Station: Suffolk Downs

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Govt Center	Boston: Financial/R etail	Boston: Waterfront	Revere	Boston: Logan Airport	Boston: Back Bay	Boston: Park Square	Unspecif ed	Boston: East Boston	Boston: Fenway	Other & % of Row	Row Total & % of Overall
Boston: East Boston	68	36	17	23	28	12	21	21	17	17	57 17.4%	328 61.7%
Revere	23	11	0	11	0	0	0	0	0	0	6 10.9%	57 10.7%
Marblehead	11	19	6	0	0	17	0	0	0	0	0 0.0%	53 9.9%
Winthrop	11	12	0	0	0	0	0	0	0	0	11 31.6%	34 6.4%
Danvers	6	0	6	0	0	0	0	0	0	0	0 0.0%	12 2.3%
Nahant	0	0	0	0	0	0	0	0	0	0	11 100.0%	11 2.0%
Unspecified	0	0	0	0	6	0	0	0	0	0	0 0.0%	6 1.2%
Topsfield	0	6	0	0	0	0	0	0	0	0	0 0.0%	6 1.2%
Swampscott	0	0	6	0	0	0	0	0	0	0	0 0.0%	6 1.2%
Norton	0	0	0	0	0	0	6	0	0	0	0 0.0%	6 1.2%
North Andover	6	0	0	0	0	0	0	0	0	0	0 0.0%	6 1.2%
Lynn	6	0	0	0	0	0	0	0	0	0	0 0.0%	6 1.2%
Column Total & % of Overall	131 24.6%	84 15.7%	36 6.7%	34 6.4%	34 6.4%	29 5.5%	28 5.2%	21 4.0%	17 3.2%	17 3.2%	85 15.9%	532

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Origin-Destination Cross-tabulation

BLUE LINE

Expanded Results

Entry Station: Orient Heights

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Waterfront	Boston: Logan Airport	Boston: Beacon Hill	Boston: Park Square	Boston: North End	Boston: Fenway	Boston: Longwood Med Area	Boston: Back Bay	Other & % of Row	Row Total & % of Overall
Winthrop	412	294	155	99	123	62	67	91	32	52	333 19.0%	1754 63.9%
Boston: East Boston	116	173	94	47	15	47	15	0	47	15	227 27.5%	826 30.1%
Revere	32	0	0	0	0	0	0	0	0	0	15 31.5%	47 1.7%
Unspecified	0	17	15	0	0	0	0	0	0	0	0 0.0%	32 1.2%
Topsfield	0	0	0	0	0	17	0	0	0	0	0 0.0%	17 0.6%
Peabody	0	0	0	17	0	0	0	0	0	0	0 0.0%	17 0.6%
Hamilton	0	0	17	0	0	0	0	0	0	0	0 0.0%	17 0.6%
Danvers	17	0	0	0	0	0	0	0	0	0	0 0.0%	17 0.6%
Georgetown	0	0	0	0	0	0	15	0	0	0	0 0.0%	15 0.5%
Column Total & % of Overall	577 21.0%	484 17.6%	281 10.2%	163 5.9%	138 5.0%	126 4.6%	96 3.5%	91 3.3%	79 2.9%	67 2.4%	575 20.9%	2743

T MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

BLUE LINE

Expanded Results

Entry Station: Wood Island

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Park Square	Boston: Back Bay	Boston: North End	Cambridge : Harvard Square	Boston: Charlesto wn	Boston: Prudential/ Hancock	Quincy	Newton	Other & % of Row	Row Total & % of Overall
Boston: East Boston	140	200	91	12	40	33	33	29	29	17	195	831
											23.5%	63.8%
Chelsea	40	29	52	17	0	0	0	0	0	12	40	207
											19.5%	15.9%
Winthrop	74	17	0	0	0	0	0	0	0	0	12	102
											11.6%	7.9%
Revere	0	24	17	17	0	0	0	0	0	0	0	57
											0.0%	4.4%
Peabody	17	0	0	0	0	0	0	0	0	0	12	29
											41.6%	2.2%
Lynn	12	12	0	0	0	0	0	0	0	0	0	24
											0.0%	1.8%
Rowley	17	0	0	0	0	0	0	0	0	0	0	17
											0.0%	1.3%
Unspecified	0	0	0	0	0	0	0	0	0	0	12	12
											100.0%	0.9%
Salem	0	0	0	0	0	0	0	0	0	0	12	12
											100.0%	0.9%
Lynnfield	0	12	0	0	0	0	0	0	0	0	0	12
											0.0%	0.9%
Column Total & % of Overall	300	293	160	45	40	33	33	29	29	29	283	1303
	23.0%	22.5%	12.3%	3.5%	3.1%	2.6%	2.6%	2.2%	2.2%	2.2%	21.7%	


MBTA Surveys: 2008-09
Rapid Transit Survey
Origin-Destination Cross-tabulation
Expanded Results

BLUE LINE
Entry Station: Airport

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston:	Boston:	Boston:	Boston:	Boston:	Cambridge:	Boston:	Cambridge:	Boston:	Boston:	Other & % of Row	Row Total & % of Overall
	Financial/Retail	Govt Center	Park Square	North End	Back Bay	Harvard Square	So Boston Indust	Kendall/MI	South End	North Dorchester		
Boston: East Boston	730	534	280	140	117	42	122	75	0	42	431 16.6%	2598 70.9%
Boston: Logan Airport	103	0	42	42	61	126	0	42	84	42	267 33.0%	810 22.1%
Swampscott	0	0	84	0	0	0	0	0	0	0	0 0.0%	84 2.3%
Revere	0	42	0	0	0	0	0	0	0	0	37 47.1%	80 2.2%
Chelsea	0	19	0	0	0	0	0	0	0	0	19 50.0%	37 1.0%
Winthrop	0	19	0	0	0	0	0	0	0	0	0 0.0%	19 0.5%
Lynn	19	0	0	0	0	0	0	0	0	0	0 0.0%	19 0.5%
Everett	0	0	19	0	0	0	0	0	0	0	0 0.0%	19 0.5%
Column Total & % of Overall	852 23.2%	613 16.7%	425 11.6%	183 5.0%	178 4.9%	168 4.6%	122 3.3%	117 3.2%	84 2.3%	84 2.3%	754 20.6%	3665

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

BLUE LINE

Entry Station: Maverick

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Waterfront	Boston: Back Bay	Boston: Park Square	Cambridge : Kendall/MI	Boston: North End	Boston: Longwood Med Area	Boston: So Bos Indust	Boston: Fenway	Other & % of Row	Row Total & % of Overall
Boston: East Boston	915	816	239	195	254	163	204	122	153	145	1374	4707
											29.2%	83.9%
Chelsea	117	127	86	109	0	23	0	18	18	0	117	615
											19.0%	11.0%
Revere	23	0	0	18	0	18	0	18	0	0	0	76
											0.0%	1.4%
Unspecified	0	0	0	0	0	0	0	18	0	0	41	59
											69.5%	1.0%
Lynn	0	23	0	0	0	0	0	0	0	0	18	41
											44.0%	0.7%
Winthrop	0	0	0	0	18	0	0	0	0	0	18	36
											50.0%	0.6%
Saugus	0	0	0	0	0	0	0	0	0	0	23	23
											100.0%	0.4%
Medford	0	0	0	0	0	18	0	0	0	0	0	18
											0.0%	0.3%
Malden	0	0	0	0	18	0	0	0	0	0	0	18
											0.0%	0.3%
Everett	0	0	0	0	0	0	0	18	0	0	0	18
											0.0%	0.3%
Column Total & % of Overall	1055	966	326	322	290	221	204	194	171	145	1591	5610
	18.8%	17.2%	5.8%	5.7%	5.2%	3.9%	3.6%	3.5%	3.0%	2.6%	28.4%	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

BLUE LINE

Entry Station: Aquarium

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: East Boston	Boston: Logan Airport	Revere	Boston: Park Square	Boston: Longwood Med Area	Boston: Fenway	Boston: Prudential/ Hancock	Boston: Govt Center	Boston: Back Bay	Lynn	Other & % of Row	Row Total & % of Overall
Boston: Waterfront	97	19	0	72	18	18	0	36	36	19	160	495
											32.3%	36.5%
Boston: Financial/Retail	39	39	39	0	18	18	18	0	0	19	79	288
											27.4%	21.2%
Boston: North End	97	19	19	5	0	0	0	5	0	0	19	166
											11.7%	12.2%
Boston: Govt Center	19	19	0	0	0	0	0	0	0	0	39	78
											50.0%	5.7%
Boston: Charlestown	19	0	19	0	0	18	18	0	0	0	0	75
											0.0%	5.5%
Hull	0	19	0	0	5	0	16	5	5	0	11	63
											17.3%	4.6%
Andover	0	39	0	0	0	0	0	0	0	0	0	39
											0.0%	2.9%
Yarmouth	19	0	0	0	0	0	0	0	0	0	0	19
											0.0%	1.4%
Windham, NH	19	0	0	0	0	0	0	0	0	0	0	19
											0.0%	1.4%
Needham	0	19	0	0	0	0	0	0	0	0	0	19
											0.0%	1.4%
Nashua, NH	0	19	0	0	0	0	0	0	0	0	0	19
											0.0%	1.4%
Medford	19	0	0	0	0	0	0	0	0	0	0	19
											0.0%	1.4%
Boston: So Bos Indust	0	0	19	0	0	0	0	0	0	0	0	19
											0.0%	1.4%
Boston: North Dorchester	0	19	0	0	0	0	0	0	0	0	0	19
											0.0%	1.4%
Hanover	0	0	0	0	18	0	0	0	0	0	0	18
											0.0%	1.3%
Column Total & % of Overall	329	213	97	77	59	54	52	47	41	39	308	1355
	24.3%	15.7%	7.1%	5.7%	4.4%	4.0%	3.8%	3.4%	3.1%	2.9%	22.7%	

T ***MBTA Surveys: 2008-09***
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

BLUE LINE

Entry Station: State-B

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: East Boston	Revere	Boston: Govt Center	Boston: Logan Airport	Unspecif ied	Winthrop	Salem	Nahant	Marblehea d	Lynn	Other & % of Row	Row Total & % of Overall
Boston: Financial/Retail	193	116	39	77	39	0	0	39	0	39	0	579 0.0%
Boston: Govt Center	39	39	39	0	0	0	0	0	0	0	20	135 14.4%
Boston: Park Square	39	0	0	0	39	0	0	0	39	0	0	116 0.0%
Boston: Waterfront	39	39	0	0	0	0	0	0	0	0	0	77 0.0%
Boston: South End	39	0	0	0	0	39	0	0	0	0	0	77 0.0%
Boston: So Bos Indust	39	0	0	0	0	0	0	0	0	0	39	77 50.0%
Unspecified	20	0	39	0	0	0	0	0	0	0	0	58 0.0%
Boston: Charlestown	0	39	0	20	0	0	0	0	0	0	0	58 0.0%
Newton	20	0	20	0	0	0	0	0	0	0	0	39 0.0%
Framingham	0	39	0	0	0	0	0	0	0	0	0	39 0.0%
Barnstable	0	0	0	0	0	0	39	0	0	0	0	39 0.0%
Stoneham	0	0	20	0	0	0	0	0	0	0	0	20 0.0%
Column Total & % of Overall	425 32.4%	270 20.6%	155 11.8%	97 7.4%	77 5.9%	39 2.9%	39 2.9%	39 2.9%	39 2.9%	39 2.9%	58 4.4%	1315

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

BLUE LINE

Expanded Results

Entry Station: Government Center

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Revere	Boston: East Boston	Winthrop	Lynn	Unspecif ed	Boston: Logan Airport	Boston: Financial/R etail						Row Total & % of Overall
Boston: Govt Center	104	134	89	89	45	45	0						506 75.6%
Boston: Financial/Retail	59	45	0	0	0	0	0						104 15.5%
Boston: Back Bay	45	0	0	0	0	0	0						45 6.7%
Boston: South End	0	0	0	0	0	0	14						14 2.2%
Column Total & % of Overall	208 31.0%	179 26.7%	89 13.4%	89 13.4%	45 6.7%	45 6.7%	14 2.2%						669

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Origin-Destination Cross-tabulation

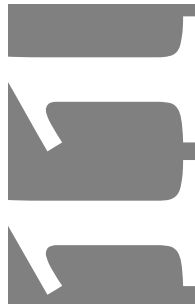
Expanded Results

BLUE LINE

Entry Station: Bowdoin

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: East Boston	Revere	Unspecif ed	Boston: Financial/R etail	Boston: Govt Center	Winthrop	Lynn	Boston: Longwood Med Area	Boston: Park Square	Chelsea	Other & % of Row	Row Total & % of Overall
Boston: Govt Center	29	35	10	29	29	19	0	10	0	10	106	287
											37.1%	50.9%
Boston: Beacon Hill	69	39	29	10	0	10	19	10	19	6	22	232
											9.3%	41.2%
Boston: Fenway	10	10	0	0	0	0	0	0	0	0	0	19
											0.0%	3.4%
Unspecified	0	0	10	0	0	0	0	0	0	0	0	10
											0.0%	1.7%
Boston: North End	0	0	0	0	0	0	0	0	0	0	10	10
											100.0%	1.7%
Harvard	0	6	0	0	0	0	0	0	0	0	0	6
											0.0%	1.1%
Column Total & % of Overall	107	89	48	39	29	29	19	19	19	16	138	563
	19.1%	15.9%	8.6%	6.9%	5.2%	5.2%	3.4%	3.4%	3.4%	2.8%	24.5%	



Socioeconomic Characteristics

This chapter presents data on the age, gender, income, and ethnicity of Blue Line riders. Tables (at the end of the chapter) present these data by station. For each station, three tables presenting, respectively, the age, gender, and income data are grouped on one page. Ethnicity data for that station's riders are shown in two tables on the following page. The data for each station are based on the survey responses from riders who started the rapid transit portions of their trips at that station. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Blue Line as a whole. It includes tables and discussion.

11.1 AGE OF RIDERS

11.1.1 DESCRIPTION OF TABLE

The first table for each station summarizes the results from survey question 16, "What is your age?" It shows the number of riders and the percent of riders relative to the station total (excluding "no answer") in each of six age groups: 18 or under, 19 to 24, 25 to 34, 35 to 44, 45 to 64, and 65 or over. It also gives the cumulative percentages that result as one adds each age group to the ones preceding it in the table.

11.1.2 OVERVIEW OF RESULTS

Across the Blue Line, most respondents were between the ages of 25 and 64. Leaving out State and Government Center Stations, 83% of the responding population belonged to this age group. Members of the work force are most likely to be somewhere in this age range, and, indeed, 85% of the riders boarding at non-downtown stations reported work or work-related trip purposes (see Chapter 3 for a full discussion of trip purposes). In contrast, nearly 30% of the riders who boarded at State and Government Center were under the age of 25 or over 64. Only 65% of the riders entering those two stations had work or work-related trip ends.

Overall, the 45-to-64 age bracket had the highest share of riders (38%), whereas the 25-to-34 bracket was the highest at Maverick (32%) and Airport (38%). The large share of 45-to-64-year-old respondents is partially due to the

size of the age brackets. The 45-to-64 age bracket covers 20 years, while the 25-to-34 bracket only covers 10.

The percentages of responses in the 19-to-24 category varied widely among stations. The highest percentages were observed at Suffolk Downs (14%), Government Center (13%), and State (12%). The lowest were observed at Bowdoin (3%), Wonderland (4%), and Aquarium (5%).

On the Blue Line overall, only 1% of survey respondents were age 18 or under. This group exceeded 2% only at Suffolk Downs (3%) and Wood Island (4%). Among the respondents in this age group, 78% were making home-based school trips. Comparisons with fare data indicate that riders in this age group are generally underrepresented in MBTA passenger surveys owing to a low response rate.

At the other end of the spectrum, the percentages of riders age 65 and older varied between the downtown and non-downtown stations. This age bracket accounted for 15% to 19% of the responses at the downtown stations but for only 3% to 11% at the non-downtown stations. Of the older riders entering at the downtown stations, about one-third were making trips to one of the other downtown stations. Many of the younger riders would likely have walked rather than taking the Blue Line for similar trips.

11.2 GENDER OF RIDERS

11.2.1 DESCRIPTION OF TABLE

The gender table for each station summarizes the responses to survey question 20, “What is your gender? (For example: Male, Female),” with space for a write-in answer. The open-ended format of the question allowed survey respondents to self-identify as transgender. The table displays, for each gender, the number of riders and the percentage of the total number of riders who answered the question.

11.2.2 OVERVIEW OF RESULTS

At each of the non-downtown stations except Airport and Revere Beach, female riders outnumbered male riders. At Airport they made up 47% of the ridership, at Revere Beach 50%. The highest percentage of female respondents was 67%, at Wood Island.

Female respondents also outnumbered males at almost all of the downtown stations, the exception being Government Center. The percentage of females ranged from 43% at Government Center to 58% at Aquarium.

A few surveys were returned by transgender riders at the stations between Beachmont and Wood Island. The maximum percentage of transgender riders per station was 2%; the percentages were based on one returned survey per station.

11.3 ANNUAL HOUSEHOLD INCOME

11.3.1 DESCRIPTION OF TABLE

Each station's table on annual household income summarizes the responses to survey question 19, "What is your annual combined household income?" The survey form provided eight income-range choices: "under \$20,000," "\$20,000–\$29,999," "\$30,000–\$39,999," "\$40,000–\$49,999," "\$50,000–\$59,999," "\$60,000–\$74,999," "\$75,000–\$99,999," and "\$100,000 or more." The table shows the number and percent of riders who checked each income range, as well as giving the cumulative percentages that result as one adds each income group to the ones preceding it in the table. Riders who did not answer this question are not reflected in the percentages. Below this table is a line that reports the average household size for riders at the station.

11.3.2 OVERVIEW OF RESULTS

The results regarding household income varied considerably among stations. The stations with the highest percentages of incomes in the \$100,000-or-more range were Aquarium (47%), Wonderland (37%), and Bowdoin (29%). The stations with the lowest percentages in this range were Revere Beach (8%), Maverick (15%), Government Center (20%), and Beachmont (20%). At Revere Beach, 25% reported household incomes of under \$20,000.

At all of the stations except Revere Beach, the \$100,000-or-more range had a larger percentage than any other individual range. This result could be skewed, as a significant number of riders elected not to answer the household income question.

It might be expected that household income would be related to some extent to household size, which was asked for in the survey (not asked for was the number of household members who were employed). However, the results were somewhat mixed. Overall, Blue Line riders with household incomes of \$100,000 or more had an average household size of 2.7, while those with household incomes of under \$20,000 had an average household size of 2.4. However, Aquarium, which had the lowest average household size (2.15), also had the highest percentage of household incomes in the \$100,000-or-more range. Revere Beach, which had the highest average household size (2.69), had the lowest percentage of household incomes in the top range.

11.4 ETHNICITY OF RIDERS

11.4.1 DESCRIPTION OF TABLES

For each station, ethnicity is reported using two tables. The first summarizes the results from survey question 21a, "How do you self-identify by race?" Six check-off choices were provided: "American Indian or Alaska native," "black or African-American," "native Hawaiian or other Pacific islander," "Asian," "white," and "other" with space for write-ins. These categories were those used

in the U.S. census. Respondents were instructed to check as many as applied. The table shows the number and percent of responses for each race category. Because riders were allowed to check more than one box, percentages generally add up to more than 100%.

The second table shows the results from survey question 21b, “Are you Hispanic/Latino?”, which provided the check-off options “yes” and “no.” The table shows the number and percent of “yes” and “no” responses. The data reported in this table are independent of those in the preceding table. Riders who self-identified as Hispanic or Latino in question 21b could have checked any of the races listed in question 21a. Of those who checked “yes” for question 21b, 65% checked “other,” 30% checked “white,” and 5% checked “black or African-American” in question 21a.

11.4.2 OVERVIEW OF RESULTS

The majority of riders who entered the rapid transit system at a Blue Line station were white (80%). The station with the largest percentage of white riders was Aquarium (91%). The station with the largest percentage of nonwhite riders was Revere Beach, where 65% of the riders self-identified as white, 14% as black or African-American, 7% as Asian, and 17% as “other.” Most of the riders who checked “other” also checked that they were Hispanic/Latino. As in the table, each of the percentages given in this discussion for a race includes any respondents who checked not only that race but one or more others as well.

The stations with the largest percentages of riders who answered “yes” as to whether they were Hispanic/Latino were Maverick (24%) and Airport (21%). Orient Heights and Aquarium were the stations with the lowest percentage of Hispanic/Latino riders, with 7% at each station.

*This chapter's tables begin
on the following page.*



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

BLUE LINE

Entry Station: Wonderland

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	176	4.0%	4.0%
25 - 34	606	13.9%	17.9%
35 - 44	1,095	25.0%	42.9%
45 - 64	2,108	48.2%	91.0%
65 and Older	392	9.0%	100.0%
TOTAL	4,377	100.0%	100.0%
No Answer	41		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,623	38.2%
Female	2,621	61.8%
Transgender	0	0.0%
TOTAL	4,244	100.0%
No Answer	174	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	121	3.1%	3.1%
\$20,000 - \$29,999	211	5.4%	8.5%
\$30,000 - \$39,999	218	5.6%	14.1%
\$40,000 - \$49,999	260	6.7%	20.8%
\$50,000 - \$59,999	440	11.3%	32.1%
\$60,000 - \$74,999	593	15.2%	47.4%
\$75,000 - \$99,999	606	15.6%	62.9%
\$100,000 or more	1,443	37.1%	100.0%
TOTAL	3,892	100.0%	100.0%
No Answer	526		

Mean Household Size: 2.58



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: Wonderland

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	27	0.6%
Black or African-American	255	6.2%
Native Hawaiian or Other Pacific Islander	7	0.2%
Asian	130	3.1%
White	3,622	87.3%
Other	179	4.3%
 Riders who gave at least 1 response	 4,148	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	379	9.0%
No	3,829	91.0%
TOTAL	4,208	100.0%
No Answer	209	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

BLUE LINE

Expanded Results

Entry Station: Revere Beach

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	228	11.4%	11.4%
25 - 34	586	29.2%	40.6%
35 - 44	298	14.9%	55.5%
45 - 64	683	34.1%	89.5%
65 and Older	210	10.5%	100.0%
TOTAL	2,005	100.0%	100.0%
No Answer	28		

Gender of Riders:	Number of Riders	Percent of Riders
Male	995	50.1%
Female	991	49.9%
Transgender	0	0.0%
TOTAL	1,985	100.0%
No Answer	48	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	446	24.8%	24.8%
\$20,000 - \$29,999	249	13.8%	38.6%
\$30,000 - \$39,999	202	11.2%	49.8%
\$40,000 - \$49,999	183	10.1%	59.9%
\$50,000 - \$59,999	87	4.8%	64.7%
\$60,000 - \$74,999	366	20.3%	85.0%
\$75,000 - \$99,999	135	7.5%	92.5%
\$100,000 or more	135	7.5%	100.0%
TOTAL	1,802	100.0%	100.0%
No Answer	231		

Mean Household Size: 2.69



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: Revere Beach

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	28	1.5%
Black or African-American	249	13.4%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	136	7.4%
White	1,199	64.8%
Other	306	16.5%
Riders who gave at least 1 response	1,850	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	373	19.2%
No	1,573	80.8%
TOTAL	1,946	100.0%
No Answer	87	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

BLUE LINE

Expanded Results

Entry Station: Beachmont

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	8	0.4%	0.4%
19 - 24	195	10.5%	10.9%
25 - 34	423	22.7%	33.6%
35 - 44	317	17.0%	50.6%
45 - 64	815	43.7%	94.3%
65 and Older	106	5.7%	100.0%
TOTAL	1,864	100.0%	100.0%
No Answer	41		

Gender of Riders:	Number of Riders	Percent of Riders
Male	781	43.6%
Female	1,003	56.0%
Transgender	8	0.5%
TOTAL	1,791	100.0%
No Answer	114	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	97	6.1%	6.1%
\$20,000 - \$29,999	114	7.1%	13.2%
\$30,000 - \$39,999	139	8.7%	21.9%
\$40,000 - \$49,999	227	14.2%	36.2%
\$50,000 - \$59,999	172	10.8%	46.9%
\$60,000 - \$74,999	180	11.3%	58.2%
\$75,000 - \$99,999	342	21.4%	79.6%
\$100,000 or more	325	20.4%	100.0%
TOTAL	1,596	100.0%	100.0%
No Answer	309		

Mean Household Size: 2.45



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: Beachmont

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	41	2.4%
Black or African-American	122	7.2%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	24	1.4%
White	1,393	82.6%
Other	155	9.2%
 Riders who gave at least 1 response	 1,686	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	285	16.6%
No	1,434	83.4%
TOTAL	1,719	100.0%
No Answer	186	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

BLUE LINE

Entry Station: Suffolk Downs

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	17	3.2%	3.2%
19 - 24	71	13.5%	16.8%
25 - 34	99	19.0%	35.7%
35 - 44	76	14.5%	50.3%
45 - 64	238	45.6%	95.9%
65 and Older	21	4.1%	100.0%
TOTAL	521	100.0%	100.0%
No Answer	11		

Gender of Riders:	Number of Riders	Percent of Riders
Male	199	39.1%
Female	299	58.8%
Transgender	11	2.1%
TOTAL	509	100.0%
No Answer	23	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	77	16.0%	16.0%
\$20,000 - \$29,999	12	2.6%	18.5%
\$30,000 - \$39,999	79	16.3%	34.8%
\$40,000 - \$49,999	11	2.2%	37.1%
\$50,000 - \$59,999	51	10.6%	47.6%
\$60,000 - \$74,999	65	13.5%	61.1%
\$75,000 - \$99,999	57	11.9%	73.0%
\$100,000 or more	130	27.0%	100.0%
TOTAL	481	100.0%	100.0%
No Answer	51		

Mean Household Size: 2.38



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: Suffolk Downs

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	11	2.1%
Black or African-American	57	11.1%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	17	3.3%
White	397	77.0%
Other	45	8.7%
 Riders who gave at least 1 response	 515	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	79	15.1%
No	443	84.9%
TOTAL	521	100.0%
No Answer	11	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

BLUE LINE

Entry Station: Orient Heights

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	44	1.6%	1.6%
19 - 24	192	7.0%	8.6%
25 - 34	400	14.6%	23.2%
35 - 44	486	17.7%	40.9%
45 - 64	1,425	51.9%	92.9%
65 and Older	195	7.1%	100.0%
TOTAL	2,743	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	921	35.4%
Female	1,667	64.1%
Transgender	15	0.6%
TOTAL	2,602	100.0%
No Answer	140	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	180	7.9%	7.9%
\$20,000 - \$29,999	121	5.3%	13.2%
\$30,000 - \$39,999	96	4.2%	17.5%
\$40,000 - \$49,999	121	5.3%	22.8%
\$50,000 - \$59,999	318	14.0%	36.8%
\$60,000 - \$74,999	412	18.1%	54.9%
\$75,000 - \$99,999	506	22.2%	77.1%
\$100,000 or more	520	22.9%	100.0%
TOTAL	2,274	100.0%	100.0%
No Answer	469		

Mean Household Size: 2.50



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: Orient Heights

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	49	1.9%
Black or African-American	148	5.7%
Native Hawaiian or Other Pacific Islander	17	0.7%
Asian	99	3.8%
White	2,146	82.5%
Other	158	6.1%
Riders who gave at least 1 response	2,600	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	170	6.9%
No	2,297	93.1%
TOTAL	2,466	100.0%
No Answer	276	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

BLUE LINE

Entry Station: Wood Island

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	45	3.5%	3.5%
19 - 24	119	9.2%	12.7%
25 - 34	303	23.4%	36.2%
35 - 44	252	19.6%	55.7%
45 - 64	457	35.4%	91.1%
65 and Older	114	8.9%	100.0%
TOTAL	1,291	100.0%	100.0%
No Answer	12		

Gender of Riders:	Number of Riders	Percent of Riders
Male	403	31.9%
Female	848	67.2%
Transgender	12	0.9%
TOTAL	1,262	100.0%
No Answer	40	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	129	11.0%	11.0%
\$20,000 - \$29,999	76	6.5%	17.5%
\$30,000 - \$39,999	69	5.9%	23.4%
\$40,000 - \$49,999	114	9.8%	33.1%
\$50,000 - \$59,999	88	7.5%	40.7%
\$60,000 - \$74,999	224	19.1%	59.8%
\$75,000 - \$99,999	214	18.3%	78.0%
\$100,000 or more	257	22.0%	100.0%
TOTAL	1,172	100.0%	100.0%
No Answer	131		

Mean Household Size: 2.58



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: Wood Island

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	12	1.1%
Black or African-American	12	1.1%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	36	3.2%
White	1,005	89.0%
Other	76	6.7%
 Riders who gave at least 1 response	 1,129	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	217	17.7%
No	1,010	82.3%
TOTAL	1,226	100.0%
No Answer	76	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

BLUE LINE

Entry Station: Airport

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	37	1.0%	1.0%
19 - 24	365	10.1%	11.1%
25 - 34	1,357	37.5%	48.6%
35 - 44	1,020	28.2%	76.7%
45 - 64	698	19.3%	96.0%
65 and Older	145	4.0%	100.0%
TOTAL	3,623	100.0%	100.0%
No Answer	42		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,886	52.7%
Female	1,695	47.3%
Transgender	0	0.0%
TOTAL	3,580	100.0%
No Answer	84	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	393	11.9%	11.9%
\$20,000 - \$29,999	145	4.4%	16.3%
\$30,000 - \$39,999	426	12.9%	29.3%
\$40,000 - \$49,999	365	11.1%	40.3%
\$50,000 - \$59,999	258	7.8%	48.2%
\$60,000 - \$74,999	430	13.0%	61.2%
\$75,000 - \$99,999	492	14.9%	76.1%
\$100,000 or more	786	23.9%	100.0%
TOTAL	3,295	100.0%	100.0%
No Answer	370		

Mean Household Size: 2.35



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: Airport

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	56	1.6%
Black or African-American	159	4.7%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	220	6.4%
White	2,817	82.5%
Other	318	9.3%
 Riders who gave at least 1 response	 3,417	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	730	20.7%
No	2,789	79.3%
TOTAL	3,520	100.0%
No Answer	145	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

BLUE LINE

Entry Station: Maverick

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	117	2.1%	2.1%
19 - 24	736	13.2%	15.3%
25 - 34	1,778	31.8%	47.1%
35 - 44	1,091	19.5%	66.6%
45 - 64	1,698	30.4%	97.0%
65 and Older	168	3.0%	100.0%
TOTAL	5,587	100.0%	100.0%
No Answer	23		

Gender of Riders:	Number of Riders	Percent of Riders
Male	2,204	41.4%
Female	3,116	58.6%
Transgender	0	0.0%
TOTAL	5,320	100.0%
No Answer	290	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	671	13.1%	13.1%
\$20,000 - \$29,999	457	8.9%	22.0%
\$30,000 - \$39,999	598	11.7%	33.7%
\$40,000 - \$49,999	606	11.8%	45.5%
\$50,000 - \$59,999	667	13.0%	58.5%
\$60,000 - \$74,999	707	13.8%	72.3%
\$75,000 - \$99,999	669	13.1%	85.3%
\$100,000 or more	752	14.7%	100.0%
TOTAL	5,127	100.0%	100.0%
No Answer	484		

Mean Household Size: 2.36



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: Maverick

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	104	2.0%
Black or African-American	440	8.6%
Native Hawaiian or Other Pacific Islander	18	0.4%
Asian	254	5.0%
White	3,668	71.9%
Other	716	14.0%
Riders who gave at least 1 response	5,101	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	1,259	23.9%
No	3,998	76.1%
TOTAL	5,257	100.0%
No Answer	353	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

BLUE LINE

Entry Station: Aquarium

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	19	1.5%	1.5%
19 - 24	62	4.7%	6.2%
25 - 34	235	17.9%	24.1%
35 - 44	243	18.5%	42.6%
45 - 64	551	42.0%	84.6%
65 and Older	202	15.4%	100.0%
TOTAL	1,312	100.0%	100.0%
No Answer	43		

Gender of Riders:	Number of Riders	Percent of Riders
Male	521	41.6%
Female	732	58.4%
Transgender	0	0.0%
TOTAL	1,253	100.0%
No Answer	102	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	97	7.8%	7.8%
\$20,000 - \$29,999	97	7.8%	15.6%
\$30,000 - \$39,999	41	3.3%	18.9%
\$40,000 - \$49,999	106	8.6%	27.5%
\$50,000 - \$59,999	44	3.6%	31.0%
\$60,000 - \$74,999	83	6.7%	37.7%
\$75,000 - \$99,999	185	14.9%	52.6%
\$100,000 or more	589	47.4%	100.0%
TOTAL	1,242	100.0%	100.0%
No Answer	113		

Mean Household Size: 2.15



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: Aquarium

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	18	1.4%
Black or African-American	37	2.9%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	58	4.5%
White	1,185	91.3%
Other	37	2.9%
 Riders who gave at least 1 response	 1,298	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	93	7.0%
No	1,225	93.0%
TOTAL	1,318	100.0%
No Answer	37	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

BLUE LINE

Entry Station: State-B

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	155	12.1%	12.1%
25 - 34	232	18.2%	30.3%
35 - 44	174	13.6%	43.9%
45 - 64	503	39.4%	83.3%
65 and Older	213	16.7%	100.0%
TOTAL	1,276	100.0%	100.0%
No Answer	39		

Gender of Riders:	Number of Riders	Percent of Riders
Male	599	49.2%
Female	619	50.8%
Transgender	0	0.0%
TOTAL	1,218	100.0%
No Answer	97	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	270	23.7%	23.7%
\$20,000 - \$29,999	155	13.5%	37.3%
\$30,000 - \$39,999	39	3.4%	40.6%
\$40,000 - \$49,999	97	8.5%	49.1%
\$50,000 - \$59,999	39	3.4%	52.5%
\$60,000 - \$74,999	135	11.9%	64.4%
\$75,000 - \$99,999	135	11.9%	76.3%
\$100,000 or more	271	23.7%	100.0%
TOTAL	1,141	100.0%	100.0%
No Answer	174		

Mean Household Size: 2.30



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: State-B

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	39	3.2%
Black or African-American	58	4.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	78	6.5%
White	928	77.4%
Other	97	8.1%
Riders who gave at least 1 response	1,199	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	135	10.9%
No	1,102	89.1%
TOTAL	1,237	100.0%
No Answer	77	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

BLUE LINE

Expanded Results

Entry Station: Government Center

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	89	13.4%	13.4%
25 - 34	89	13.4%	26.7%
35 - 44	89	13.4%	40.1%
45 - 64	297	44.4%	84.5%
65 and Older	104	15.5%	100.0%
TOTAL	669	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	356	57.1%
Female	268	42.9%
Transgender	0	0.0%
TOTAL	624	100.0%
No Answer	45	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	118	17.7%	17.7%
\$20,000 - \$29,999	0	0.0%	17.7%
\$30,000 - \$39,999	0	0.0%	17.7%
\$40,000 - \$49,999	0	0.0%	17.7%
\$50,000 - \$59,999	134	20.0%	37.7%
\$60,000 - \$74,999	193	28.9%	66.6%
\$75,000 - \$99,999	89	13.4%	80.0%
\$100,000 or more	134	20.0%	100.0%
TOTAL	669	100.0%	100.0%
No Answer	0		

Mean Household Size: 2.21



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: Government Center

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	45	7.7%
Black or African-American	59	10.2%
Native Hawaiian or Other Pacific Islander	45	7.7%
Asian	45	7.7%
White	520	89.8%
Other	45	7.7%
 Riders who gave at least 1 response	 579	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	89	14.7%
No	520	85.3%
TOTAL	609	100.0%
No Answer	59	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

BLUE LINE

Expanded Results

Entry Station: Bowdoin

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	6	1.1%	1.1%
19 - 24	19	3.4%	4.5%
25 - 34	45	7.9%	12.4%
35 - 44	58	10.3%	22.7%
45 - 64	326	57.9%	80.7%
65 and Older	109	19.3%	100.0%
TOTAL	563	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	247	45.8%
Female	291	54.2%
Transgender	0	0.0%
TOTAL	538	100.0%
No Answer	25	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	54	11.2%	11.2%
\$20,000 - \$29,999	29	6.0%	17.2%
\$30,000 - \$39,999	29	6.0%	23.1%
\$40,000 - \$49,999	48	10.0%	33.1%
\$50,000 - \$59,999	66	13.7%	46.8%
\$60,000 - \$74,999	39	8.0%	54.7%
\$75,000 - \$99,999	80	16.4%	71.2%
\$100,000 or more	140	28.8%	100.0%
TOTAL	486	100.0%	100.0%
No Answer	77		

Mean Household Size: 2.12



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

BLUE LINE

Entry Station: Bowdoin

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	39	7.3%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	16	3.0%
White	439	83.1%
Other	35	6.6%
Riders who gave at least 1 response	528	

Note: Because responders were allowed to check more than 1 box, percentages shown may add up to more than 100 percent over all categories.

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	16	3.0%
No	509	97.0%
TOTAL	525	100.0%
No Answer	39	



Usage Rates and Fare Types

The data in this chapter show how frequently Blue Line riders used the service. They also show how riders paid their fares and how frequently the users of each fare type rode the line.

The tables (at the end of the chapter) present data by station. For each station, two tables are grouped on one page, and a third table appears on a second page. The first table shows the number of days per week riders used the Blue Line; the second shows their weekend use patterns. The third table shows how many riders used each fare type and how often the users of each fare type rode the Blue Line. The data for each station are based on the survey responses from riders who started the rapid transit portions of their trips at that station.

Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Blue Line as a whole. It includes tables and discussion.

12.1 NUMBER OF DAYS USED PER WEEK

12.1.1 DESCRIPTION OF TABLE

The first table for each station summarizes the results of survey question 11, which asked how many days a week riders used the Blue Line. Nine check-off boxes were provided on the survey form: one for each possible number of days per week, plus “less than 1 day” and “I’m only visiting Boston.” For each usage level, the table shows the number and percent of riders; it also gives the cumulative percentages that result as one adds each category of user to the ones preceding it in the table.

12.1.2 OVERVIEW OF RESULTS

At every station along the Blue Line the most common reported usage frequency was five days per week. For the line overall 52% of the riders reported five-day use. Some of those who checked six- or seven-day use also indicated that they used weekend service on one or both days occasionally rather than regularly, which would put their average usage closer to five days.

Therefore, in the following comparisons of reported usage by station, the category of five or more days is used instead of five days.

On the Blue Line overall, 75% of the riders reported usage rates of five or more days per week. At the non-downtown stations, these rates ranged from 70% to 80%, except at Beachmont (84%) and Maverick (87%). Reported usage rates at the downtown stations varied more. Bowdoin had the lowest rate of five-day-or-more usage, at 42%, followed by Aquarium at 44%. Bowdoin is closed after 6:00 PM on weekdays and all day on Saturdays and Sundays, so those reporting usage over five days would have been referring to alternate stations.

At Aquarium, nonwork trips, which tend to be repeated less frequently, accounted for a greater-than-average share of riders. That station had the highest rate of less-than-one-day usage (18%) and the second-highest rate of “only visiting” (6%), compared to the line averages of 6% and 2%, respectively, for these measures.

12.2 WEEKEND USAGE

12.2.1 DESCRIPTION OF TABLE

The weekend usage table for each station summarizes the results of survey question 12, which asked how frequently riders used the Blue Line on Saturdays and Sundays. For each weekend day, riders could check one of three frequency-of-use categories: regularly, occasionally, or not at all.

In the table, Sunday usage categories are displayed across the top of the table, and Saturday down the left side. The table cells show cross-tabulated data for Saturdays and Sundays. For example, the cells in the first data row show the numbers and percentages of Sunday riders, by usage category, who used the Blue Line regularly on Saturday. Likewise, the cells in the first data column show the numbers and percentages of Saturday riders, by usage category, who used the Blue Line regularly on Sunday.

The far-right column shows the total numbers and percentages of Saturday riders by usage category, and the bottom row shows the same for Sunday. These totals reflect only riders who described their usage for both Saturday and Sunday.

12.2.2 OVERVIEW OF RESULTS

For the Blue Line overall, the most frequently reported combinations of Saturday and Sunday usage were occasional use on both days (46%), followed by no use on either day (24%) and regular use on both days (16%). The latter figure was higher than the 12% who reported seven-day-per-week usage in the first table, indicating that some regular Saturday and Sunday users used weekday service less than five days per week.

The stations with the highest reported regular usage on both Saturday and Sunday were Government Center (28%), Maverick (24%), and Revere Beach

(21%). No riders reported that they were regular Sunday users unless they were also at least occasional Saturday users. Less than 1% overall reported that they were regular Saturday users but did not use Sunday service at all. Revere Beach, at 3%, was the only station with more than 1% reporting this combination.

12.3 FARE TYPES AND PASS USAGE

12.3.1 DESCRIPTION OF TABLE

The third table for each station, on a separate page, presents three data points for each fare type: the number of riders using the fare type, the percentage of riders using the fare type, and the number of days per week that the riders using each fare type rode the Blue Line.

The first two columns are based on the results of survey question seven: “What type of fare did you pay for this rapid transit trip?” Ten check-off choices were provided, including “other” with space for write-ins. Riders using commuter rail monthly passes could also write in the zone number. The data in the third column are based on the assumption that each rider used the fare payment type reported in question seven on the same number of days per week that the rider reported using the Blue Line in question 11.

12.3.2 OVERVIEW OF RESULTS

Mix of Fare Types

For the Blue Line overall, the most common method of fare payment was some form of monthly pass, reported by 60% of all riders. Pay-per-ride using a CharlieCard was second, at 24% overall. Monthly pass use was also most common at each station except Aquarium and Bowdoin, where pay-per-ride CharlieCards were slightly ahead (38% to 37% and 42% to 41%). At the non-downtown stations, percentages of monthly pass use ranged from 56% at Revere Beach to 67% at Wonderland. Monthly pass use was slightly below the line average at Government Center (56%) and further below at State (49%). The lower pass use rates at the downtown stations were related to the lower average frequency of travel there, as riders who travel most frequently have the most incentive to pay the fixed cost of passes rather than paying per trip.

By far the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 54% of the Blue Line riders. This was the minimum monthly pass level required on the rapid transit system (whether or not the passenger also needed to use a bus) for a passenger who would have paid full fare if paying per ride. The next-most-common reported monthly pass category, reported by 2% of the riders was Zone passes. These are used by passengers who also use MBTA commuter rail or Inner Harbor ferry services. Senior monthly passes, used by riders over age 65, were reported by just over 1% of Blue Line riders, with Student and Disability monthly passes accounting for under 1% each.

After monthly passes and pay-per-ride using CharlieCards, the two most common fare types overall, with 6% each, were 7-day LinkPasses and reduced-fare pay-per-ride (including Student, Senior, and Disability). The percentages of riders using either of these types varied considerably among stations. No riders entering Government Center reported use of 7-day LinkPasses, but at other stations shares ranged from 2% (at Wonderland) to 11% (at Maverick).

Reduced-fare pay-per-ride use by station ranged from 1% (at Airport) to 11% (at Revere Beach), except at State, where it was 20%. The latter figure included 12% Senior and 8% Disability fares and reflected above-average percentages of riders eligible for such fares among users of that station. Blue Line-wide, pay-per-ride reduced fare was the fare type for 6% of the riders; 4% paid Senior fares, nearly 2% Disability fares, and under 1% Student fares.

Usage Rates by Fare Type

As discussed above, the final column of the Fare Types and Pass Usage table shows the average number of days per week that riders reporting use of each fare type used the Blue Line.

Pay-per-Ride CharlieCard

The CharlieCard, a plastic card containing a radio-frequency identification (RFID) chip, was launched in 2006. The user can simply tap the pass on a reader to pay a fare. At the time of the survey, riders who used the CharlieCard to pay-per-ride paid 15% less per ride than those who used the paper CharlieTicket (\$1.70 versus \$2.00). Using the CharlieCard also took less time than paying using a CharlieTicket. Average usage frequency for CharlieCard users by station ranged from 3.0 days per week at Bowdoin to 4.8 days per week at Wood Island; the overall Blue Line average was 4.0 days .

Pay-per-Ride CharlieTicket

The CharlieTicket, a paper ticket with a magnetic strip, has been in use since early 2005. On the Blue Line, the average usage rate by station of the CharlieTicket to pay-per-ride ranged from 0.5 days per week at Suffolk Downs to 4.2 days per week at Maverick; the overall line average was 3.2 days.

Monthly Pass

Monthly passes, which allow unlimited use, typically show higher average usage rates than pay-per-ride options, because the most frequent riders have the most incentive to purchase such passes. On the Blue Line, the average usage rate for all monthly pass forms combined was 5.1 days per week. Average usage by station ranged from 3.9 days, at Bowdoin (which is not open on weekends or after 6:00 PM on weekdays), to 5.8 days, at Government Center. At other Blue Line stations, the monthly pass usage rates differed only slightly from the line average, except for lower rates at State (4.0) and Aquarium (4.2).

Full Cash Fare On-Board Trolley

This fare type does not apply to rapid transit trips that begin on the Blue Line (it is applicable only to trips beginning at Green Line surface stops or stations on the Mattapan High-Speed trolley line).

Reduced Fare

This category includes pay-per-ride reduced fares for students from age 12 through high school, for seniors (age 65 and over), and for passengers with disabilities. Monthly passes for riders eligible for reduced fares are included in the data for monthly passes. On the Blue Line overall, the users of pay-per-ride reduced fares used them an average of 4.0 days per week. Average usage by station ranged from 2.4 days at Aquarium to 6.0 days at Airport. (The Airport result is not very reliable, as it was based on responses from only two riders.)

Child Under Age 12 Free Fare

Children under age 12 seldom fill out passenger surveys, so little information is available about riders in that group. The sample size of riders reporting “Child Under Age 12 Free Fare” was exceptionally low: only two on the entire Blue Line. Both respondents reported that they used the Blue Line 5 days per week.

Blind Access Card

Only one survey was returned by a Blue Line rider using a Blind Access Card as the fare type. That respondent entered at Maverick and rode the Blue Line 7 days per week.

1-Day LinkPass

None of the survey returns from the Blue Line reported use of the 1-Day LinkPass.

7-Day LinkPass

For the Blue Line overall, the average reported usage rate of the 7-Day LinkPass was 5.7 days per week, which exceeded the rates of all other fare types for which a large sample size was obtained. (The 7-Day LinkPass had the third-largest sample size.) Average usage rates at individual stations ranged from 4.6 days per week, at Suffolk Downs, to 7.0 days per week, at State and Bowdoin.

Other

On the rapid transit system overall, most riders who checked the box for “other” fare type and also wrote in which type, were authorized free riders, including MBTA employees. On the Blue Line, only one returned survey had the “other” fare type checked, and it included no further detail. This respondent rode 5 days per week.



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

BLUE LINE

Expanded Results

Entry Station: Wonderland

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	215	4.9%	4.9%
One Day	91	2.1%	7.0%
Two Days	166	3.8%	10.7%
Three Days	259	5.9%	16.6%
Four Days	420	9.5%	26.2%
Five Days	2,940	66.9%	93.1%
Six Days	145	3.3%	96.4%
Seven Days	110	2.5%	98.9%
Only Visiting	50	1.1%	100.0%
TOTAL	4,396	100.0%	100.0%
No Answer	21		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	254 6.4%	76 1.9%	7 0.2%	80	337 8.5%
Occasionally	0 0.0%	1,739 43.8%	189 4.8%	227	1,928 48.6%
Not at all	0 0.0%	25 0.6%	1,681 42.3%	55	1,705 42.9%
No Answer	14	12	7	51	
Sunday Total	254 6.4%	1,840 46.3%	1,877 47.3%		3,971 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

BLUE LINE

Expanded Results

Entry Station: Wonderland

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	1,243	28.2%	4.0
Pay-per-ride CharlieTicket (paper)	119	2.7%	4.1
Monthly pass	2,643	60.0%	4.8
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	334	7.6%	3.3
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	257	5.8%	2.9
<i>Disability</i>	76	1.7%	4.4
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	66	1.5%	5.1
Other	0	0.0%	0.0
No Fare Payment Type Selected	12		
All Payment Types	4,405	100.0%	4.4

Monthly Pass Users

by Type of Pass:

Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	2,261	51.3%	4.9
Zone	90	2.0%	3.2
Boat	0	0.0%	0.0
Inner Express Bus	198	4.5%	4.4
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	67	1.5%	4.2
Disability	0	0.0%	0.0
No Pass Selected	27	0.6%	5.0
Total Riders Using Monthly Passes	2,643	60.0%	4.8

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	7	0.2%	5.0
1	7	0.2%	5.0
2	14	0.3%	4.5
3	41	0.9%	2.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	7	0.2%	2.0
8	7	0.2%	4.0
Interzone	0	0.0%	0.0
No Zone Selected	7	0.2%	5.0
Total Riders Using Zone Passes	90	2.0%	3.2



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

BLUE LINE

Expanded Results

Entry Station: Revere Beach

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	28	1.4%	1.4%
One Day	0	0.0%	1.4%
Two Days	133	6.6%	8.0%
Three Days	48	2.4%	10.3%
Four Days	142	7.0%	17.3%
Five Days	1,042	51.2%	68.5%
Six Days	268	13.2%	81.7%
Seven Days	315	15.5%	97.2%
Only Visiting	57	2.8%	100.0%
TOTAL	2,033	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	371 21.0%	144 8.1%	48 2.7%	124	563 31.9%
Occasionally	39 2.2%	826 46.8%	67 3.8%	87	932 52.8%
Not at all	0 0.0%	19 1.1%	250 14.2%	0	270 15.3%
No Answer	0	0	0	57	
Sunday Total	410 23.3%	989 56.0%	366 20.7%		1,765 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.

Fare Types and Pass Usage
BLUE LINE

Expanded Results

Entry Station: Revere Beach

Usage Rates by Fare Type:
Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	469	23.4%	4.8
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	1,118	55.8%	5.2
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	219	10.9%	4.7
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	105	5.2%	3.9
<i>Disability</i>	114	5.7%	5.3
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	199	9.9%	5.1
Other	0	0.0%	0.0
No Fare Payment Type Selected	28		
All Payment Types	2,005	100.0%	5.0

Monthly Pass Users
by Type of Pass:
Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	994	49.6%	5.2
Zone	48	2.4%	5.6
Boat	0	0.0%	0.0
Inner Express Bus	19	1.0%	7.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	57	2.8%	2.7
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,118	55.8%	5.2

Zones Reported by
Users of Zone Passes:
Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	28	1.4%	6.0
1	19	1.0%	5.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	48	2.4%	5.6



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

BLUE LINE

Expanded Results

Entry Station: Beachmont

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	65	3.4%	3.4%
One Day	0	0.0%	3.4%
Two Days	89	4.7%	8.2%
Three Days	49	2.6%	10.8%
Four Days	98	5.2%	16.0%
Five Days	1,207	64.2%	80.1%
Six Days	219	11.6%	91.8%
Seven Days	155	8.2%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	1,882	100.0%	100.0%
No Answer	24		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	292 17.7%	146 8.9%	16 1.0%	33	454 27.6%
Occasionally	8 0.5%	555 33.7%	146 8.9%	131	709 43.1%
Not at all	0 0.0%	0 0.0%	482 29.3%	65	482 29.3%
No Answer	8	0	0	24	
Sunday Total	300 18.2%	700 42.6%	644 39.2%		1,645 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.

Fare Types and Pass Usage
BLUE LINE

Expanded Results

Entry Station: Beachmont

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	408	21.6%	4.1
Pay-per-ride CharlieTicket (paper)	49	2.6%	3.4
Monthly pass	1,196	63.3%	5.1
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	90	4.8%	4.4
<i>Student</i>	8	0.4%	5.0
<i>Senior</i>	57	3.0%	4.0
<i>Disability</i>	24	1.3%	5.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	138	7.3%	5.7
Other	8	0.4%	5.0
No Fare Payment Type Selected	16		
All Payment Types	1,889	100.0%	4.9

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	1,164	61.6%	5.2
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Inner Express Bus	16	0.9%	5.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	16	0.9%	2.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,196	63.3%	5.1

Zones Reported by Users of Zone Passes:

(No Zones Reported)



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

BLUE LINE

Expanded Results

Entry Station: Suffolk Downs

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	34	6.6%	6.6%
One Day	0	0.0%	6.6%
Two Days	51	10.0%	16.6%
Three Days	6	1.2%	17.8%
Four Days	38	7.5%	25.3%
Five Days	295	57.7%	83.1%
Six Days	12	2.4%	85.5%
Seven Days	74	14.5%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	510	100.0%	100.0%
No Answer	21		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	85 17.8%	46 9.7%	0 0.0%	32	131 27.5%
Occasionally	0 0.0%	160 33.6%	6 1.3%	6	167 35.0%
Not at all	0 0.0%	11 2.2%	168 35.3%	6	179 37.6%
No Answer	0	0	0	11	
Sunday Total	85 17.8%	218 45.6%	175 36.6%		477 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

BLUE LINE

Expanded Results

Entry Station: Suffolk Downs

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	148	27.8%	3.8
Pay-per-ride CharlieTicket (paper)	11	2.0%	0.5
Monthly pass	307	57.8%	5.3
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	28	5.2%	2.4
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	21	4.0%	3.0
<i>Disability</i>	6	1.2%	0.5
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	38	7.2%	4.6
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	532	100.0%	4.6

Monthly Pass Users

by Type of Pass:

Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	284	53.4%	5.4
Zone	12	2.3%	3.5
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	11	2.0%	7.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	307	57.8%	5.3

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	6	1.2%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	6	1.2%	2.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	12	2.3%	3.5



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

BLUE LINE

Expanded Results

Entry Station: Orient Heights

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	52	1.9%	1.9%
One Day	35	1.3%	3.2%
Two Days	116	4.2%	7.4%
Three Days	148	5.4%	12.8%
Four Days	247	9.0%	21.8%
Five Days	1,651	60.2%	82.0%
Six Days	291	10.6%	92.6%
Seven Days	168	6.1%	98.7%
Only Visiting	35	1.3%	100.0%
TOTAL	2,743	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	296 12.4%	111 4.6%	17 0.7%	49	425 17.7%
Occasionally	0 0.0%	1,152 48.1%	91 3.8%	230	1,243 51.9%
Not at all	0 0.0%	49 2.1%	678 28.3%	0	727 30.4%
No Answer	0	17	0	52	
Sunday Total	296 12.4%	1,312 54.8%	787 32.8%		2,395 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.

Fare Types and Pass Usage
BLUE LINE

Expanded Results

Entry Station: Orient Heights

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	693	25.3%	4.0
Pay-per-ride CharlieTicket (paper)	62	2.2%	4.0
Monthly pass	1,613	58.8%	5.1
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	146	5.3%	3.2
<i>Student</i>	15	0.5%	5.0
<i>Senior</i>	99	3.6%	2.7
<i>Disability</i>	32	1.2%	3.6
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	230	8.4%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	2,743	100.0%	4.8

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	1,531	55.8%	5.1
Zone	35	1.3%	5.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	15	0.5%	7.0
Student	0	0.0%	0.0
Senior	32	1.2%	5.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,613	58.8%	5.1

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	35	1.3%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	35	1.3%	5.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

BLUE LINE

Expanded Results

Entry Station: Wood Island

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	17	1.3%	1.3%
One Day	0	0.0%	1.3%
Two Days	50	3.8%	5.1%
Three Days	79	6.0%	11.2%
Four Days	136	10.4%	21.6%
Five Days	774	59.4%	81.0%
Six Days	110	8.4%	89.4%
Seven Days	138	10.6%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	1,304	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	167 14.6%	102 9.0%	0 0.0%	17	269 23.5%
Occasionally	0 0.0%	579 50.6%	57 5.0%	86	636 55.6%
Not at all	0 0.0%	29 2.5%	209 18.3%	12	238 20.8%
No Answer	0	17	0	29	
Sunday Total	167 14.6%	710 62.1%	267 23.3%		1,143 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.

Fare Types and Pass Usage
BLUE LINE

Expanded Results

Entry Station: Wood Island

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	333	25.6%	4.8
Pay-per-ride CharlieTicket (paper)	17	1.3%	2.0
Monthly pass	845	64.9%	5.1
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	45	3.5%	3.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	45	3.5%	3.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	62	4.8%	4.7
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	1,303	100.0%	4.9

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	764	58.7%	5.2
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	12	0.9%	5.0
Senior	52	4.0%	4.0
Disability	17	1.3%	3.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	845	64.9%	5.1

Zones Reported by Users of Zone Passes:

(No Zones Reported)



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

BLUE LINE

Entry Station: Airport

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	365	10.0%	10.0%
One Day	122	3.3%	13.3%
Two Days	121	3.3%	16.6%
Three Days	61	1.7%	18.2%
Four Days	267	7.3%	25.5%
Five Days	1,573	42.9%	68.4%
Six Days	543	14.8%	83.3%
Seven Days	468	12.8%	96.0%
Only Visiting	145	4.0%	100.0%
TOTAL	3,665	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	547 17.1%	309 9.7%	0 0.0%	103	856 26.8%
Occasionally	84 2.6%	1,596 50.0%	178 5.6%	206	1,859 58.2%
Not at all	0 0.0%	0 0.0%	478 15.0%	42	478 15.0%
No Answer	19	0	0	103	
Sunday Total	631 19.8%	1,905 59.7%	656 20.5%		3,192 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.

Fare Types and Pass Usage
BLUE LINE

Expanded Results

Entry Station: Airport

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	931	25.4%	3.3
Pay-per-ride CharlieTicket (paper)	183	5.0%	4.1
Monthly pass	2,373	64.8%	5.0
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	37	1.0%	6.0
<i>Student</i>	19	0.5%	5.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	19	0.5%	7.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	19	0.5%	5.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	122	3.3%	5.8
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	3,665	100.0%	4.6

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	2,228	60.8%	5.1
Zone	103	2.8%	2.1
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	42	1.1%	7.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,373	64.8%	5.0

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	0	0.0%	0.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	84	2.3%	2.5
4	0	0.0%	0.0
5	0	0.0%	0.0
6	19	0.5%	0.5
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	103	2.8%	2.1



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

BLUE LINE

Expanded Results

Entry Station: Maverick

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	109	2.0%	2.0%
One Day	23	0.4%	2.4%
Two Days	173	3.1%	5.5%
Three Days	127	2.3%	7.8%
Four Days	262	4.7%	12.5%
Five Days	2,634	47.6%	60.2%
Six Days	1,019	18.4%	78.6%
Seven Days	1,159	21.0%	99.6%
Only Visiting	23	0.4%	100.0%
TOTAL	5,529	100.0%	100.0%
No Answer	81		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	1,237 23.7%	457 8.8%	41 0.8%	94	1,736 33.2%
Occasionally	64 1.2%	2,605 49.9%	208 4.0%	249	2,877 55.1%
Not at all	0 0.0%	23 0.4%	586 11.2%	23	609 11.7%
No Answer	0	0	0	23	
Sunday Total	1,301 24.9%	3,085 59.1%	835 16.0%		5,221 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

BLUE LINE

Expanded Results

Entry Station: Maverick

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	884	15.8%	4.5
Pay-per-ride CharlieTicket (paper)	99	1.8%	4.2
Monthly pass	3,743	66.9%	5.4
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	216	3.9%	5.1
<i>Student</i>	72	1.3%	5.8
<i>Senior</i>	81	1.5%	3.0
<i>Disability</i>	64	1.1%	7.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	23	0.4%	5.0
Blind Access Card	23	0.4%	7.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	604	10.8%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	18		
All Payment Types	5,592	100.0%	5.3

Monthly Pass Users

by Type of Pass:

Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	3,580	64.0%	5.4
Zone	18	0.3%	5.0
Boat	0	0.0%	0.0
Inner Express Bus	18	0.3%	5.0
Outer Express Bus	0	0.0%	0.0
Student	23	0.4%	5.0
Senior	41	0.7%	6.6
Disability	64	1.1%	6.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	3,743	66.9%	5.4

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	18	0.3%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	18	0.3%	5.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

BLUE LINE

Entry Station: Aquarium

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	243	18.0%	18.0%
One Day	76	5.6%	23.6%
Two Days	37	2.8%	26.3%
Three Days	218	16.1%	42.4%
Four Days	105	7.7%	50.2%
Five Days	480	35.4%	85.6%
Six Days	58	4.3%	89.9%
Seven Days	62	4.6%	94.5%
Only Visiting	75	5.5%	100.0%
TOTAL	1,354	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	88 7.6%	76 6.6%	0 0.0%	37	164 14.2%
Occasionally	19 1.7%	489 42.3%	23 2.0%	81	532 46.0%
Not at all	0 0.0%	36 3.1%	424 36.7%	5	460 39.8%
No Answer	0	18	0	57	
Sunday Total	108 9.3%	601 52.0%	447 38.7%		1,156 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.

Fare Types and Pass Usage
BLUE LINE

Expanded Results

Entry Station: Aquarium

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	518	38.3%	3.5
Pay-per-ride CharlieTicket (paper)	133	9.8%	1.3
Monthly pass	502	37.1%	4.2
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	123	9.1%	2.3
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	123	9.1%	2.3
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	79	5.8%	4.6
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	1,355	100.0%	3.5

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	241	17.7%	4.4
Zone	173	12.7%	3.5
Boat	32	2.4%	5.0
Inner Express Bus	19	1.4%	5.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	18	1.3%	5.0
Disability	19	1.4%	7.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	502	37.1%	4.2

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	61	4.5%	3.9
1	19	1.4%	5.0
2	18	1.3%	0.5
3	0	0.0%	0.0
4	39	2.9%	3.0
5	0	0.0%	0.0
6	18	1.3%	3.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	18	1.3%	5.0
Total Riders Using Zone Passes	173	12.7%	3.5



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

BLUE LINE

Entry Station: State-B

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	193	14.9%	14.9%
One Day	116	8.9%	23.9%
Two Days	0	0.0%	23.9%
Three Days	174	13.4%	37.3%
Four Days	20	1.5%	38.8%
Five Days	387	29.9%	68.7%
Six Days	77	6.0%	74.6%
Seven Days	290	22.4%	97.0%
Only Visiting	39	3.0%	100.0%
TOTAL	1,296	100.0%	100.0%
No Answer	20		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	290 23.4%	77 6.2%	0 0.0%	39	367 29.7%
Occasionally	0 0.0%	425 34.4%	0 0.0%	39	425 34.4%
Not at all	0 0.0%	0 0.0%	445 36.0%	0	445 36.0%
No Answer	0	0	0	0	
Sunday Total	290 23.4%	503 40.6%	445 36.0%		1,237 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.

Fare Types and Pass Usage
BLUE LINE

Expanded Results

Entry Station: State-B

Usage Rates by Fare Type:
Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	251	19.7%	3.4
Pay-per-ride CharlieTicket (paper)	77	6.1%	3.8
Monthly pass	619	48.5%	4.0
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	251	19.7%	4.4
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	155	12.1%	4.0
<i>Disability</i>	97	7.6%	5.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	77	6.1%	7.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	39		
All Payment Types	1,276	100.0%	4.1

Monthly Pass Users
by Type of Pass:
Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	425	33.3%	5.0
Zone	116	9.1%	1.7
Boat	0	0.0%	0.0
Inner Express Bus	39	3.0%	0.5
Outer Express Bus	39	3.1%	4.0
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	619	48.5%	4.0

Zones Reported by
Users of Zone Passes:
Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	0	0.0%	0.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	39	3.0%	1.0
4	0	0.0%	0.0
5	39	3.0%	3.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	39	3.0%	1.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	116	9.1%	1.7



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

BLUE LINE

Expanded Results

Entry Station: Government Center

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	89	13.4%	13.4%
One Day	0	0.0%	13.4%
Two Days	0	0.0%	13.4%
Three Days	45	6.7%	20.0%
Four Days	45	6.7%	26.7%
Five Days	238	35.6%	62.3%
Six Days	0	0.0%	62.3%
Seven Days	208	31.0%	93.3%
Only Visiting	45	6.7%	100.0%
TOTAL	670	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	163 28.1%	89 15.4%	0 0.0%	0	252 43.5%
Occasionally	14 2.5%	268 46.3%	0 0.0%	45	282 48.8%
Not at all	0 0.0%	0 0.0%	45 7.7%	0	45 7.7%
No Answer	0	0	0	45	
Sunday Total	177 30.6%	357 61.7%	45 7.7%		579 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.

Fare Types and Pass Usage
BLUE LINE

Expanded Results

Entry Station: Government Center

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	104	15.5%	3.3
Pay-per-ride CharlieTicket (paper)	134	20.0%	1.8
Monthly pass	372	55.6%	5.8
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	59	8.8%	5.5
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	59	8.8%	5.5
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	669	100.0%	4.8

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	327	48.9%	5.7
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	45	6.7%	7.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	372	55.6%	5.8

**Zones Reported by
Users of Zone Passes:**

(No Zones Reported)



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

BLUE LINE

Expanded Results

Entry Station: Bowdoin

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	77	14.5%	14.5%
One Day	39	7.2%	21.7%
Two Days	39	7.2%	29.0%
Three Days	97	18.1%	47.1%
Four Days	37	7.0%	54.1%
Five Days	177	33.2%	87.3%
Six Days	19	3.6%	90.9%
Seven Days	29	5.4%	96.4%
Only Visiting	19	3.6%	100.0%
TOTAL	533	100.0%	100.0%
No Answer	29		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	35 7.2%	10 2.0%	0 0.0%	6	45 9.1%
Occasionally	0 0.0%	215 44.0%	0 0.0%	48	215 44.0%
Not at all	0 0.0%	0 0.0%	230 46.9%	10	230 46.9%
No Answer	0	0	0	10	
Sunday Total	35 7.2%	225 46.0%	230 46.9%		489 *

* Totals and percentages reflect only riders who responded to both Saturday and Sunday questions.

Fare Types and Pass Usage
BLUE LINE

Expanded Results

Entry Station: Bowdoin

Usage Rates by Fare Type:
Fare Payment Type

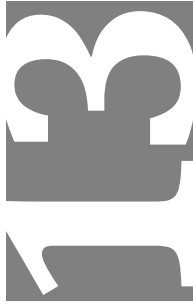
	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	235	41.7%	3.0
Pay-per-ride CharlieTicket (paper)	29	5.2%	3.3
Monthly pass	232	41.2%	3.9
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	48	8.6%	3.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	39	6.9%	1.7
<i>Disability</i>	10	1.7%	7.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	19	3.4%	7.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	563	100.0%	3.5

Monthly Pass Users
by Type of Pass:
Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	185	32.8%	4.1
Zone	12	2.1%	5.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	6	1.1%	5.0
Senior	29	5.2%	1.3
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	232	41.2%	3.9

Zones Reported by
Users of Zone Passes:
Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	6	1.1%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	6	1.1%	5.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	12	2.1%	5.0



Vehicle Availability

The four types of data presented in this chapter describe the potential for Blue Line riders to have used personal vehicles (autos, trucks, or motorcycles) as alternatives to the trips they were making when surveyed. More specifically, the survey asked whether or not riders were licensed to drive, how many vehicles were owned by the riders' households, and whether these vehicles were available for use by the riders. Per capita vehicle ownership was calculated from the answers to the household vehicle ownership question and the household size question (for the latter, see Chapter 11).

The tables (at the end of the chapter) present these data by station. For each station, four tables presenting the four respective types of data are grouped on a single page. The data for each station are based on the survey responses from riders who started the rapid transit portions of their trips at that station. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Blue Line as a whole. It includes tables and discussion.

13.1 LICENSED DRIVERS

13.1.1 DESCRIPTION OF TABLE

Each station's table on licensed drivers shows both the numbers and percentages of Blue Line riders who are licensed and not licensed to drive a vehicle. Also shown is the number of survey respondents who did not answer the question; however, the percentages in the table exclude riders who did not respond.

13.1.2 OVERVIEW OF RESULTS

Most Blue Line riders at every station were licensed to drive. For all Blue Line stations combined, 84% of survey respondents were licensed.

The lowest percentage of riders with licenses was at Revere Beach (73%), the second-lowest at Maverick (79%). Revere Beach also had the highest percentages of riders in lower-income and ethnic-minority groups. Maverick, compared with the rest of the line, had a greater-than-average proportion of riders in the two lowest age ranges (under 18 and 19 to 24) and a slightly

higher-than-average percentage of lower-income riders. These socioeconomic characteristics (reported in Chapter 11) may help explain the low licensure rates at Revere Beach and Maverick.

At the other extreme, the highest percentage of riders who were licensed to drive was at Wonderland (93%). That station had the second-highest proportion of riders with household incomes over \$100,000. Wonderland also had the highest percentage of riders using park-and-ride access (64%).

13.2 USABLE VEHICLES PER HOUSEHOLD

13.2.1 DESCRIPTION OF TABLE

Each station's table showing usable vehicles per household summarizes the results of survey question 15a, which asked how many usable vehicles (including autos, trucks, and motorcycles) riders' households had. Respondents could check one of four boxes that corresponded to zero, one, two, and three or more vehicles. The table shows the number and percentage of riders who checked each choice. Riders who did not answer this question are not counted in the percentages.

13.2.2 OVERVIEW OF RESULTS

Consistent with its high rates of licensed drivers and park-and-ride access, Wonderland, of all the stations, had the highest number of vehicles owned per household. Of its riders, 54% had two or more household vehicles, 38% had one, and only 7% had none. On the Blue Line overall, 31% of the riders had two or more vehicles per household, 46% one vehicle, and 24% no vehicle.

The stations with the largest percentages of riders with no household vehicle were State (36%), Airport (36%), and Maverick (35%). At Airport, excluding riders with trip origins at Logan Airport, 40% of the riders were from households with no vehicle.

13.3 RIDERS WITH A HOUSEHOLD VEHICLE AVAILABLE FOR THE TRIP

13.3.1 DESCRIPTION OF TABLE

Each station's table on vehicle availability for the surveyed trip summarizes the results for question 15b, which asked if the rider could have used a household vehicle instead of riding the Blue Line on the day of the survey. The numbers and percentages of riders who responded "yes" and "no" to the question are shown in the table. Riders who did not answer the question were not counted in the percentages.

13.3.2 OVERVIEW OF RESULTS

The station with the highest percentage of riders with an available vehicle was Wonderland (73%), followed by Government Center (69%), Aquarium (67%),

and Beachmont (62%). These riders most likely used the Blue Line by choice, since they did not use their available vehicles instead. The stations with the lowest percentages of vehicle availability were Revere Beach (65%), Airport (61%), and Maverick (60%). Some riders without household vehicles available had other options besides the Blue Line. However, 44% of those who reported that they did not have household vehicles available also checked off “only transportation available” in question 22 as one of their reasons for using MBTA rapid transit service.

13.4 VEHICLES OWNED PER CAPITA

13.4.1 DESCRIPTION OF TABLE

For each station’s table on per capita vehicle ownership in the survey respondents’ households, that rate was calculated by dividing the number of usable household vehicles reported in question 15a by the household size reported in question 18. The table presents six ownership ranges: no vehicles, 0.01 to 0.49 vehicles, 0.50 to 0.99 vehicles, 1.00 to 1.49 vehicles, 1.5 to 1.99 vehicles, and 2 or more vehicles. For each range, the table shows the number and percent of riders; it also gives the cumulative percentages that result as one adds each category of user to the ones preceding it in the table. Riders who did not answer both question 15a and question 18a were not included in the calculations.

13.4.2 OVERVIEW OF RESULTS

On the Blue Line overall, 27% of entering riders came from households with 1.0 or more vehicles per capita. The station with the highest percentage of such riders was Government Center (54%), but this was based on a relatively small sample. Wonderland was second, with 42% of the riders coming from households with 1.0 or more vehicles per capita. Revere Beach had the lowest rate of such riders (15%), followed by Airport (17%), State (18%), and Maverick (19%).

Although households with no vehicles would also have no vehicles per capita, the latter value in this table differs slightly from the value for the former (in a preceding table), because some riders who reported that their household had no vehicles did not answer the household size question (and therefore are not included in the present table, as has been explained).

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

BLUE LINE

Expanded Results

Entry Station: Wonderland

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	4,096	93.0%
Not Licensed	307	7.0%
TOTAL	4,403	100.0%
No Answer	14	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	318	7.3%
1 vehicle	1,674	38.4%
2 vehicles	1,870	42.9%
3 or more vehicles	501	11.5%
TOTAL	4,362	100.0%
No Answer	55	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	3,166	72.5%
No	1,204	27.5%
TOTAL	4,369	100.0%
No Answer	48	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	305	7.3%	7.3%
0.01 to 0.49 vehicles	484	11.5%	18.8%
0.50 to 0.99 vehicles	1,653	39.4%	58.3%
1.00 to 1.49 vehicles	1,623	38.7%	97.0%
1.50 to 1.99 vehicles	73	1.7%	98.7%
2 or more vehicles	53	1.3%	100.0%
TOTAL RESPONSES	4,191		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

BLUE LINE

Expanded Results

Entry Station: Revere Beach

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,470	73.3%
Not Licensed	535	26.7%
TOTAL	2,005	100.0%
No Answer	28	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	604	31.9%
1 vehicle	817	43.2%
2 vehicles	394	20.8%
3 or more vehicles	76	4.0%
TOTAL	1,891	100.0%
No Answer	142	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	674	35.1%
No	1,245	64.9%
TOTAL	1,919	100.0%
No Answer	114	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	604	34.4%	34.4%
0.01 to 0.49 vehicles	430	24.5%	58.9%
0.50 to 0.99 vehicles	463	26.4%	85.2%
1.00 to 1.49 vehicles	259	14.8%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,756		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

BLUE LINE

Expanded Results

Entry Station: Beachmont

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,645	87.8%
Not Licensed	228	12.2%
TOTAL	1,873	100.0%
No Answer	32	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	285	15.7%
1 vehicle	807	44.6%
2 vehicles	562	31.1%
3 or more vehicles	154	8.5%
TOTAL	1,808	100.0%
No Answer	97	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,139	61.7%
No	709	38.3%
TOTAL	1,848	100.0%
No Answer	57	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	276	16.6%	16.6%
0.01 to 0.49 vehicles	277	16.7%	33.3%
0.50 to 0.99 vehicles	521	31.4%	64.7%
1.00 to 1.49 vehicles	554	33.4%	98.0%
1.50 to 1.99 vehicles	8	0.5%	98.5%
2 or more vehicles	24	1.5%	100.0%
TOTAL RESPONSES	1,662		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

BLUE LINE

Expanded Results

Entry Station: Suffolk Downs

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	475	91.1%
Not Licensed	46	8.9%
TOTAL	521	100.0%
No Answer	11	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	51	9.7%
1 vehicle	313	60.0%
2 vehicles	118	22.5%
3 or more vehicles	40	7.7%
TOTAL	521	100.0%
No Answer	11	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	289	56.0%
No	227	44.0%
TOTAL	515	100.0%
No Answer	17	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	51	10.1%	10.1%
0.01 to 0.49 vehicles	108	21.5%	31.6%
0.50 to 0.99 vehicles	156	31.0%	62.6%
1.00 to 1.49 vehicles	177	35.3%	97.9%
1.50 to 1.99 vehicles	0	0.0%	97.9%
2 or more vehicles	11	2.1%	100.0%
TOTAL RESPONSES	503		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

BLUE LINE

Expanded Results

Entry Station: Orient Heights

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,264	83.0%
Not Licensed	464	17.0%
TOTAL	2,728	100.0%
No Answer	15	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	427	15.9%
1 vehicle	1,381	51.3%
2 vehicles	695	25.8%
3 or more vehicles	190	7.1%
TOTAL	2,693	100.0%
No Answer	49	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,435	53.0%
No	1,273	47.0%
TOTAL	2,708	100.0%
No Answer	35	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	393	15.9%	15.9%
0.01 to 0.49 vehicles	505	20.5%	36.4%
0.50 to 0.99 vehicles	844	34.2%	70.5%
1.00 to 1.49 vehicles	663	26.9%	97.4%
1.50 to 1.99 vehicles	49	2.0%	99.4%
2 or more vehicles	15	0.6%	100.0%
TOTAL RESPONSES	2,469		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

BLUE LINE

Expanded Results

Entry Station: Wood Island

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,038	79.7%
Not Licensed	264	20.3%
TOTAL	1,303	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	264	20.3%
1 vehicle	624	47.9%
2 vehicles	271	20.8%
3 or more vehicles	143	11.0%
TOTAL	1,303	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	633	49.3%
No	653	50.7%
TOTAL	1,286	100.0%
No Answer	17	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	236	18.7%	18.7%
0.01 to 0.49 vehicles	264	20.9%	39.6%
0.50 to 0.99 vehicles	448	35.5%	75.1%
1.00 to 1.49 vehicles	257	20.4%	95.5%
1.50 to 1.99 vehicles	45	3.6%	99.1%
2 or more vehicles	12	0.9%	100.0%
TOTAL RESPONSES	1,262		



MBTA Surveys: 2008-09

Rapid Transit Survey

Vehicle Availability

Expanded Results

BLUE LINE

Entry Station: Airport

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,972	82.0%
Not Licensed	651	18.0%
TOTAL	3,623	100.0%
No Answer	42	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	1,297	36.2%
1 vehicle	1,708	47.6%
2 vehicles	459	12.8%
3 or more vehicles	122	3.4%
TOTAL	3,585	100.0%
No Answer	80	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,419	39.2%
No	2,204	60.8%
TOTAL	3,623	100.0%
No Answer	42	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,212	36.6%	36.6%
0.01 to 0.49 vehicles	646	19.5%	56.1%
0.50 to 0.99 vehicles	893	27.0%	83.0%
1.00 to 1.49 vehicles	562	17.0%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	3,314		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

BLUE LINE

Expanded Results

Entry Station: Maverick

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	4,387	78.5%
Not Licensed	1,205	21.5%
TOTAL	5,592	100.0%
No Answer	18	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	1,924	34.8%
1 vehicle	2,773	50.2%
2 vehicles	659	11.9%
3 or more vehicles	168	3.0%
TOTAL	5,524	100.0%
No Answer	86	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	2,242	40.4%
No	3,305	59.6%
TOTAL	5,547	100.0%
No Answer	64	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,815	34.1%	34.1%
0.01 to 0.49 vehicles	957	18.0%	52.0%
0.50 to 0.99 vehicles	1,552	29.1%	81.1%
1.00 to 1.49 vehicles	982	18.4%	99.6%
1.50 to 1.99 vehicles	23	0.4%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	5,328		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

BLUE LINE

Expanded Results

Entry Station: Aquarium

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,250	92.3%
Not Licensed	105	7.7%
TOTAL	1,355	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	226	16.9%
1 vehicle	554	41.5%
2 vehicles	497	37.2%
3 or more vehicles	58	4.4%
TOTAL	1,336	100.0%
No Answer	19	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	903	66.7%
No	452	33.3%
TOTAL	1,355	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	226	17.4%	17.4%
0.01 to 0.49 vehicles	61	4.7%	22.1%
0.50 to 0.99 vehicles	523	40.3%	62.4%
1.00 to 1.49 vehicles	471	36.3%	98.6%
1.50 to 1.99 vehicles	0	0.0%	98.6%
2 or more vehicles	18	1.4%	100.0%
TOTAL RESPONSES	1,298		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

BLUE LINE

Expanded Results

Entry Station: State-B

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,083	82.4%
Not Licensed	232	17.6%
TOTAL	1,315	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	464	36.4%
1 vehicle	309	24.2%
2 vehicles	329	25.8%
3 or more vehicles	174	13.6%
TOTAL	1,276	100.0%
No Answer	39	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	618	47.0%
No	696	53.0%
TOTAL	1,315	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	406	34.4%	34.4%
0.01 to 0.49 vehicles	116	9.8%	44.2%
0.50 to 0.99 vehicles	445	37.7%	82.0%
1.00 to 1.49 vehicles	213	18.0%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,179		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

BLUE LINE

Expanded Results

Entry Station: Government Center

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	595	89.0%
Not Licensed	74	11.0%
TOTAL	669	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	118	18.9%
1 vehicle	402	64.4%
2 vehicles	104	16.6%
3 or more vehicles	0	0.0%
TOTAL	624	100.0%
No Answer	45	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	461	69.0%
No	208	31.0%
TOTAL	669	100.0%
No Answer	0	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	74	12.7%	12.7%
0.01 to 0.49 vehicles	45	7.7%	20.4%
0.50 to 0.99 vehicles	148	25.6%	46.0%
1.00 to 1.49 vehicles	313	54.0%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	579		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

BLUE LINE

Expanded Results

Entry Station: Bowdoin

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	503	90.8%
Not Licensed	51	9.2%
TOTAL	554	100.0%
No Answer	10	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	130	23.6%
1 vehicle	224	40.4%
2 vehicles	155	28.0%
3 or more vehicles	45	8.1%
TOTAL	554	100.0%
No Answer	10	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	317	57.2%
No	237	42.8%
TOTAL	554	100.0%
No Answer	10	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	130	24.9%	24.9%
0.01 to 0.49 vehicles	19	3.7%	28.6%
0.50 to 0.99 vehicles	185	35.2%	63.8%
1.00 to 1.49 vehicles	171	32.5%	96.3%
1.50 to 1.99 vehicles	19	3.7%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	525		



Service Quality

The data in this chapter summarize the ratings that riders who began their rapid transit trips at Blue Line stations gave to MBTA service quality in terms of 11 measures that were listed in question 24 on the survey form. The question asked for the riders' feelings "about MBTA rapid transit service," as opposed to Blue Line service in particular. This question differed from the others on the form in that it dealt with subjective opinions rather than objective characteristics of riders and their trips.

There may be some bias in the results, for two reasons. Riders with strong positive or negative opinions of service may have been more inclined to complete question 24 than those without strong opinions. Also, the survey did not capture opinions of potential riders who do not use the Blue Line because of strong negative perceptions of one or more service attributes.

After rating the 11 listed service attributes, respondents were asked to indicate which three were most important to them. Based on the weighted number of survey forms on which each attribute was marked as one of the most important, one of the following importance levels was assigned to each attribute: very low (first quartile), low (second quartile), moderate (third quartile), and high (fourth quartile). The results vary from station to station; significant variations are noted in the text. It should be noted that these are *relative* importance levels. Each rider indicated only which three attributes were most important. It does not necessarily follow that the other attributes were unimportant to that rider—they were simply not as important as the top three.

The 11 attributes and the ratings they received are discussed below in the order in which they appeared on the survey form. The importance level of each attribute is given in its section heading. Tables (at the end of the chapter) present the service quality data by station. For each station, one table presents both the ratings and importance rankings for each of the service quality measures. The data for each station are based on the survey responses from riders who started the rapid transit portions of their trips at that station.

Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Blue Line as a whole. It includes tables and discussion.

14.1 DESCRIPTION OF TABLE

Respondents ranked the quality of 11 attributes of MBTA rapid transit service on a scale from poor (1) to excellent (5) and also indicated which three of the 11 attributes were most important to them. The table for each station gives, for each attribute, the percent of respondents at that station who checked each of the ratings (excluding those who gave no ratings), and it also gives the average rating. The final column in the table shows the number of riders who checked each attribute as one of the three most important.

14.2 OVERVIEW OF RESULTS

Reliability (On-Time Performance) *Relative Importance: High*

Of all the riders entering Blue Line stations combined, 83% gave “reliability (on-time performance)” a rating of 3 (designated “average” on the survey form) or better, as did at least 77% of those entering at each individual Blue Line station. The average of all the Blue Line riders’ ratings was 3.3 on the scale of 1 to 5. The stations where riders gave the lowest average ratings were Maverick and State (3.2 at each), and the highest average rating was given at Government Center (3.9).

Reliability ranked as the most important measure of service quality at every station except Suffolk Downs, where it was second, slightly below personal safety.

Safety and Security *Relative Importance: High*

Of all the passengers entering Blue Line stations combined, 90% gave “safety and security” a rating of 3 or better on the scale of 1 to 5, as did at least 84% of those entering at each individual Blue Line station. The average rating was 3.6. This was the second-highest average rating given by Blue Line riders to any of the 11 attributes. The station where riders gave the lowest average rating for safety/security was Revere Beach (3.4), and the highest was given at Government Center (4.1).

Safety/security ranked as the third-most-important measure of service quality, based on the overall response of Blue Line riders, and was second or third at each individual station except Suffolk Downs, where it was first.

Cleanliness/Condition of Vehicles *Relative Importance: Medium*

Of all the riders entering Blue Line stations combined, 79% gave “cleanliness/condition of vehicles” a rating of 3 or better on the scale of 1 to 5, as did at least 71% of those entering at each individual Blue Line station. The average rating was 3.2. This was the fourth-lowest average rating given by Blue Line riders to any of the 11 attributes. The station where riders gave the lowest average rating for this attribute was Maverick (3.0), and the highest was given at Suffolk Downs (3.6).

Cleanliness/condition of vehicles ranked as the fifth-most-important service attribute, based on the overall response of Blue Line riders, and was fifth or sixth at each individual station except Aquarium, where it was fourth.

Courtesy of Train Crews *Relative Importance: Low*

Of all the passengers entering Blue Line stations combined, 79% gave “courtesy of train crews” a rating of 3 or better on the scale of 1 to 5, as did at least 71% of those entering at each individual Blue Line station. The average rating was 3.3. The station where riders gave the lowest average rating for courtesy was Airport (3.0), and the highest was given at Bowdoin (3.8).

Courtesy ranked as the seventh-most-important service attribute, based on the overall response of Blue Line riders, and ranged from fifth at State to last at Government Center. Blue Line riders have relatively little direct contact with train crews, as each train is staffed by only one person, who is located in an enclosed cab. Some respondents may have been rating Customer Service Agents in stations rather than train operators.

Announcement of Stations *Relative Importance: Very Low*

Of all the riders entering Blue Line stations combined, 85% gave “announcement of stations” a rating of 3 or better on the scale of 1 to 5, as did at least 77% of those entering at each individual Blue Line station. The average rating was 3.7, making it the highest-rated of the 11 service attributes listed. The stations where riders gave the lowest average ratings for announcement of stations were Maverick and Airport (3.5 at each), and the highest were given at Suffolk Downs and Revere Beach (3.9 at each).

Station announcements are prerecorded and are activated automatically as trains approach and arrive at stations, so they are very consistent. It is likely that during the period in which that technology has been in place many riders have come to take announcements for granted and that this is why they ranked only tenth in importance, based on the overall response of Blue Line riders. At individual stations, announcements ranked between ninth and eleventh except at Revere Beach (seventh) and at Government Center, where they were in a four-way tie for sixth.

Among all the segments of the population of surveyed riders that can be identified, given the data collected, the respondents with Blind Access Cards would have the greatest need for audible announcements. The sample size from this group on the Blue Line alone was too small to allow meaningful conclusions to be drawn. For the entire rapid transit system, passengers with Blind Access Cards rated announcement of stations 2.7 on average, with only 66% giving ratings of 3 or better. For this group, this was the sixth-most-important service attribute.

Availability of Seating on Trains *Relative Importance: Medium*

Of all the passengers entering Blue Line stations combined, 72% gave “availability of seating on trains” a rating of 3 or better on the scale of 1 to 5, as did at least 65% of those entering at each individual Blue Line station. The average rating was 3.0, making this the second-lowest rated of the 11 service attributes listed.

Riders boarding trains near the outer endpoints of any line have the best chance of getting seats and would therefore be expected to rate seating availability more favorably than those boarding closer to the maximum load points. On the Blue Line, during the survey hours, loads on most trains would have been heaviest between Maverick and Aquarium inbound.

Average ratings of seating availability ranged between 3.3 and 3.0 at the stations from Wonderland to Suffolk Downs and from Aquarium to Bowdoin but only between 2.8 and 2.9 from Orient Heights to Maverick. Among passengers entering Maverick, where inbound loads would be the highest, 35% rated seating availability as poor or below average, compared with 21% of passengers entering Aquarium, where passenger loads would start to lighten.

Seating availability on trains ranked sixth in importance among the 11 attributes, based on the overall response of Blue Line riders, and ranged from fifth to seventh at individual stations. Given the relatively low ratings, described above, of this attribute, one might have expected riders to give it a higher relative-importance ranking, reflective of a desire for more seating availability.

Frequency of Service *Relative Importance: High*

Of all the riders entering Blue Line stations combined, 82% gave “frequency of service” a rating of 3 or better on the scale of 1 to 5, as did at least 76% of those entering at each individual Blue Line station. The average rating was 3.3.

At the time the survey was conducted, the frequency of service was the same at all stations. Nevertheless, there were some differences in ratings among stations, with averages ranging from 3.1 at Maverick to 3.6 at Bowdoin, Government Center, and Suffolk Downs. The lower rating of frequency at Maverick appears to have been related to the lower satisfaction with seating availability there: among the riders who rated seating availability as poor or below average, frequency got a rating of 2.7.

Frequency ranked as the second-most-important of the 11 service attributes, based on the overall response of Blue Line riders, trailing only reliability. It also ranked second at seven of the individual stations, and it came in third at the other five. (When frequency was third, safety/security was second.)

Travel Time/Speed *Relative Importance: Medium*

Of all the passengers entering Blue Line stations combined, 85% gave “travel time/speed” a rating of 3 or better on the scale of 1 to 5, as did at least 80% at

those entering at each individual Blue Line station. The average rating was 3.4. This was the fourth-highest average among the 11 attributes rated. Average ratings at individual stations ranged from 3.3 at Airport to 3.9 at Bowdoin. Wonderland, Revere Beach, and Beachmont each had a rating of 3.4. As these are the three outermost stations on the line, the trips from these stations have the longest average travel distances and therefore the longest average travel times.

Travel time/speed ranked as the fourth-most-important of the 11 attributes, based on the overall response of Blue Line riders. It was also fourth at nine of the stations, and it tied for third at the other three.

Parking Availability *Relative Importance: Low*

Many Blue Line riders who did not use park-and-ride access expressed an opinion about “parking availability.” Overall, only 22% of Blue Line riders accessed their stations by driving and parking (see Chapter 2); however, 61% of the line’s riders provided a rating for parking availability. Some of those who rated parking but did not drive might have preferred to drive if more parking had been available or might have observed that lots were full as they approached their stations by whatever means they used.

Among the Blue Line riders who did rate parking availability, the average rating was 3.1 on the scale of 1 to 5. This was the third-lowest average rating among the 11 attributes. In general, parking availability was rated lowest by riders entering stations with little or no dedicated Blue Line parking. These included Maverick (2.7), Airport (2.8), State (2.9), and Revere Beach (3.0). Wonderland, which has the most dedicated parking capacity on the line, had the highest average rating by entering riders for parking availability (3.6). Average ratings of 3.6 were also given by riders entering Suffolk Downs, which has some parking, and Government Center, which has none. The latter figure was pulled up by riders who were returning to stations that did have parking.

Parking availability ranked eighth in importance among the 11 attributes, based on the overall response of Blue Line riders. Some potential riders for whom it would have been very important probably chose not to use the Blue Line. Based only on the responses of the riders who rated the quality of parking availability, this attribute’s importance ranking is seventh. Based only on the responses of those who drove to their boarding stations as well as rated parking availability, its importance ranking was fifth.

Station Amenities *Relative Importance: Very Low*

Of all the passengers entering Blue Line stations combined, 60% gave “station amenities” a rating of 3 or better on the scale of 1 to 5, as did at least 56% of those entering at each individual Blue Line station. The average rating was 2.7. This was the lowest of all the average ratings of the 11 attributes rated. Station amenities also had the lowest rating at every individual Blue Line station. Among the stations, the lowest average rating (2.4) was given at Orient

Heights, which has had the least modernization of all the stations on the line. However, the highest rating was only 2.9, given at Revere Beach Station, which is among those more recently upgraded.

This attribute ranked lowest in importance among the 11, based on the overall response of Blue Line riders, and ranked no higher than eighth at any individual Blue Line station. In terms of respondents' providing any rating for a given attribute, station amenities were the second-most-neglected attribute, with 19% of the respondents giving them no rating.

It is worth noting that, as "amenities" is subject to interpretation, there were presumably some variations among riders' ideas of what they were rating.

Fare Collection System *Relative Importance: Very Low*

Of all the riders entering Blue Line stations combined, 82% gave "fare collection system" a rating of 3 or better on the scale of 1 to 5, as did at least 77% of those entering at each individual Blue Line station. Blue Line-wide, the average rating was 3.5; this was the third-highest average rating among the 11 attributes. At the station level, the average ratings of the fare collection system were also among the highest, ranging from 3.4 to 3.8.

All Blue Line stations use the same fare collection system, consisting of electronic fare cards that are used to open automatic fare gates at the station entrances. Differences in ratings by station could result in part from differences in the numbers of fare gates and vending machines for fare cards relative to the numbers of riders entering the stations.

Blue Line riders' ratings of the fare collection system varied according to the riders' fare type. It was given an average rating of 3.5 by users of monthly passes, pay-per-ride CharlieCards, and pay-per-ride CharlieTickets, of 3.8 by users of pay-per-ride reduced fares, and of 3.3 by users of seven-day Link Passes.

The fare collection system ranked as the ninth-most-important of the 11 attributes, based on the overall response of Blue Line riders. At the station level, its importance ranking ranged from seventh to eleventh, except that at Government Center it was in a four-way tie for sixth.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: Wonderland

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	8.9%	12.4%	32.4%	36.5%	9.7%	4,295	122	2,069
Safety and security	3.6	3.4%	5.7%	35.4%	41.3%	14.2%	4,297	120	1,282
Cleanliness/condition of vehicles	3.3	5.2%	10.7%	38.9%	36.6%	8.6%	4,226	191	468
Courtesy of train crews	3.3	7.3%	11.0%	37.4%	30.1%	14.2%	4,178	239	213
Announcement of stations	3.6	5.8%	10.8%	25.8%	32.6%	25.0%	4,240	177	184
Availability of seating on trains	3.3	6.9%	13.0%	34.6%	31.2%	14.3%	4,276	142	361
Frequency of service	3.4	5.4%	12.0%	33.5%	34.5%	14.6%	4,259	158	1,249
Travel time/speed	3.4	6.6%	11.6%	34.1%	35.3%	12.4%	4,267	151	715
Parking availability	3.6	4.2%	11.4%	30.9%	30.8%	22.8%	3,753	664	438
Station amenities	2.8	13.8%	19.4%	42.7%	19.2%	4.8%	3,912	505	74
Fare collection system	3.5	6.4%	10.1%	31.1%	33.7%	18.7%	4,187	230	121

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: Revere Beach

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	9.8%	12.4%	29.2%	36.7%	11.9%	1,937	96	643
Safety and security	3.4	5.9%	7.4%	43.0%	32.3%	11.4%	1,937	96	277
Cleanliness/condition of vehicles	3.1	10.6%	8.1%	48.9%	28.8%	3.6%	1,898	135	96
Courtesy of train crews	3.3	7.0%	11.1%	38.1%	33.3%	10.5%	1,909	124	19
Announcement of stations	3.9	1.5%	4.6%	27.3%	36.9%	29.8%	1,898	135	48
Availability of seating on trains	3.0	13.0%	18.3%	37.2%	22.3%	9.2%	1,985	48	115
Frequency of service	3.2	5.4%	17.2%	38.0%	27.1%	12.3%	1,957	76	462
Travel time/speed	3.4	7.8%	11.7%	34.1%	29.3%	17.1%	1,966	67	259
Parking availability	3.0	7.0%	29.7%	24.6%	33.4%	5.3%	1,095	938	19
Station amenities	2.9	9.8%	17.9%	49.4%	21.6%	1.3%	1,554	479	28
Fare collection system	3.4	11.0%	6.3%	31.4%	33.1%	18.2%	1,833	201	19

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: Beachmont

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	5.7%	12.7%	34.4%	37.9%	9.3%	1,849	57	610
Safety and security	3.5	4.0%	10.7%	34.6%	36.9%	13.8%	1,832	73	376
Cleanliness/condition of vehicles	3.2	9.3%	10.6%	41.1%	31.0%	8.0%	1,840	65	155
Courtesy of train crews	3.3	7.7%	11.8%	38.6%	28.6%	13.3%	1,792	114	97
Announcement of stations	3.8	2.7%	7.2%	28.7%	33.2%	28.2%	1,791	114	40
Availability of seating on trains	3.0	11.1%	15.1%	43.6%	22.6%	7.5%	1,832	73	179
Frequency of service	3.3	5.8%	8.0%	41.8%	34.7%	9.8%	1,832	73	325
Travel time/speed	3.4	7.9%	6.1%	38.6%	35.1%	12.3%	1,856	49	325
Parking availability	3.3	5.2%	12.9%	40.2%	26.7%	15.0%	1,255	651	49
Station amenities	2.8	15.0%	22.0%	40.4%	16.1%	6.5%	1,628	277	0
Fare collection system	3.4	10.9%	8.2%	29.7%	29.6%	21.5%	1,783	122	16

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: Suffolk Downs

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.6	0.0%	11.4%	31.4%	45.2%	12.0%	526	6	167
Safety and security	3.7	0.0%	5.7%	36.1%	40.8%	17.5%	520	12	172
Cleanliness/condition of vehicles	3.6	0.0%	8.0%	37.8%	42.6%	11.7%	503	29	63
Courtesy of train crews	3.5	4.9%	10.4%	32.6%	34.8%	17.3%	473	59	17
Announcement of stations	3.9	4.6%	3.3%	24.5%	29.4%	38.2%	509	23	17
Availability of seating on trains	3.2	0.0%	20.2%	50.5%	22.0%	7.3%	526	6	45
Frequency of service	3.6	3.2%	8.2%	28.7%	44.7%	15.3%	526	6	143
Travel time/speed	3.6	2.0%	9.2%	31.3%	42.0%	15.4%	532	0	125
Parking availability	3.6	4.8%	10.8%	33.3%	26.5%	24.7%	356	176	29
Station amenities	2.7	18.2%	20.2%	46.8%	7.3%	7.6%	490	42	0
Fare collection system	3.5	5.6%	11.4%	32.2%	26.4%	24.4%	526	6	28

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: Orient Heights

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.5	3.1%	5.6%	44.0%	33.8%	13.5%	2,597	146	1,214
Safety and security	3.5	2.5%	13.1%	35.6%	34.2%	14.6%	2,602	140	841
Cleanliness/condition of vehicles	3.2	4.3%	17.8%	43.5%	25.0%	9.5%	2,605	138	348
Courtesy of train crews	3.3	4.5%	14.3%	38.4%	28.7%	14.0%	2,450	293	96
Announcement of stations	3.7	4.2%	8.1%	26.1%	33.9%	27.7%	2,605	138	64
Availability of seating on trains	2.9	11.8%	22.9%	35.2%	22.4%	7.6%	2,617	126	210
Frequency of service	3.4	3.8%	12.1%	36.6%	35.7%	11.8%	2,637	106	699
Travel time/speed	3.6	2.6%	9.2%	33.6%	37.8%	16.9%	2,605	138	459
Parking availability	3.1	16.5%	12.1%	35.3%	21.8%	14.3%	1,672	1,071	81
Station amenities	2.4	29.7%	24.8%	30.2%	10.4%	5.0%	2,282	461	47
Fare collection system	3.4	8.7%	11.6%	29.5%	28.4%	21.7%	2,605	138	79

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: Wood Island

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.5	2.4%	12.3%	34.3%	37.5%	13.5%	1,200	102	490
Safety and security	3.6	0.9%	7.8%	36.4%	40.2%	14.8%	1,257	45	326
Cleanliness/condition of vehicles	3.1	5.6%	15.4%	44.7%	27.4%	6.9%	1,241	62	107
Courtesy of train crews	3.2	9.1%	17.0%	33.8%	28.1%	12.0%	1,205	98	59
Announcement of stations	3.6	4.3%	9.3%	31.3%	29.7%	25.4%	1,226	76	12
Availability of seating on trains	2.8	11.4%	22.1%	48.6%	13.5%	4.5%	1,274	29	110
Frequency of service	3.4	4.6%	9.6%	44.3%	27.8%	13.6%	1,241	62	343
Travel time/speed	3.5	4.6%	8.2%	35.0%	39.2%	13.0%	1,245	57	269
Parking availability	3.1	10.0%	12.4%	47.5%	18.0%	12.1%	807	495	36
Station amenities	2.5	19.1%	24.3%	43.3%	9.9%	3.4%	1,057	245	29
Fare collection system	3.6	7.6%	2.9%	39.6%	26.6%	23.3%	1,226	76	24

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: Airport

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	5.4%	14.3%	36.4%	34.5%	9.4%	3,445	220	1,699
Safety and security	3.5	2.9%	6.0%	40.1%	39.5%	11.5%	3,375	290	941
Cleanliness/condition of vehicles	3.1	2.9%	22.3%	41.2%	30.6%	2.9%	3,501	164	341
Courtesy of train crews	3.0	12.1%	16.2%	37.7%	26.8%	7.3%	3,356	309	37
Announcement of stations	3.5	3.0%	19.4%	25.6%	24.9%	27.2%	3,459	206	19
Availability of seating on trains	2.9	12.2%	14.0%	49.2%	20.4%	4.1%	3,501	164	206
Frequency of service	3.2	8.9%	12.1%	41.5%	27.0%	10.5%	3,482	183	1,577
Travel time/speed	3.3	5.8%	11.9%	40.8%	27.7%	13.7%	3,543	122	847
Parking availability	2.8	15.2%	20.7%	41.4%	14.7%	7.9%	1,783	1,882	42
Station amenities	2.6	10.6%	35.1%	35.6%	16.5%	2.2%	2,775	889	80
Fare collection system	3.5	6.0%	13.3%	26.1%	33.3%	21.2%	3,332	332	178

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: Maverick

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	5.9%	13.0%	42.6%	30.1%	8.4%	5,325	285	2,589
Safety and security	3.6	3.3%	6.6%	35.3%	39.0%	15.8%	5,330	280	1,646
Cleanliness/condition of vehicles	3.0	8.0%	16.7%	43.5%	26.2%	5.6%	5,289	321	628
Courtesy of train crews	3.1	9.1%	15.7%	37.5%	28.8%	8.8%	5,175	435	376
Announcement of stations	3.5	6.1%	14.4%	25.7%	31.1%	22.6%	5,198	412	117
Availability of seating on trains	2.8	15.5%	19.6%	39.9%	19.6%	5.4%	5,262	348	267
Frequency of service	3.1	7.0%	17.0%	41.5%	26.6%	7.8%	5,267	344	1,841
Travel time/speed	3.4	4.9%	9.6%	37.0%	35.8%	12.7%	5,289	321	1,187
Parking availability	2.7	22.9%	16.3%	38.9%	15.4%	6.5%	2,939	2,671	176
Station amenities	2.6	20.6%	23.7%	38.8%	13.4%	3.5%	4,254	1,356	153
Fare collection system	3.4	7.5%	14.8%	28.3%	29.7%	19.6%	5,158	453	249

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: Aquarium

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.6	4.7%	4.4%	28.8%	46.1%	16.1%	1,263	93	622
Safety and security	3.9	1.8%	0.0%	25.4%	48.9%	23.9%	1,316	39	359
Cleanliness/condition of vehicles	3.3	1.8%	10.7%	47.0%	33.3%	7.3%	1,316	39	73
Courtesy of train crews	3.5	0.4%	17.3%	30.6%	35.0%	16.7%	1,261	94	99
Announcement of stations	3.8	2.6%	7.0%	20.0%	44.0%	26.4%	1,336	19	37
Availability of seating on trains	3.3	7.6%	13.0%	31.0%	33.4%	14.9%	1,316	39	167
Frequency of service	3.4	4.0%	10.3%	38.0%	34.3%	13.2%	1,336	19	524
Travel time/speed	3.7	2.7%	7.4%	26.8%	45.2%	17.8%	1,316	39	326
Parking availability	3.2	7.7%	10.4%	50.1%	16.0%	15.7%	767	589	64
Station amenities	2.8	11.5%	17.0%	49.3%	20.3%	1.8%	1,066	289	18
Fare collection system	3.7	6.6%	5.8%	21.0%	47.5%	19.2%	1,298	57	39

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: State-B

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	10.3%	10.3%	42.7%	22.1%	14.7%	1,315	0	483
Safety and security	3.6	4.7%	0.0%	45.3%	28.1%	21.9%	1,237	77	213
Cleanliness/condition of vehicles	3.2	7.6%	21.2%	36.4%	16.7%	18.2%	1,276	39	77
Courtesy of train crews	3.3	7.6%	13.6%	37.9%	25.7%	15.1%	1,276	39	77
Announcement of stations	3.7	3.1%	7.8%	23.4%	43.8%	21.9%	1,237	77	0
Availability of seating on trains	3.3	7.6%	12.1%	39.4%	21.2%	19.7%	1,276	39	39
Frequency of service	3.3	11.8%	5.9%	41.2%	22.1%	19.1%	1,315	0	348
Travel time/speed	3.6	1.5%	16.4%	29.9%	28.4%	23.9%	1,295	20	213
Parking availability	2.9	15.6%	17.8%	40.0%	13.3%	13.3%	870	445	0
Station amenities	2.6	23.7%	22.0%	37.3%	3.4%	13.5%	1,141	174	39
Fare collection system	3.5	10.3%	5.9%	35.3%	17.6%	30.9%	1,315	0	0

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: Government Center

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.9	0.0%	6.8%	22.7%	47.8%	22.7%	654	14	238
Safety and security	4.1	0.0%	2.2%	22.2%	40.1%	35.6%	669	0	193
Cleanliness/condition of vehicles	3.4	0.0%	8.8%	48.9%	33.4%	8.8%	669	0	59
Courtesy of train crews	3.7	0.0%	2.2%	42.2%	42.2%	13.4%	669	0	0
Announcement of stations	3.7	0.0%	10.2%	41.0%	17.9%	30.8%	579	89	45
Availability of seating on trains	3.0	2.2%	26.7%	44.4%	20.0%	6.7%	669	0	45
Frequency of service	3.6	0.0%	8.8%	31.0%	46.8%	13.4%	669	0	45
Travel time/speed	3.7	0.0%	0.0%	53.2%	20.0%	26.7%	669	0	89
Parking availability	3.6	0.0%	15.0%	39.8%	15.0%	30.1%	297	372	89
Station amenities	2.6	7.7%	35.8%	41.0%	15.4%	0.0%	579	89	0
Fare collection system	3.8	13.4%	6.7%	11.0%	28.9%	40.1%	669	0	45

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

BLUE LINE

Entry Station: Bowdoin

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.6	3.7%	3.0%	36.4%	42.2%	14.8%	525	39	255
Safety and security	4.0	0.0%	3.6%	21.1%	47.7%	27.6%	534	29	153
Cleanliness/condition of vehicles	3.4	0.0%	16.7%	43.9%	24.8%	14.5%	534	29	39
Courtesy of train crews	3.8	0.0%	7.5%	31.7%	34.0%	26.8%	515	48	29
Announcement of stations	3.8	1.8%	7.1%	32.9%	21.8%	36.4%	544	19	0
Availability of seating on trains	3.3	3.6%	17.8%	33.6%	30.7%	14.4%	544	19	77
Frequency of service	3.6	3.6%	8.2%	33.1%	34.0%	21.1%	544	19	185
Travel time/speed	3.9	0.0%	3.8%	29.8%	40.4%	26.1%	515	48	127
Parking availability	3.2	11.9%	20.9%	21.6%	27.6%	17.9%	324	239	19
Station amenities	2.7	15.5%	27.9%	34.2%	20.1%	2.2%	437	126	10
Fare collection system	3.7	4.9%	7.5%	24.9%	35.5%	27.2%	515	48	35

* The number of respondents who indicated that this service quality measure was one of the three most important to them. Many respondents checked no measures, while others checked more than three.

APPENDIX A

Survey Distribution, Response, Processing, and Expansion

A.1 SURVEY DISTRIBUTION STRATEGIES

A.1.1 TIME SPAN OF SURVEY DISTRIBUTION

The first step in designing the distribution strategy was determining the time span of the survey distribution. Except for the commuter rail system, the time spans used in the 2008–09 surveys were the same as those used in the most recent previous surveys on each mode. In the 1994 rail rapid transit, 1995 bus, and 2000 water transportation surveys, forms were distributed between approximately 6:00 AM and 3:00 or 3:30 PM to passengers traveling in either direction. This strategy was based on experience from a systemwide survey conducted in 1978, when forms were distributed over the entire service day. Response rates to that survey showed sharp declines after 3:30 PM. In devising the distribution plan for the 1994 survey and subsequent surveys, CTPS examined patterns in MBTA ridership counts and concluded that close to 85% of the passengers who used most services on a given day traveled in at least one direction before 3:30 PM. Consequently, with thorough coverage before 3:30, the majority of riders boarding after 3:30 would already have had an opportunity to receive survey forms earlier in the day.

The strategy for the 1993 commuter survey had been developed earlier, and consisted of distributing surveys on all inbound trains scheduled to arrive in Boston on each line between approximately 6:00 AM and midnight, but no distribution on outbound trains. For consistency, the 1998 Old Colony commuter rail surveys used the same distribution strategy as the 1993 surveys. However, in planning the 2008–09 commuter rail surveys, CTPS concluded that distribution on trains in both directions between about 6:00 AM and 3:30 PM, similar to the strategy to be used on other modes, would be more efficient and would produce satisfactory results.

The strategy used on all modes in 2008–09 did not reach riders whose entire trips were made after 3:30 PM. Some common purposes for trips beginning after that time would include travel to night-shift jobs, to evening classes, to

theaters, and to sporting events. The last two trip purposes are nonrepetitive, at least on a daily basis. Experience has shown that people that do not use the system frequently are less likely than regular riders to accept survey forms because infrequent riders often assume that the survey would not apply to them.

A.1.2 SURVEY DISTRIBUTION METHODS BY MODE

After determining the span of hours in which surveys were to be distributed, the next step was to determine the methods for survey distribution on each mode. Passengers entering each heavy rail rapid transit station and each Green Line Central Subway station have to pass through fare gates at limited numbers of locations. At such stations, survey distributors were positioned either just inside or just outside the faregates, and instructed to offer survey forms to as many entering passengers as possible. At most stations, only one distributor was assigned to each fare collection area at any given time, but at stations where heavy passenger volumes were anticipated, two distributors were assigned at some times.

Passengers boarding Green Line trains at all surface stops on the B, C, D, and E Branches, except Riverside on the D Branch, either pay fares or display passes when boarding. In 1994, survey forms were distributed to passengers waiting on platforms on the D Branch, but were distributed by surveyors on-board trains on the other lines. However, because of crowding on peak-period trains, it was increasingly difficult to distribute surveys to passengers boarding at stops closer to the subway portals. Therefore, at all stops on all four branches, surveys in 2008–09 were distributed to passengers waiting on the platforms. Depending on the platform configuration and expected ridership volumes, either one distributor offered surveys to both inbound and outbound riders, or separate distributors were assigned to the inbound and outbound platforms.

The Mattapan High-Speed Trolley Line also has on-board fare collection, but the expected average trip loads were low enough that the survey distribution was done, at all times of the day, by one distributor riding on-board each inbound and outbound trip from one end of the route to the other, between approximately 6:00 AM and 3:30 PM. All of the survey distribution on the bus system was done by distributors on-board buses. The distribution plan called for coverage of every route in the system except for the Silver Line routes (which had been surveyed in 2005 and 2006), and routes that operated only outside of the survey hours. For efficiency, the set of trips to be covered in each distributor's assignment was to be based on trip sequences in bus operator assignments (runs). The amount of the project budget allocated for bus surveys allowed for only about half of all operator runs during the survey hours to be covered. However, by selecting runs that included above-average numbers of trips, the percentage of trips covered was greater than the percentage of runs covered. An attempt was made to survey approximately the same percentages of operator runs at each garage, but to maximize the statistical validity of the

results, the routes with lower ridership were surveyed at higher percentages (in some cases up to 100% of the scheduled trips) than routes with higher ridership. After completing the initial round of surveys, supplemental distribution was done on some routes that had low return totals in the initial round.

For each commuter rail line, the more efficient of two potential survey distribution strategies was used. One strategy called for surveys to be distributed at all times to passengers waiting at stations. The other strategy called for surveys to be distributed on-board all trains, either over the length of the route or on the inner half. (Very few commuter rail riders make trips entirely between stations on the outer halves of routes.) Depending on route length, number of stations, service frequency, train length, and expected ridership, on some routes on-board distribution was the most efficient strategy during AM peak hours, but on other routes, on-platform distribution was more efficient. Most survey distribution for outbound and off-peak trains on all lines was done on-board.

On the rapid transit, bus, and commuter rail systems, it was not feasible to have vehicle operators or in-station MBTA personnel distribute survey forms, so distribution was done by CTPS employees or temporary help hired specifically for the project. However, on the commuter boats and the Inner Harbor Ferry, it was expected that during the relatively long times between docks, surveys could be distributed by boat crew members, as they were in the 2000 surveys. This strategy worked satisfactorily on most trips, but it was necessary to have CTPS distributors re-survey some trips.

A.2 SURVEY RESPONSE

For purposes of discussion here, the survey response rate for each mode is defined as the number of usable surveys returned divided by the number of surveys distributed. The sampling rate is defined as the number of usable surveys returned divided by the estimated total number of riders boarding a given line or entering a given station during the survey span. The sampling rate was always lower than the response rate, because some riders who were offered survey forms did not take them, and because it was not feasible to contact every rider to offer a survey form. The response rate figures are understated to the extent that survey forms provided to distributors were left over at the end of assignments but not returned to inventory.

As in past surveys, response rates to the 2008/2009 surveys varied both between modes, and between services within each mode. The table below summarizes the number of surveys distributed, number of usable surveys returned, response rates, estimated total ridership, and sample rates for each of the modes surveyed.

TABLE A-1
2008-2009 Survey Distribution and Response by Mode

Mode	Surveys Distributed	Surveys Returned	Response Rate	Ridership	Sample Rate
Rapid Transit	122,000	22,767	18.7%	296,200	7.7%
Bus	72,000	12,313	17.1%	209,700	5.9%
Commuter Rail	42,000	12,440	29.6%	55,550	22.4%
Greenbush CRR	1,475	526	35.7%	2,075	25.3%
Commuter Boat	1,500	693	46.2%	2,035	34.1%
Inner Harbor Ferry	300	178	59.3%	525	33.9%
Total	239,275	48,917	20.4%	566,085	8.6%

Results for the Greenbush commuter rail line are shown separately from those of the rest of the commuter rail system, because the Greenbush surveys included some questions pertaining only to the line, and the results are in a separate database. It should be noted that from a statistical standpoint, the absolute number of surveys returned may be more important than the percent sample rate, depending on the size of the population being surveyed.

Each survey form included a web address that respondents could use to fill out forms on-line instead of returning the paper form, but only small percentages of riders on each mode used the on-line option. On-line responses are included in the response and sampling rate calculations in the table above.

Passengers who made trips involving more than one of the modes in the table above would be included in the ridership totals for each of the modes they used, but if they received survey forms for more than one of these modes, they probably only completed one of them. To the extent that this occurred, the sample rate shown for the system as a whole understates the percentage of distinct individuals who were surveyed.

A.3 PROCESSING THE SURVEY FORMS

Before being entered in the databases, each survey form was checked for completeness. Forms which did not include responses to enough of the questions to be useful were either included only in the written comments databases, if applicable, or discarded completely. Likewise, forms on which most of the responses were evidently facetious were discarded. Forms that were mostly complete but were missing entries such as boarding station or stop that could be deduced from answers to other questions were corrected as needed.

The survey instructions called for passengers to describe one-way trips that they were making, but some described round trips and reported the same boarding and alighting station. If the correct alighting station could be determined from answers to other questions, it was used in place of the round-trip alighting station. For example, many of the surveys that reported the same boarding and alighting station nevertheless gave different addresses for origin and destination. If the alighting station could not be determined, it was changed to “unspecified.” If the reported origin and destination addresses were the

same, the destination was changed to “unspecified.” Other editing changes included correcting transposition of lines in multi-line entries, such as town name on line for street address and vice-versa.

After the records were entered in the databases, additional checks were made for errors missed in the earlier editing process, and for data-entry errors. Missing boarding or station entry times were filled in based on the times reported on surveys from the same route or stations with serial numbers similar to the ones on the forms with the missing numbers. On surveys with origin or destination addresses in Boston, Cambridge, Somerville, or Brookline, standard neighborhood designations used by CTPS were added to the city or town based on the rest of the reported address or other information on the survey.

A.4 EXPANSION METHODS

To prevent differences in sampling rates among stations or routes from skewing the overall results, it was necessary to apply a weight factor to each survey record. These factors were calculated using the best available ridership data for each mode and line or station. The project budget did not allow for special control counts of ridership to be conducted. However, since the surveys were, to the extent possible, distributed on “representative” weekdays, any ridership count that is also supposed to be for a “representative” weekday should be acceptable for purposes of survey expansion.

As in the case of past surveys, separate weight factors were used for different times of day if enough surveys were returned from different time periods. In the 2008/2009 surveys, the maximum breakdown of time periods used for most modes was 6:00 to 8:29 AM and 8:30 AM or later. Separate weight factors were calculated for inbound and outbound travel unless there were too few responses from one of the directions to use separately.

For the rapid transit system, station entry totals by time period were calculated from the averages of Automated Fare Collection (AFC) data from several days in the Spring of 2009. At most stations, inbound and outbound riders use the same faregates. The AFC totals were split by direction on the basis of past CTPS counts. Similarly, at stations such as Downtown Crossing where faregates are shared by riders going to more than one route, past CTPS counts were used to split AFC totals by route as well as by direction.

Boarding totals for surface Green Line stops were estimated from the most recent CTPS counts at each stop, with adjustments for elimination of outbound free fares in 2007. (Boarding counts at about half of the stops had been done in the fall of 2006.) Boarding totals for stations on the Mattapan High Speed Line were based on counts conducted by CTPS in 2005.

For each bus route, ridership totals by direction and time period were based on the trip summaries from the most recent CTPS ridecheck. In several cases, two or more bus routes overlap for substantial portions of their routes, and riders who could make their trips interchangeably on any of them often listed all or

none of them as the route they were riding when surveyed. For such routes, composite weight factors were usually calculated for the combined routes and applied to all of them.

For the commuter rail system, peak loads by train were taken from the latest figures used by the MBTA's contract operator, Massachusetts Bay Commuter Railroad (MBCR) for purposes of equipment assignment. For inbound trains, boardings by station were estimated by applying factors from MBCR Train Audit reports to the peak load totals. These figures were then grouped to provide one weight factor for peak trains and one for off-peak trains for each station. During the survey hours, commuter rail ridership was much lower outbound than inbound, and no breakdowns of boardings by station were available. Therefore, weight factors were based on peak loads and survey responses, with separate factors at most for peak and off-peak trains but not for different boarding stations.

For the commuter boat and Inner Harbor Ferry services, ridership figures for each boat trip on each day in the week when surveys were distributed were obtained from the MBTA's contract operators of the boats. Ridership totals for the trip with each scheduled departure time on the three mid-week days (July 29, 30, and 31, 2008) were averaged and divided by the number of returned surveys from passengers who were surveyed on a boat departing at that time. In most cases, the ratio calculated for each trip in this manner was used as the weight factor for the records from surveys for that trip. However, when large differences in sampling in a sequence of trips would have resulted in large variations in the weights given to their records, composite factors based on the total ridership and returns for these trips were used instead.

A.5 POTENTIAL PROBLEMS WITH EXIT STATION TABLES

Because the surveys were expanded only to boarding counts, the summaries of data for exit stations for the rapid transit and commuter rail lines and exit docks for the boat lines, may not be well calibrated to the actual number of exits at each location. To the extent that there was bias in the response rates with respect to the exit station or dock, the total passengers shown exiting at that station or dock will vary from the number one would get through a passenger count. For example, suppose that during a certain time interval, 100 passengers enter Station A, and that of these, 50 are going to Station B and 50 are going to Station C. Further suppose that for whatever reason (amount of time on the train, general propensity to fill out surveys, ease of turning in completed surveys at stations), 20% of the riders going to Station C, but only 10% of those going to Station B return surveys. Ten surveys will be received from riders going to Station C, and 5 surveys from riders going to Station B, or a total of 15. Using a weight factor based only on the entry totals at Station A, each survey will be given a weight of $100/15 = 6.67$. The summary tables will therefore show 33 passengers going from Station A to Station B and 67 from Station A to Station C instead of 50 to each.

Calculation of weight factors adjusted both for entry totals at boarding stations and exit totals at alighting stations would require a complex iterative procedure using data that cannot be readily obtained at present. Even then, because of the many different boarding and alighting station combinations and large differences in the actual numbers of riders traveling between each pair, survey samples much larger than those obtained either in 2008/2009 or in past MBTA surveys would be needed in order to obtain highly reliable data on station-to-station travel. When station-to-station totals from the 2008/2009 survey are further divided into origin-destination pairs by city, town, or neighborhood or to even finer levels of detail, very few have sufficient numbers of responses needed for high confidence levels and narrow confidence intervals.

APPENDIX B

Transfer Station Results for All Stations Regardless of Line

The tables presented in previous chapters for State and Government Center have included responses only from passengers boarding or exiting the Blue Line at those stations. For some purposes, distinctions between Blue Line and Orange Line riders at State are not important; the same is true for Blue and Green Line riders at Government Center. This appendix presents six tables for each station that include all of the riders boarding or exiting at the station:

- Origin Locations and Activities
- Access to the Rapid Transit System
- Transfers to the Rapid Transit System
- Egress from the Rapid Transit System
- Transfers from the Rapid Transit System
- Destination Locations and Activities

The State tables shown here are the same as the tables shown in Appendix B of the Orange Line volume, the Government Center tables are the same as the tables shown in Appendix B of the Green Line volume. They are included in both volumes for the reader's convenience.

Origin Locations and Activities
ORANGE AND BLUE LINES

Expanded Results

Entry Station: State

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Financial/Retail	1,476	44.0%		2.1%		61.4%	8.9%	3.5%	11.1%	3.5%	9.5%
Boston: Govt Center	875	26.1%	1.4%	10.4%	1.4%	49.9%	4.2%	7.6%	16.2%	4.3%	4.6%
Unspecified	148	4.4%	26.1%	13.2%		25.5%	17.3%			9.0%	9.0%
Boston: Waterfront	135	4.0%		28.5%		38.4%		18.9%			14.2%
Boston: Park Square	116	3.5%			33.3%	33.3%		33.3%			
Boston: Charlestown	86	2.6%		100.0%							
Boston: So Bos Indust	77	2.3%				50.0%					50.0%
Boston: South End	77	2.3%			50.0%				50.0%		
Newton	51	1.5%		100.0%							
Boston: North End	46	1.4%		15.3%		29.0%		26.7%	29.0%		
Hingham	40	1.2%		100.0%							
Barnstable	39	1.2%									100.0%
Framingham	39	1.2%		100.0%							
Woburn	34	1.0%		100.0%							
Hull	20	0.6%		100.0%							
Stoneham	20	0.6%		100.0%							
Billerica	19	0.6%		100.0%							
Other (< 0.5 % of riders)	59	1.8%		77.4%				22.6%			
OVERALL TOTAL	3,357	100.0%	1.5%	16.1%	2.7%	45.4%	5.8%	6.2%	10.7%	3.1%	8.6%

Note: Totals shown may differ from column total because of rounding.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Access to the Rapid Transit System

ORANGE AND BLUE LINES

Expanded Results

Entry Station: State

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,661	81.1%
Drive/Park Access	27	0.8%
Drop-off Access	26	0.8%
Taxi Access	0	0.0%
Shuttle/Van Access	39	1.2%
Bicycle Access	0	0.0%
Other Access	12	0.4%
Total Private Trans.	2,764	84.3%
MBTA Bus	371	11.3%
Other Bus	39	1.2%
Commuter Rail	39	1.2%
Boat	67	2.0%
Other	0	0.0%
Total Public Trans.	515	15.7%
TOTAL	3,279	100.0%
No Answer	77	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,359	57.8%	0	0.0%	0	0.0%	12	24.1%	1,371	56.2%
6-10	562	23.9%	0	0.0%	12	47.9%	39	75.9%	613	25.1%
11-15	227	9.7%	13	100.0%	0	0.0%	0	0.0%	241	9.9%
16-20	102	4.3%	0	0.0%	13	52.1%	0	0.0%	115	4.7%
21-30	102	4.3%	0	0.0%	0	0.0%	0	0.0%	102	4.2%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	2,351	100.0%	13	100.0%	26	100.0%	51	100.0%	2,441	100.0%
No Answer	310		13		0		0		323	
Avg. Time (min)	7.5		15.0		15.2		8.8		7.6	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

ORANGE AND BLUE LINES

Expanded Results

Entry Station: State

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Framingham	39

MBTA Bus Routes:	Number of Riders
93	79
354	67
92	46
43	39
749	39
352	38
505	32
504	20
501	12

Boat, Boarded at Dock Indicated:	Number of Riders
Hingham	47
Hull	20

Other Bus Routes:	Number of Riders
PB	39

Egress from the Rapid Transit System
ORANGE AND BLUE LINES

Expanded Results

Exit Station: State

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	15,229	96.2%
Drive/Park Egress	72	0.5%
Pick-up Egress	55	0.3%
Taxi Egress	23	0.1%
Shuttle/Van Egress	227	1.4%
Bicycle Egress	0	0.0%
Other Egress	13	0.1%
Total Private Trans.	15,618	98.7%
MBTA Bus	143	0.9%
Other Bus	36	0.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	34	0.2%
Total Public Trans.	214	1.3%
TOTAL	307	100.0%
No Answer		

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	8,514	63.2%	0	0.0%	0	0.0%	36	13.9%	8,550	62.0%
6-10	3,573	26.5%	11	61.0%	0	0.0%	150	57.1%	3,734	27.1%
11-15	972	7.2%	7	39.0%	19	46.0%	33	12.7%	1,032	7.5%
16-20	405	3.0%	0	0.0%	23	54.0%	30	11.3%	458	3.3%
21-30	8	0.1%	0	0.0%	0	0.0%	13	5.0%	21	0.2%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	13,473	100.0%	18	100.0%	42	100.0%	263	100.0%	13,796	100.0%
No Answer	1,756		54		12		0		1,822	
Avg. Time (min)	6.2		12.0		17.7		11.3		6.3	

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Transfers from the Rapid Transit System

ORANGE AND BLUE LINES

Expanded Results

Exit Station: State

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

93	38
4	38
326	19
7	18
505	15
504	8
92	7

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	36
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Destination Locations and Activities

ORANGE AND BLUE LINES

Expanded Results

Exit Station: State

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Financial/Retail	9,389	58.6%	0.9%	0.1%		89.9%	1.5%	2.2%	1.9%	2.0%	1.4%
Boston: Govt Center	5,425	33.9%	1.9%	1.8%	1.0%	82.5%	0.6%	3.9%	3.7%	2.9%	1.7%
Boston: Waterfront	441	2.8%				89.0%			11.0%		
Boston: So Bos Indust	285	1.8%				100.0%					
Boston: North End	109	0.7%		18.9%		81.1%					
Other (< 0.5 % of riders)	371	2.3%		12.4%	7.0%	53.7%		3.4%	6.1%	15.4%	1.9%
OVERALL TOTAL	16,020	100.0%	1.2%	1.1%	0.5%	86.6%	1.1%	2.7%	2.8%	2.5%	1.4%

Note: Totals shown may differ from column total because of rounding.

Origin Locations and Activities

BLUE AND GREEN LINES

Expanded Results

Entry Station: Government Center

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Govt Center	1,864	49.5%		8.8%	2.4%	29.9%	2.4%	26.4%	17.5%	5.1%	7.5%
Boston: Financial/Retail	705	18.7%		3.8%		62.5%	15.6%		4.5%	13.6%	
Boston: North End	614	16.3%		93.3%		6.7%					
Boston: Beacon Hill	91	2.4%		64.8%						35.2%	
Unspecified	82	2.2%		11.0%			50.0%			39.0%	
Medford	64	1.7%		100.0%							
Boston: Waterfront	50	1.3%		100.0%							
Boston: Back Bay	45	1.2%			100.0%						
Danvers	32	0.8%		100.0%							
Swampscott	32	0.8%		100.0%							
Weymouth	32	0.8%		100.0%							
Hull	27	0.7%	33.3%	66.7%							
Woburn	27	0.7%		66.7%							33.3%
Other (< 0.5 % of riders)	104	2.8%	8.6%	91.4%							
OVERALL TOTAL	3,768	100.0%	0.5%	31.1%	2.4%	27.6%	5.2%	13.0%	9.5%	6.8%	4.0%

Note: Totals shown may differ from column total because of rounding.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

BLUE AND GREEN LINES

Entry Station: Government Center

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	3,296	89.0%
Drive/Park Access	82	2.2%
Drop-off Access	9	0.2%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	32	0.9%
Total Private Trans.	3,419	92.3%
MBTA Bus	185	5.0%
Other Bus	0	0.0%
Commuter Rail	41	1.1%
Boat	59	1.6%
Other	0	0.0%
Total Public Trans.	285	7.7%
TOTAL	3,704	100.0%
No Answer	64	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,813	58.6%	41	82.0%	0	0.0%	32	100.0%	1,885	59.2%
6-10	940	30.4%	0	0.0%	0	0.0%	0	0.0%	940	29.5%
11-15	222	7.2%	9	18.0%	0	0.0%	0	0.0%	231	7.3%
16-20	41	1.3%	0	0.0%	0	0.0%	0	0.0%	41	1.3%
21-30	32	1.0%	0	0.0%	9	100.0%	0	0.0%	41	1.3%
31-45	45	1.4%	0	0.0%	0	0.0%	0	0.0%	45	1.4%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	3,092	100.0%	50	100.0%	9	100.0%	32	100.0%	3,183	100.0%
No Answer	204		32		0		0		236	
Avg. Time (min)		6.8		5.3		25.0		2.0		6.8

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

BLUE AND GREEN LINES

Entry Station: Government Center

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Swampscott	32
Middleborough/Lakeville	9

MBTA Bus Routes:	Number of Riders
354	45
325	32
326	32
468	32
111	18
352	9
442	9
92	9

Boat, Boarded at Dock Indicated:	Number of Riders
Quincy	32
Hull	27

Other Bus Routes:
 (None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

Expanded Results

BLUE AND GREEN LINES

Exit Station: Government Center

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	10,012	98.5%
Drive/Park Egress	38	0.4%
Pick-up Egress	12	0.1%
Taxi Egress	12	0.1%
Shuttle/Van Egress	27	0.3%
Bicycle Egress	16	0.2%
Other Egress	10	0.1%
Total Private Trans.	10,127	99.7%
MBTA Bus	10	0.1%
Other Bus	3	0.0%
Commuter Rail	7	0.1%
Boat	5	0.1%
Other	7	0.1%
Total Public Trans.	32	0.3%
TOTAL	180	100.0%
No Answer		

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	5,703	64.3%	7	23.5%	12	100.0%	16	40.7%	5,737	64.1%
6-10	2,344	26.4%	0	0.0%	0	0.0%	10	26.0%	2,354	26.3%
11-15	553	6.2%	0	0.0%	0	0.0%	11	27.5%	564	6.3%
16-20	253	2.9%	23	76.5%	0	0.0%	2	5.7%	279	3.1%
21-30	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
31-45	16	0.2%	0	0.0%	0	0.0%	0	0.0%	16	0.2%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	8,869	100.0%	30	100.0%	12	100.0%	40	100.0%	8,951	100.0%
No Answer	1,143		8		0		26		1,177	
Avg. Time (min)	6.1		15.8		5.0		9.9		6.2	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

BLUE AND GREEN LINES

Exit Station: Government Center

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
ATK Durham NH	7

MBTA Bus Routes:	Number of Riders
354	10

Boat, Alighted at Dock Indicated:	Number of Riders
Charlestown Navy Yard	5

Other Bus Routes:	Number of Riders
Unspecified Bus	3

Destination Locations and Activities

BLUE AND GREEN LINES

Expanded Results

Exit Station: Government Center

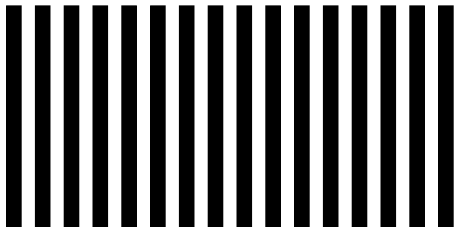
City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Govt Center	7,204	69.7%	1.4%	0.3%	1.6%	78.2%	0.5%	4.2%	7.0%	2.9%	3.8%
Boston: Financial/Retail	1,939	18.8%	1.2%			87.6%	0.9%	2.7%	3.8%	2.9%	0.9%
Boston: North End	432	4.2%		13.4%		70.4%		6.7%	3.6%		5.8%
Boston: Beacon Hill	277	2.7%		5.0%		78.2%		6.1%	1.3%	9.3%	
Boston: Waterfront	193	1.9%				75.2%				24.8%	
Boston: Park Square	133	1.3%				90.6%					9.4%
Boston: So Bos Indust	70	0.7%				100.0%					
Other (< 0.5 % of riders)	85	0.8%			8.3%	73.8%					17.9%
OVERALL TOTAL	10,332	100.0%	1.2%	0.9%	1.2%	79.9%	0.5%	3.9%	5.8%	3.3%	3.3%

Note: Totals shown may differ from column total because of rounding.

APPENDIX C

Survey Form

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 2521 BOSTON MA

POSTAGE WILL BE PAID BY ADDRESSEE

**CENTRAL TRANSPORTATION PLANNING STAFF
10 PARK PLAZA STE 2150
BOSTON MA 02116-9776**



MBTA Rail Rapid Transit Passenger Survey

This survey is being conducted to help determine how rail rapid transit (Red, Blue, Orange, and Green Line) service can be improved. Please help us by answering as many questions as you can. After completing this survey, please either hand it to a survey distributor or a Customer Service Agent at a station, or drop it in the mail (no stamp is needed). You may fill out the survey online or get more information about the survey at www.ctps.org/mbtarapid/. All answers are confidential. You will not be put on any mailing lists. **THANK YOU!**

1. What rail line were you boarding/riding when you got this survey form?

- Red Line Green Line B (Boston College) on surface
 Orange Line Green Line C (Cleveland Circle) on surface
 Blue Line Green Line D (Riverside) on surface
 Mattapan Trolley Green Line E (Heath St.) on surface
 Green Line in subway, or at Lechmere or Science Park

2. At what station did you board the train on that line?

3. About what time did you board that train?

_____ : _____ AM PM

4a. Where were you before starting this entire one-way trip?

- At work At a doctor or other personal business
 At school At a work-related errand or meeting
 At home At a restaurant, or social or recreational activity
 At a store Other _____

4b. Where is the place in question 4a located?

_____ (address or nearest street intersection or landmark)

_____ (city/town/neighborhood) _____ (state) _____ (zip code)

5a. Where did you first board a public transit vehicle on this one-way trip?

- At the station reported in question 2
 At the _____ rapid transit or commuter rail station
 At a bus or Silver Line stop at _____
on Route (number or name) _____
 At _____ boat dock Other _____

5b. How did you get to the station or stop reported in question 5a?

- Walked directly (from work, school, home, etc.)
 Drove or rode in a personal vehicle and parked at or near station/stop
 Dropped off by personal vehicle that did not park Taxi THE RIDE
 Private shuttle van/shuttle bus Bicycle Other _____

6. How long did it take to get from where this trip started to the first place where you boarded a public transit vehicle on this trip? _____ minutes

7. What type of fare did you pay for this rapid transit trip?

- Pay-per-ride CharlieCard (plastic) Pay-per-ride CharlieTicket (paper)
 Monthly pass (circle one): Link (Subway + Bus); Zone _____; Boat;
Inner Express Bus; Outer Express Bus; Student; Senior; Disability
 Full cash fare on-board Green Line train or Mattapan trolley
 Reduced fare (circle one): Student; Senior; Disability
 Child under age 12 free fare Blind Access Card
 1-day Link Pass 7-day Link Pass Other _____

MORE QUESTIONS INSIDE →

Please seal here with tape—do not staple.

8a. At what station will you/did you leave the train you were boarding/riding when you got the survey? _____

8b. Where will you/did you last leave a public transit vehicle on this one-way trip? At the station reported in question 8a
 At the _____ rapid transit or commuter rail station
 At a bus or Silver Line stop at _____ on Route (number or name) _____
 At _____ boat dock Other _____

9a. Where will/did this one-way trip end?
 At work At a doctor or other personal business
 At school At a work-related errand or meeting
 At home At a restaurant, or social or recreational activity
 At a store Other _____

9b. Where is the place in question 9a located?

(address or nearest street intersection or landmark)

(city/town/neighborhood) (state) (zip code)

9c. How will you/did you get there from the station/stop in question 8b?
 Walk directly (to work, school, home, etc.)
 Drive or ride in personal vehicle parked at or near station/stop
 Met at station/stop by car or other personal vehicle Taxi THE RIDE
 Private shuttle van/shuttle bus Bicycle Other _____

10. How long will it/did it take to get to your destination (in question 9a/9b) from your last station/stop (in question 8b)? _____ minutes

11. How many days a week do you ride the rail line checked in question 1?
 Less than 1 day 3 days 6 days
 1 day 4 days 7 days
 2 days 5 days I'm only visiting Boston

12. Do you ride that rail line on . . .
Saturdays? Yes, regularly Yes, occasionally No, not at all
Sundays? Yes, regularly Yes, occasionally No, not at all

13a. On days when you ride that rail line, how many one-way trips do you usually make on it? _____

13b. On days when you do not ride that rail line, do you make the same trips by other means? Yes No If yes, check all that apply:
 Drive alone Carpool/vanpool Other MBTA service
 Non-MBTA bus Bicycle Other _____

14. Do you have a valid driver's license? Yes No

15a. How many usable vehicles (autos, trucks, or motorcycles) does your household have? 0 1 2 3 or more

15b. Could you have used one of these vehicles instead of riding the rail line on the day you got this survey? Yes No

16. What is your age?
 18 or under 25-34 45-64
 19-24 35-44 65 or over

17. What is your primary occupation?
 Construction Trades/Manufacturing Professional/Business Services
 Retail/Sales Student Homemaker Retired/Unemployed
 Other _____

18. How many people are in your household, including yourself? (the number of people living in your house or apartment) _____

19. What is your annual combined household income?
 Under \$20,000 \$40,000-\$49,999 \$75,000-\$99,999
 \$20,000-\$29,999 \$50,000-\$59,999 \$100,000 or more
 \$30,000-\$39,999 \$60,000-\$74,999

20. What is your gender? (For example: Male, Female) _____

21a. How do you self-identify by race? (check all that apply)
 American Indian or Alaska Native Asian
 Black or African American White
 Native Hawaiian or other Pacific Islander Other _____

21b. Are you Hispanic/Latino? Yes No

22. What are your main reasons for using MBTA rapid transit service? (check all that apply)
 Convenience Environmentally responsible
 Speed/travel time Less expensive than other choices
 Avoid driving/traffic Can read or do work on the train
 Avoid parking at destination Only transportation available
 Other _____

23a. How do you obtain information about MBTA service? (check all that apply)
 By phone From MBTA website From SmarTraveler
 Get printed material at: ___station ___information booth ___on vehicle
___store ___library Other _____

23b. Do you carry a cell phone when riding the MBTA? Yes No

24. Several measures of service quality are listed below. Please circle a number after each measure to indicate how you feel about MBTA rapid transit service. (Leave blank any measures that don't apply.) Then place a check mark beside the three measures most important to you.

	Poor	Average	Excellent	✓		
Reliability (on-time performance)	1	2	3	4	5	_____
Safety and security	1	2	3	4	5	_____
Cleanliness/condition of vehicles	1	2	3	4	5	_____
Courtesy of train crews	1	2	3	4	5	_____
Announcement of stations	1	2	3	4	5	_____
Availability of seating on trains	1	2	3	4	5	_____
Frequency of service	1	2	3	4	5	_____
Travel time/speed	1	2	3	4	5	_____
Parking availability	1	2	3	4	5	_____
Station amenities	1	2	3	4	5	_____
Fare collection system	1	2	3	4	5	_____

Comments/Suggestions: