

**Appendix A:
MBTA Bus Route 15**

FIGURE A-1-a
Boardings and Alightings – Inbound:
Kane Square to Ruggles Station (6:25 to 8:33 AM)

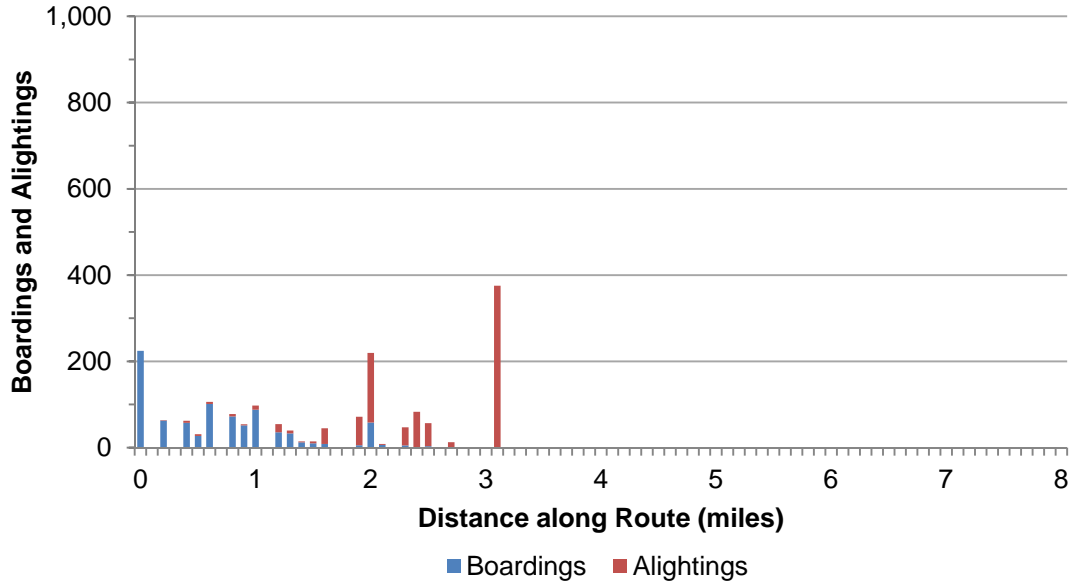


FIGURE A-1-b
Boardings and Alightings – Outbound:
Ruggles Station to Kane Square (3:05 to 5:57 PM)

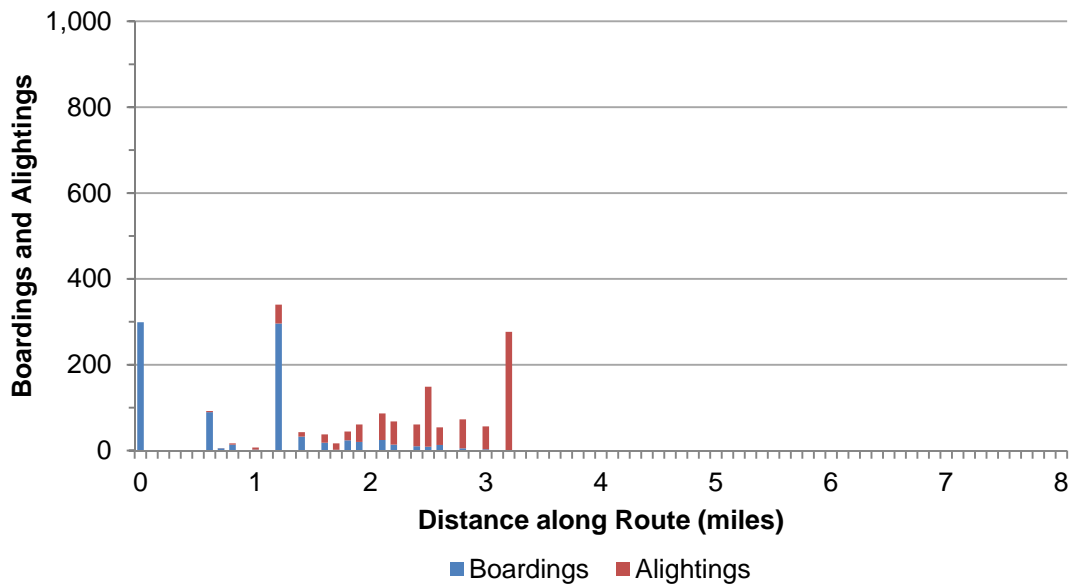


FIGURE A-2-a
Cumulative Demand Curve – Inbound

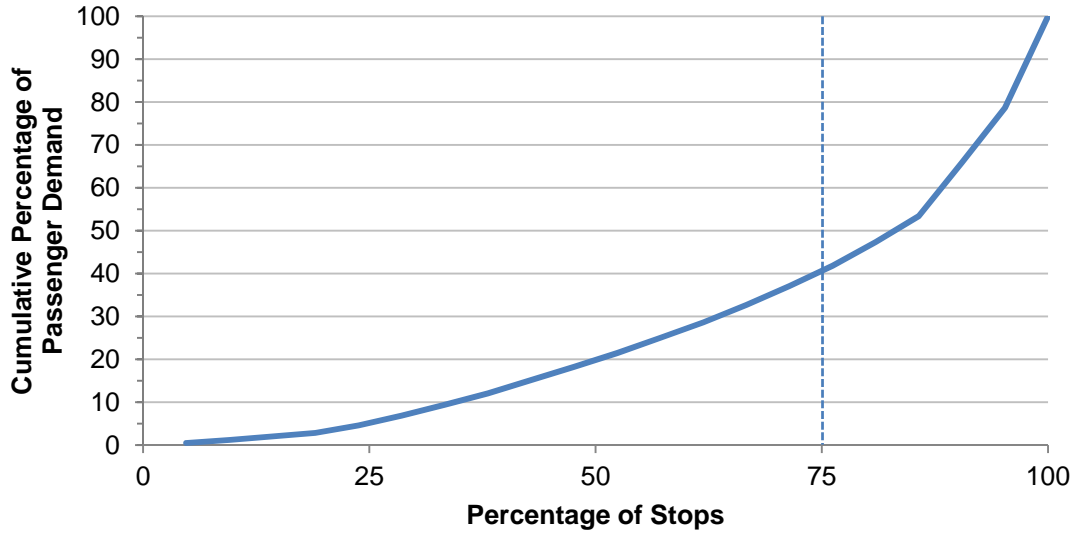


FIGURE A-2-b
Cumulative Demand Curve – Outbound

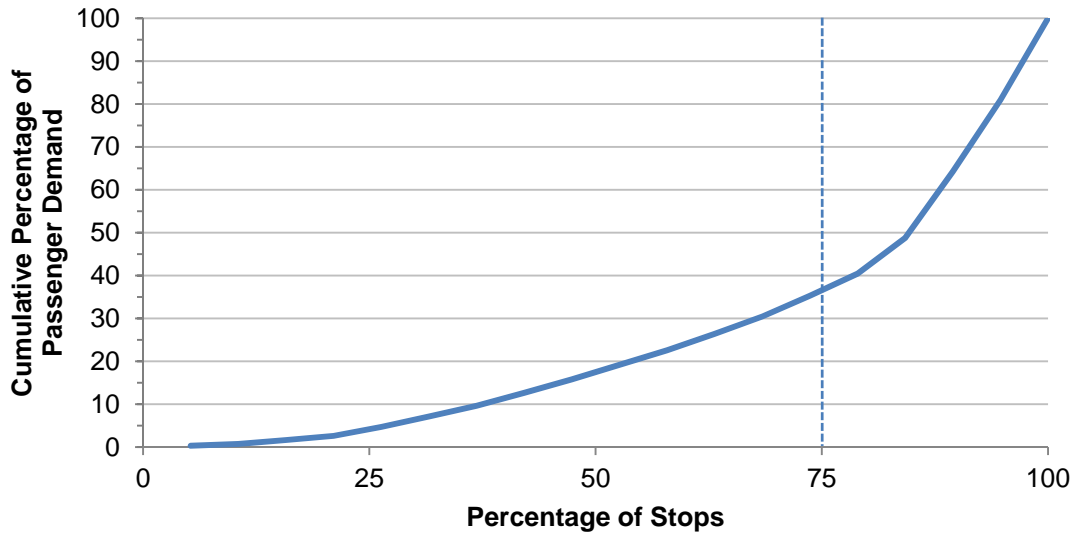


FIGURE A-3-a
Passenger Trip Length – Inbound

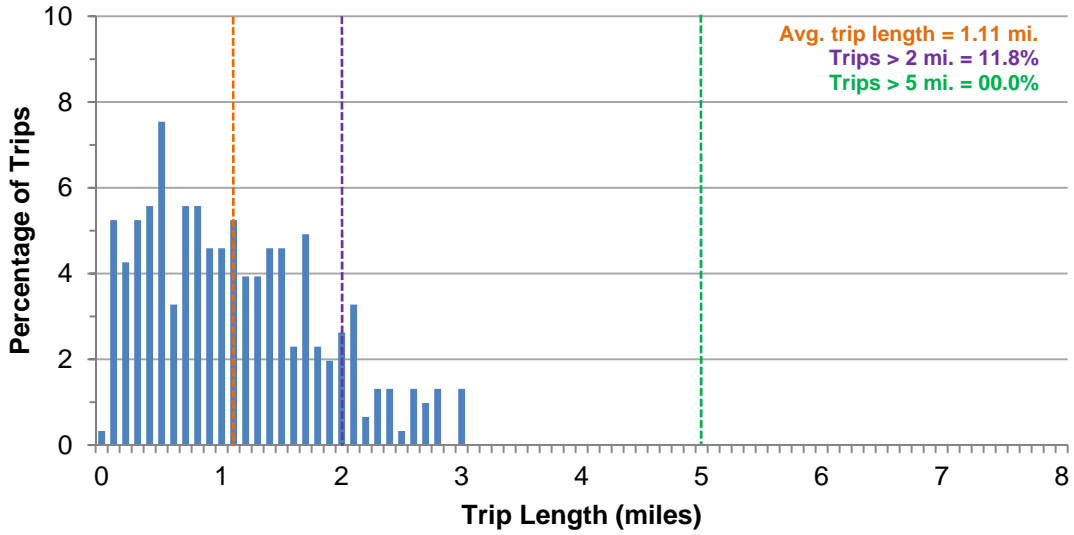


FIGURE A-3-b
Passenger Trip Length – Outbound

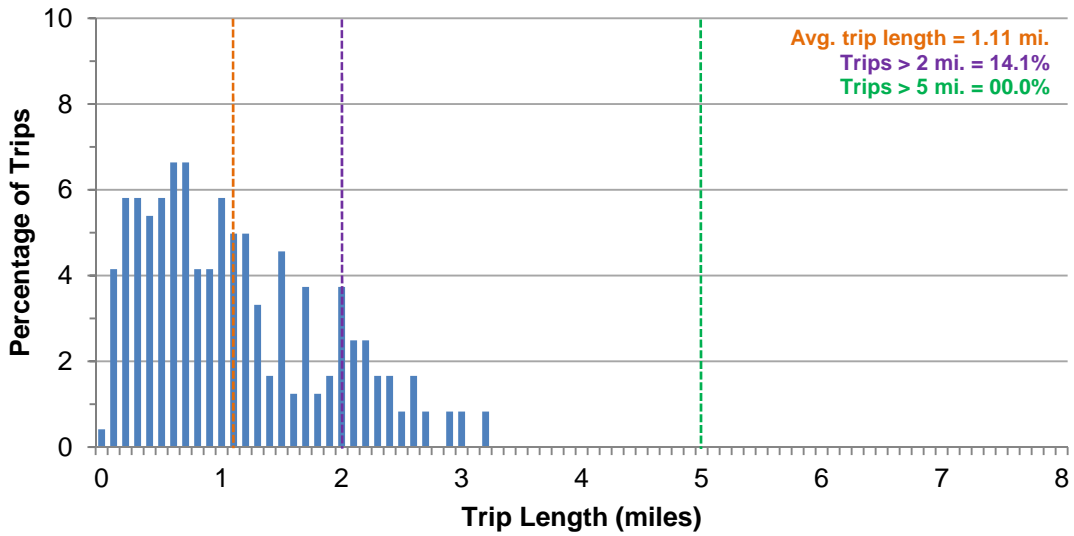


FIGURE A-4-a
Roadway Geometry Score – Inbound

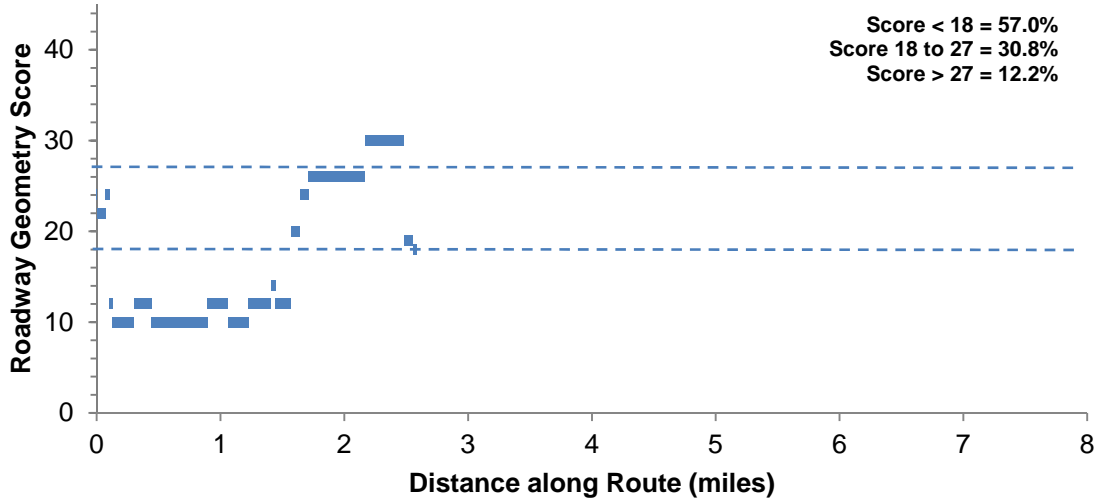


FIGURE A-4-b
Roadway Geometry Score – Outbound

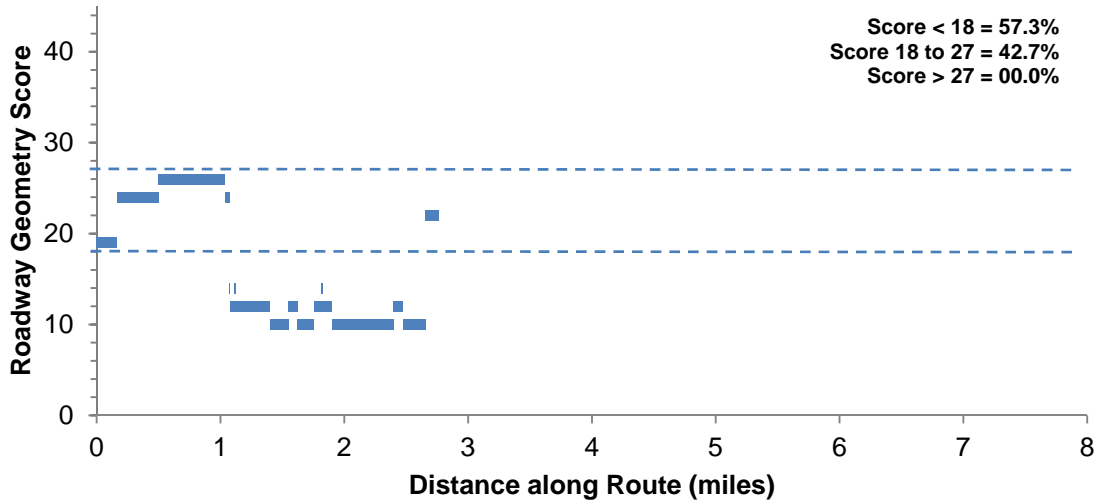


FIGURE A-5-a
Traffic Congestion Score – Inbound

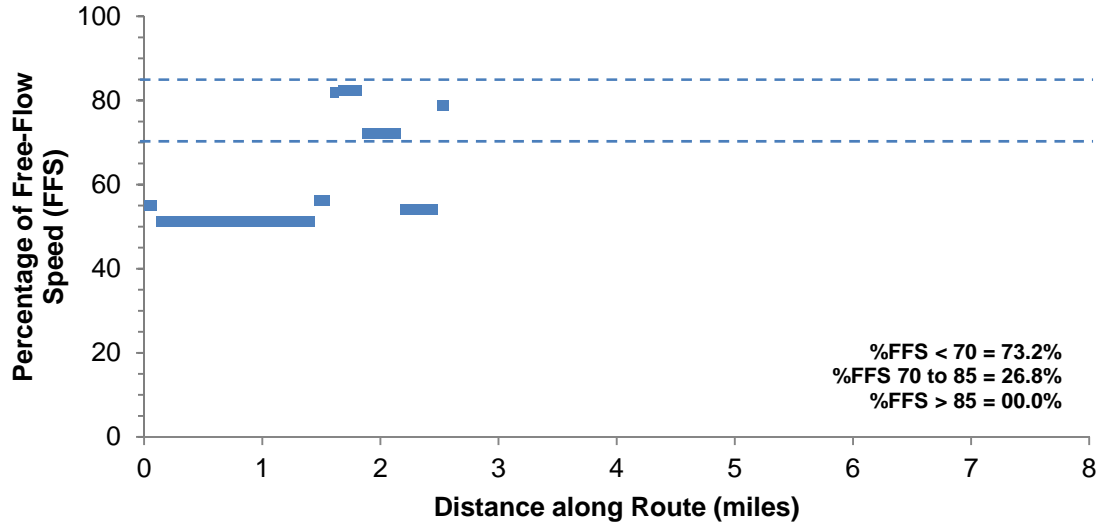
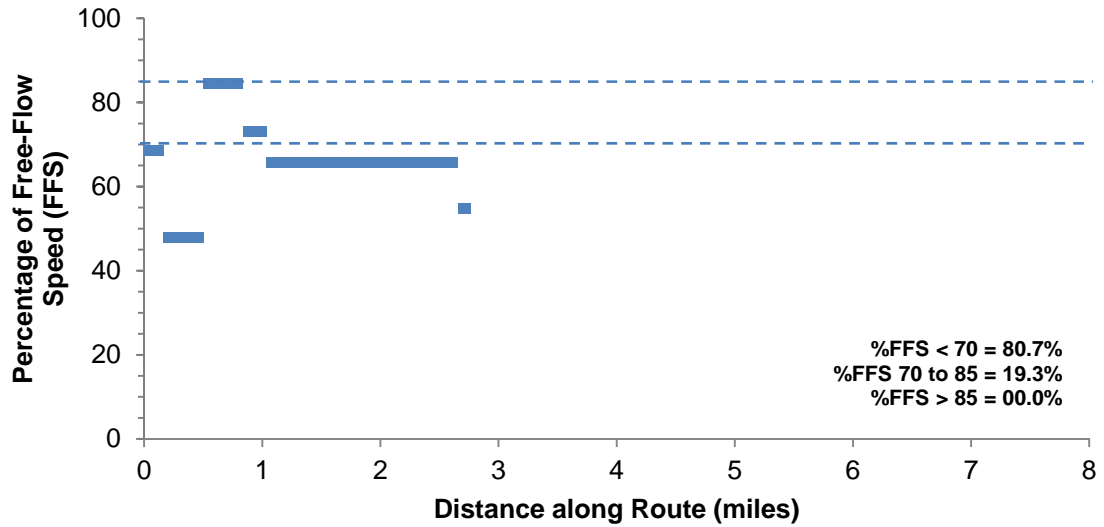


FIGURE A-5-b
Traffic Congestion Score – Outbound



**Appendix B:
MBTA Bus Route 22**

FIGURE B-1-a
Boardings and Alightings – Inbound:
Ashmont Station to Ruggles Station (6:00 to 8:59 AM)

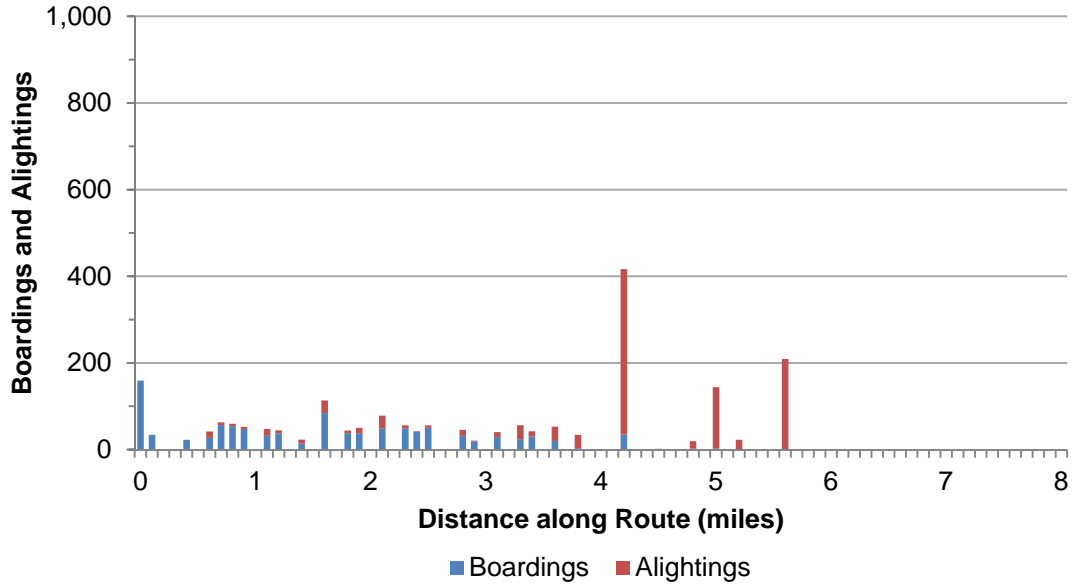


FIGURE B-1-b
Boardings and Alightings – Outbound:
Ruggles Station to Ashmont Station (4:10 to 5:58 PM)

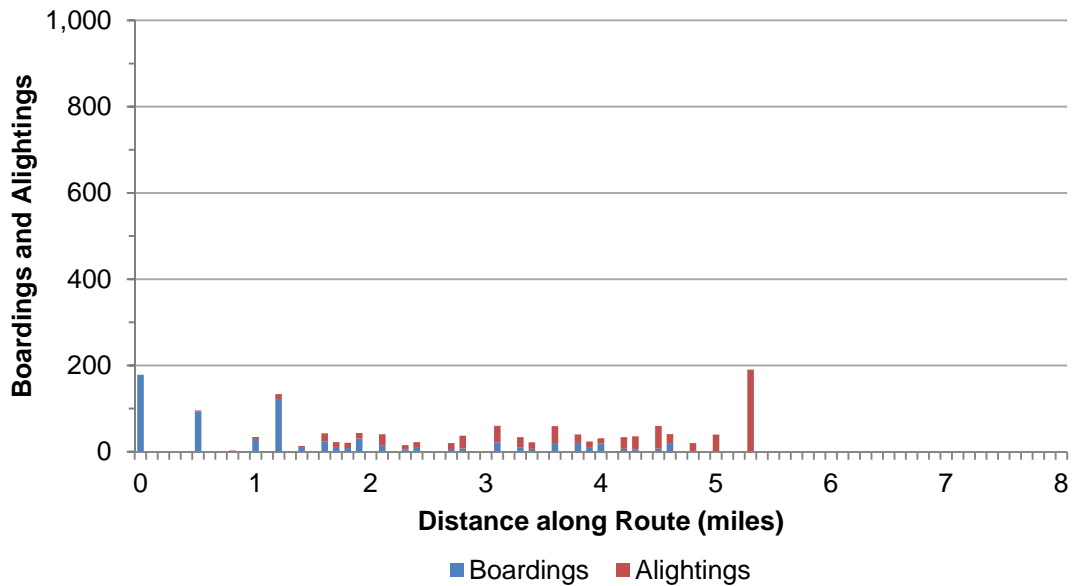


FIGURE B-2-a
Cumulative Demand Curve – Inbound

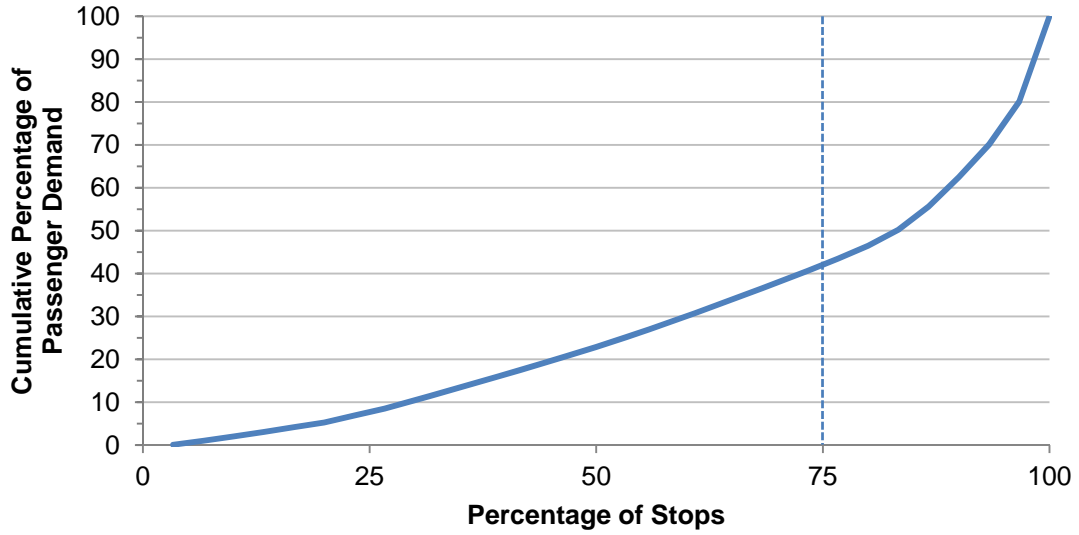


FIGURE B-2-b
Cumulative Demand Curve – Outbound

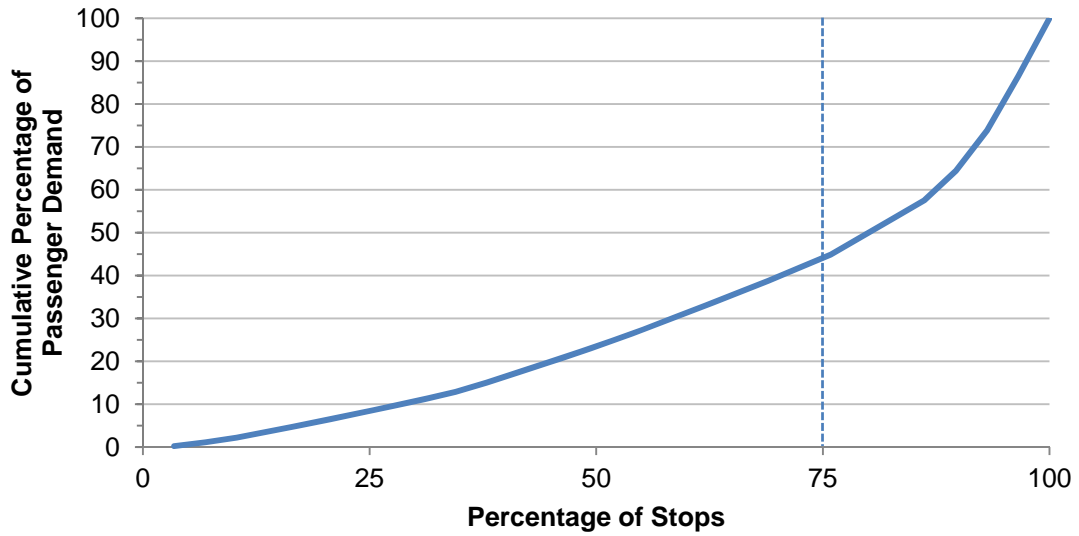


FIGURE B-3-a
Passenger Trip Length – Inbound

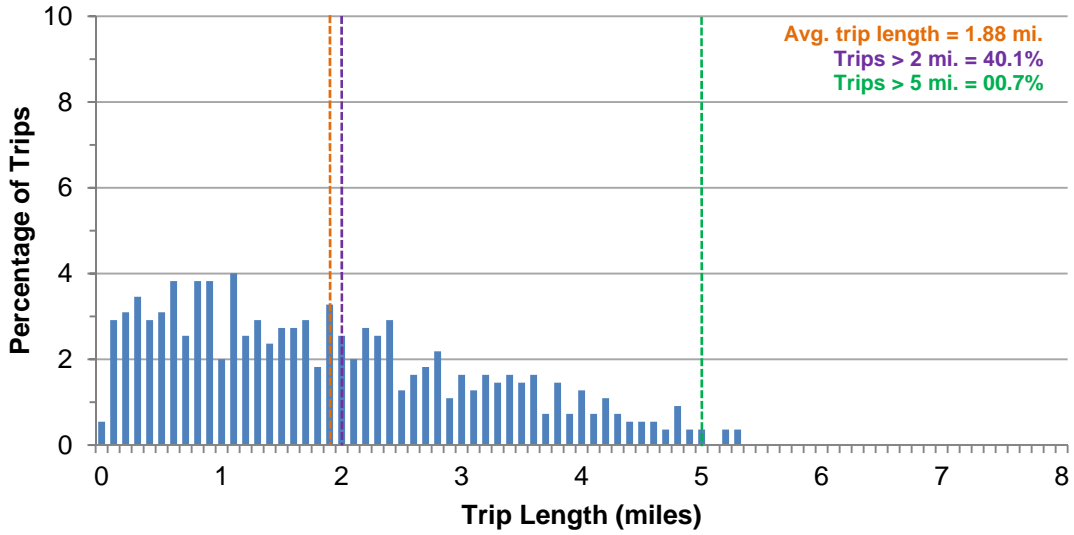


FIGURE B-3-b
Passenger Trip Length – Outbound

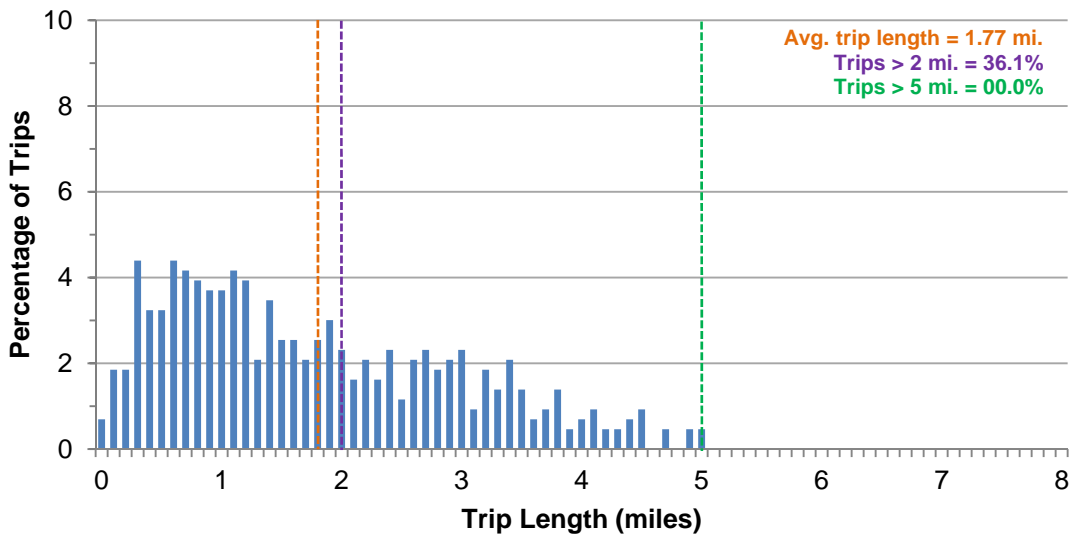


FIGURE B-4-a
Roadway Geometry Score – Inbound

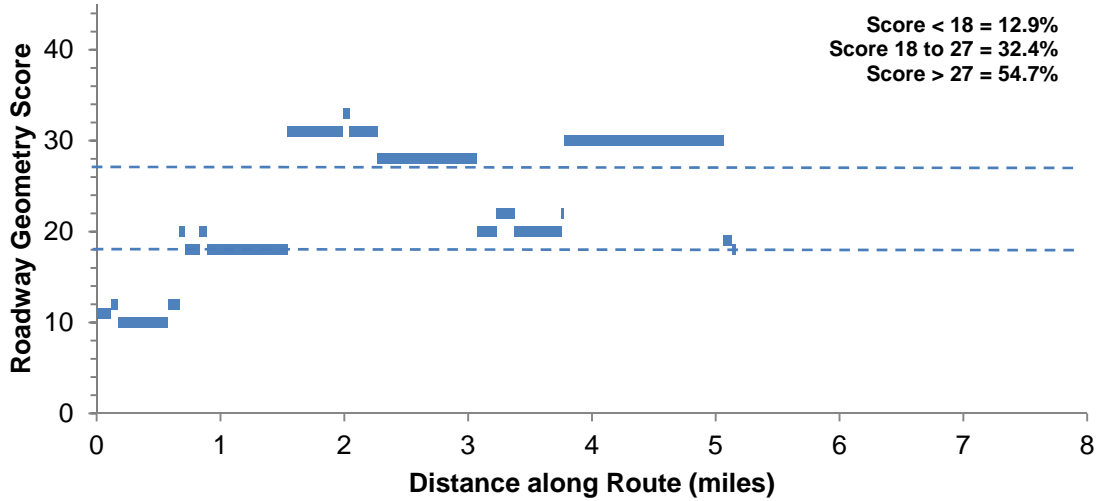


FIGURE B-4-b
Roadway Geometry Score – Outbound

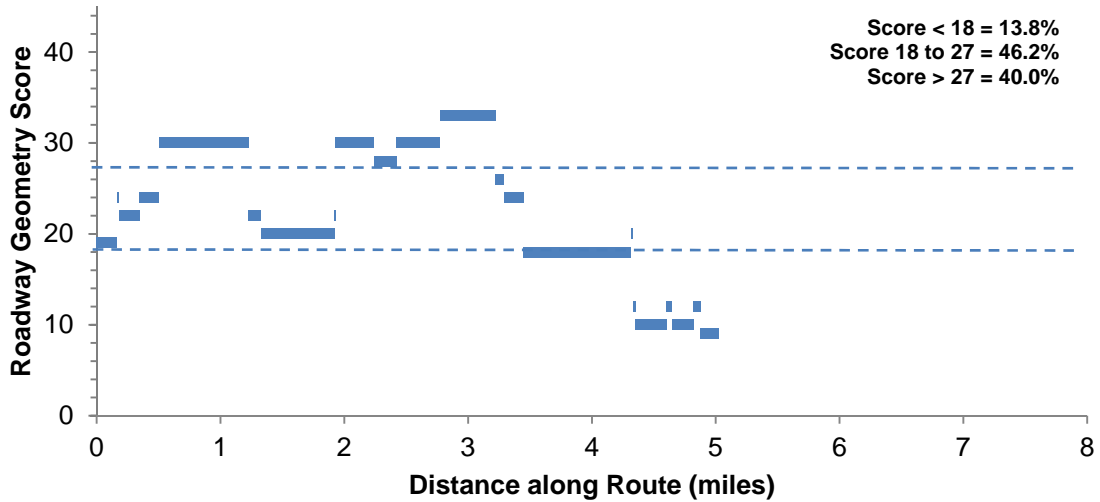


FIGURE B-5-a
Traffic Congestion Score – Inbound

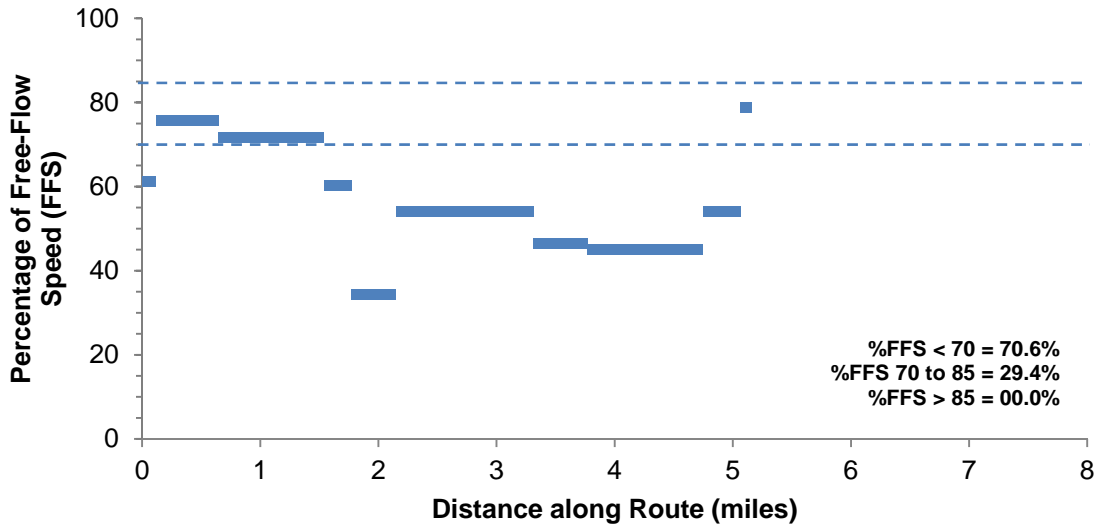
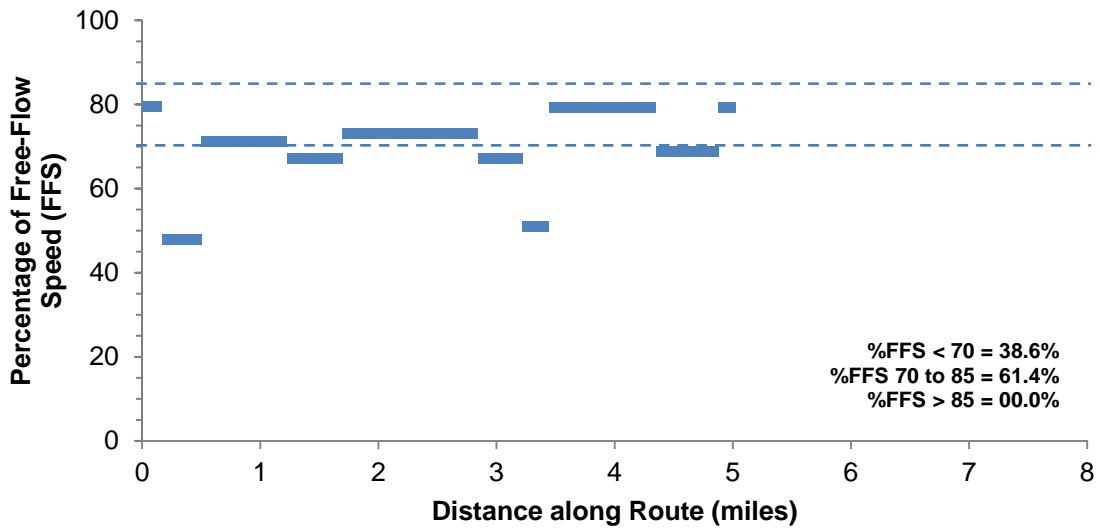


FIGURE B-5-b
Traffic Congestion Score – Outbound



**Appendix C:
MBTA Bus Route 23**

FIGURE C-1-a
Boardings and Alightings – Inbound:
Ashmont Station to Ruggles Station (6:05 to 9:01 AM)

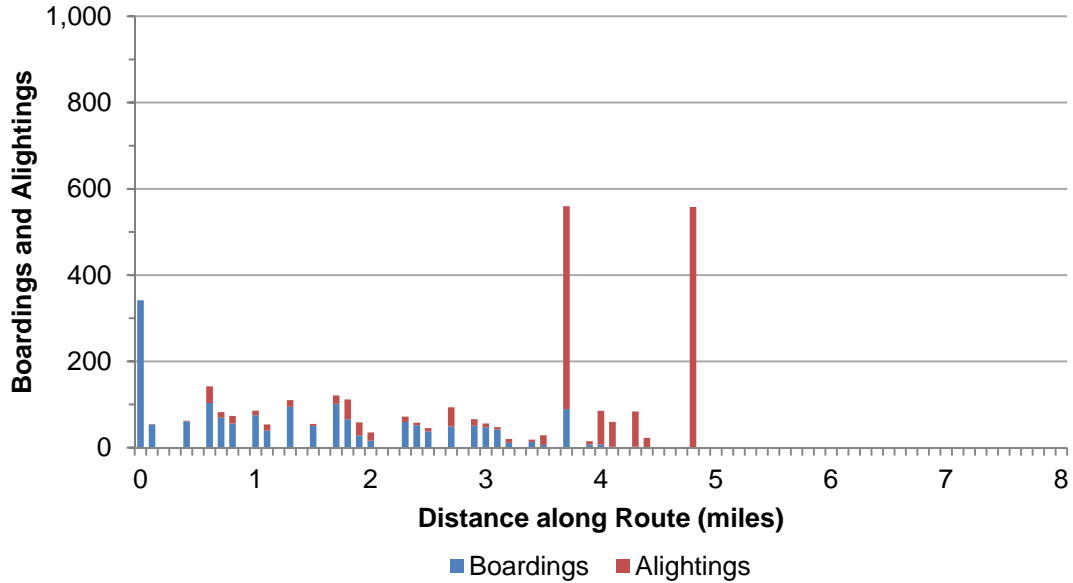


FIGURE C-1-b
Boardings and Alightings – Outbound:
Ruggles Station to Ashmont Station (3:33 to 6:56 PM)

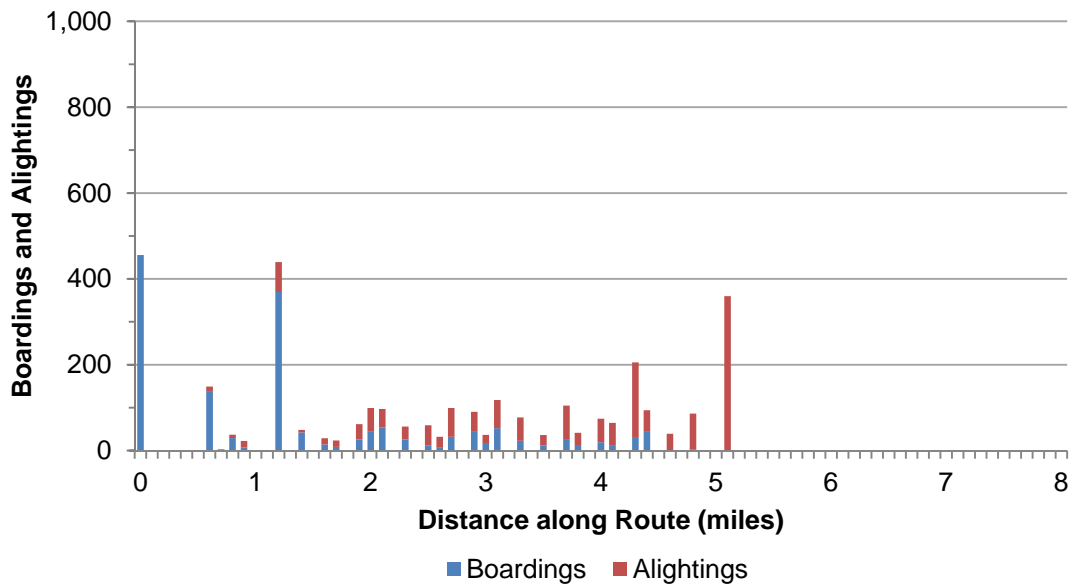


FIGURE C-2-a
Cumulative Demand Curve – Inbound

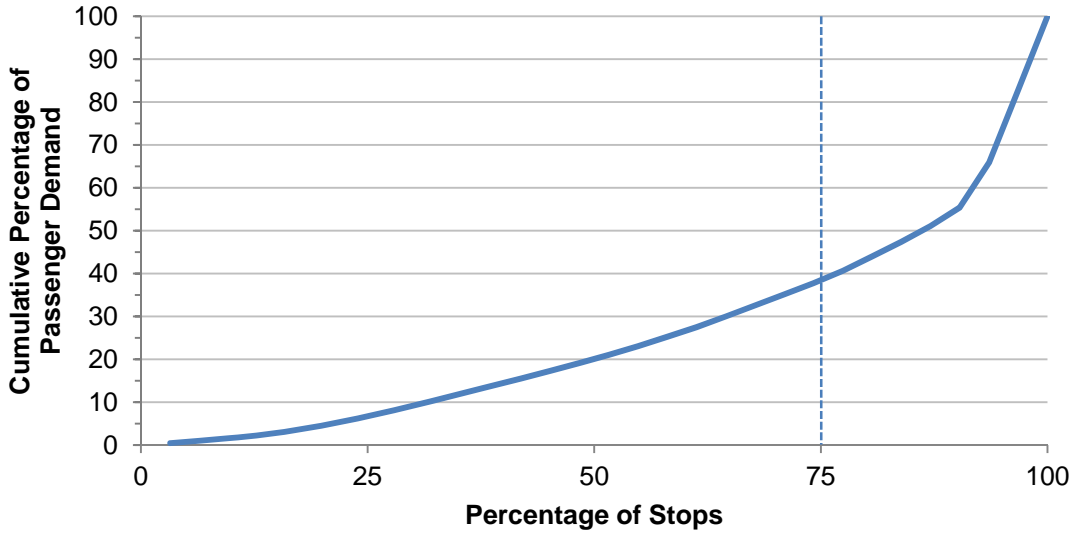


FIGURE C-2-b
Cumulative Demand Curve – Outbound

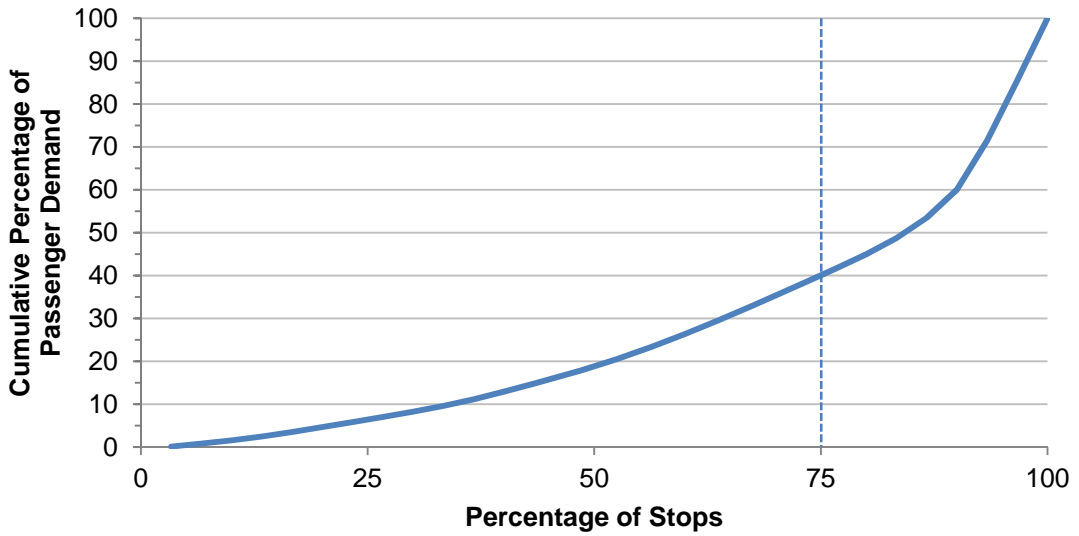


FIGURE C-3-a
Passenger Trip Length – Inbound

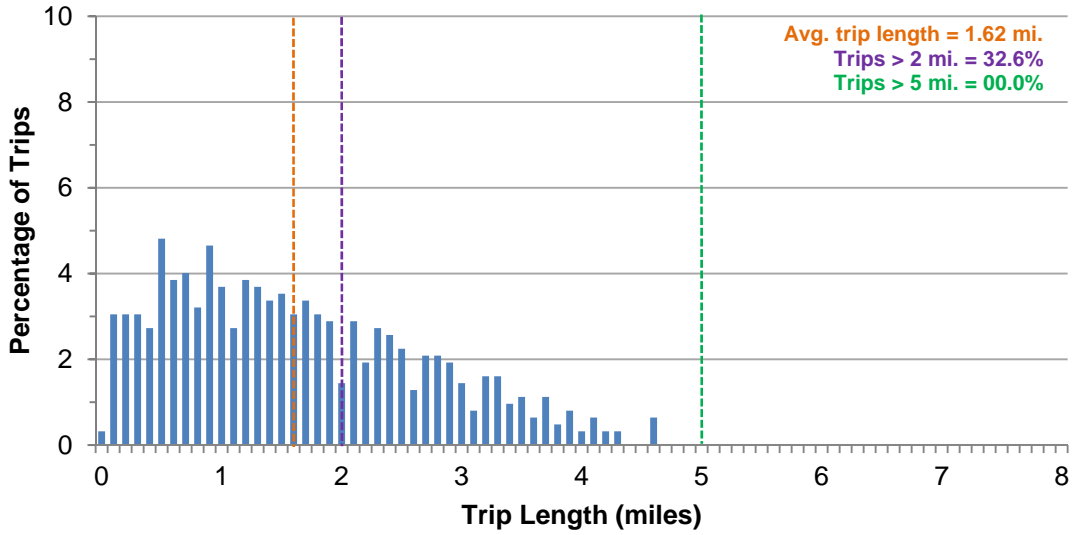


FIGURE C-3-b
Passenger Trip Length – Outbound

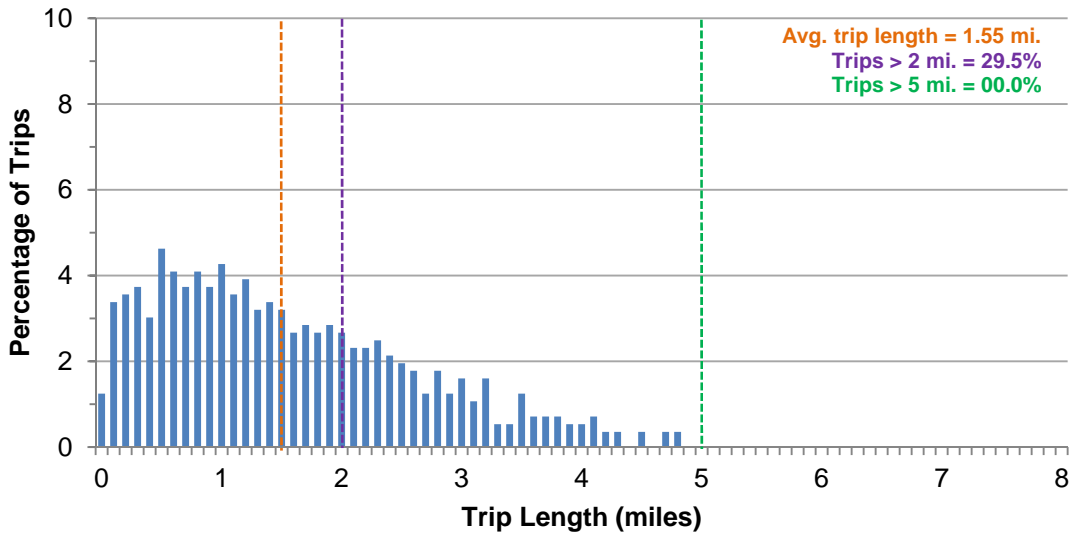


FIGURE C-4-a
Roadway Geometry Score – Inbound

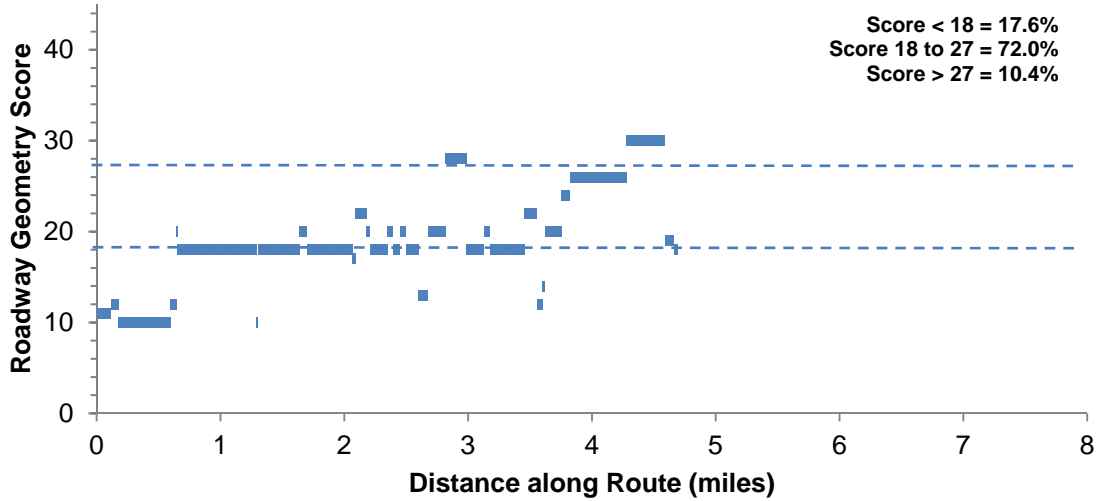


FIGURE C-4-b
Roadway Geometry Score – Outbound

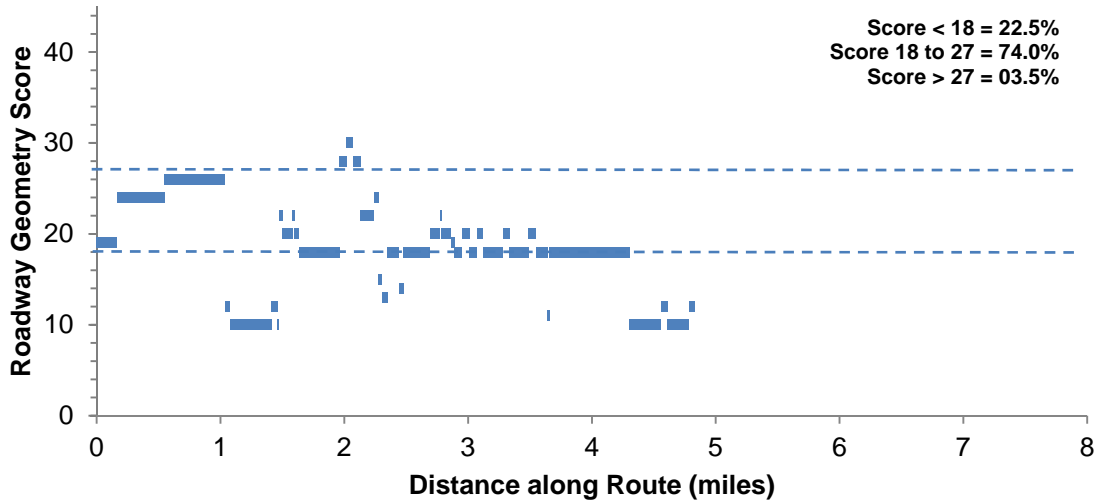


FIGURE C-5-a
Traffic Congestion Score – Inbound

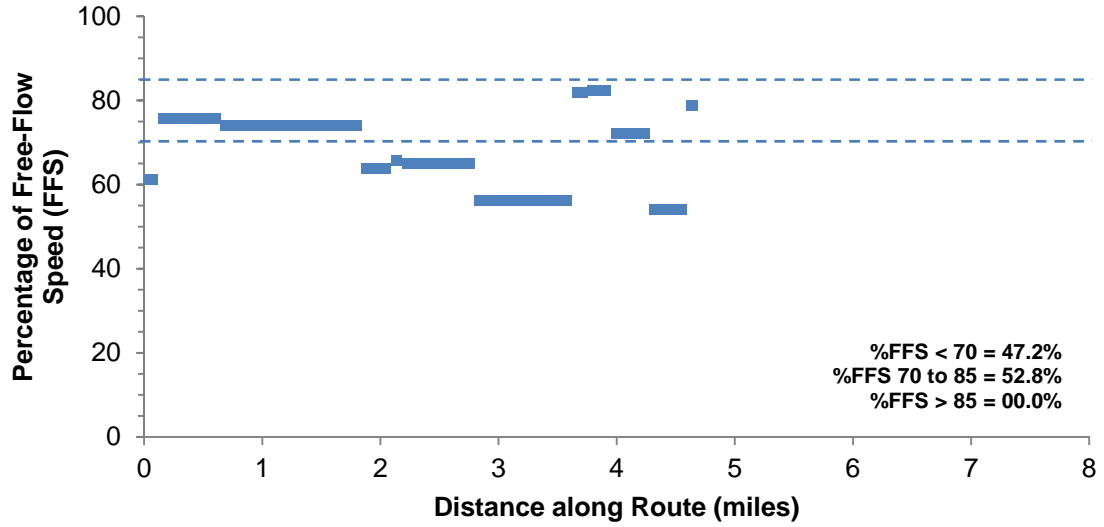
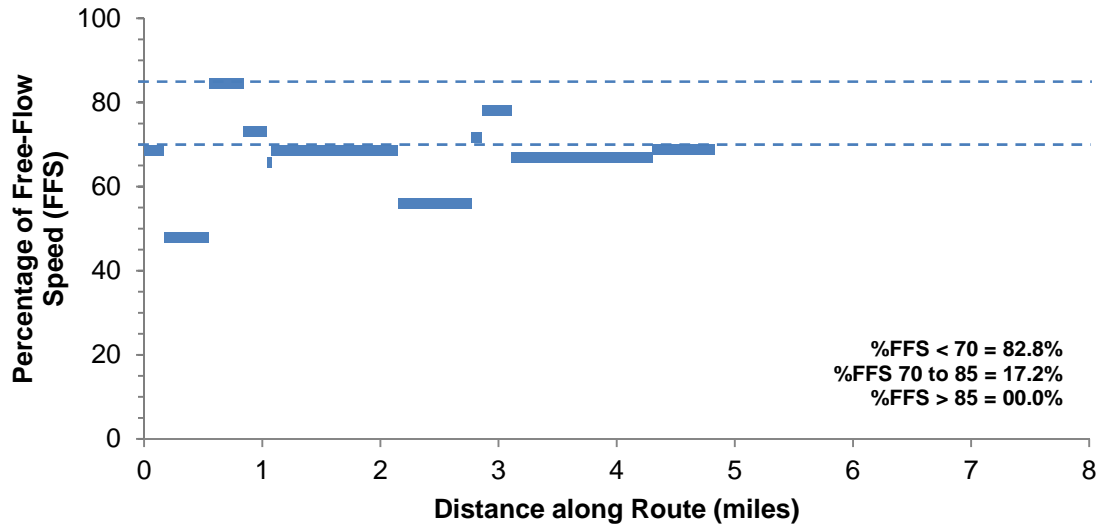


FIGURE C-5-b
Traffic Congestion Score – Outbound



**Appendix D:
MBTA Bus Route 28**

FIGURE D-1-a
Boardings and Alightings – Inbound:
Mattapan Station to Ruggles Station (6:02 to 9:01 AM)

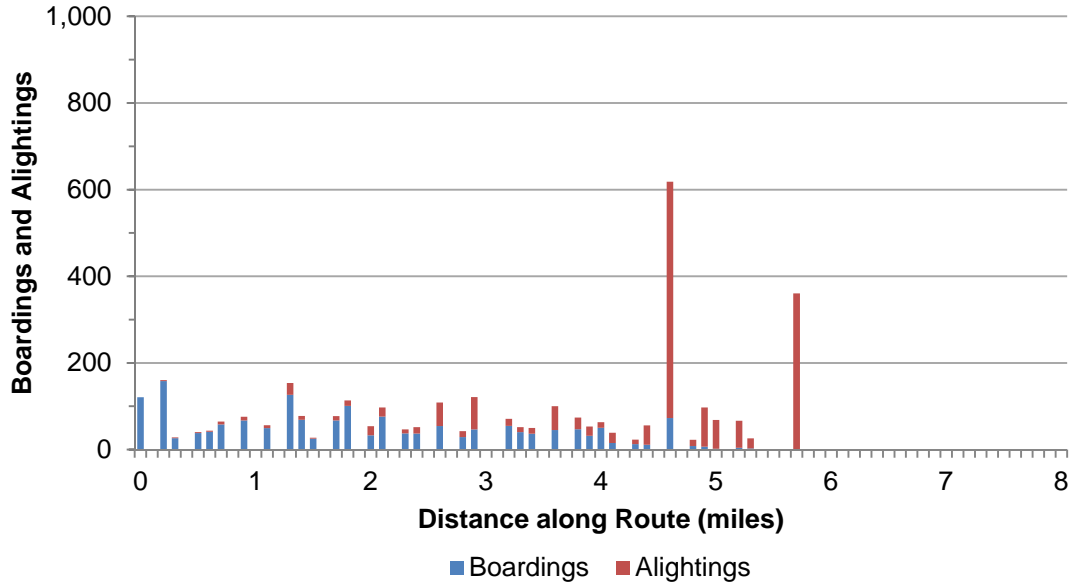


FIGURE D-1-b
Boardings and Alightings – Outbound:
Ruggles Station to Mattapan Station (3:00 to 7:03 PM)

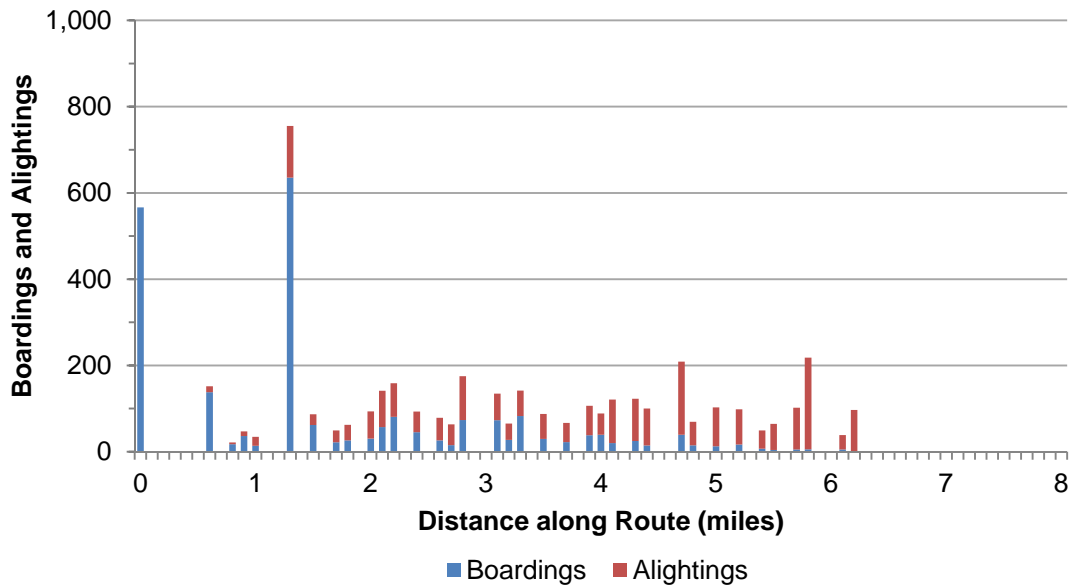


FIGURE D-2-a
Cumulative Demand Curve – Inbound

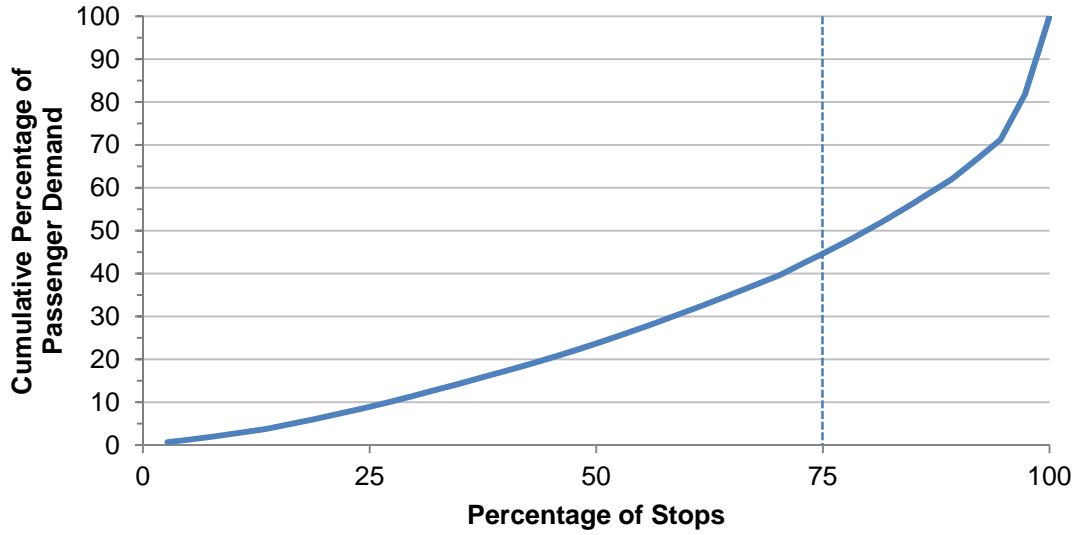


FIGURE D-2-b
Cumulative Demand Curve – Outbound

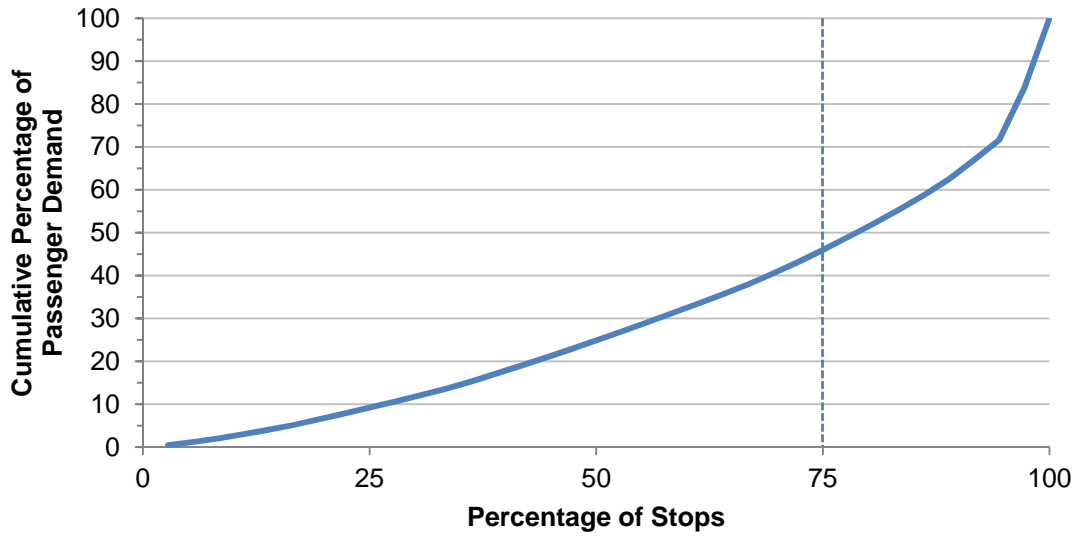


FIGURE D-3-a
Passenger Trip Length – Inbound

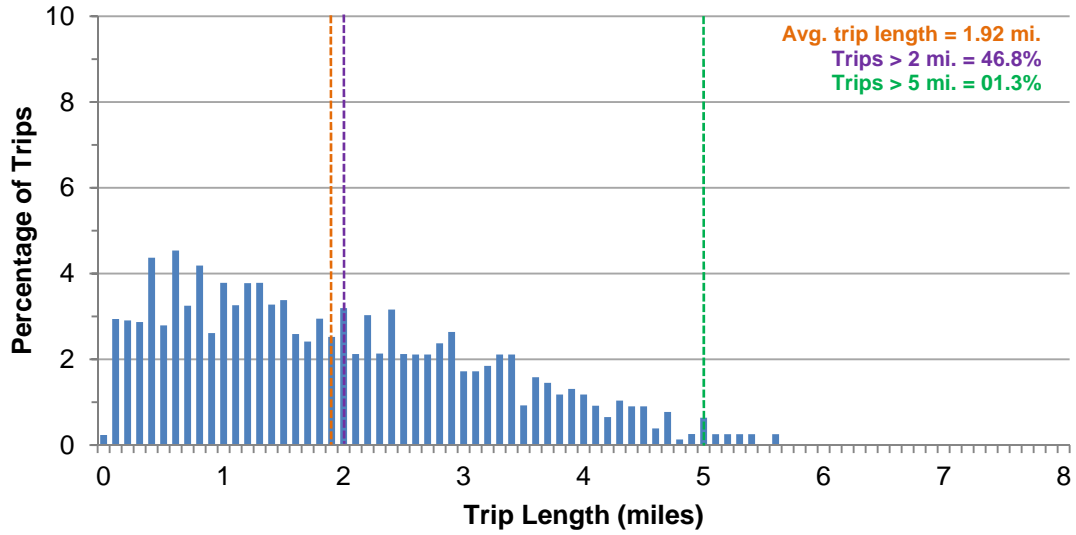


FIGURE D-3-b
Passenger Trip Length – Outbound

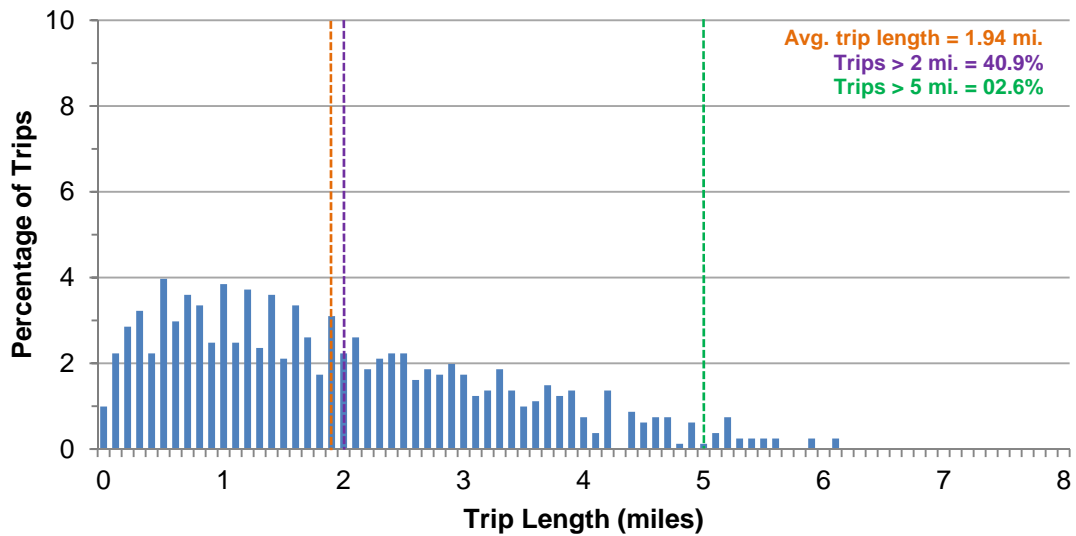


FIGURE D-4-a
Roadway Geometry Score – Inbound

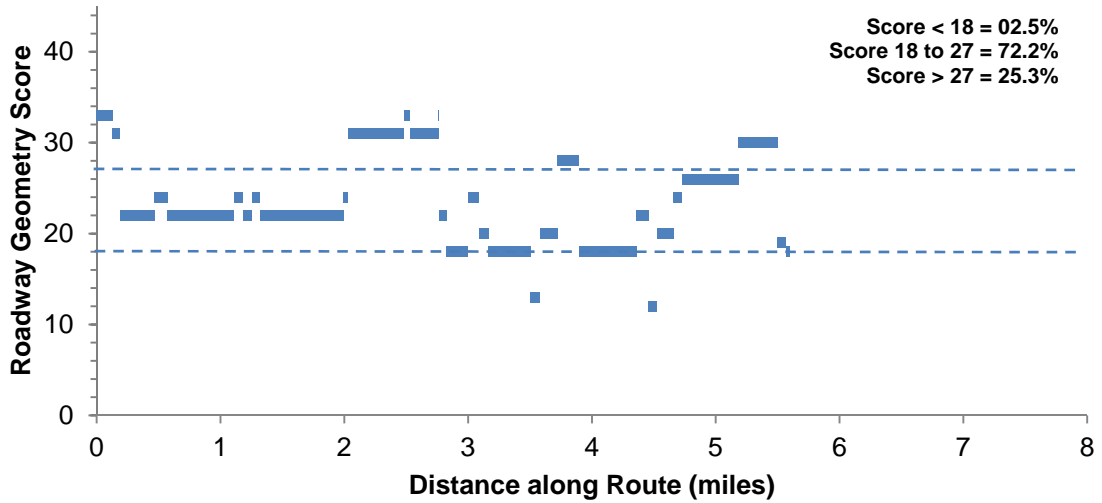


FIGURE D-4-b
Roadway Geometry Score – Outbound

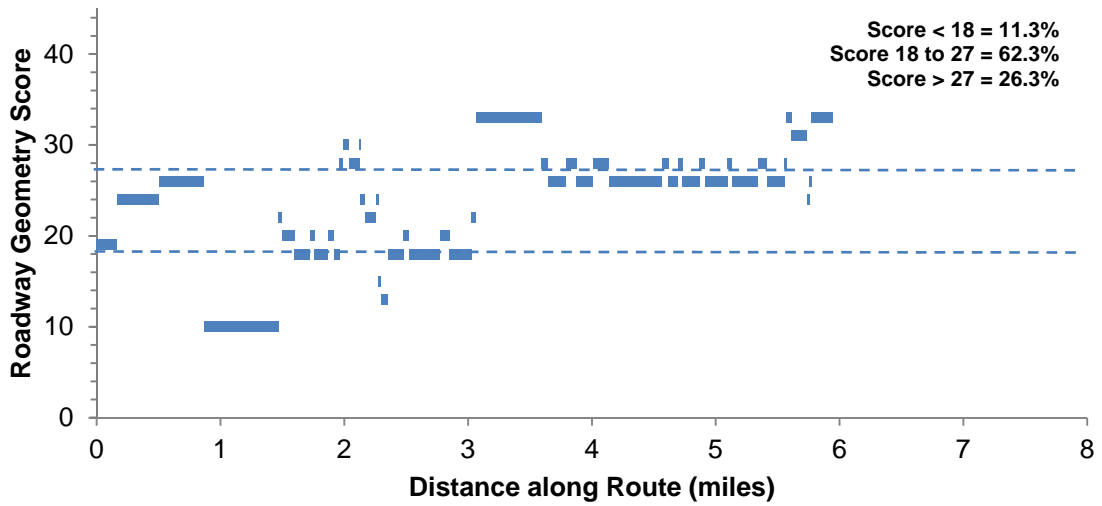


FIGURE D-5-a
Traffic Congestion Score – Inbound

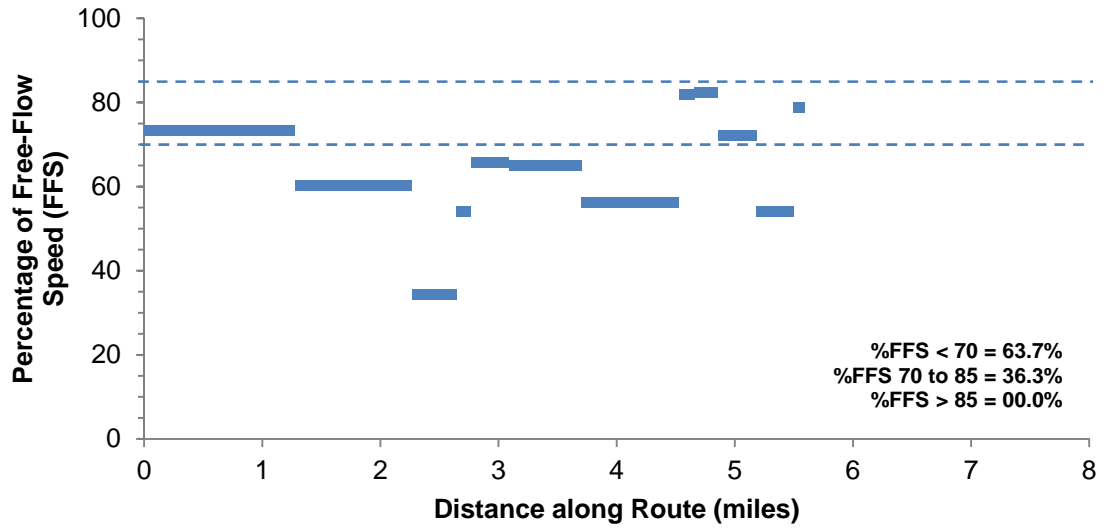
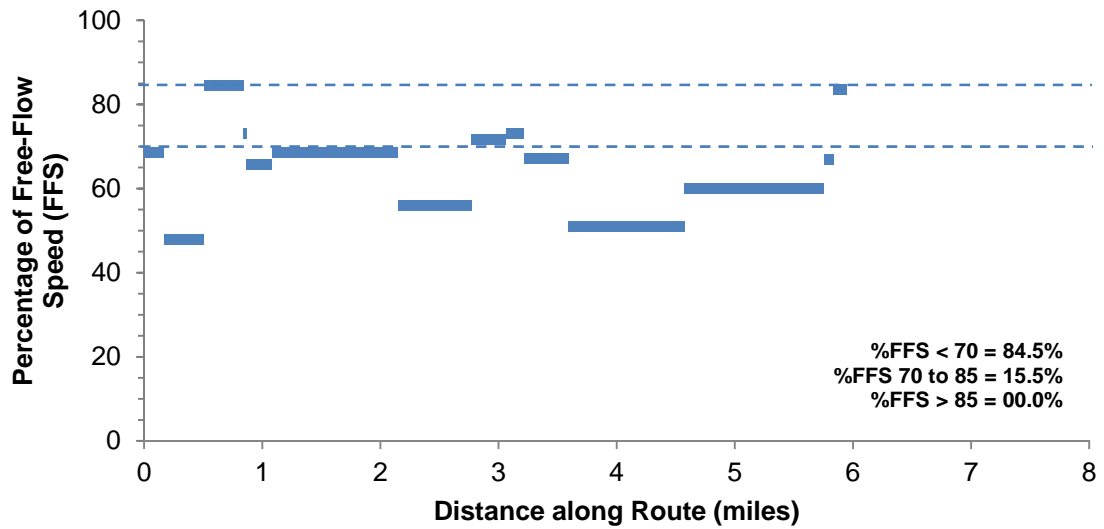


FIGURE D-5-b
Traffic Congestion Score – Outbound



**Appendix E:
MBTA Bus Route 31**

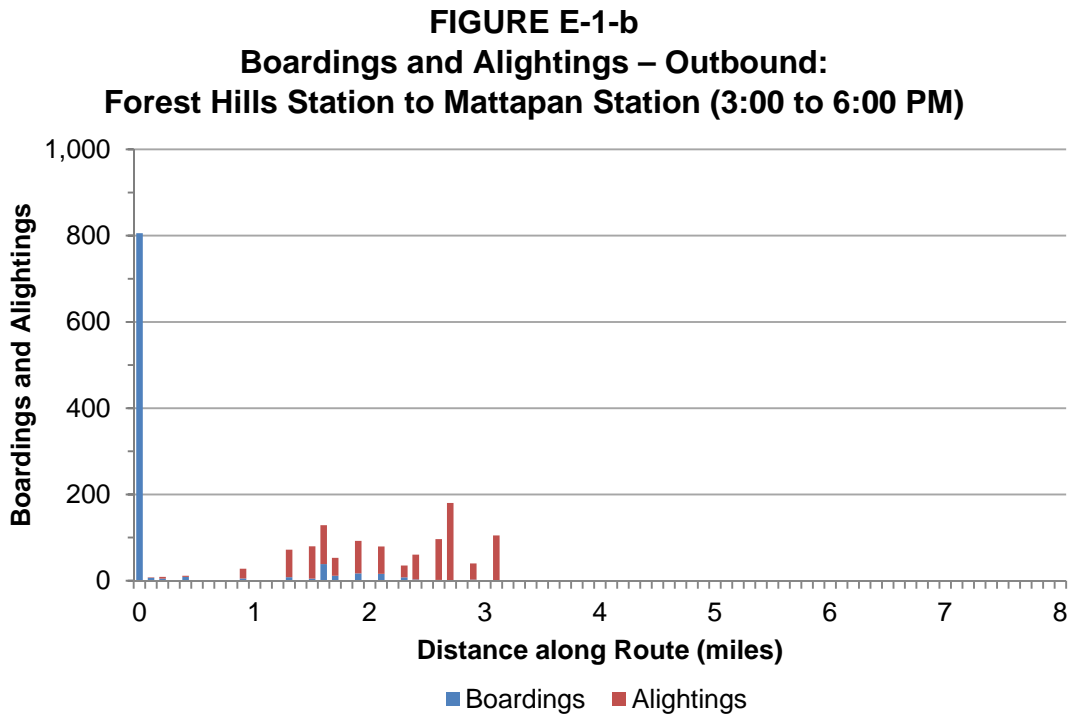
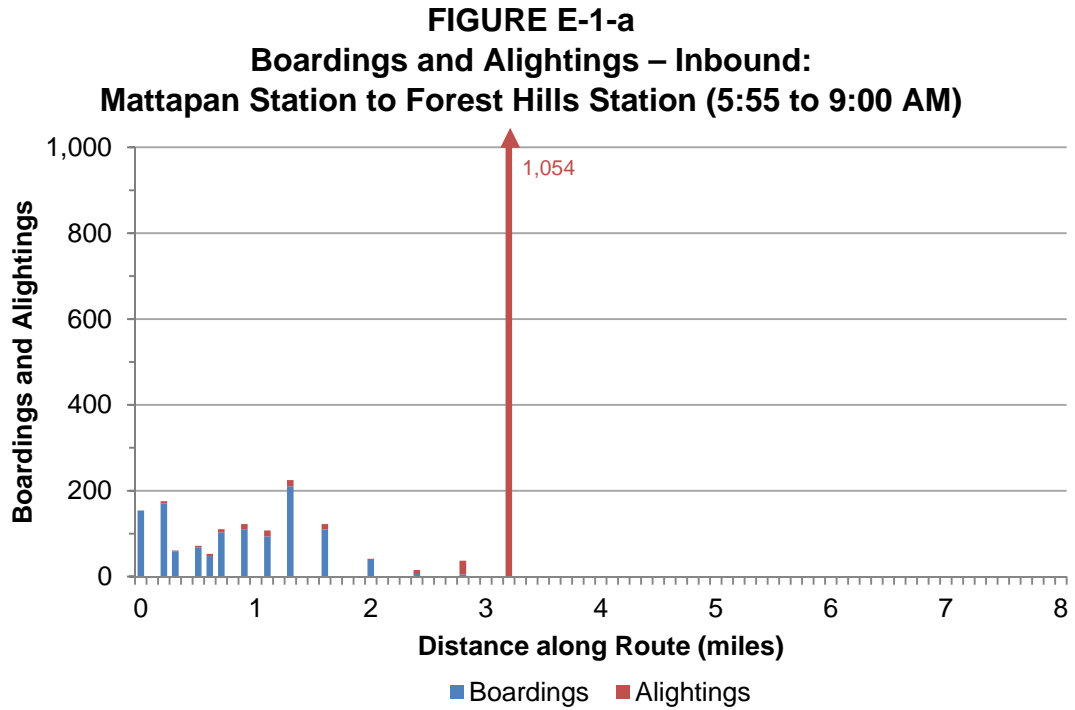


FIGURE E-2-a
Cumulative Demand Curve – Inbound

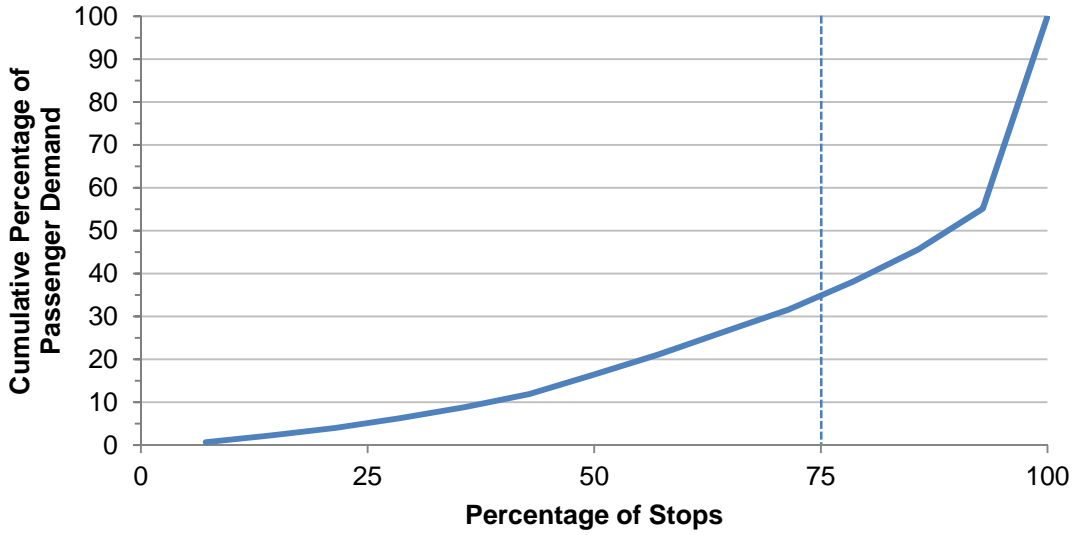


FIGURE E-2-b
Cumulative Demand Curve – Outbound

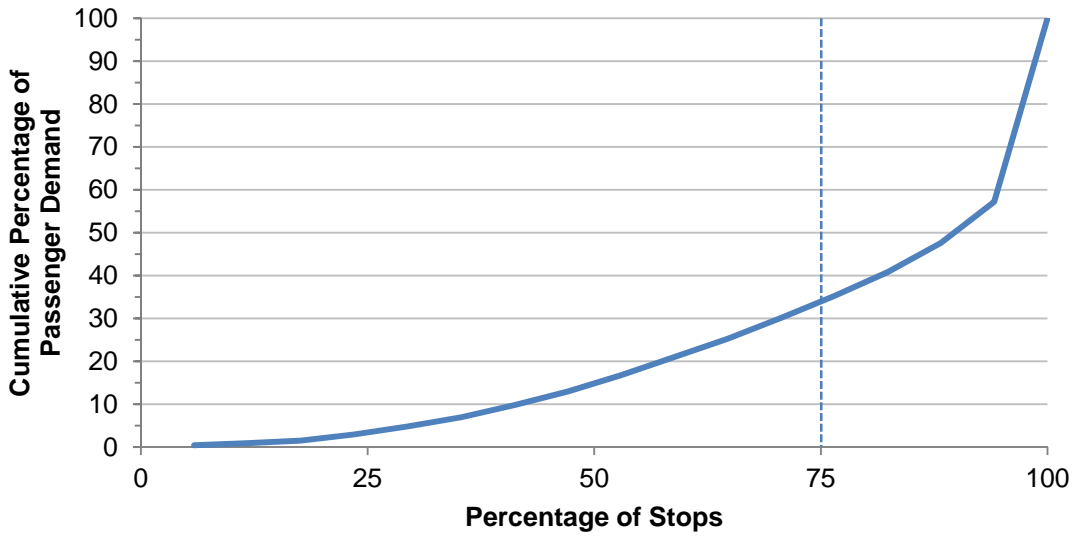


FIGURE E-3-a
Passenger Trip Length – Inbound

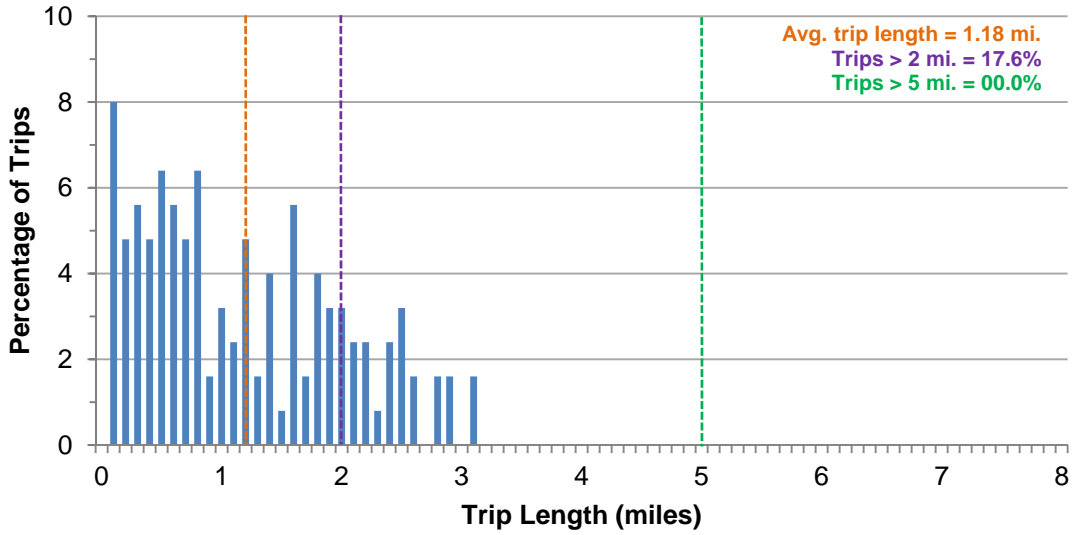
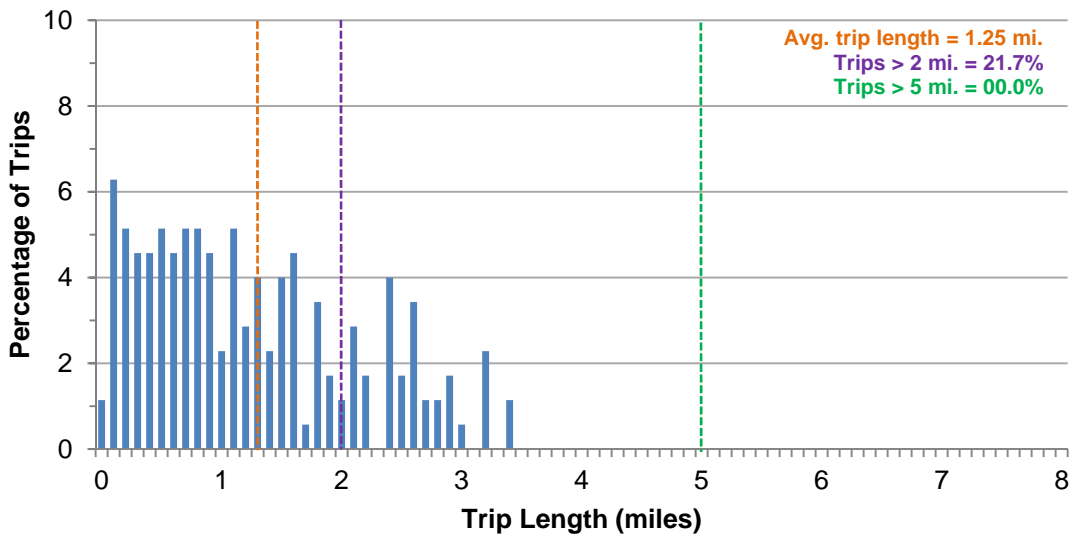
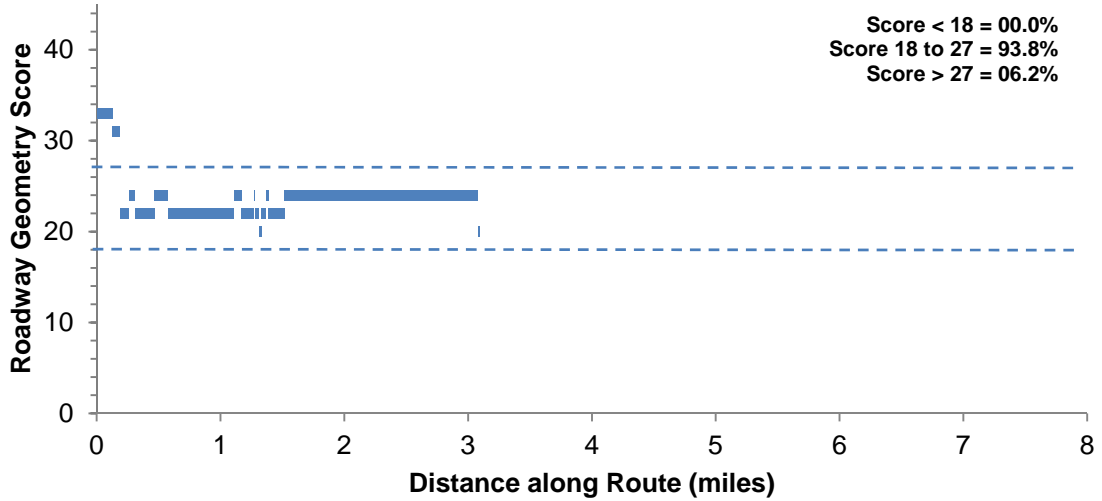


FIGURE E-3-b
Passenger Trip Length – Outbound



**FIGURE E-4-a
Roadway Geometry Score – Inbound**



**FIGURE E-4-b
Roadway Geometry Score – Outbound**

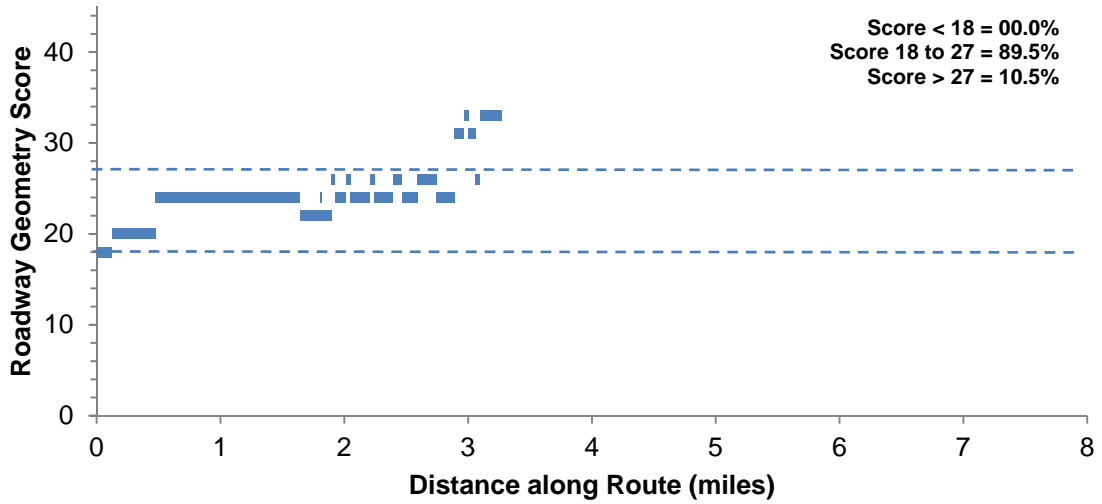


FIGURE E-5-a
Traffic Congestion Score – Inbound

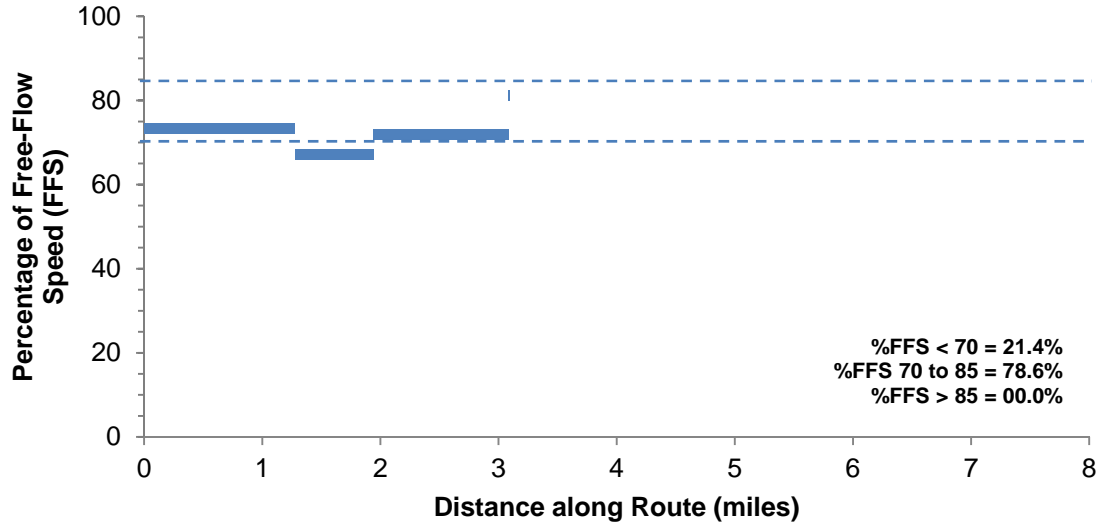
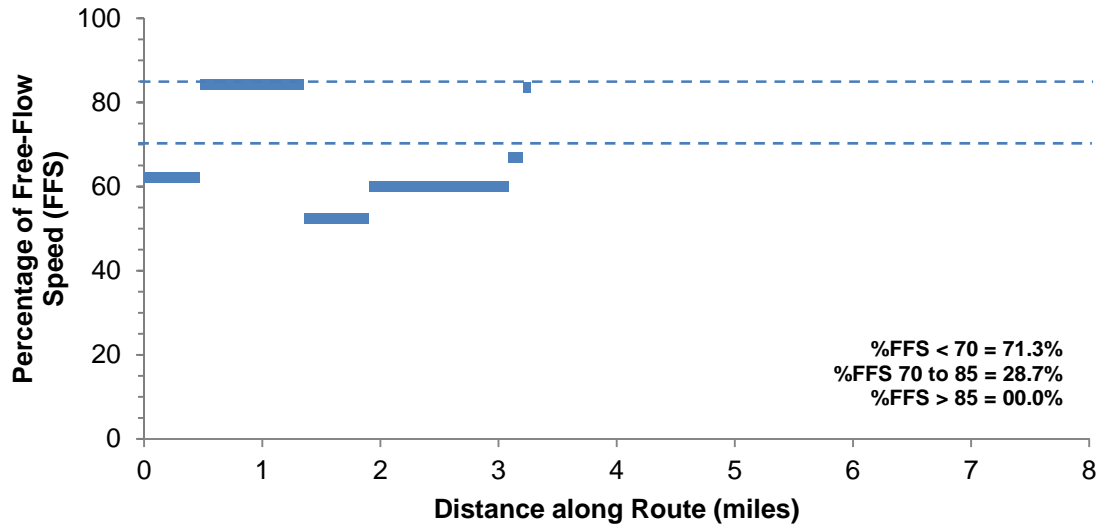


FIGURE E-5-b
Traffic Congestion Score – Outbound



**Appendix F:
MBTA Bus Route 32**

FIGURE F-1-a
Boardings and Alightings – Inbound:
Wolcott Square to Forest Hills Station (5:30 to 9:16 AM)

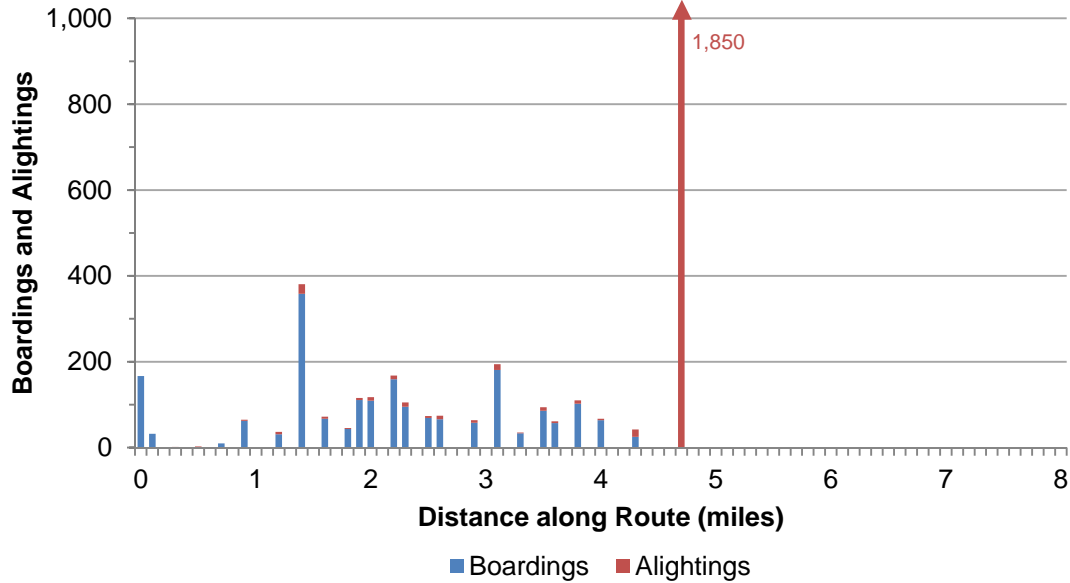


FIGURE F-1-b
Boardings and Alightings – Outbound:
Forest Hills Station to Wolcott Square (3:00 to 6:52 PM)

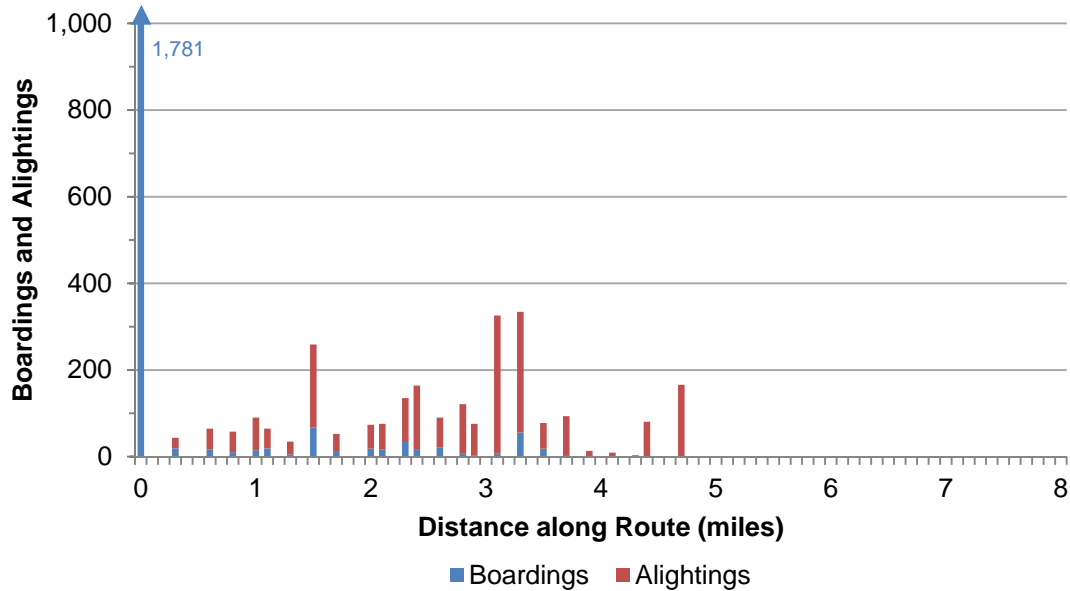


FIGURE F-2-a
Cumulative Demand Curve – Inbound

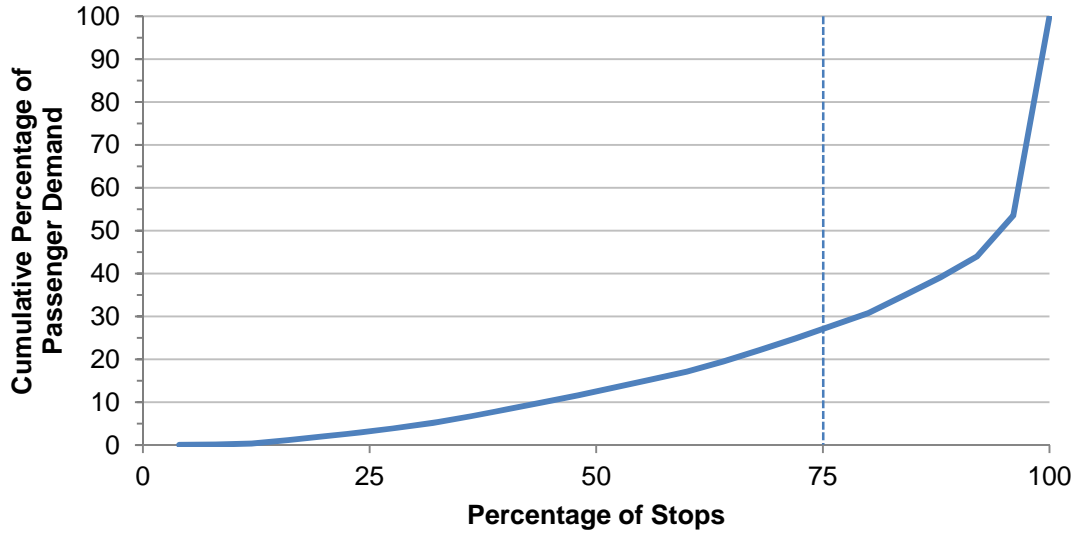


FIGURE F-2-b
Cumulative Demand Curve – Outbound

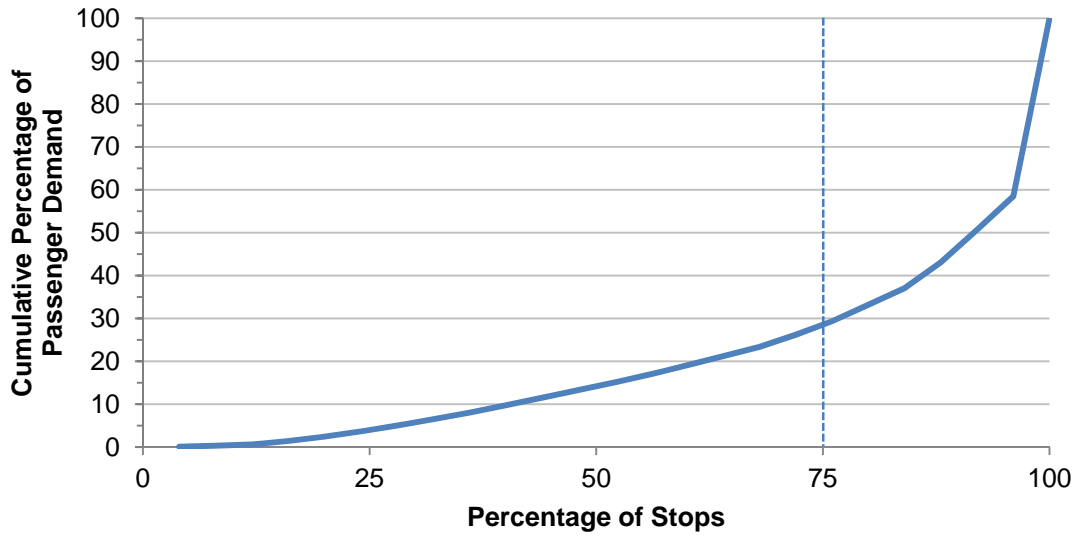


FIGURE F-3-a
Passenger Trip Length – Inbound

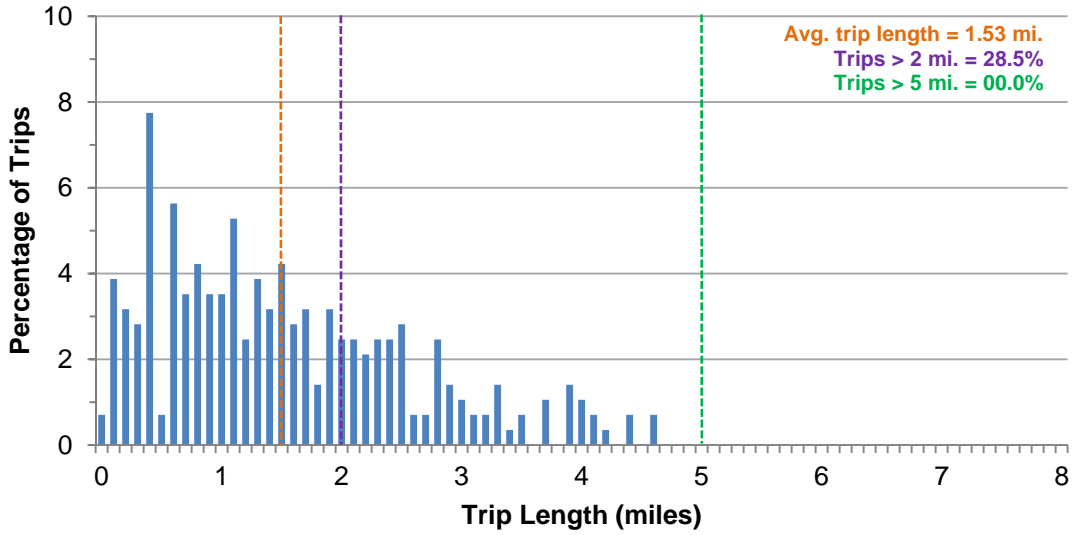
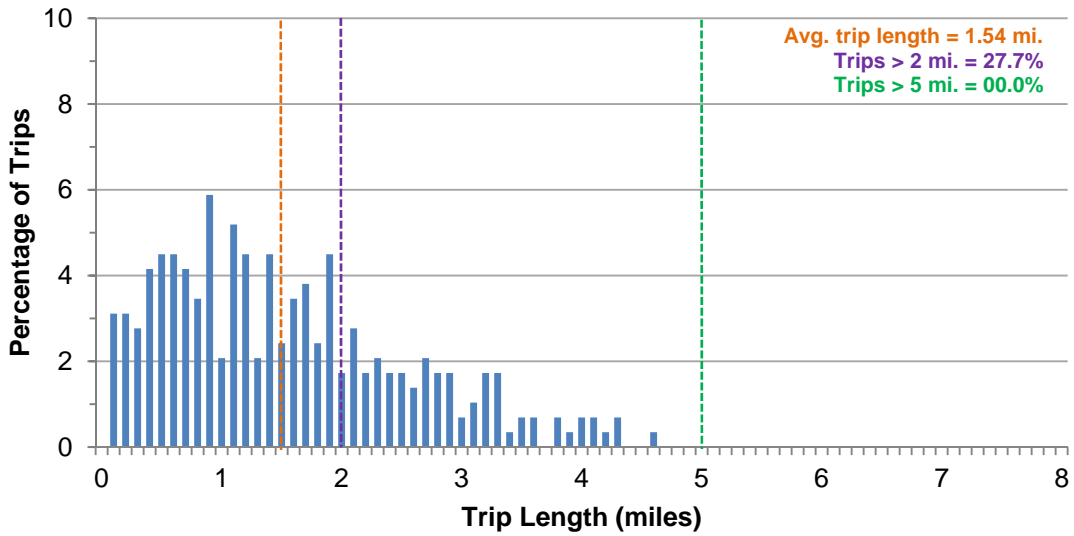
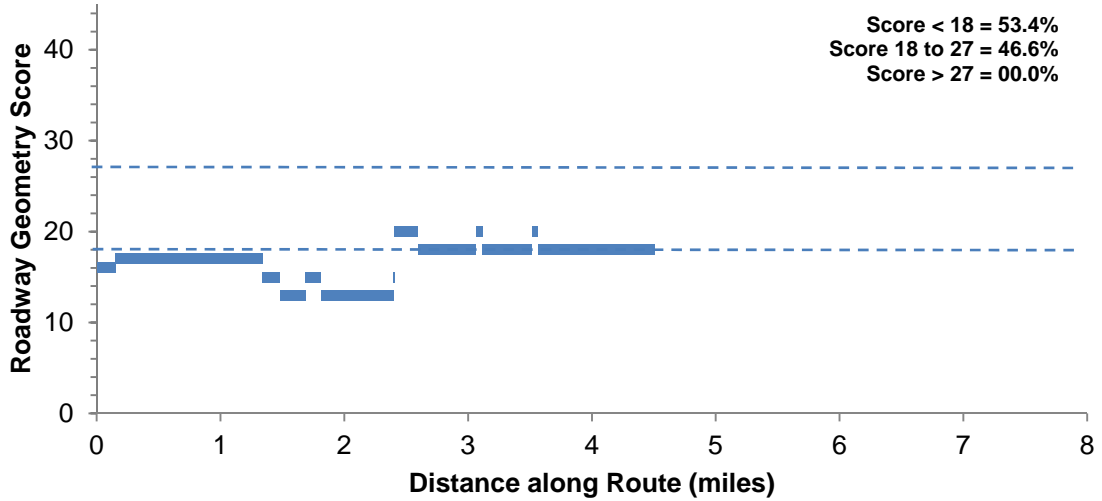


FIGURE F-3-b
Passenger Trip Length – Outbound



**FIGURE F-4-a
Roadway Geometry Score – Inbound**



**FIGURE F-4-b
Roadway Geometry Score – Outbound**

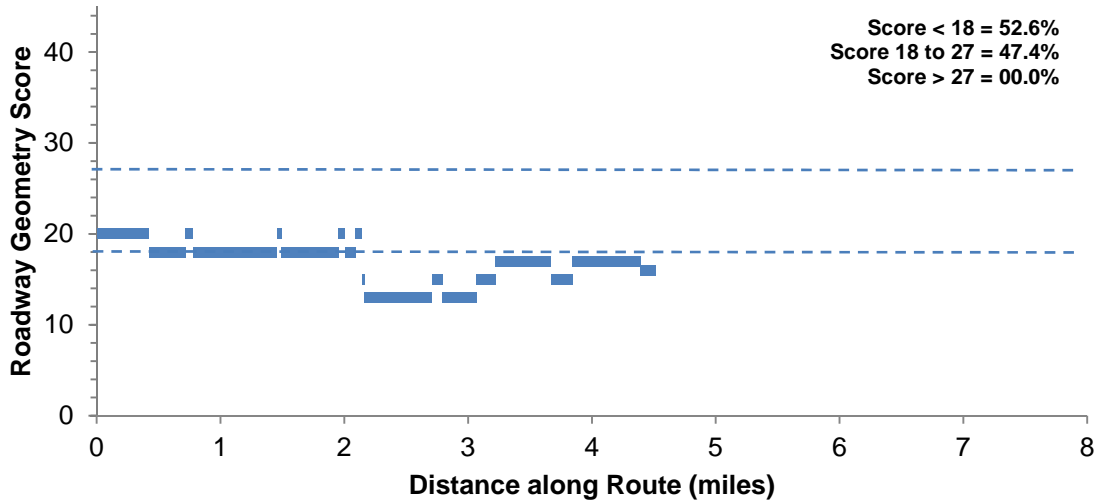


FIGURE F-5-a
Traffic Congestion Score – Inbound

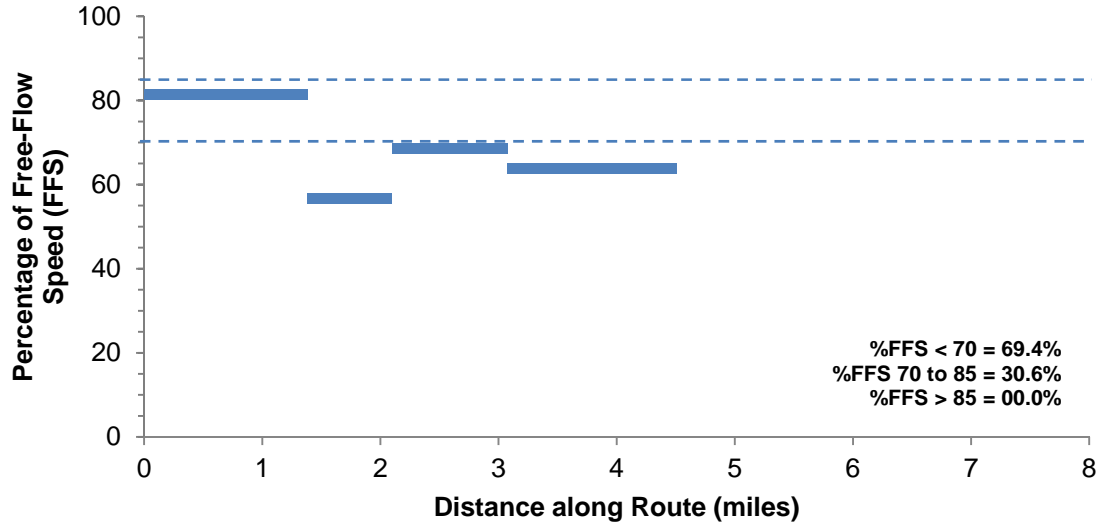
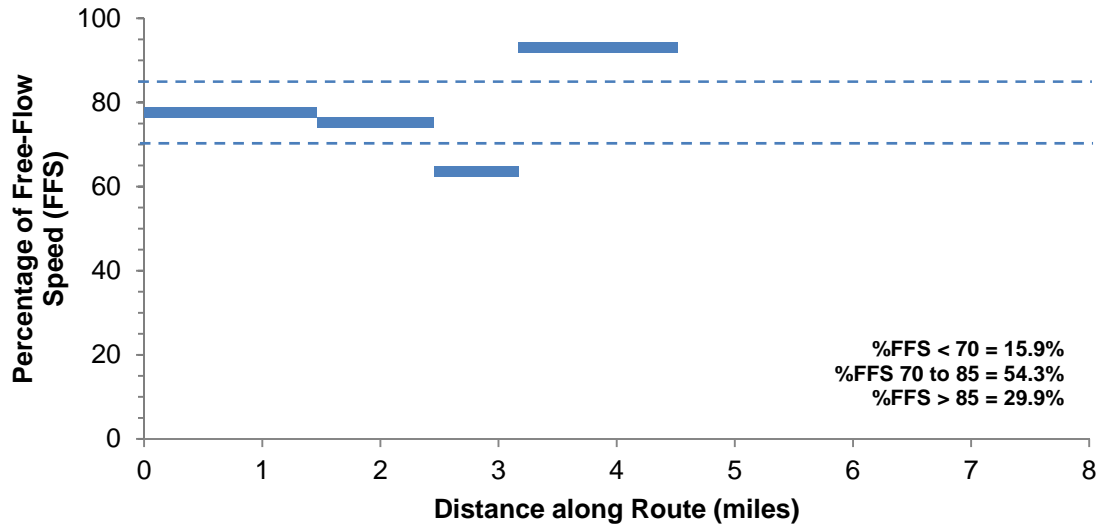


FIGURE F-5-b
Traffic Congestion Score – Outbound



Appendix G:
MBTA Bus Route 34/34E/40 Corridor

FIGURE G-1-a
Boardings and Alightings – Inbound:
Dedham Line to Forest Hills Station (6:09 to 9:01 AM)

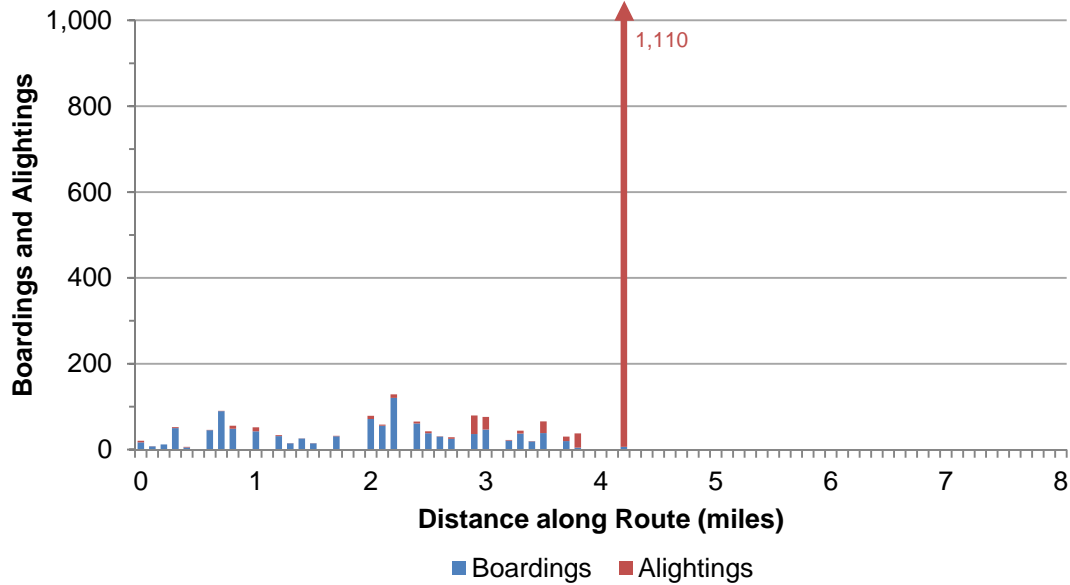


FIGURE G-1-b
Boardings and Alightings – Outbound:
Forest Hills Station to Dedham Line (3:00 to 6:15 PM)

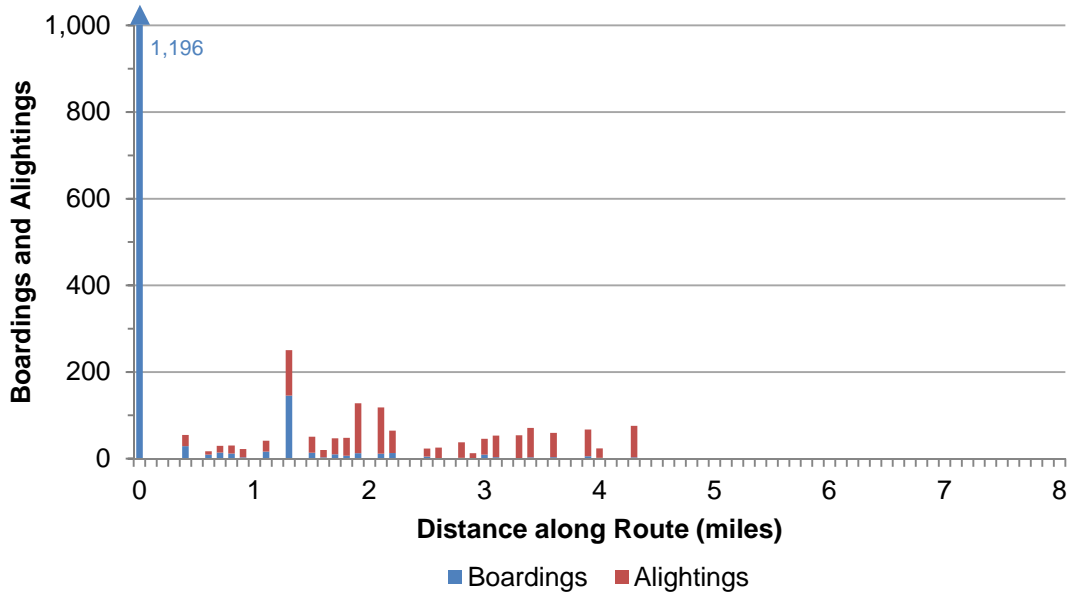


FIGURE G-2-a
Cumulative Demand Curve – Inbound

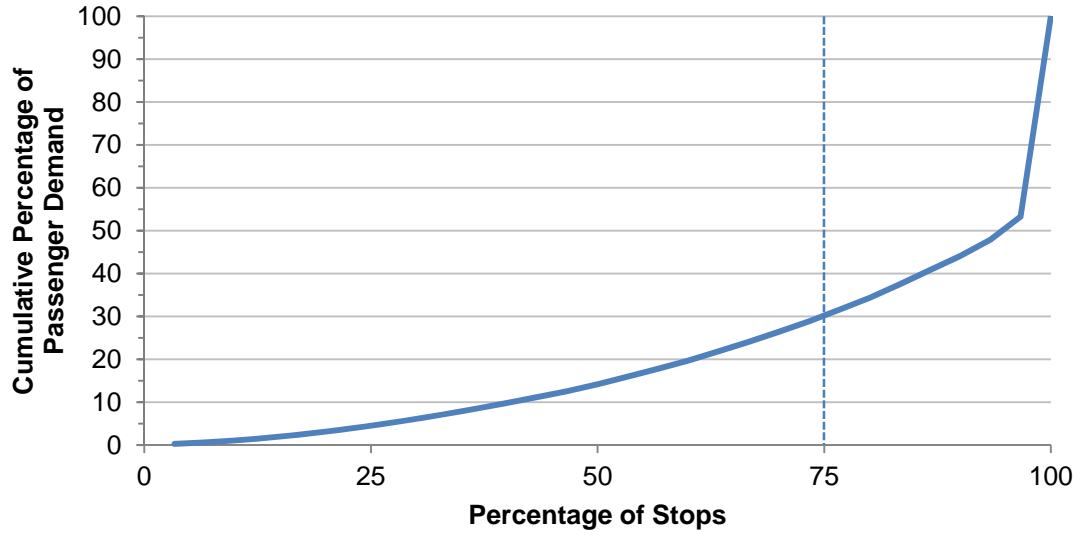


FIGURE G-2-b
Cumulative Demand Curve – Outbound

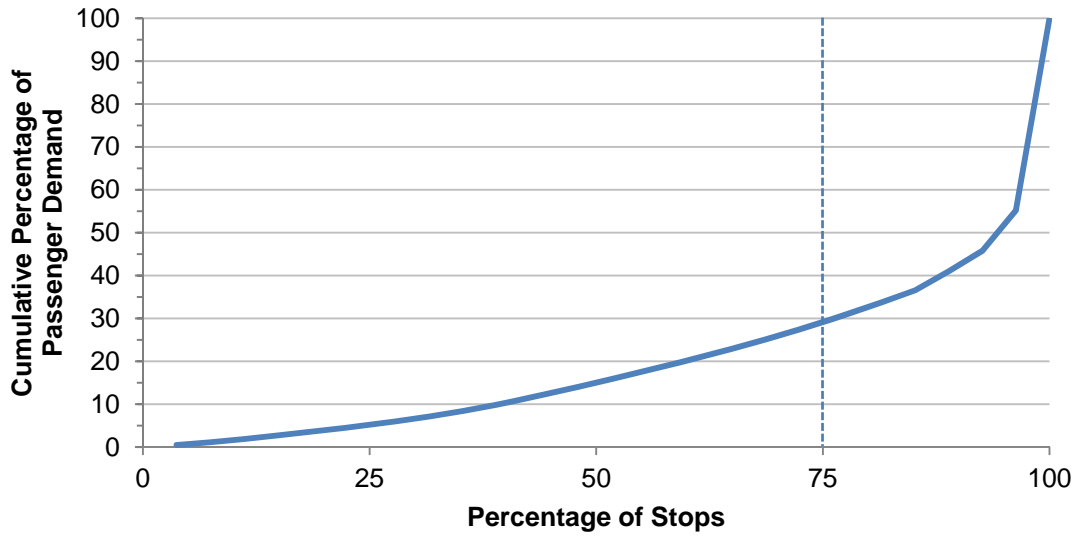


FIGURE G-3-a
Passenger Trip Length – Inbound

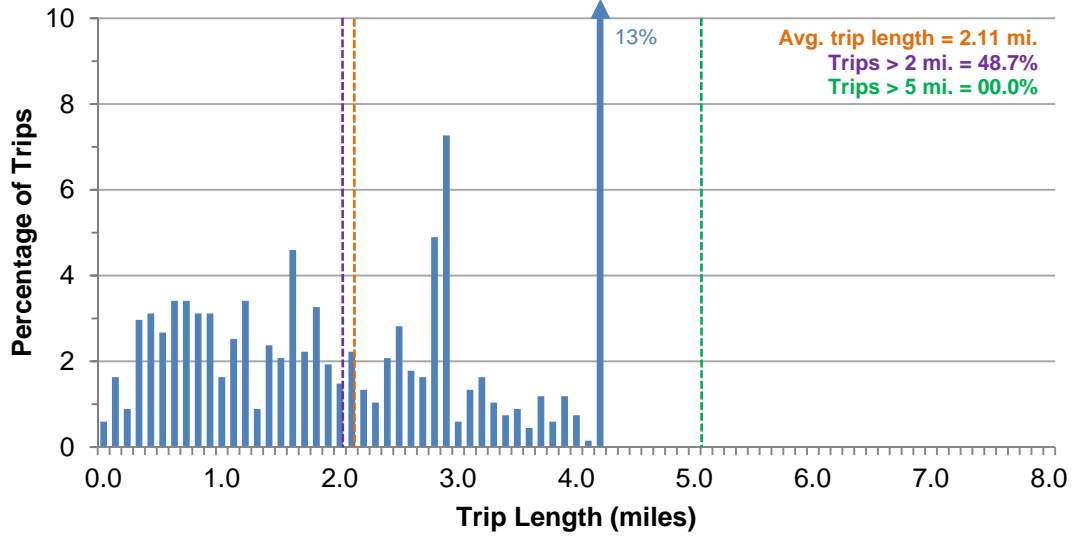


FIGURE G-3-b
Passenger Trip Length – Outbound

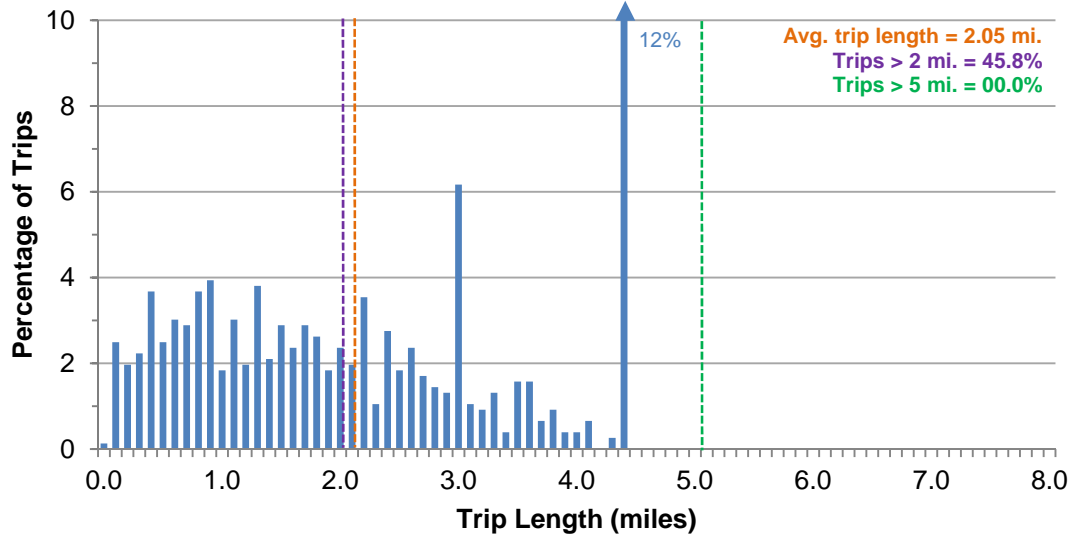


FIGURE G-4-a
Roadway Geometry Score – Inbound

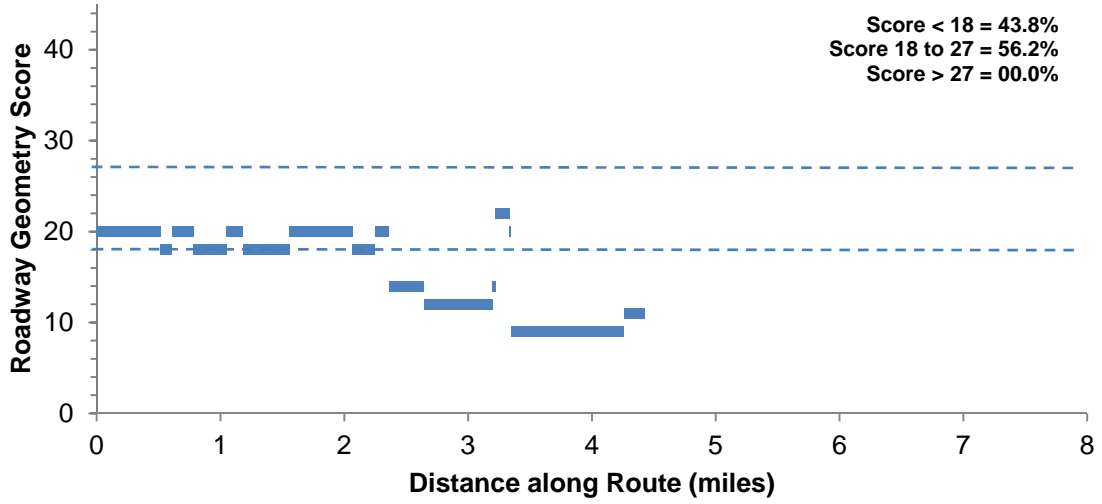


FIGURE G-4-b
Roadway Geometry Score – Outbound

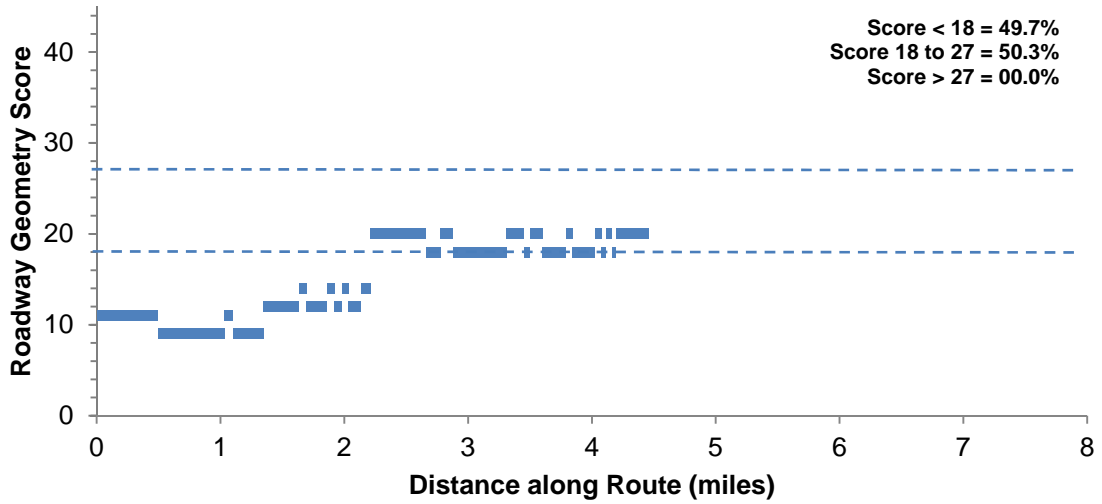


FIGURE G-5-a
Traffic Congestion Score – Inbound

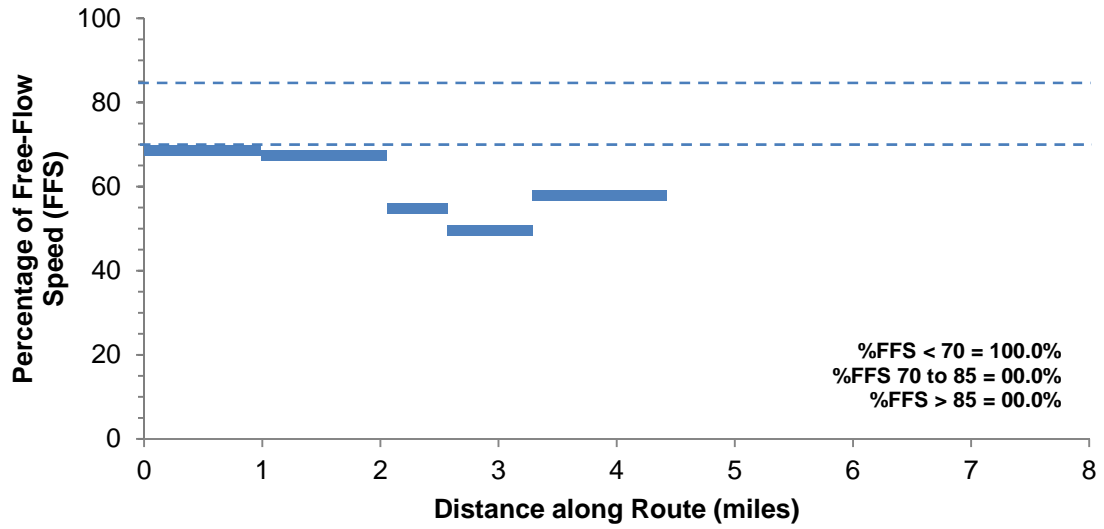
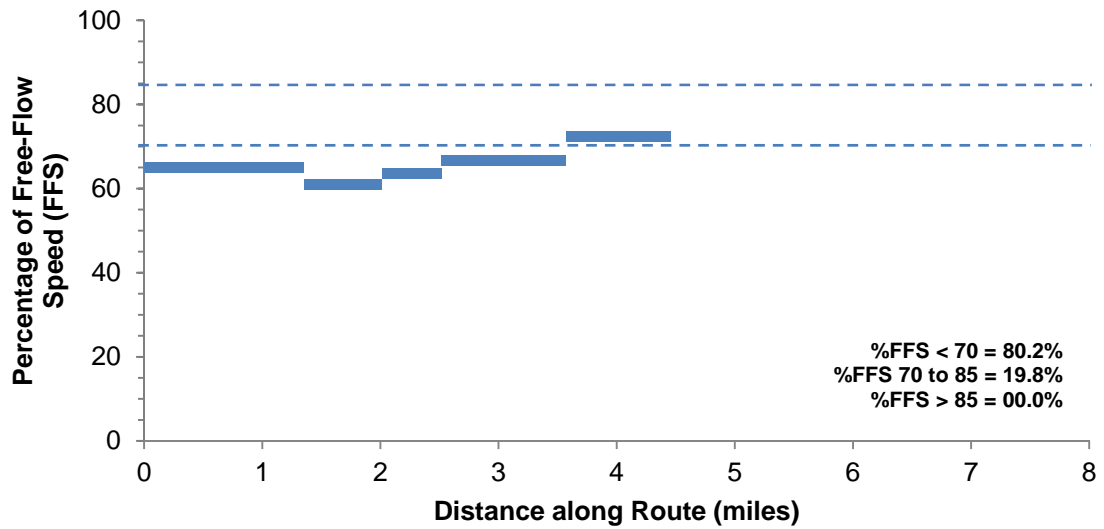


FIGURE G-5-b
Traffic Congestion Score – Outbound



**Appendix H:
MBTA Bus Route 39**

FIGURE H-1-a
Boardings and Alightings – Inbound:
Forest Hills Station to Back Bay Station (6:05 to 9:25 AM)

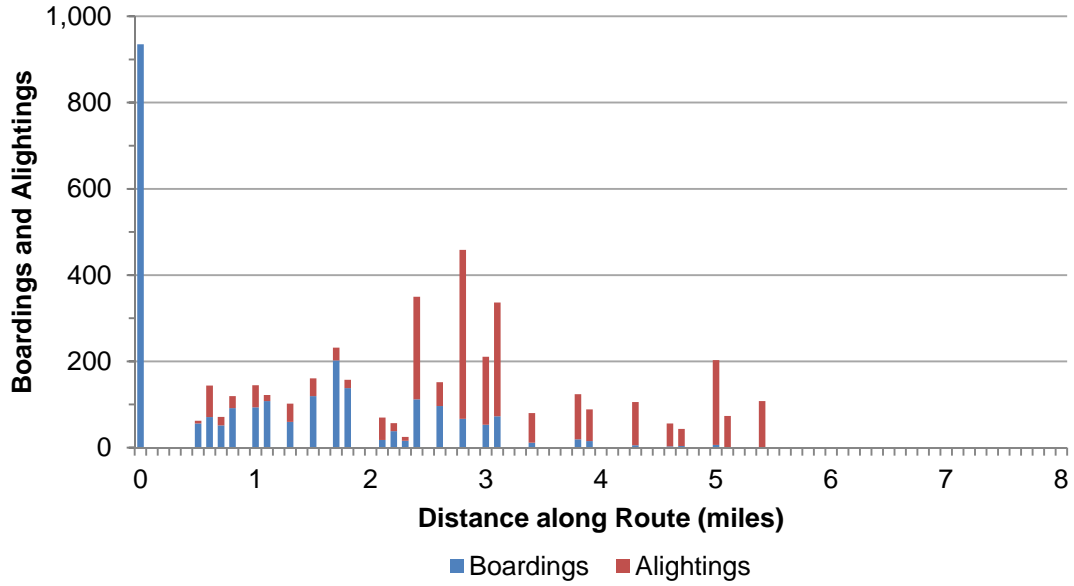


FIGURE H-1-b
Boardings and Alightings – Outbound:
Back Bay Station to Forest Hills Station (4:10 to 6:56 PM)

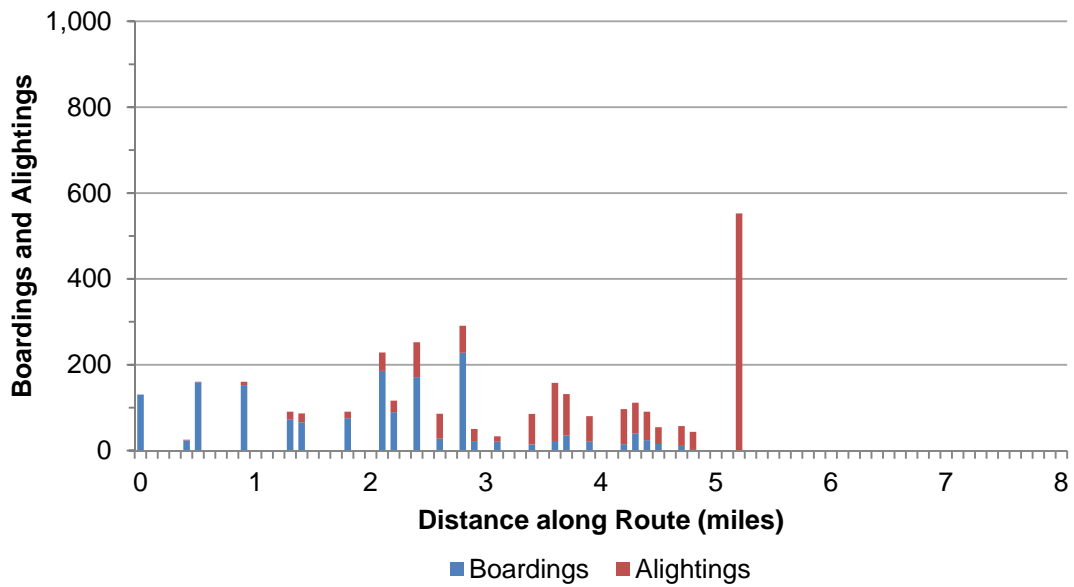


FIGURE H-2-a
Cumulative Demand Curve – Inbound

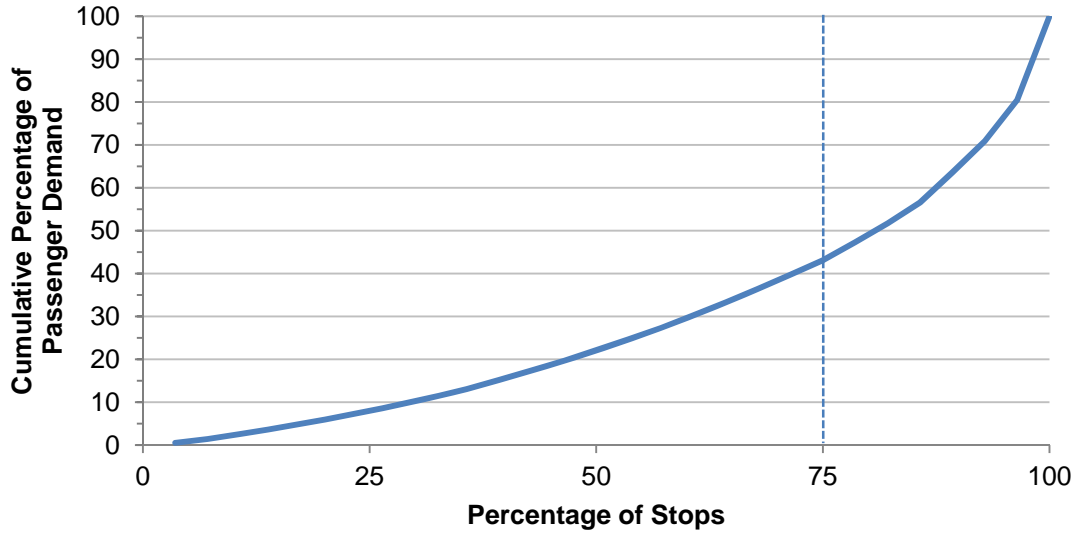


FIGURE H-2-b
Cumulative Demand Curve – Outbound

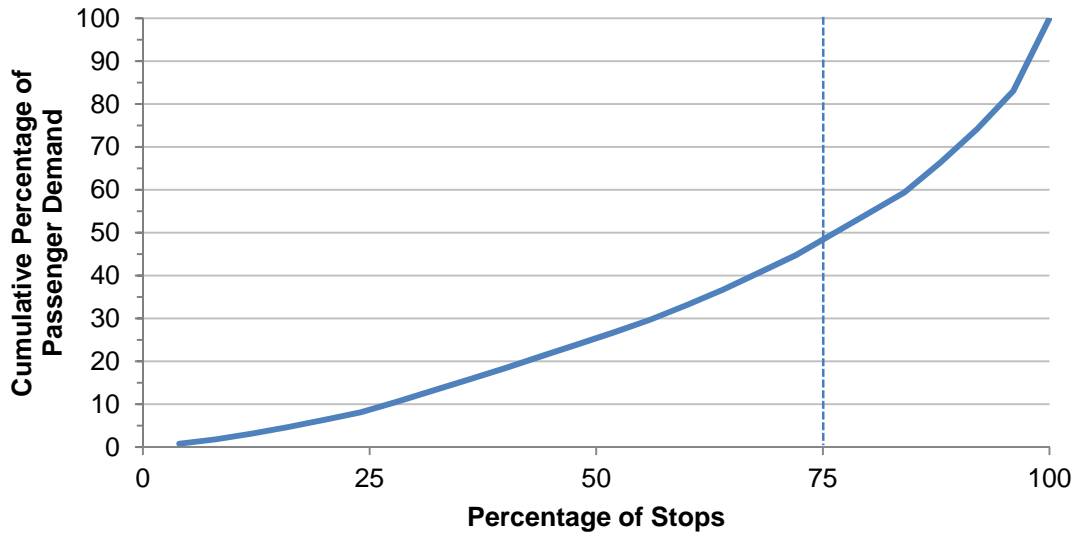


FIGURE H-3-a
Passenger Trip Length – Inbound

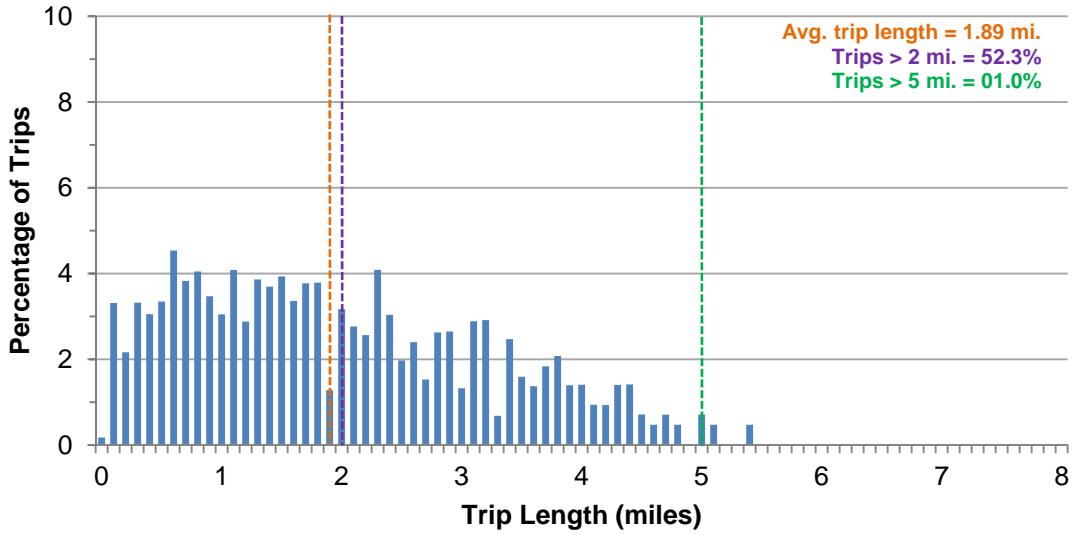


FIGURE H-3-b
Passenger Trip Length – Outbound

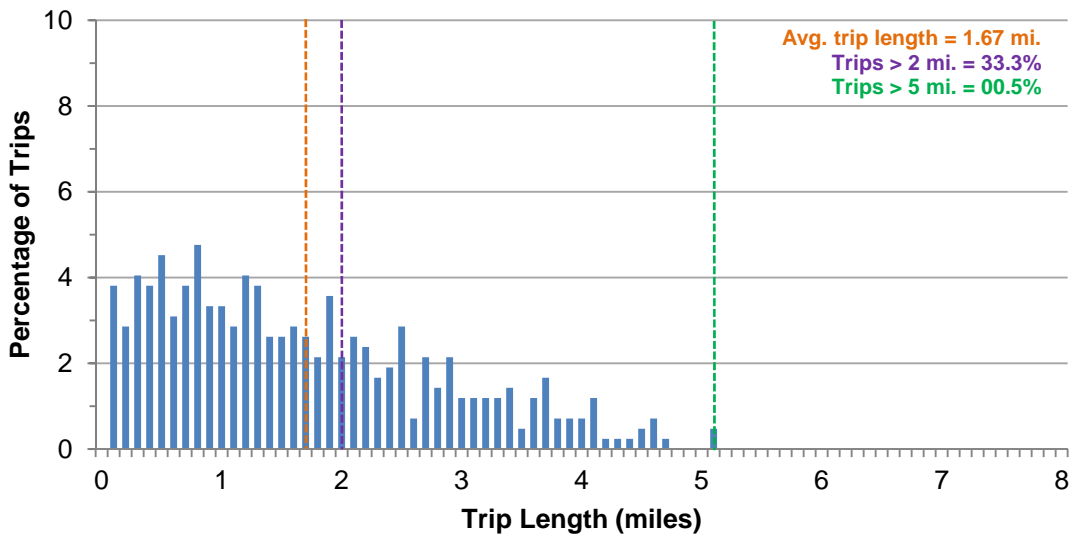


FIGURE H-4-a
Roadway Geometry Score – Inbound

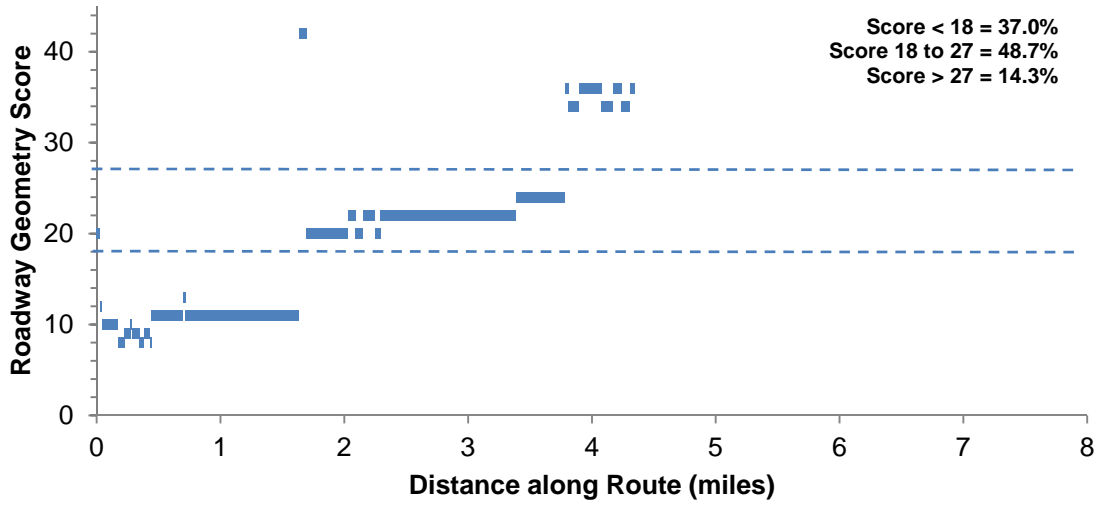


FIGURE H-4-b
Roadway Geometry Score – Outbound

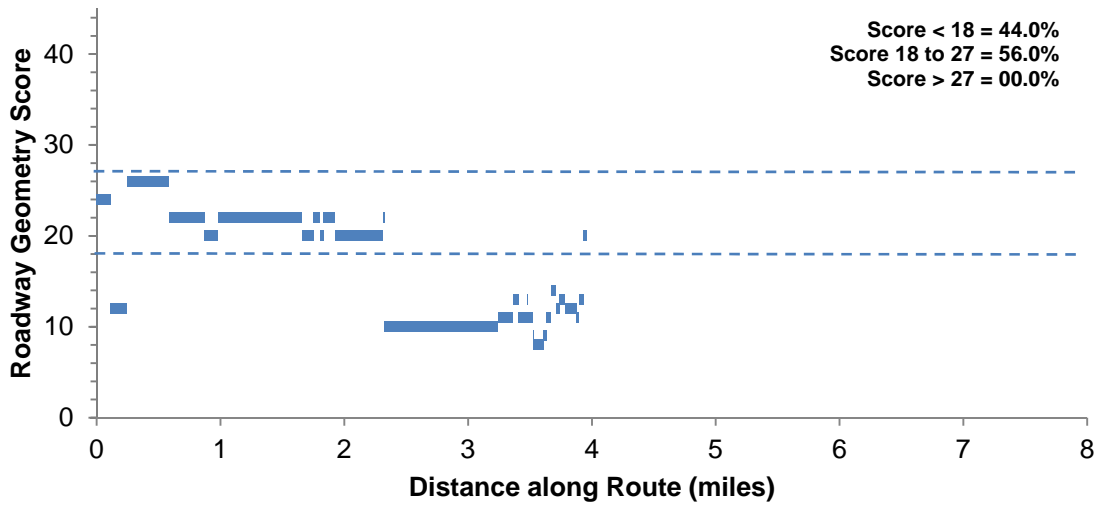


FIGURE H-5-a
Traffic Congestion Score – Inbound

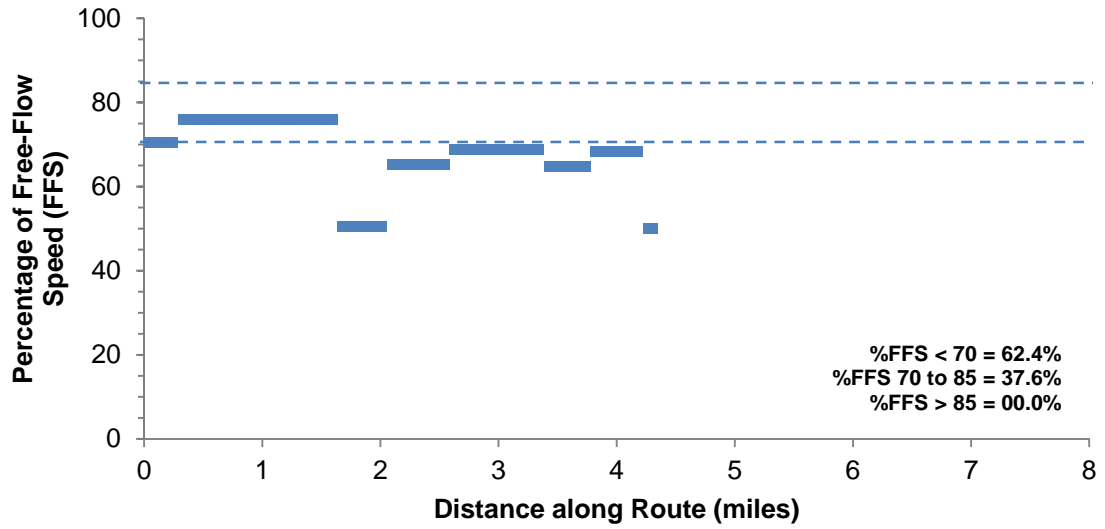
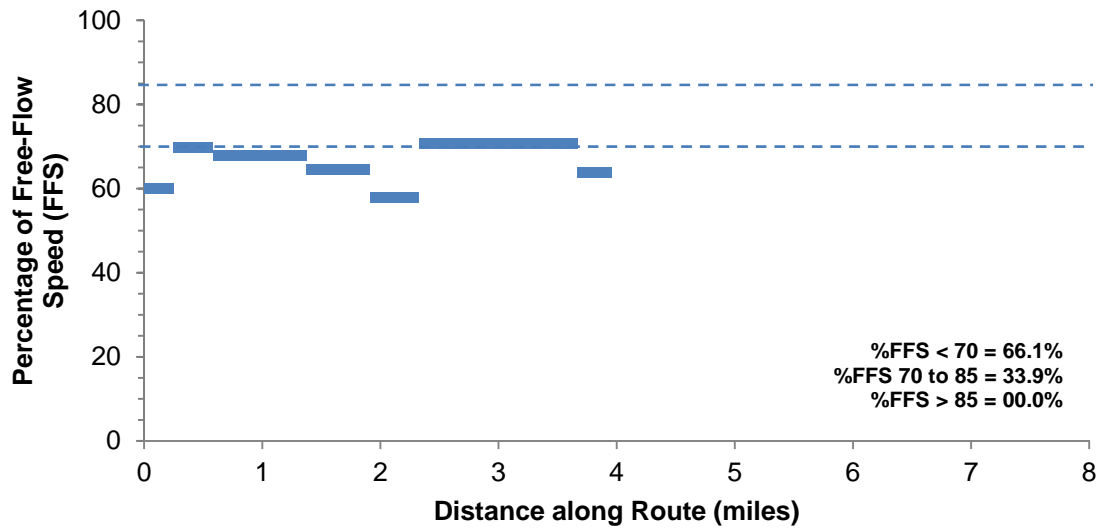


FIGURE H-5-b
Traffic Congestion Score – Outbound



**Appendix I:
MBTA Bus Route 57/57A Corridor**

FIGURE I-1-a
Boardings and Alightings – Inbound:
Watertown Yard to Kenmore Station (6:32 to 9:04 AM)

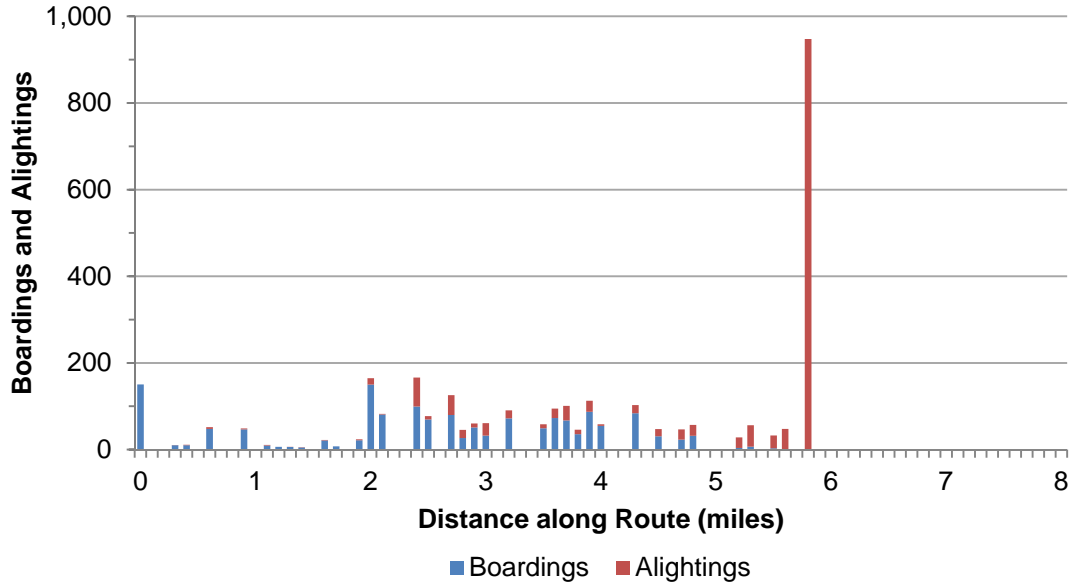


FIGURE I-1-b
Boardings and Alightings – Outbound:
Kenmore Station to Watertown Yard (4:00 to 6:31 PM)

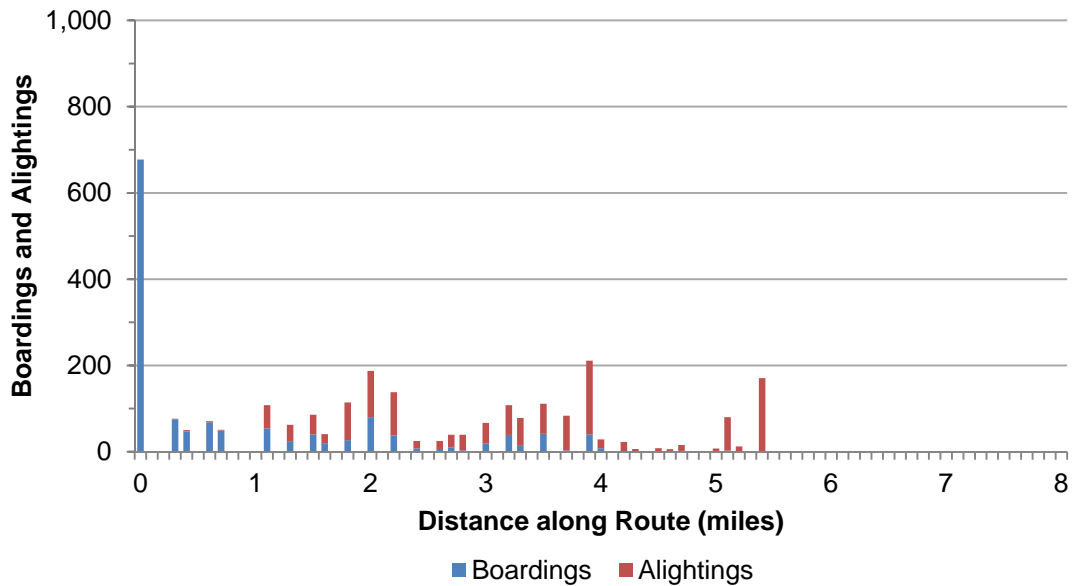


FIGURE I-2-a
Cumulative Demand Curve – Inbound

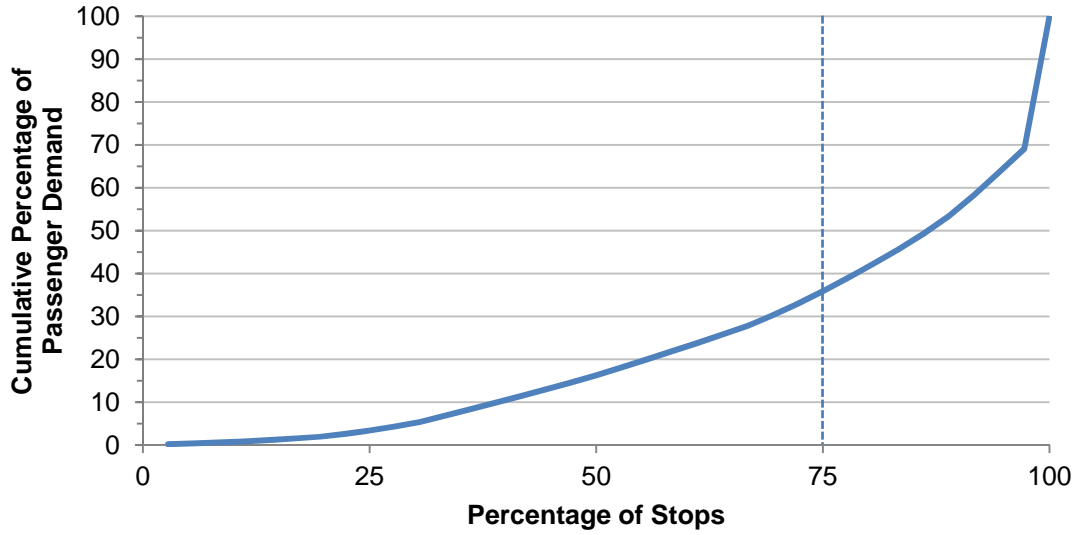


FIGURE I-2-b
Cumulative Demand Curve – Outbound

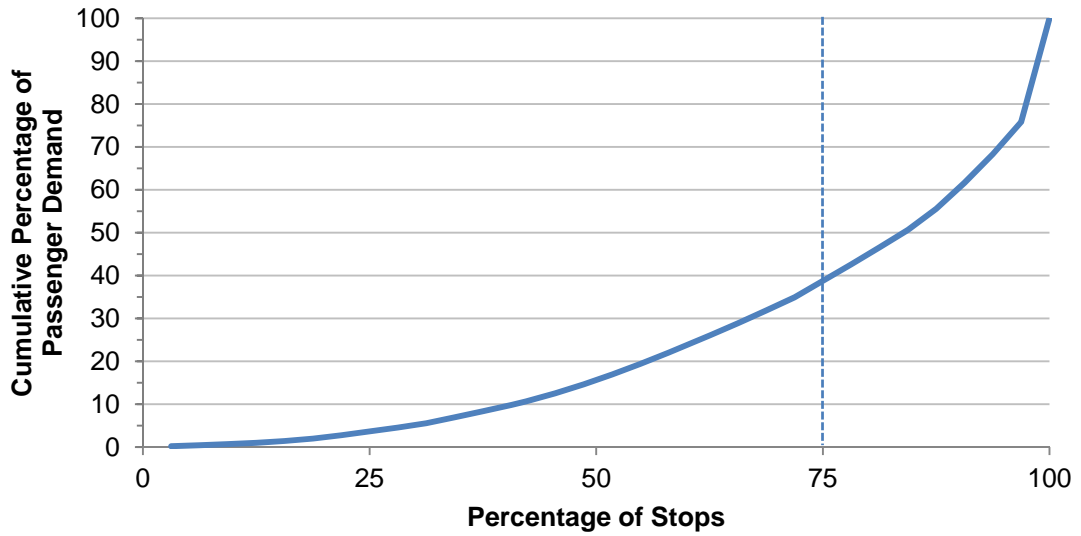


FIGURE I-3-a
Passenger Trip Length – Inbound

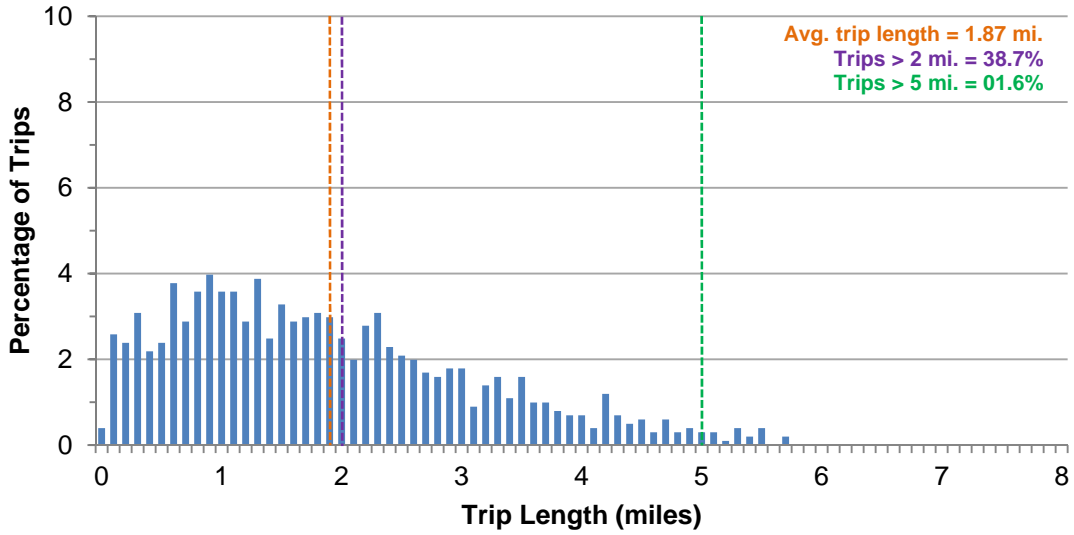


FIGURE I-3-b
Passenger Trip Length – Outbound

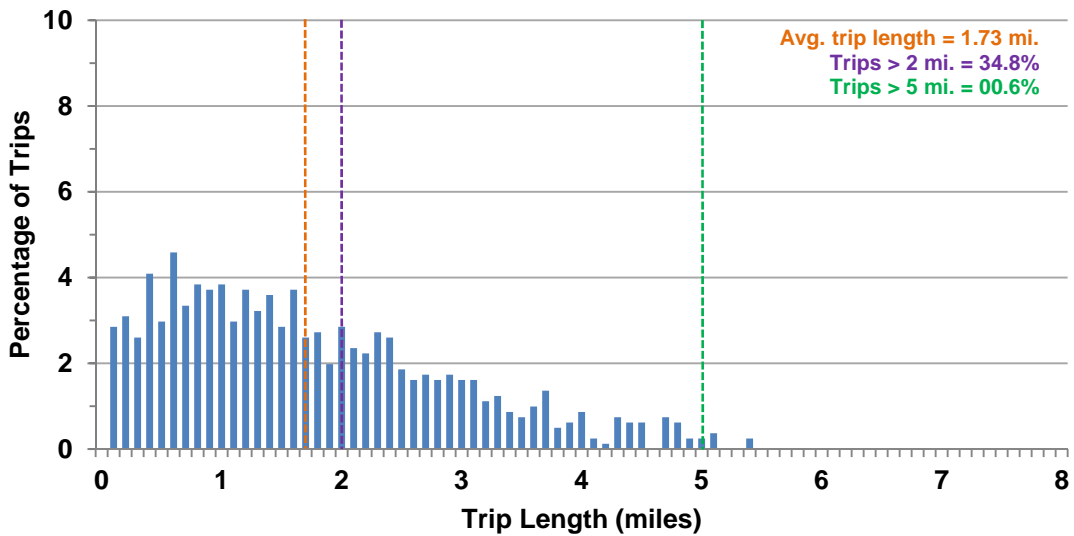


FIGURE I-4-a
Roadway Geometry Score – Inbound

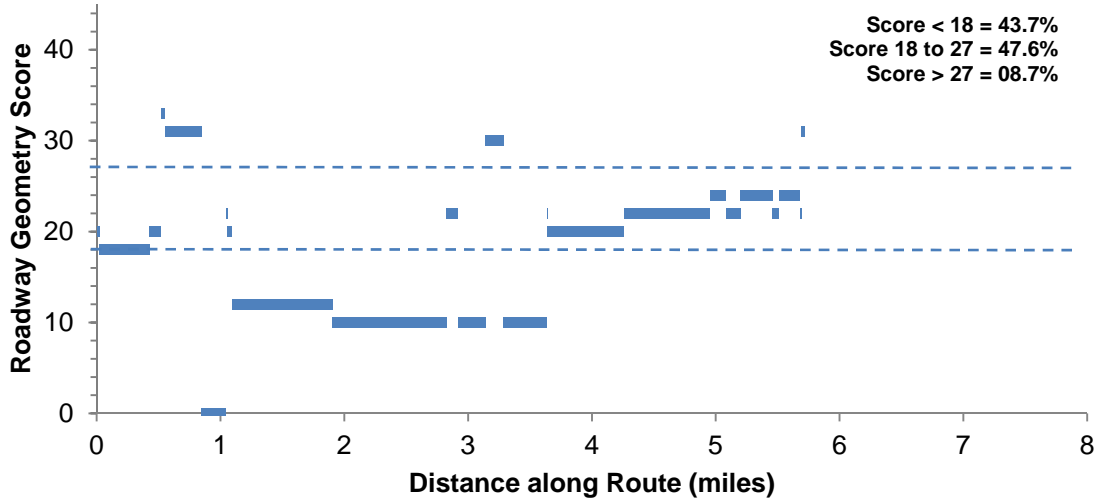


FIGURE I-4-b
Roadway Geometry Score – Outbound

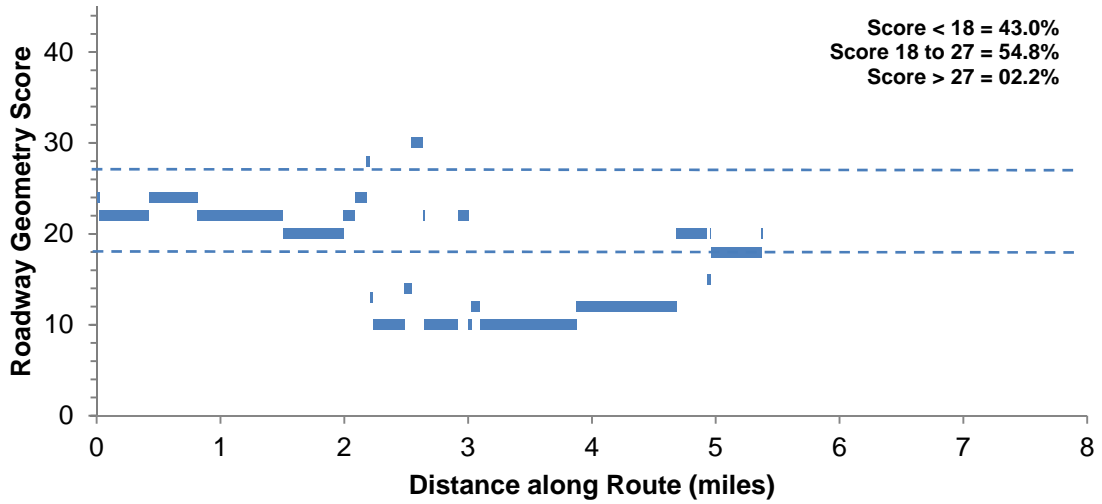


FIGURE I-5-a
Traffic Congestion Score – Inbound

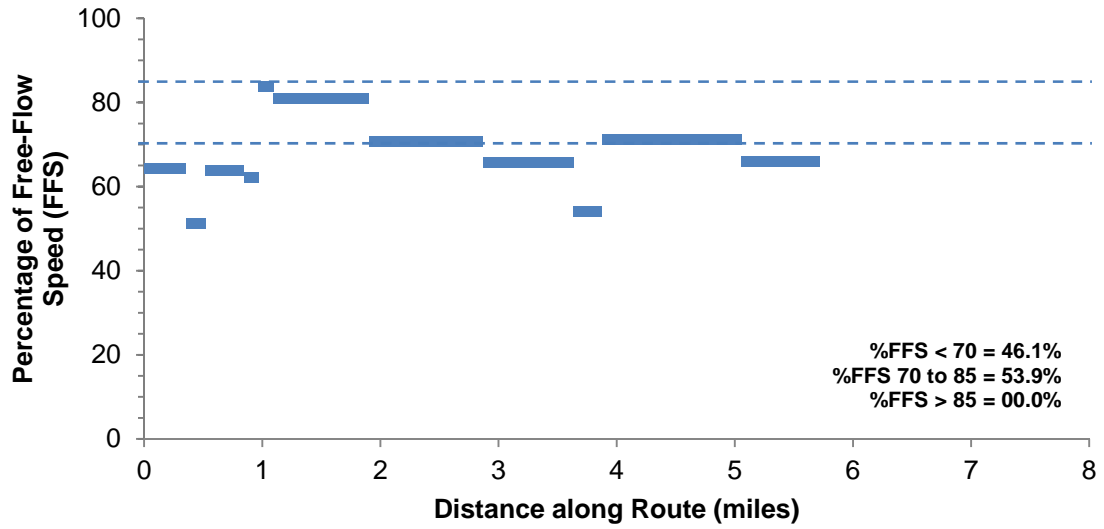
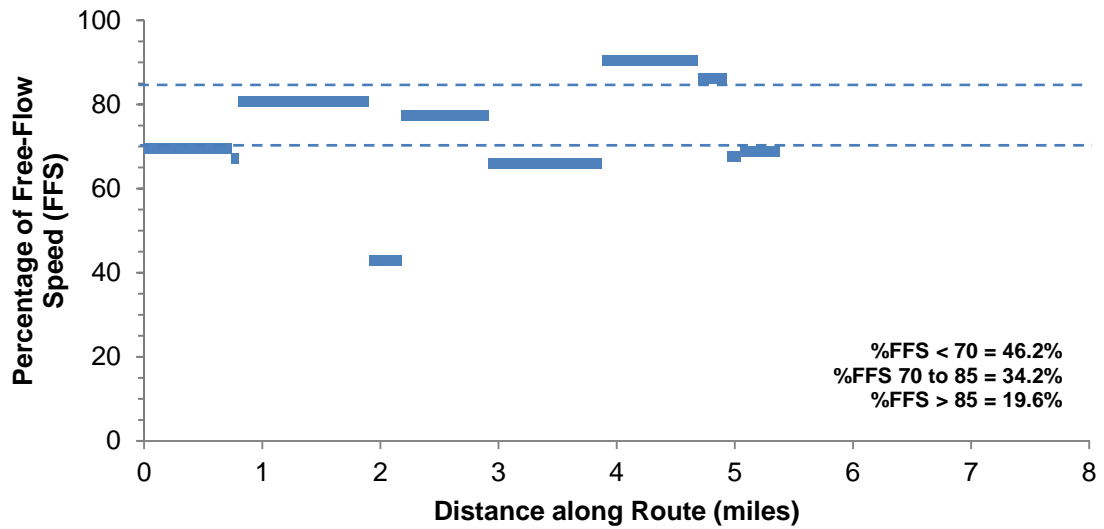


FIGURE I-5-b
Traffic Congestion Score – Outbound



Appendix J:
MBTA Bus Route 66

FIGURE J-1-a
Boardings and Alightings – Inbound:
Harvard Square to Dudley Station (6:00 to 9:17 AM)

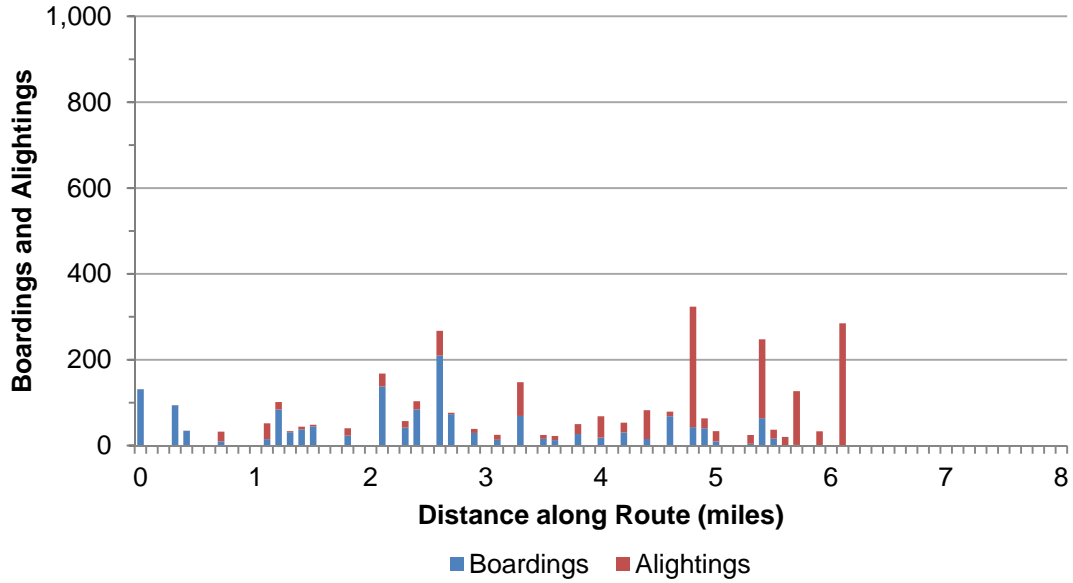


FIGURE J-1-b
Boardings and Alightings – Outbound:
Dudley Station to Harvard Square (3:30 to 7:08 PM)

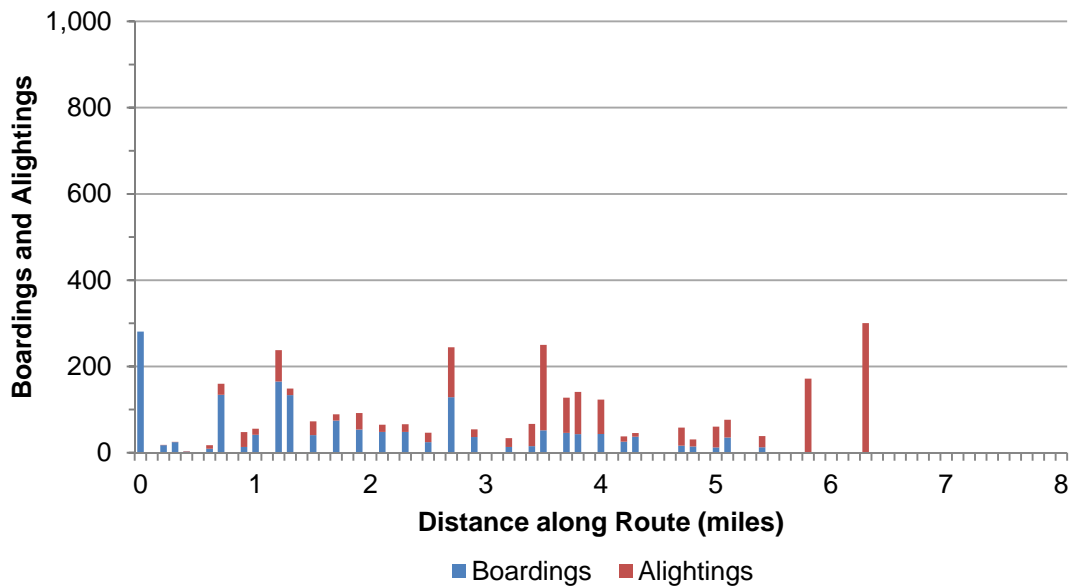


FIGURE J-2-a
Cumulative Demand Curve – Inbound

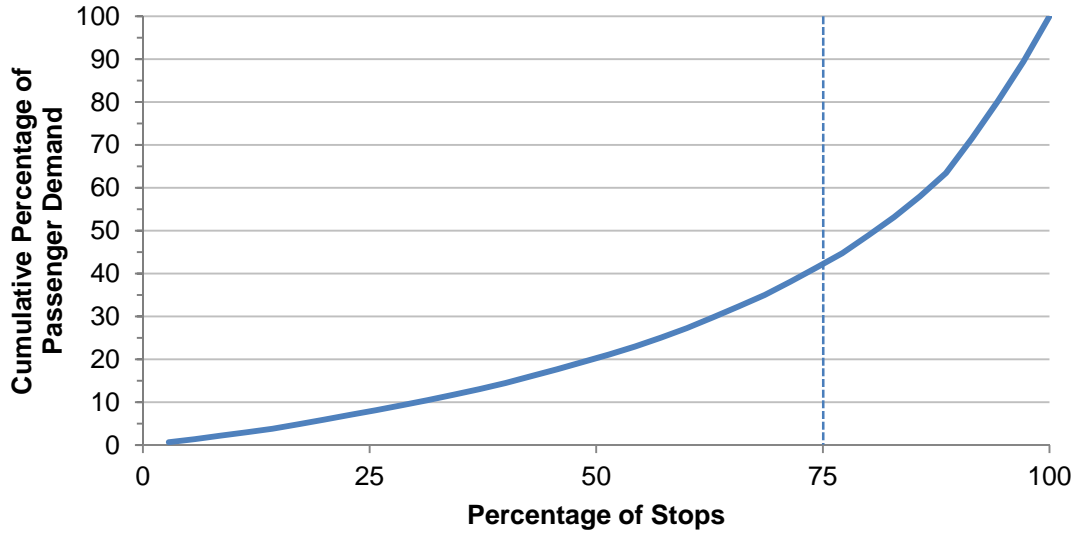


FIGURE J-2-b
Cumulative Demand Curve – Outbound

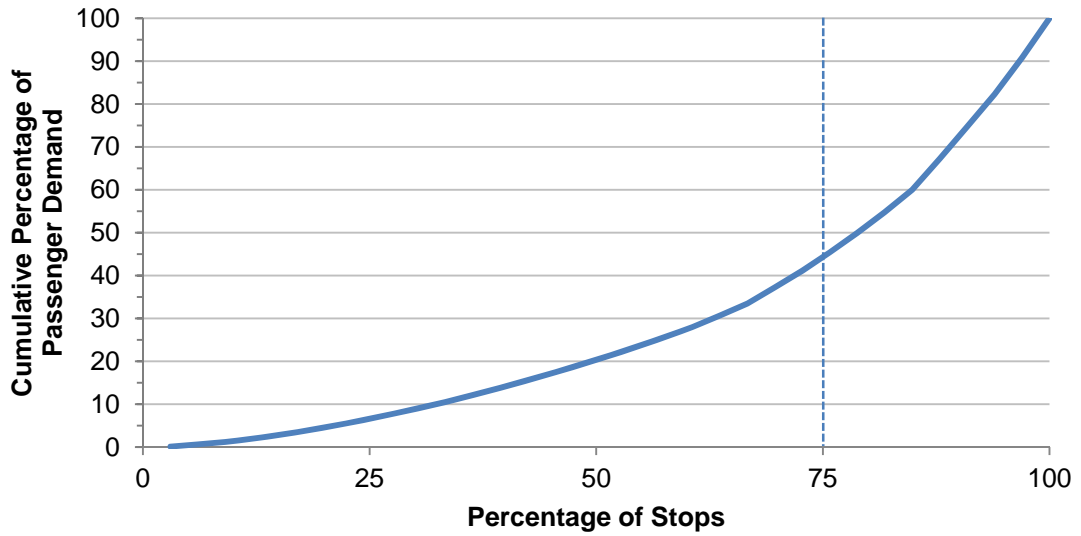


FIGURE J-3-a
Passenger Trip Length – Inbound

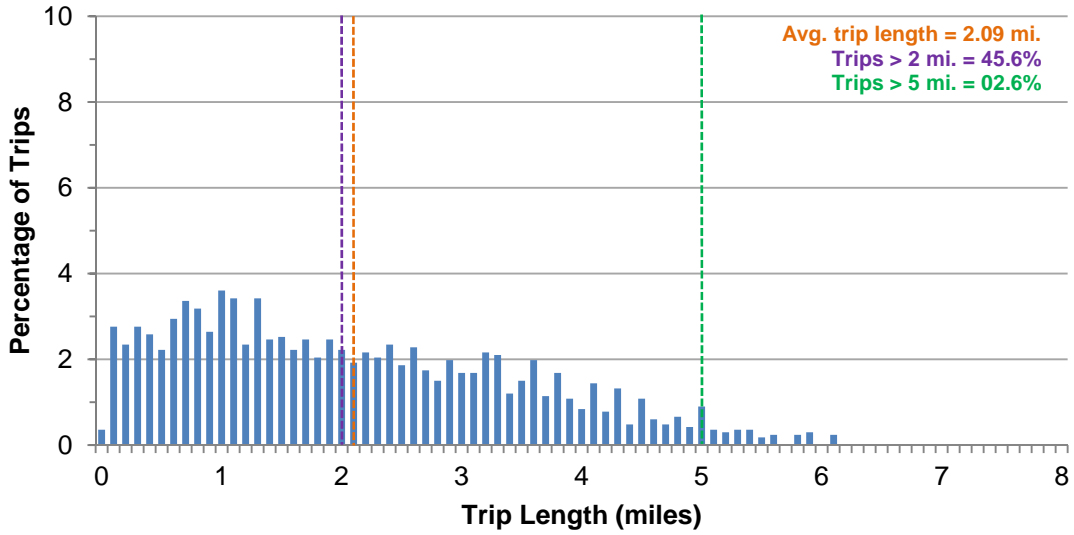


FIGURE J-3-b
Passenger Trip Length – Outbound

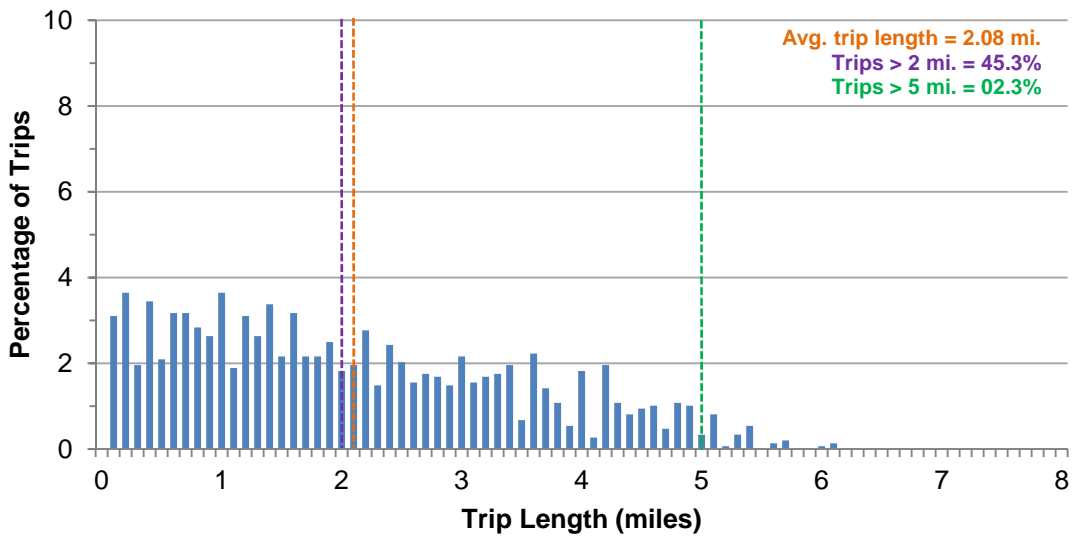


FIGURE J-4-a
Roadway Geometry Score – Inbound

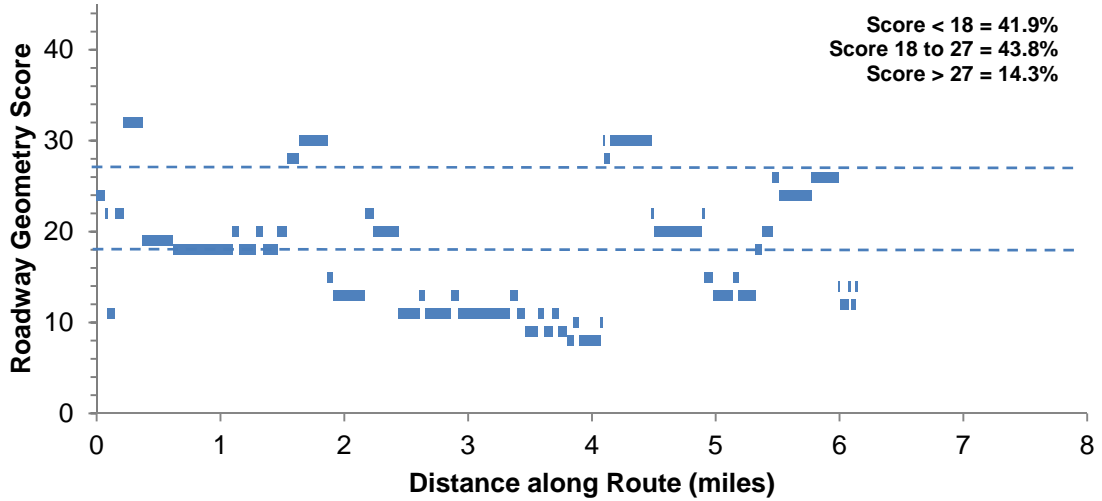


FIGURE J-4-b
Roadway Geometry Score – Outbound

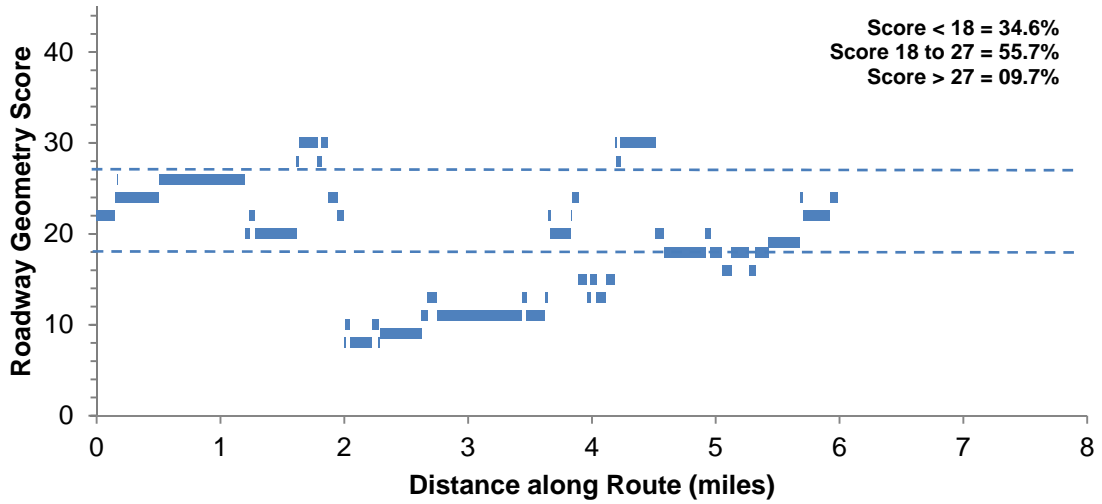


FIGURE J-5-a
Traffic Congestion Score – Inbound

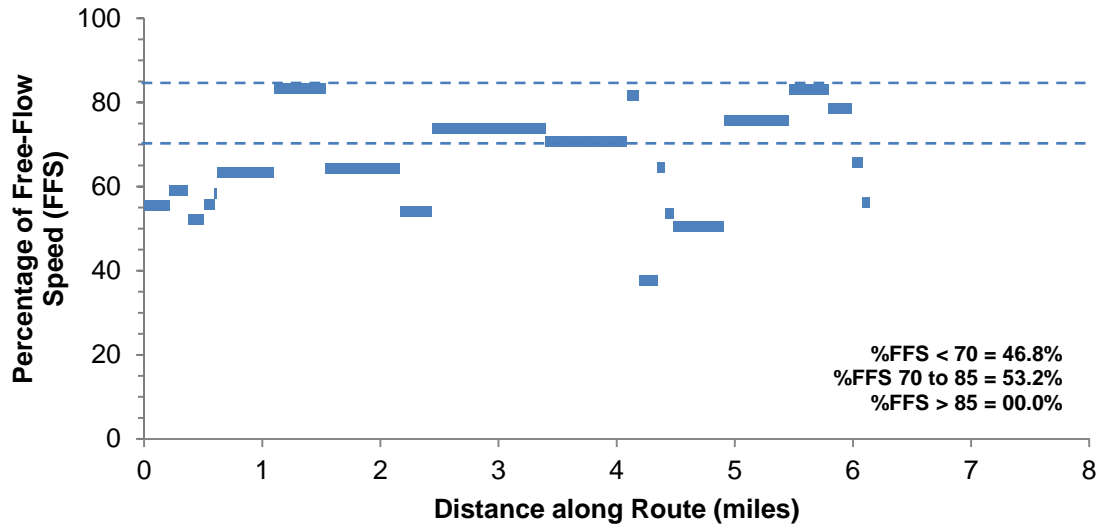
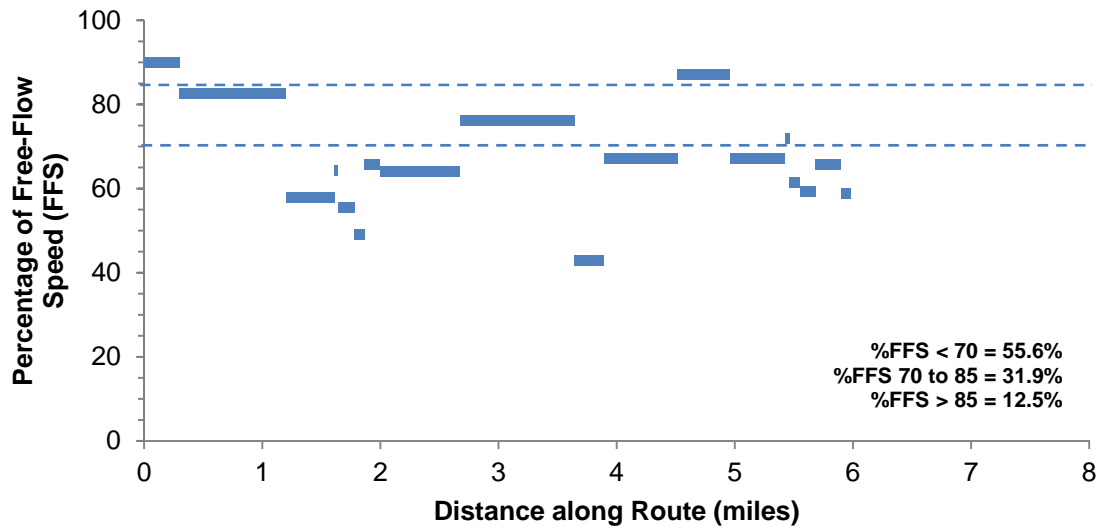


FIGURE J-5-b
Traffic Congestion Score – Outbound



**Appendix K:
Bus Route 70/70A Corridor**

FIGURE K-1-a
Boardings and Alightings – Inbound:
Waltham Commuter Rail Station to Central Square (6:20 to 8:10 AM)

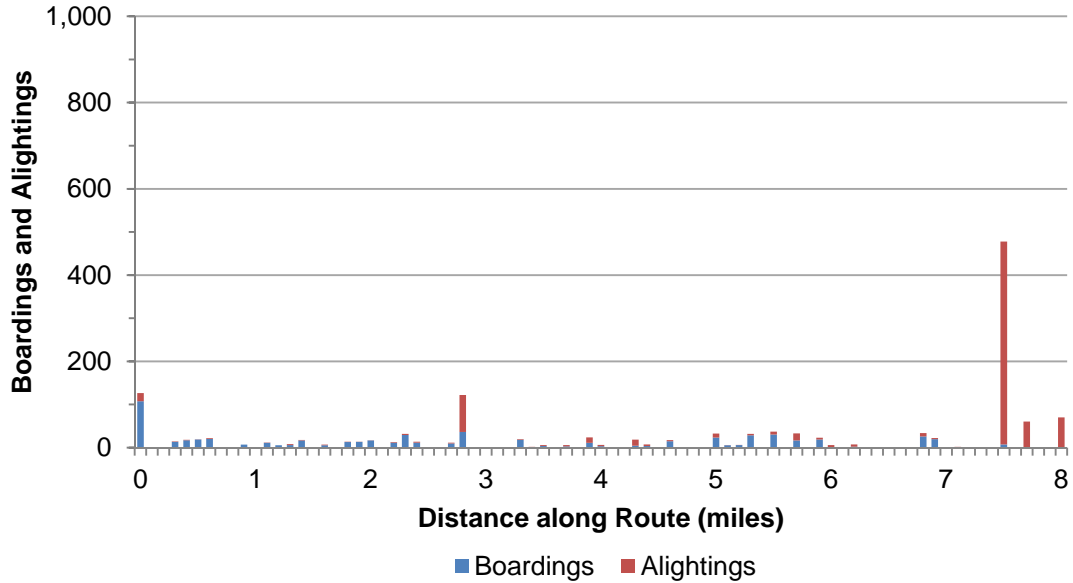


FIGURE K-1-b
Boardings and Alightings – Outbound:
Central Square to Waltham Commuter Rail Station (3:00 to 6:25 PM)

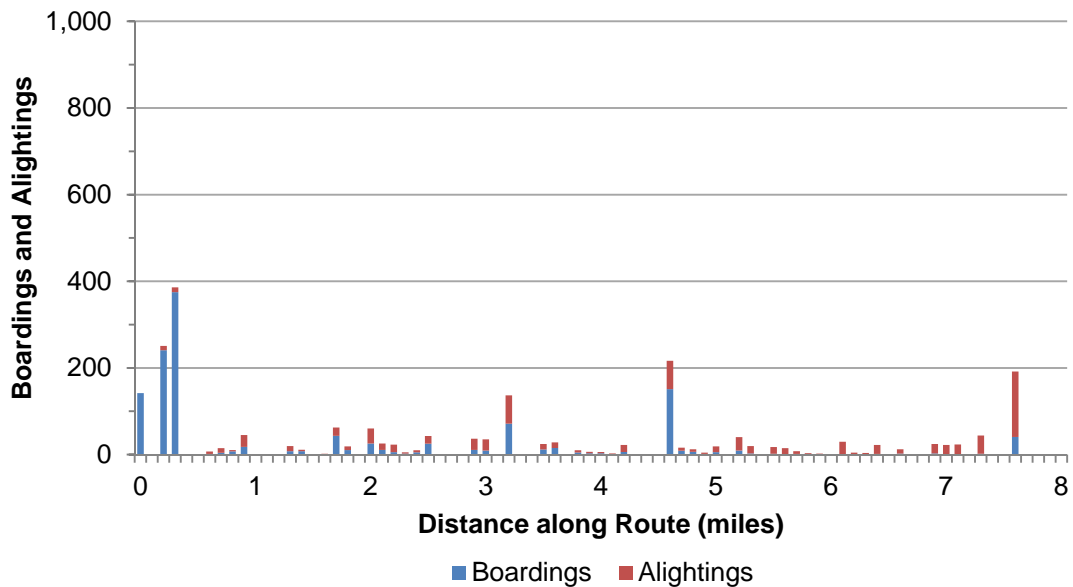


FIGURE K-2-a
Cumulative Demand Curve – Inbound

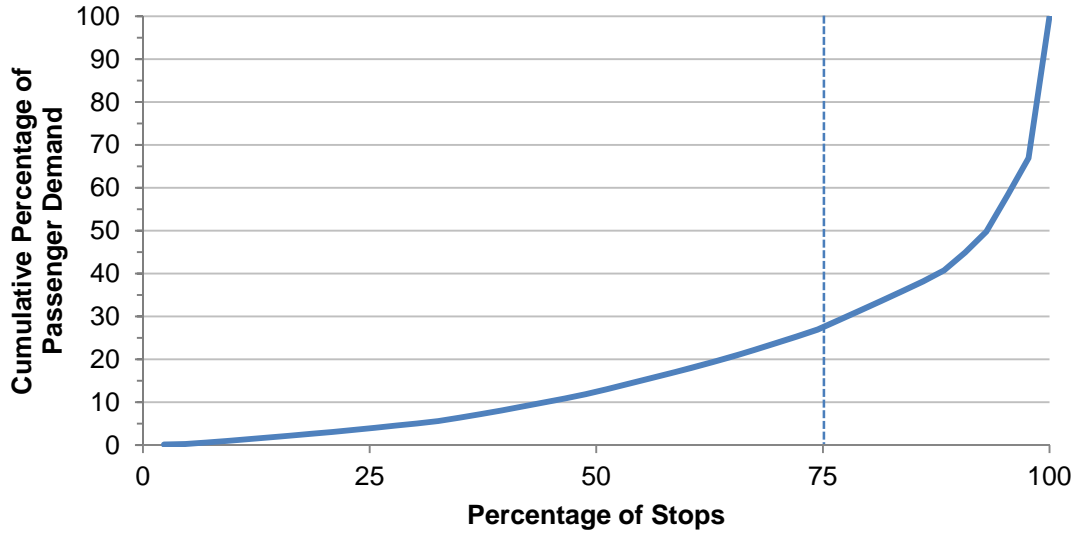


FIGURE K-2-b
Cumulative Demand Curve – Outbound

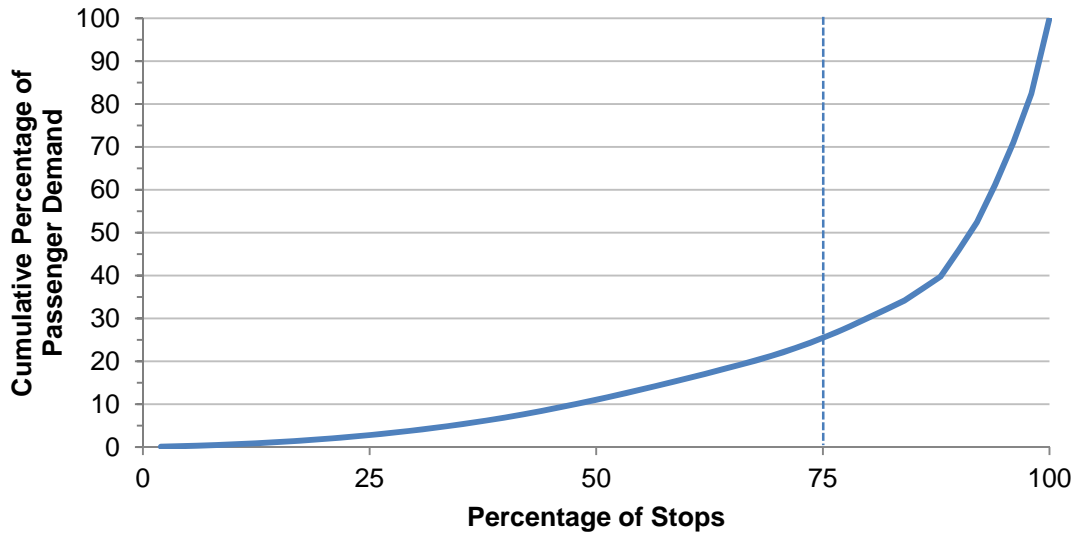


FIGURE K-3-a
Passenger Trip Length – Inbound

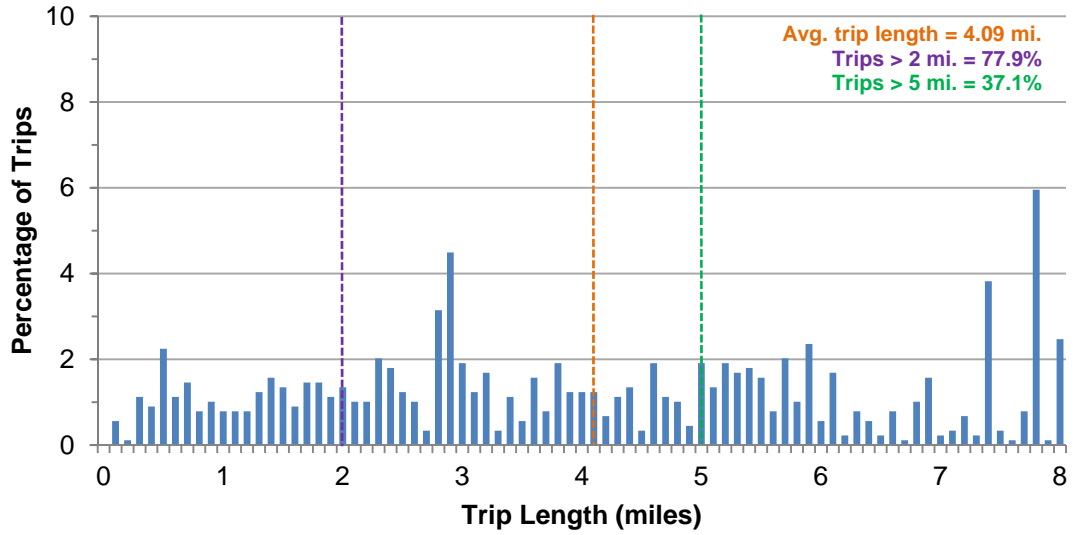


FIGURE K-3-b
Passenger Trip Length – Outbound

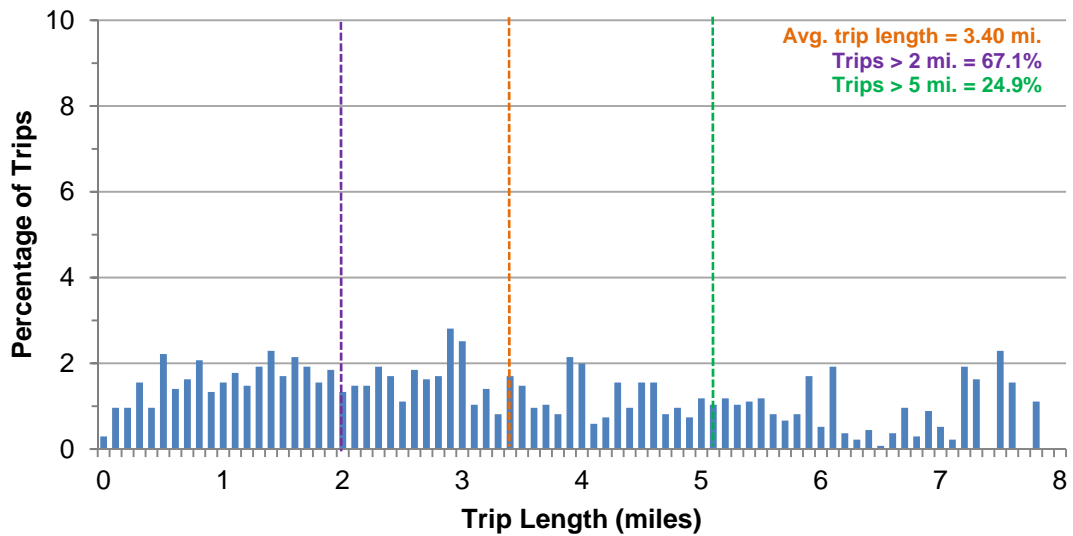


FIGURE K-4-a
Roadway Geometry Score – Inbound

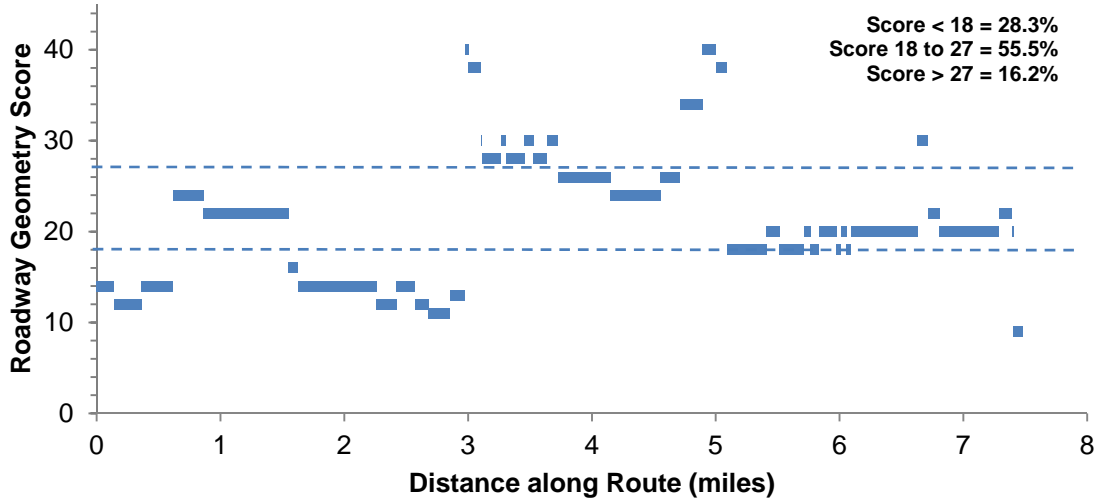


FIGURE K-4-b
Roadway Geometry Score – Outbound

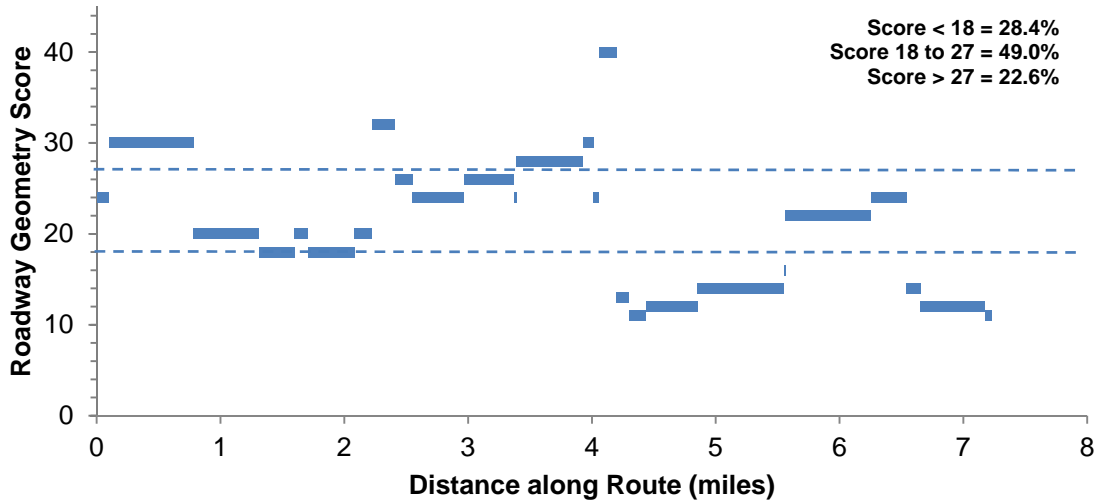


FIGURE K-5-a
Traffic Congestion Score – Inbound

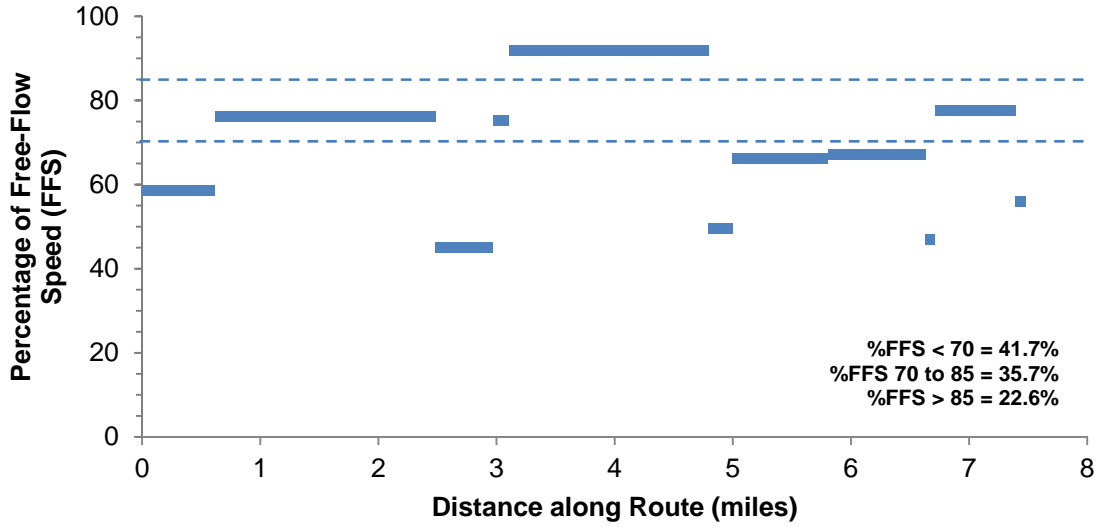
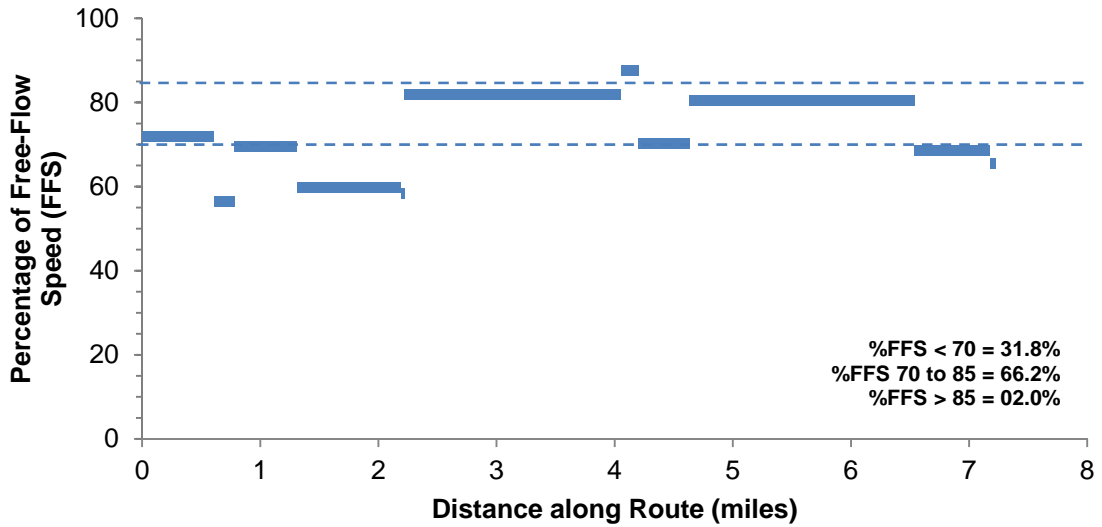


FIGURE K-5-b
Traffic Congestion Score – Outbound



**Appendix L:
MBTA Trackless Trolley Route 71**

FIGURE L-1-a
Boardings and Alightings – Inbound:
Watertown Square to Harvard Station (6:06 to 9:15 AM)

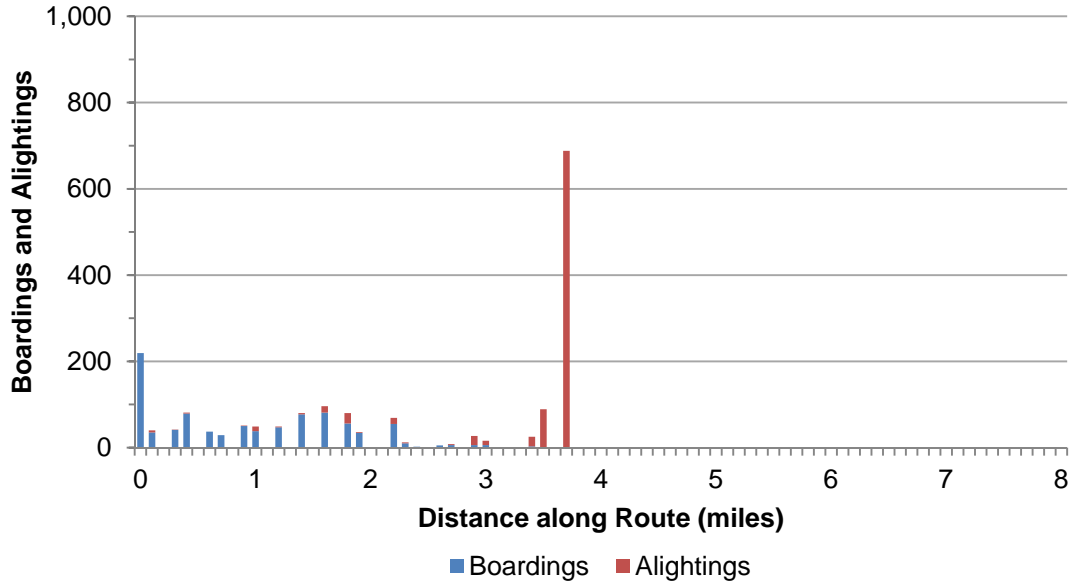


FIGURE L-1-b
Boardings and Alightings – Outbound:
Harvard Station to Watertown Square (3:10 to 7:00 PM)

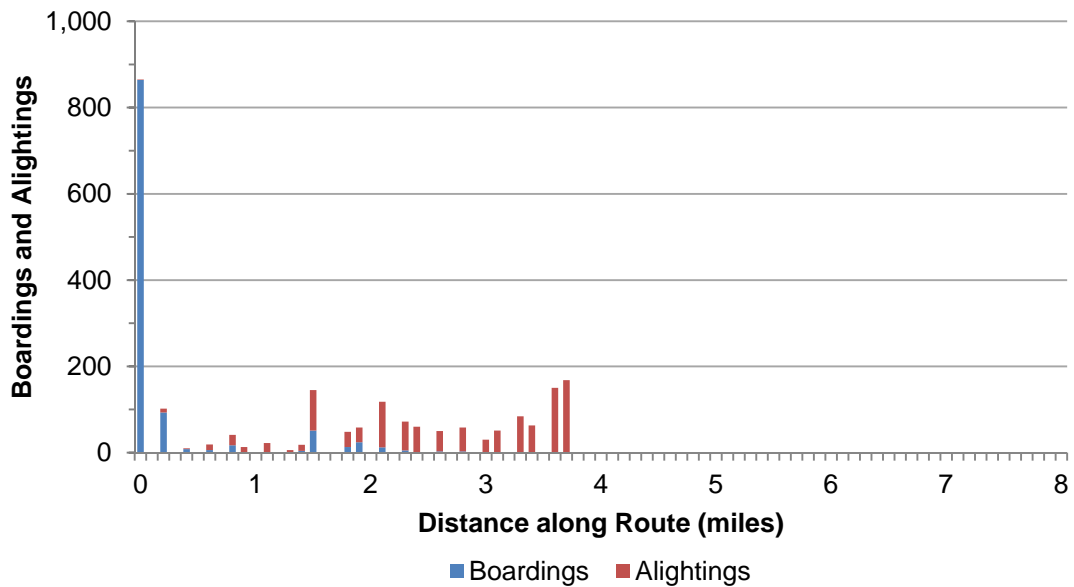


FIGURE L-2-a
Cumulative Demand Curve – Inbound

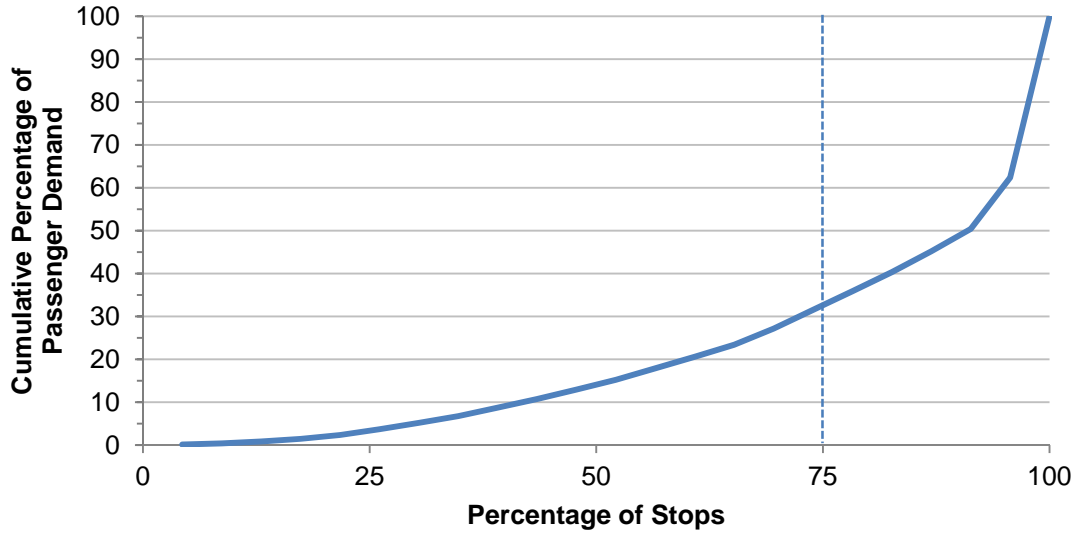


FIGURE L-2-b
Cumulative Demand Curve – Outbound

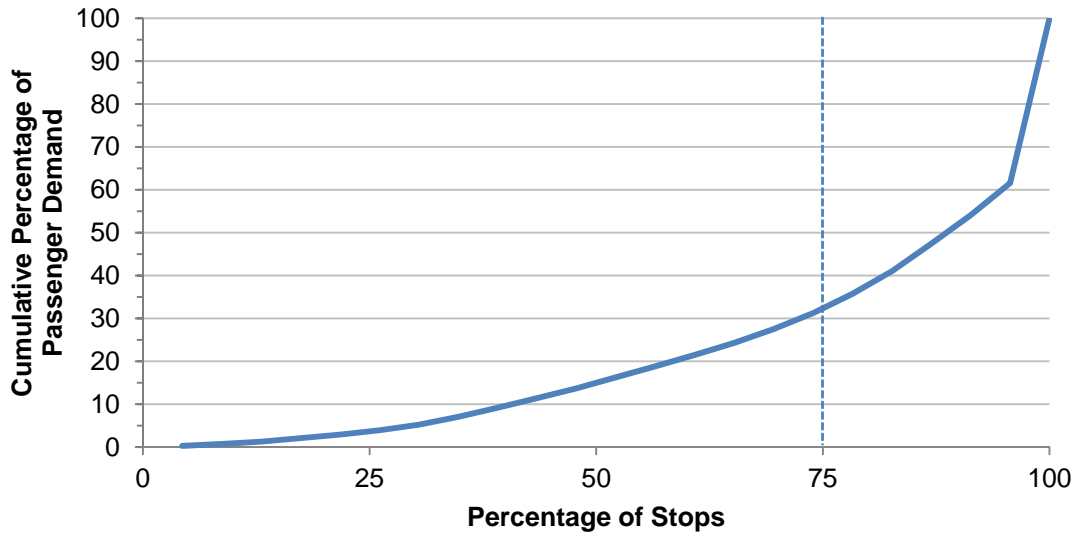


FIGURE L-3-a
Passenger Trip Length – Inbound

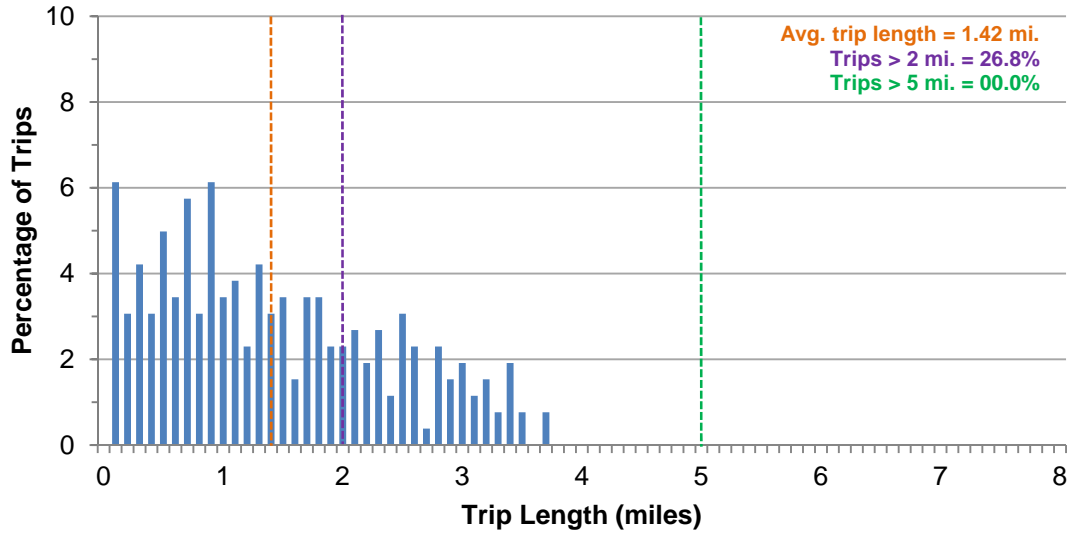


FIGURE L-3-b
Passenger Trip Length – Outbound

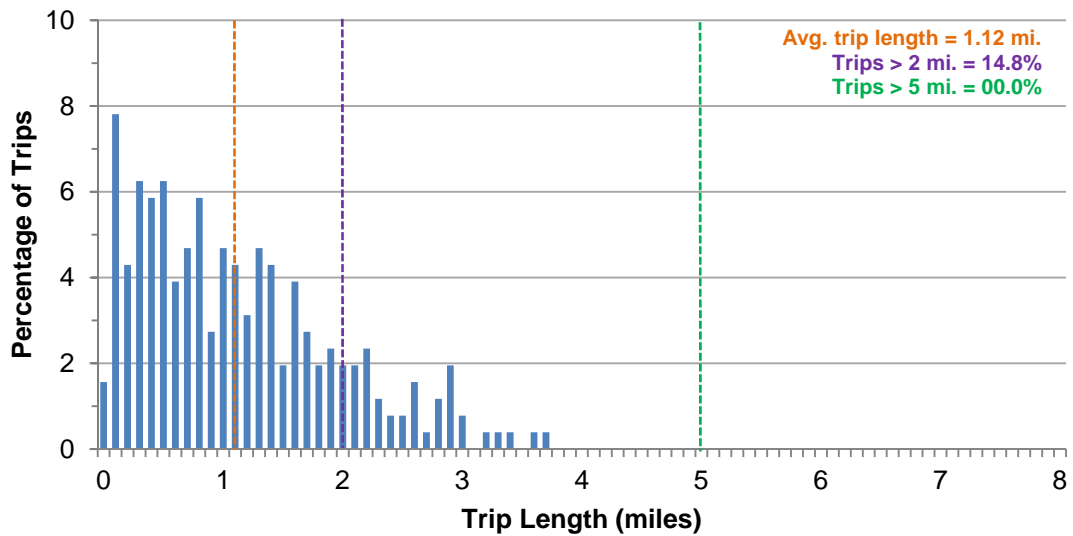


FIGURE L-4-a
Roadway Geometry Score – Inbound

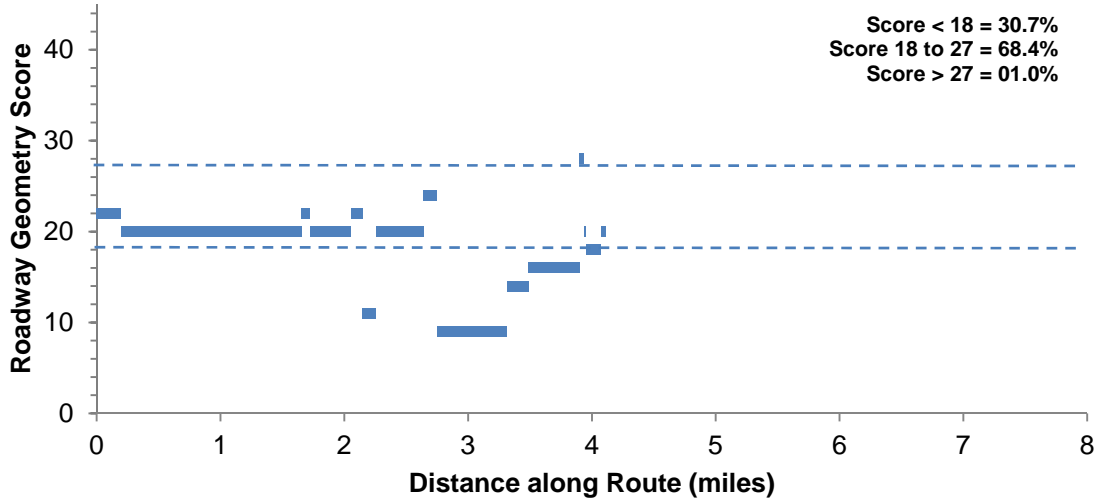


FIGURE L-4-b
Roadway Geometry Score – Outbound

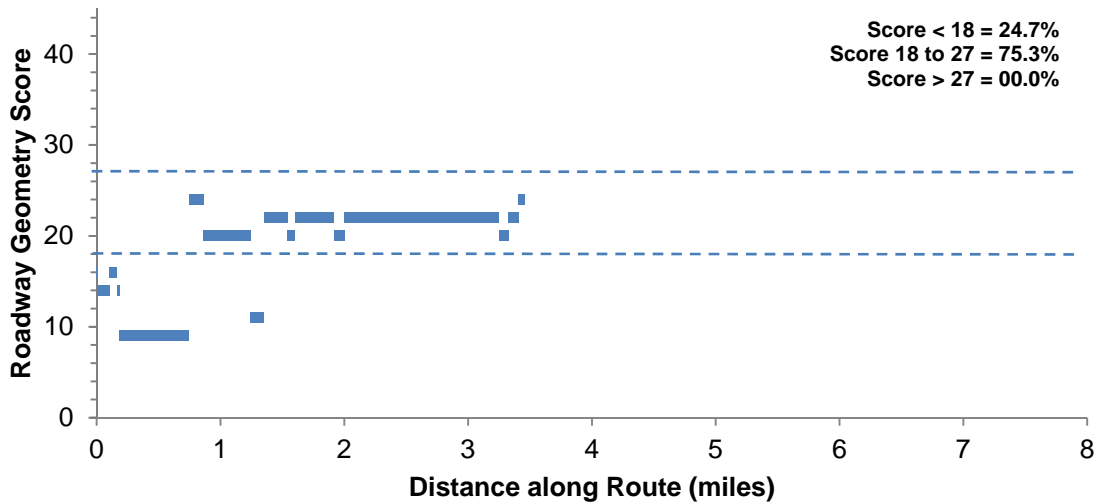


FIGURE L-5-a
Traffic Congestion Score – Inbound

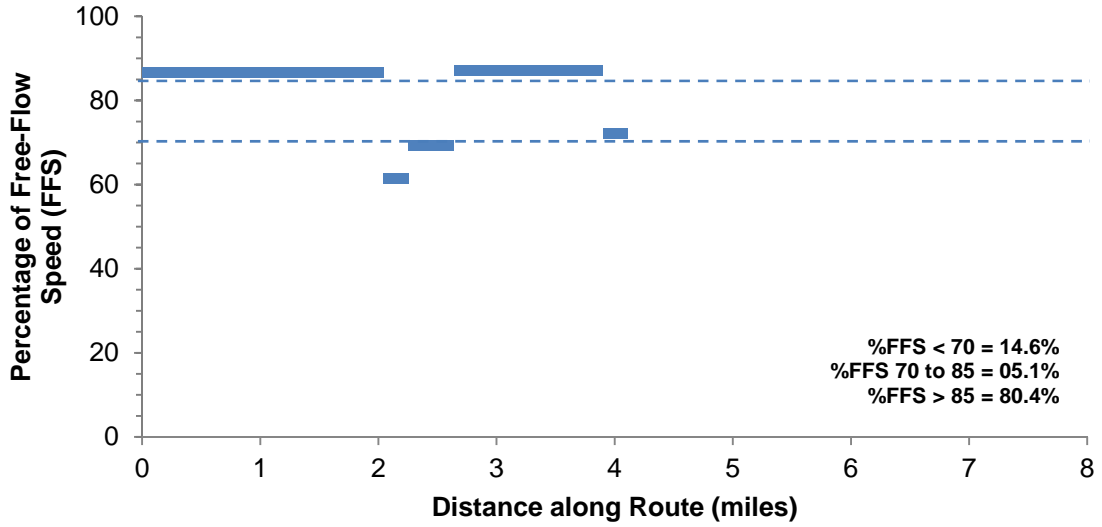
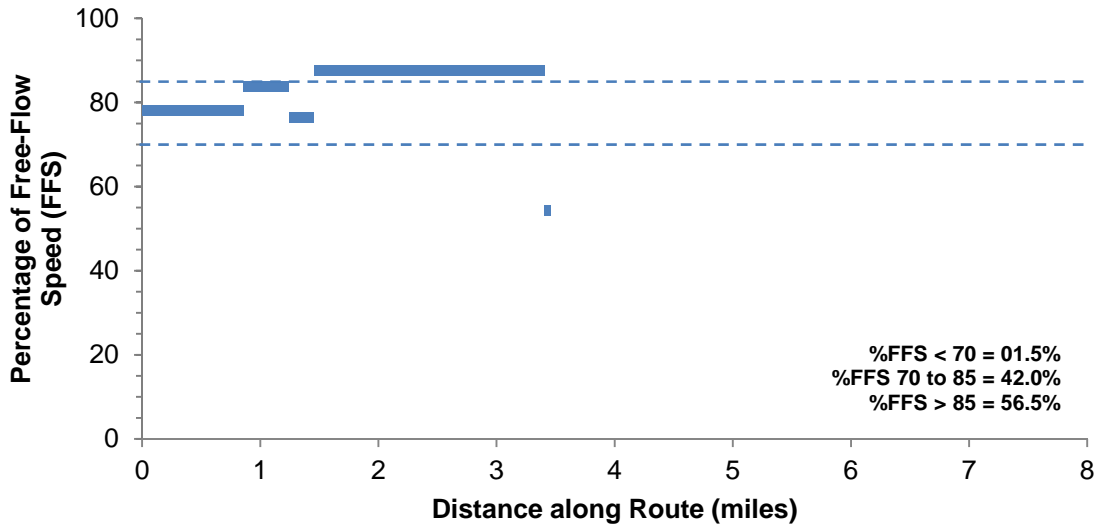


FIGURE L-5-b
Traffic Congestion Score – Outbound



**Appendix M:
MBTA Trackless Trolley Route 73**

FIGURE M-1-a
Boardings and Alightings – Inbound:
Waverly Square in Belmont to Harvard Station (6:45 to 9:30 AM)

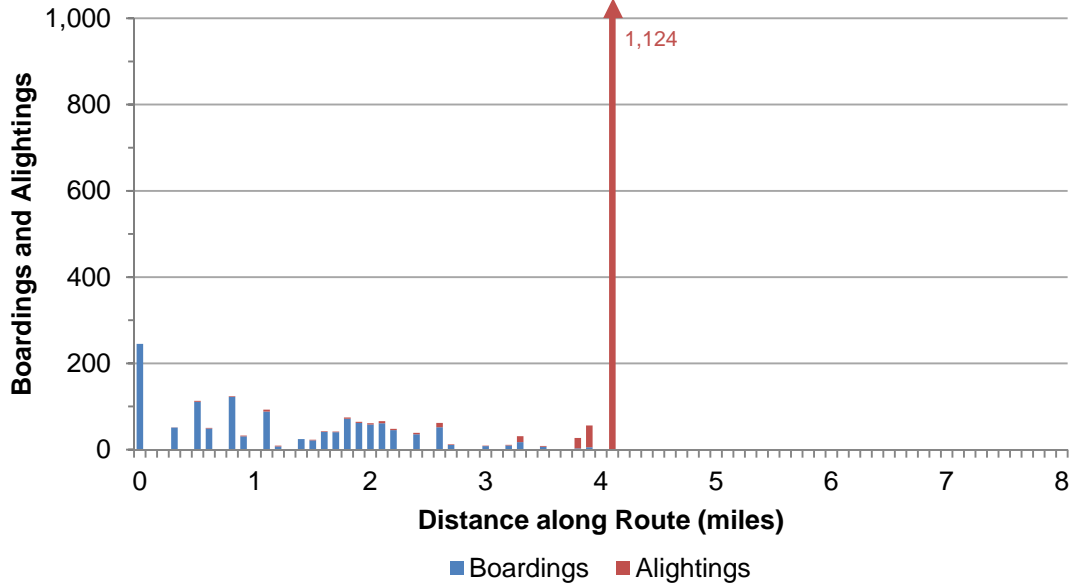


FIGURE M-1-b
Boardings and Alightings – Outbound:
Harvard Station to Waverly Square in Belmont (3:33 to 7:20 PM)

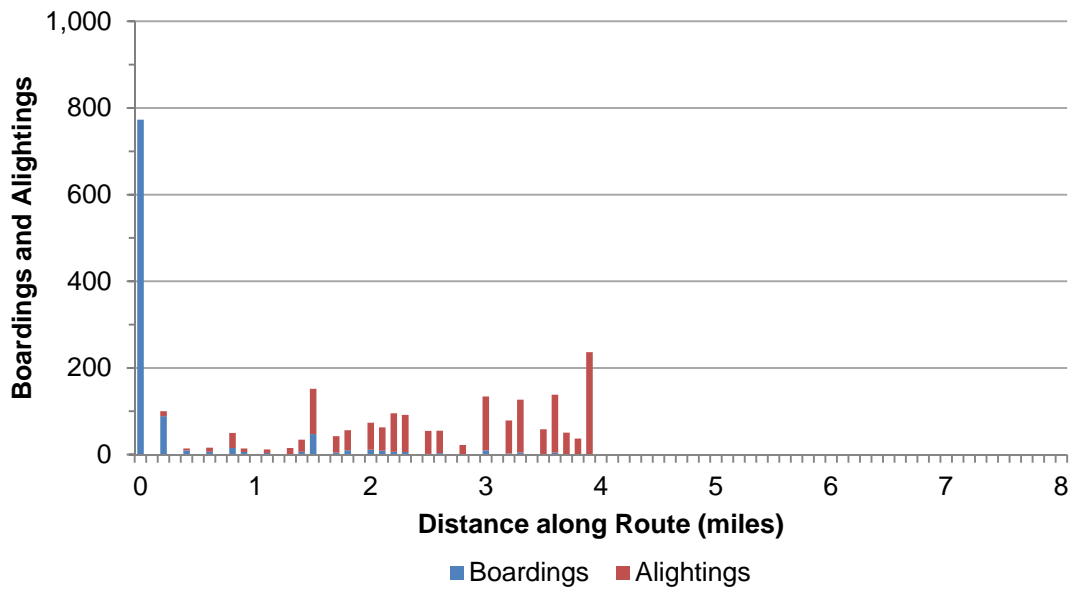


FIGURE M-2-a
Cumulative Demand Curve – Inbound

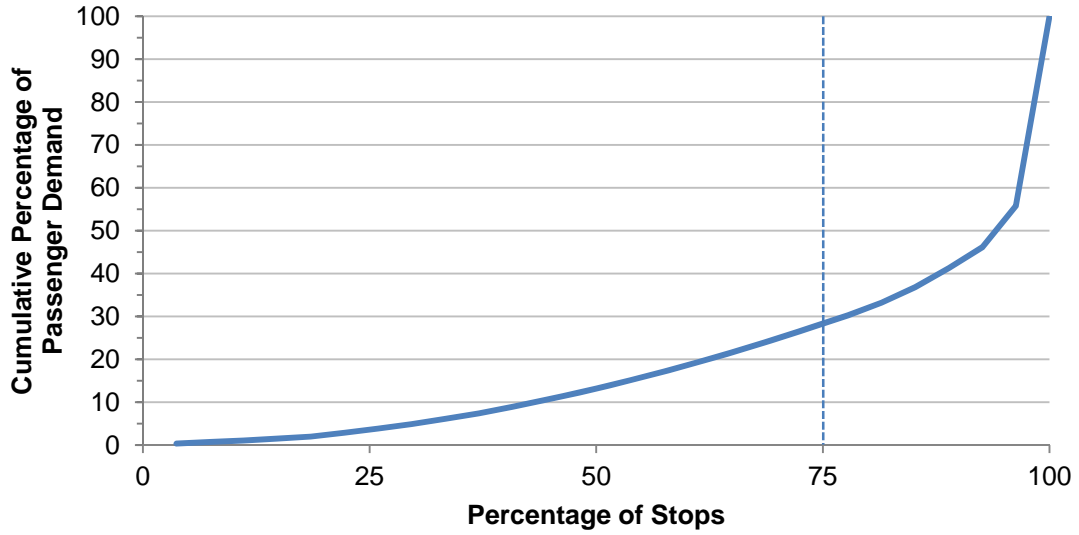


FIGURE M-2-b
Cumulative Demand Curve – Outbound

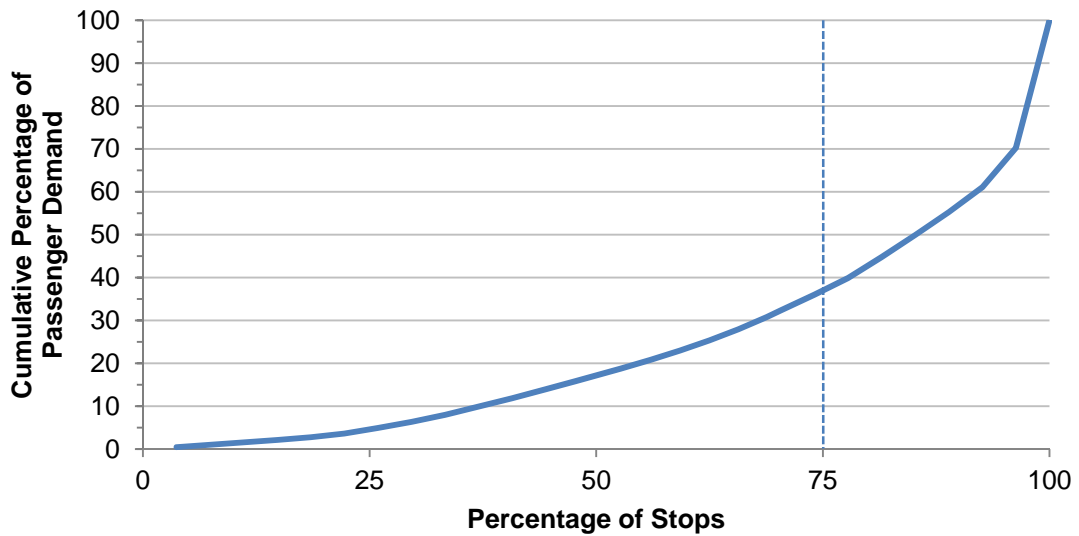


FIGURE M-3-a
Passenger Trip Length – Inbound

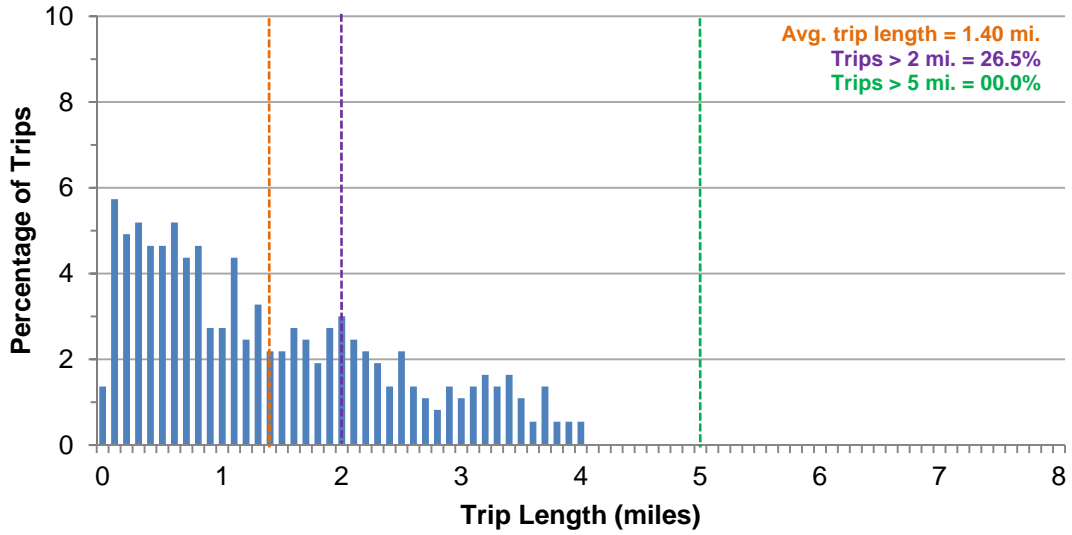


FIGURE M-3-b
Passenger Trip Length – Outbound

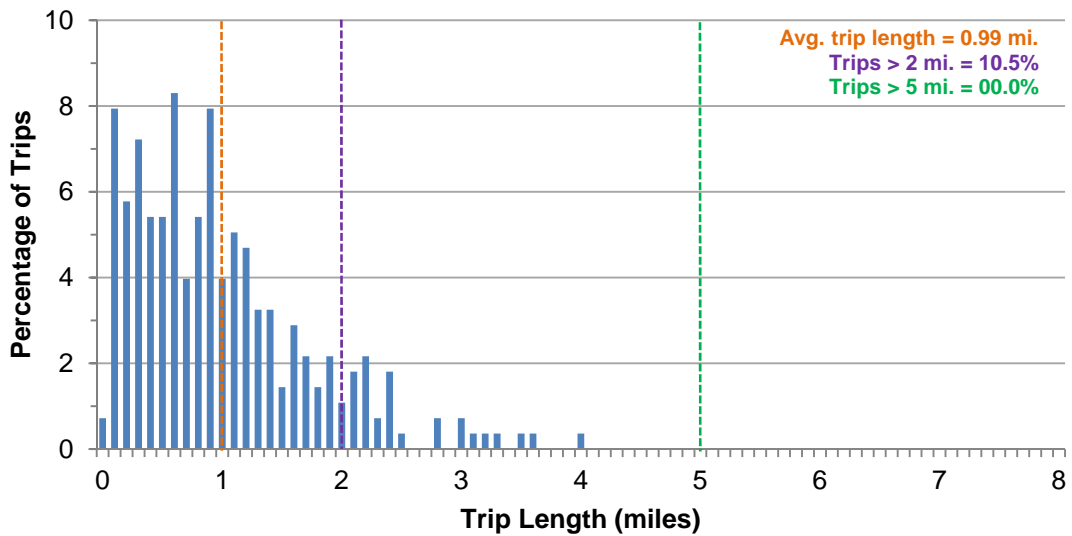


FIGURE M-4-a
Roadway Geometry Score – Inbound

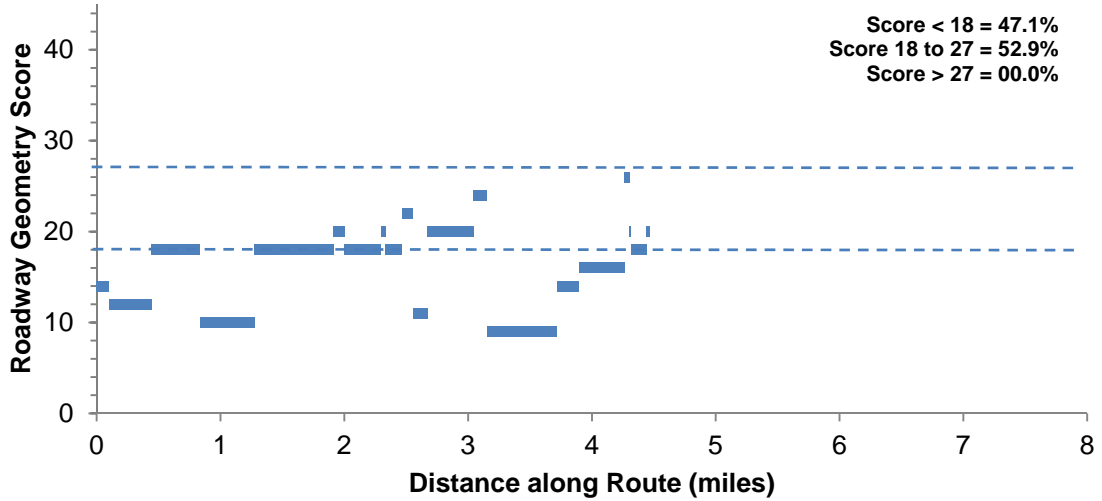


FIGURE M-4-b
Roadway Geometry Score – Outbound

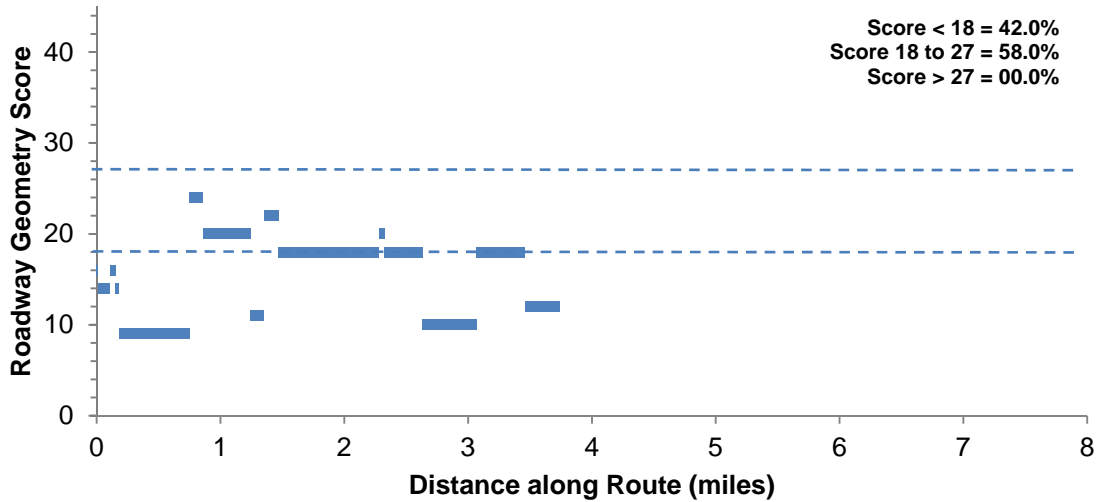


FIGURE M-5-a
Traffic Congestion Score – Inbound

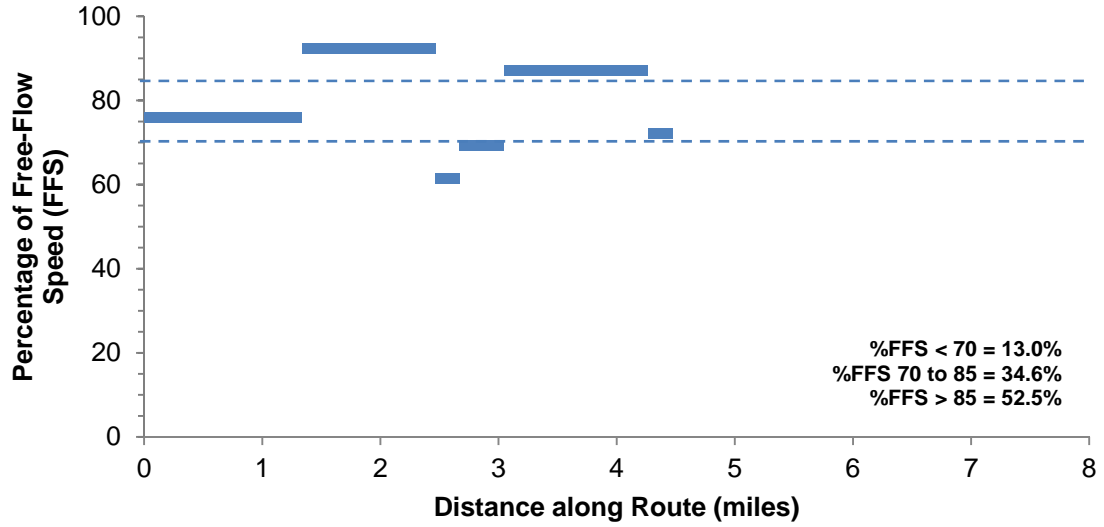
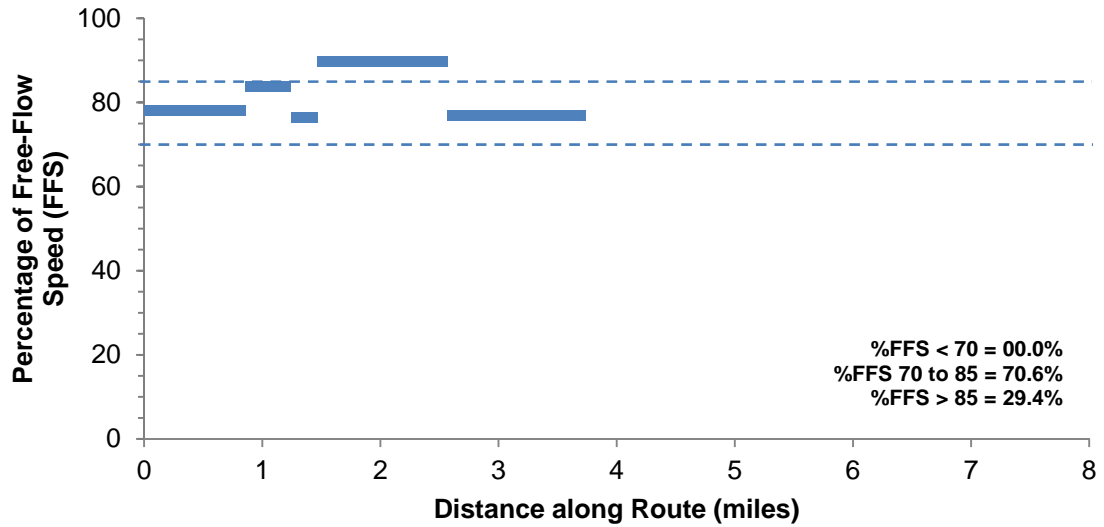


FIGURE M-5-b
Traffic Congestion Score – Outbound



**Appendix N:
MBTA Bus Route 77**

FIGURE N-1-a
Boardings and Alightings – Inbound:
Arlington Heights to Harvard Station (6:00 to 8:45 AM)

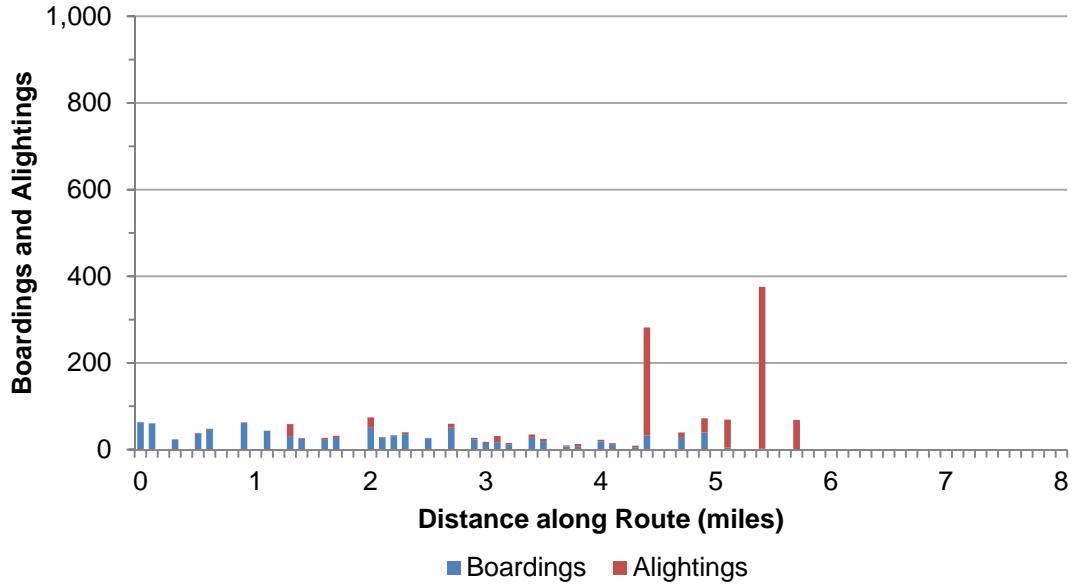


FIGURE N-1-b
Boardings and Alightings – Outbound:
Harvard Station to Arlington Heights (3:02 to 7:26 PM)

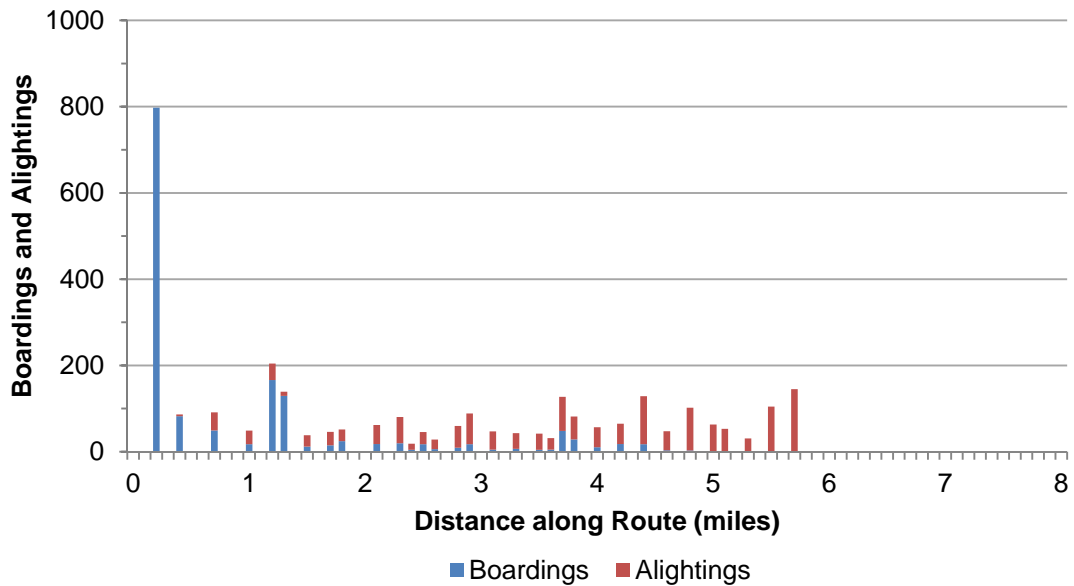


FIGURE N-2-a
Cumulative Demand Curve – Inbound

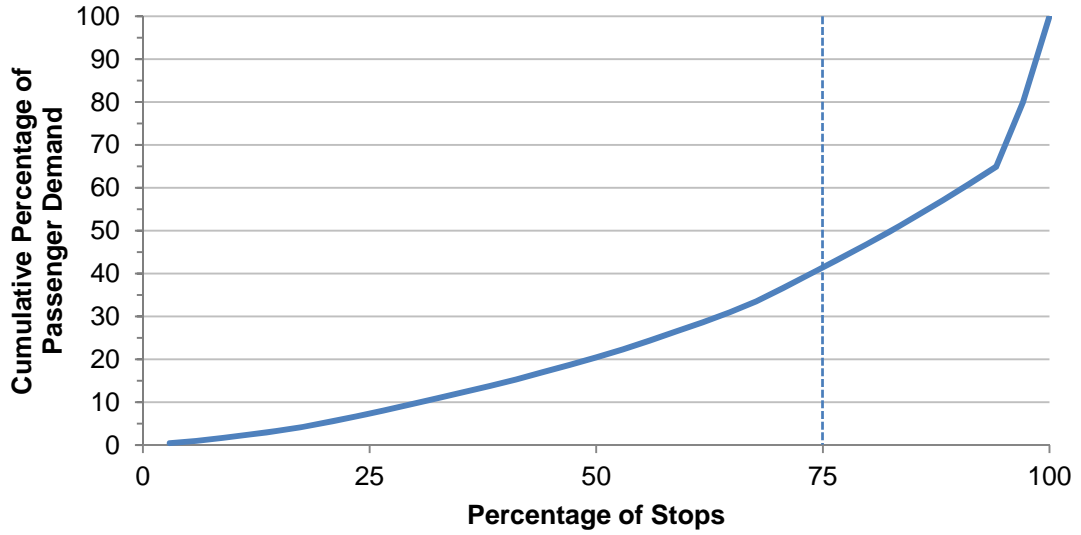


FIGURE N-2-b
Cumulative Demand Curve – Outbound

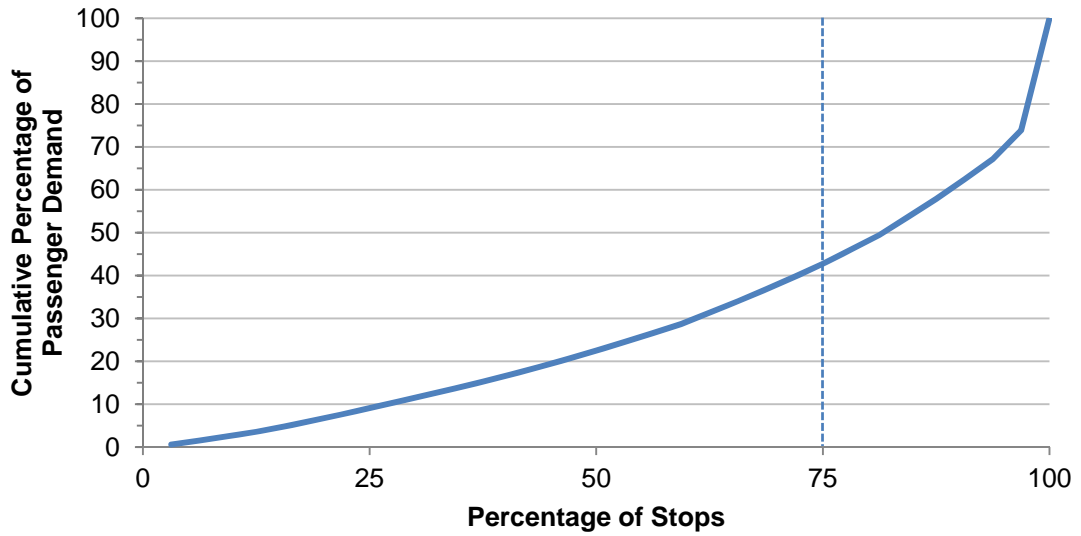


FIGURE N-3-a
Passenger Trip Length – Inbound

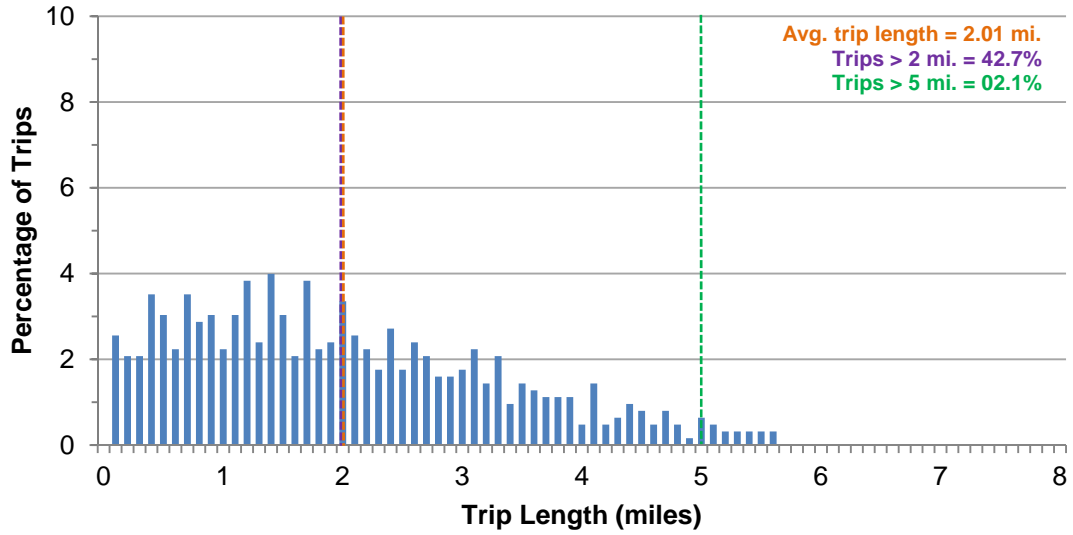


FIGURE N-3-b
Passenger Trip Length – Outbound

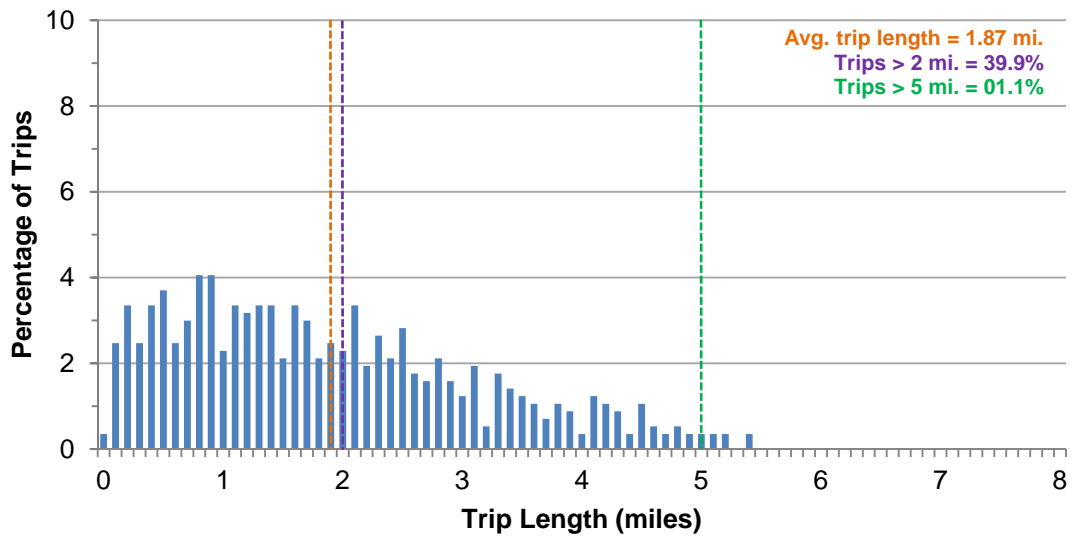


FIGURE N-4-a
Roadway Geometry Score – Inbound

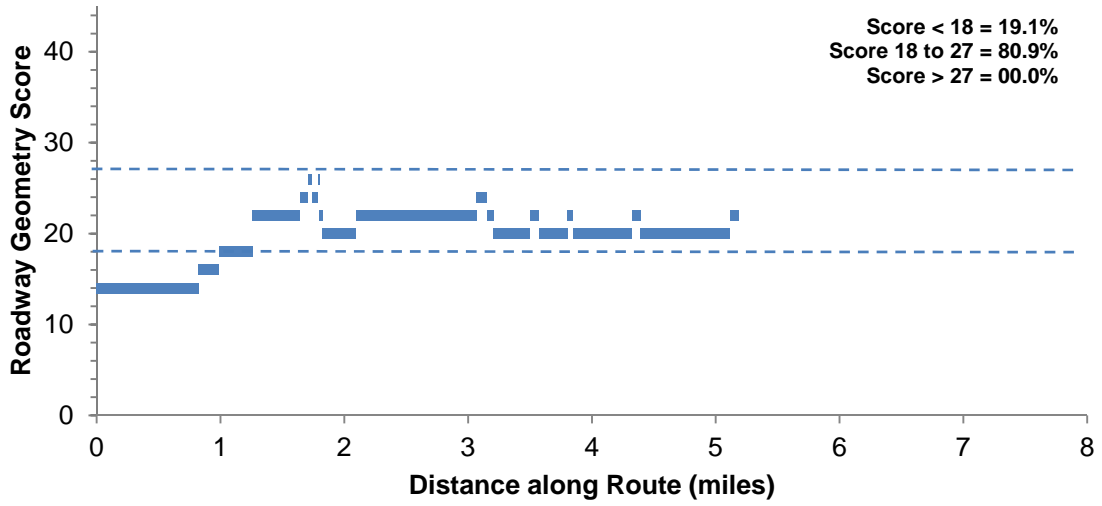


FIGURE N-4-b
Roadway Geometry Score – Outbound

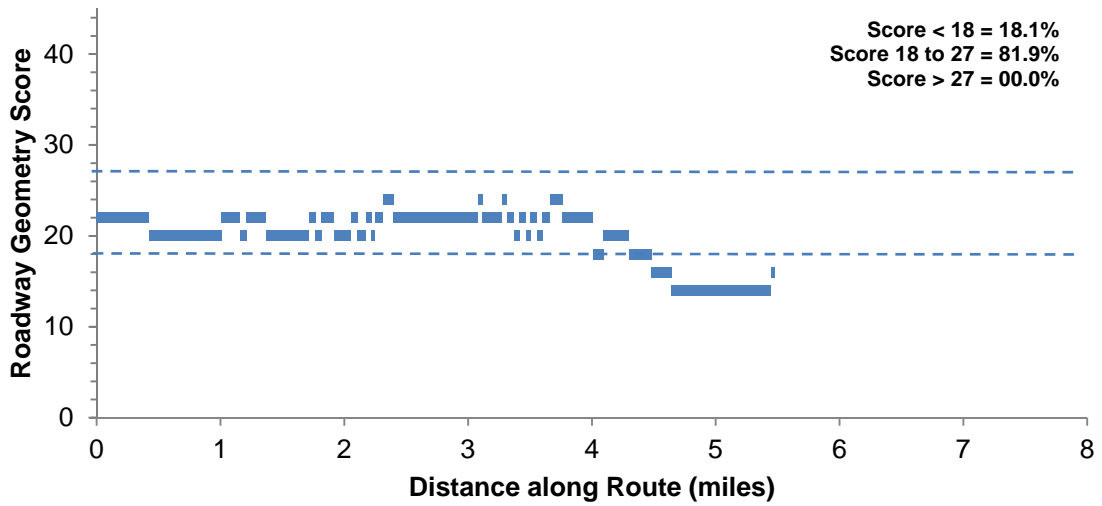


FIGURE N-5-a
Traffic Congestion Score – Inbound

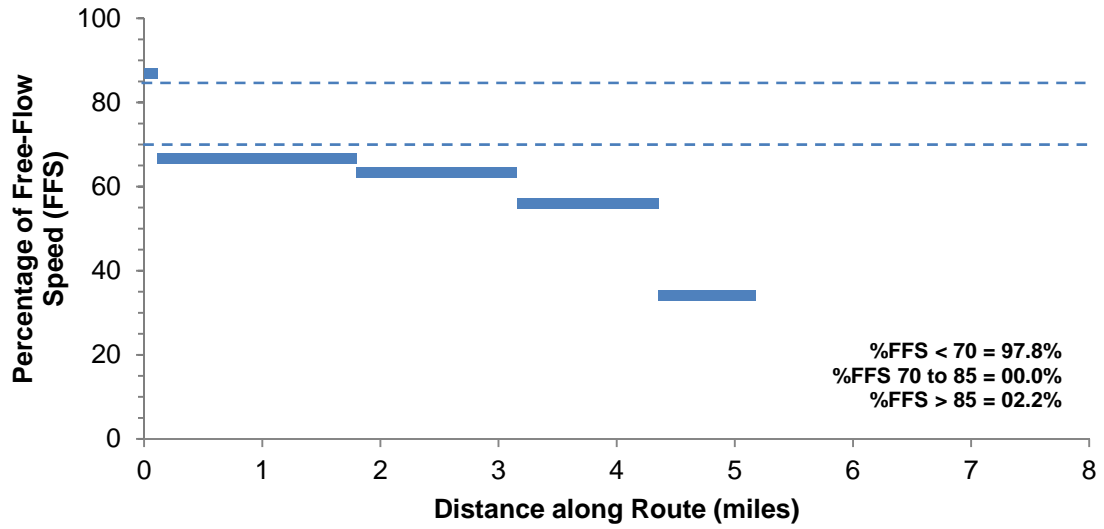
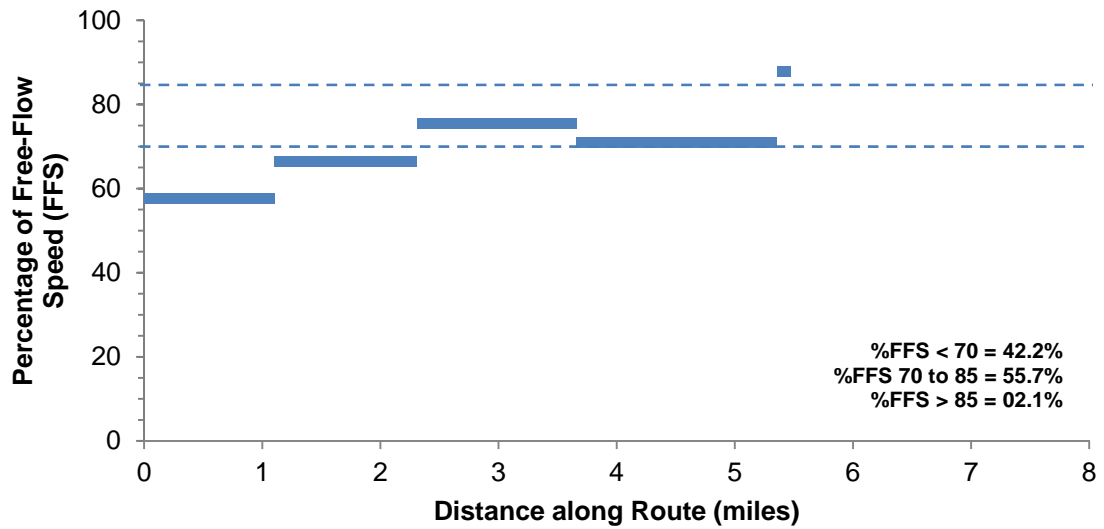


FIGURE N-5-b
Traffic Congestion Score – Outbound



**Appendix O:
MBTA Bus Route 104/109 Corridor**

FIGURE O-1-a
Boardings and Alightings – Inbound:
Broadway at Ferry Street in Malden to Sullivan Square (5:47 to 8:36 AM)

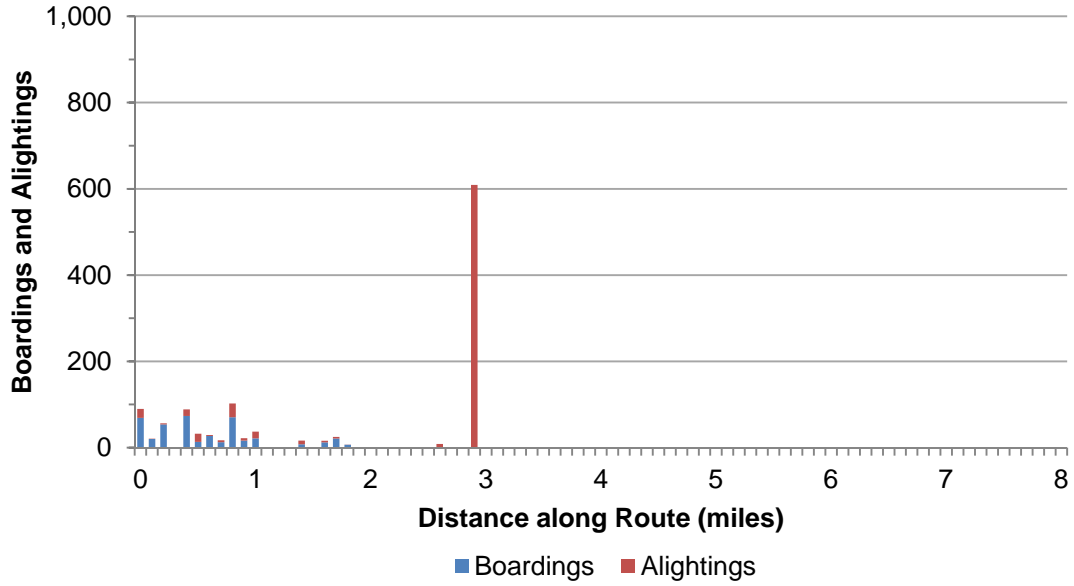


FIGURE O-1-b
Boardings and Alightings – Outbound:
Sullivan Square to Broadway at Ferry Street in Malden (4:00 to 7:00 PM)

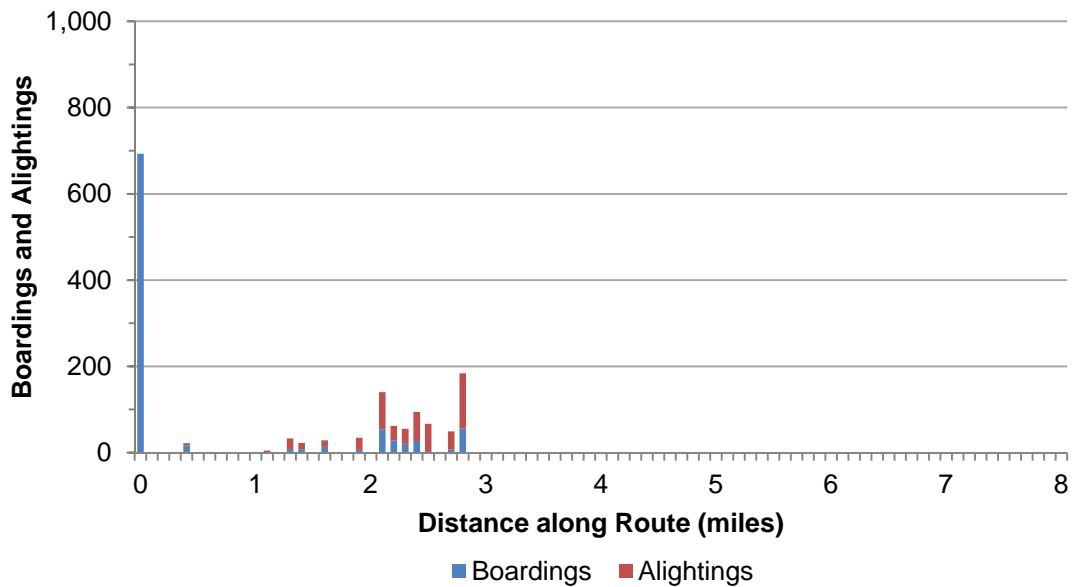


FIGURE O-2-a
Cumulative Demand Curve – Inbound

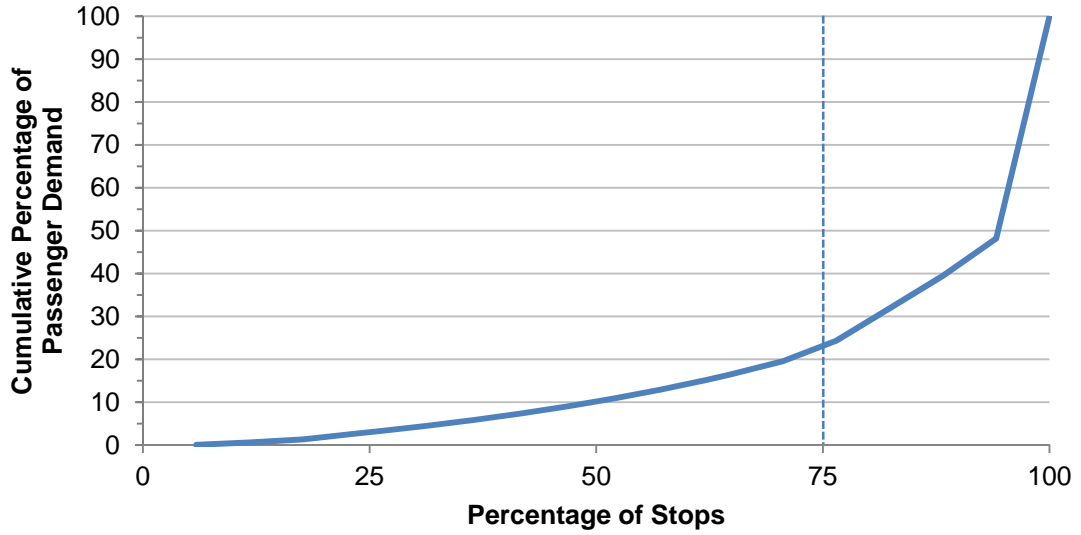


FIGURE O-2-b
Cumulative Demand Curve – Outbound

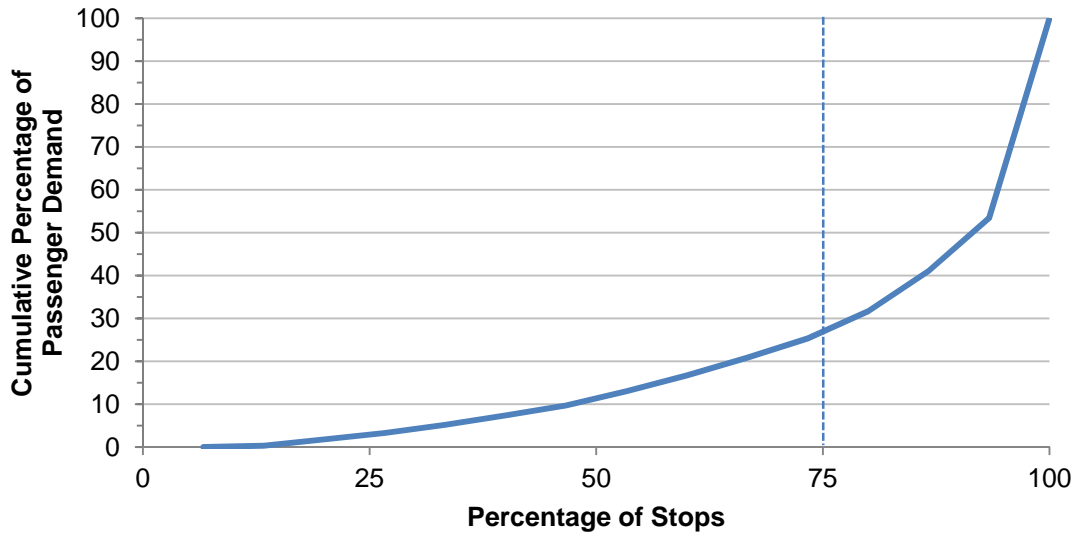


FIGURE O-3-a
Passenger Trip Length – Inbound

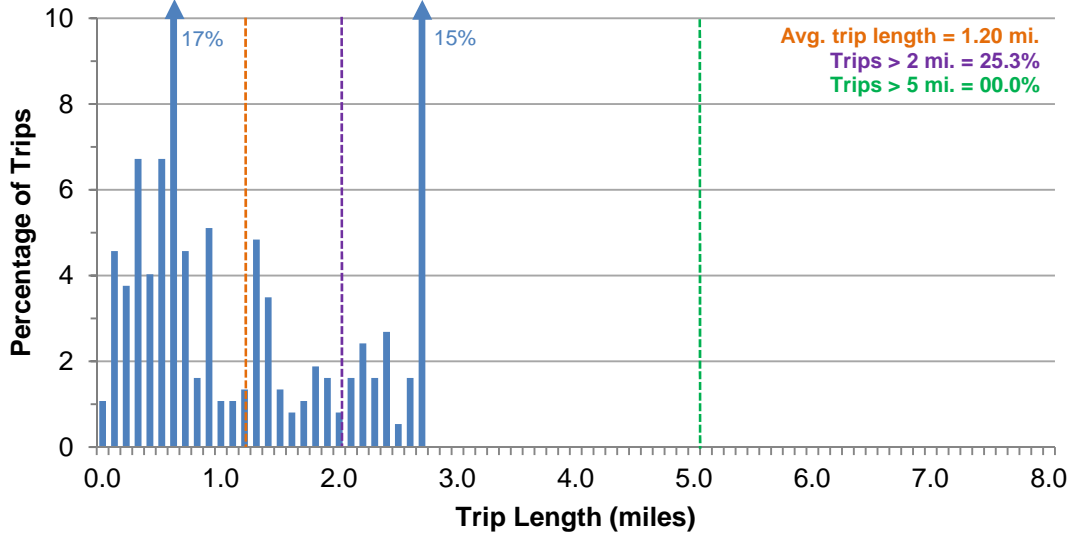


FIGURE O-3-b
Passenger Trip Length – Outbound

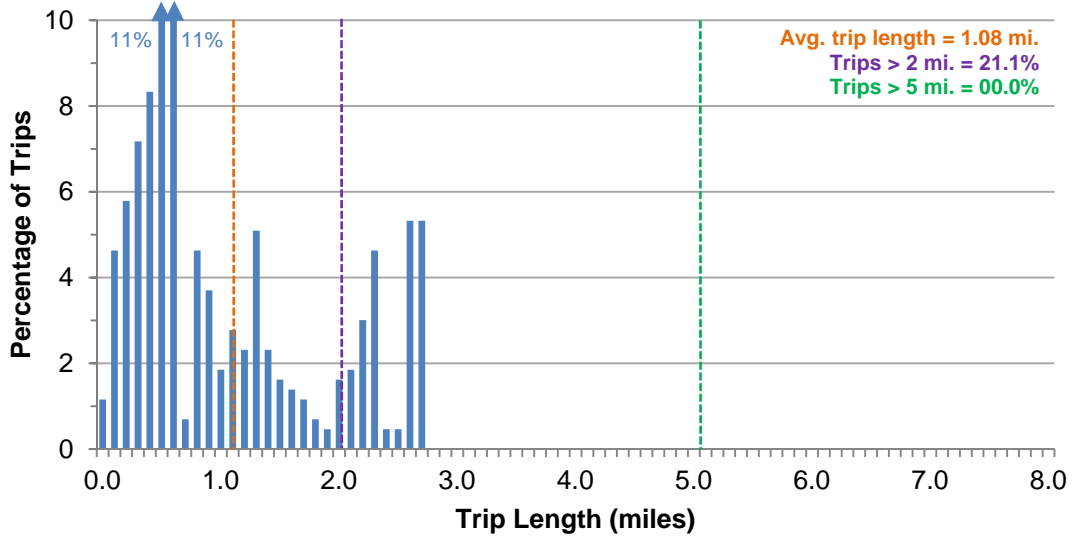


FIGURE O-4-a
Roadway Geometry Score – Inbound

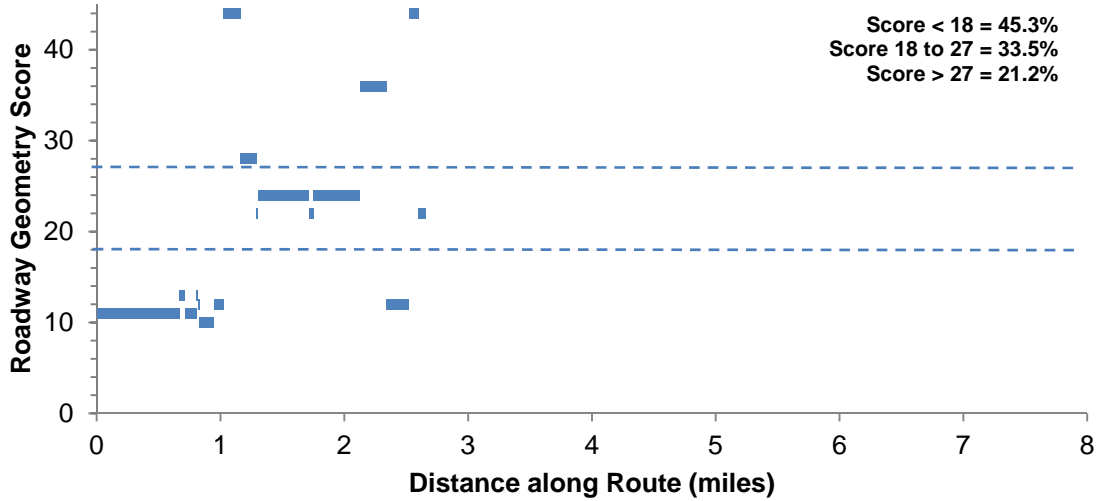


FIGURE O-4-b
Roadway Geometry Score – Outbound

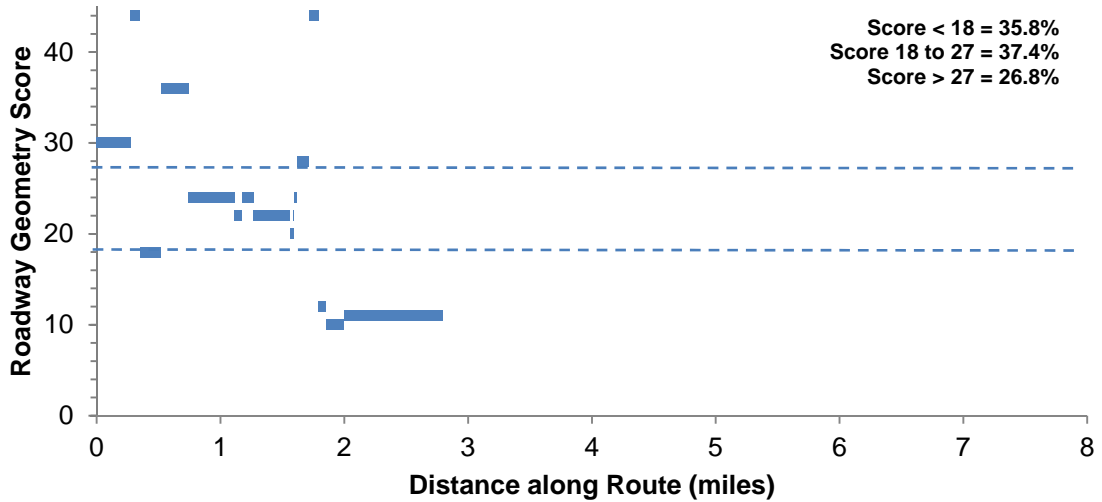


FIGURE O-5-a
Traffic Congestion Score – Inbound

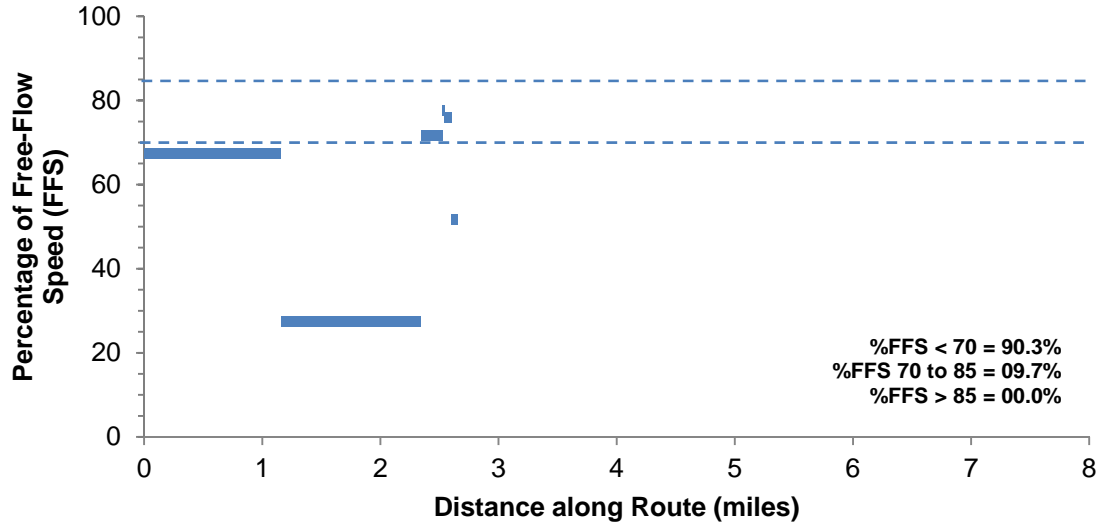
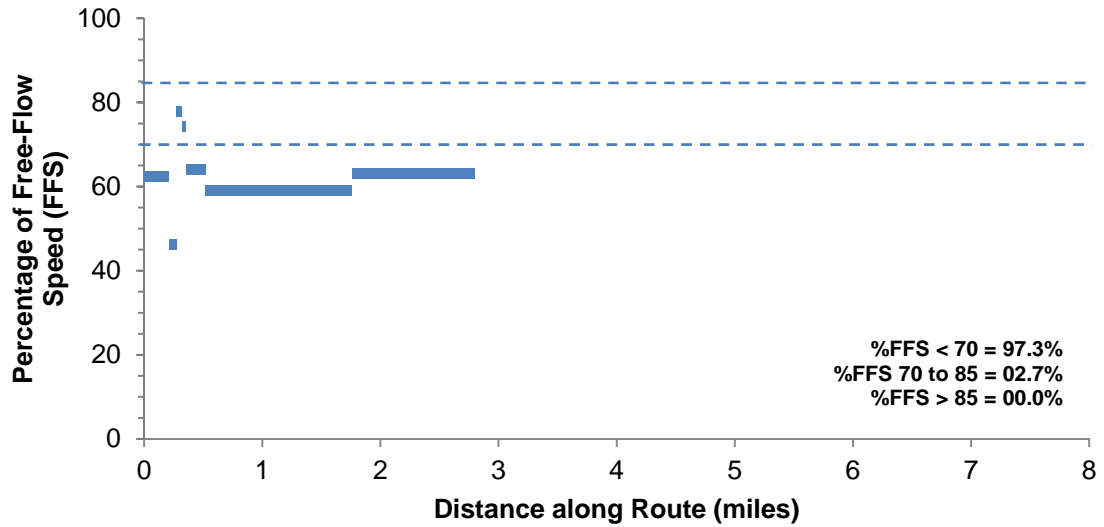


FIGURE O-5-b
Traffic Congestion Score – Outbound



**Appendix P:
MBTA Bus Route 111**

FIGURE P-1-a
Boardings and Alightings – Inbound:
Woodlawn to Haymarket Station (5:02 to 9:29 AM)

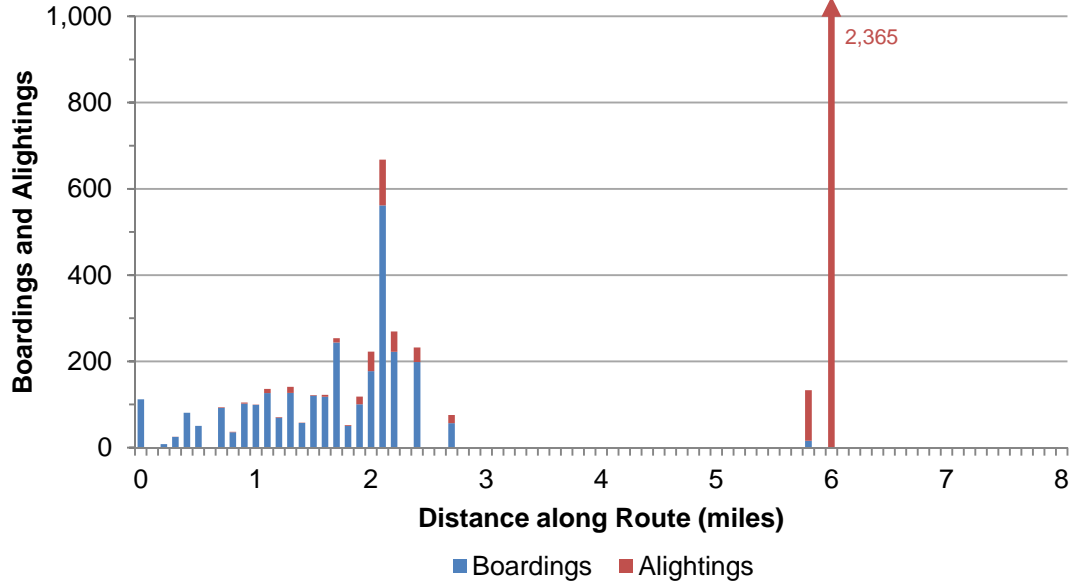


FIGURE P-1-b
Boardings and Alightings – Outbound:
Haymarket Station to Woodlawn (3:01 to 7:00 PM)

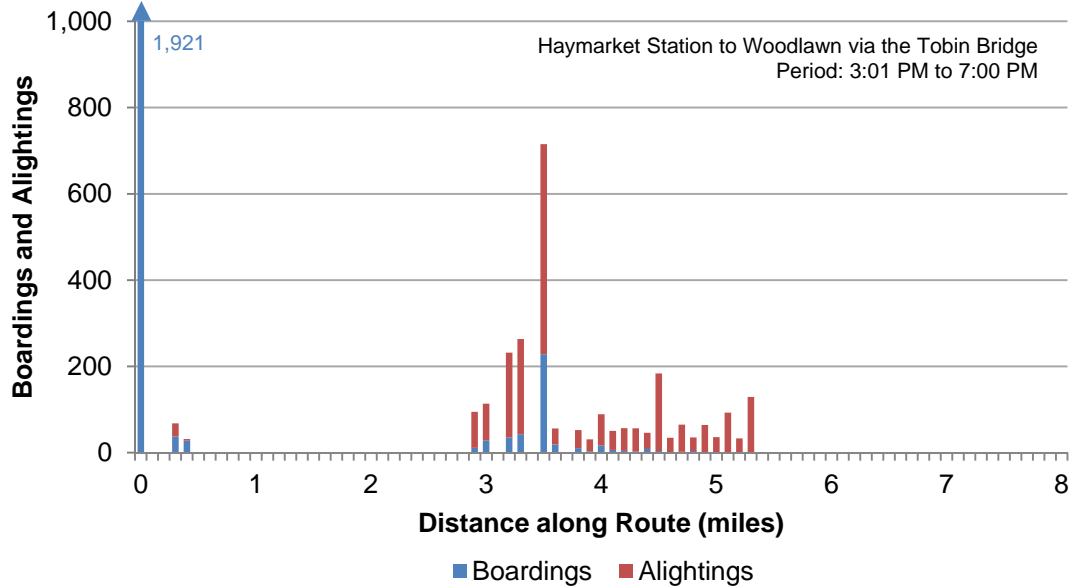


FIGURE P-2-a
Cumulative Demand Curve – Inbound

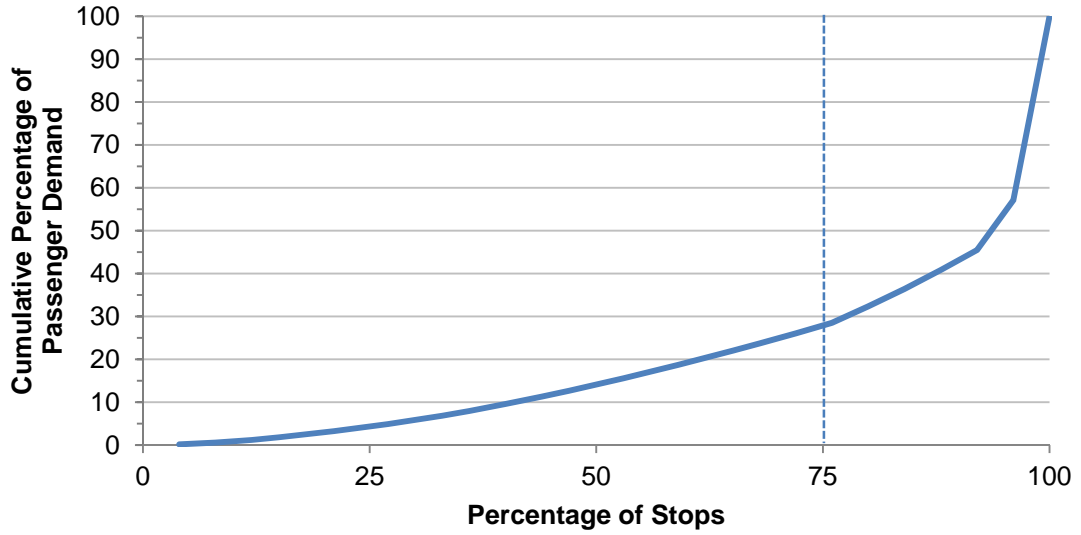


FIGURE P-2-b
Cumulative Demand Curve – Outbound

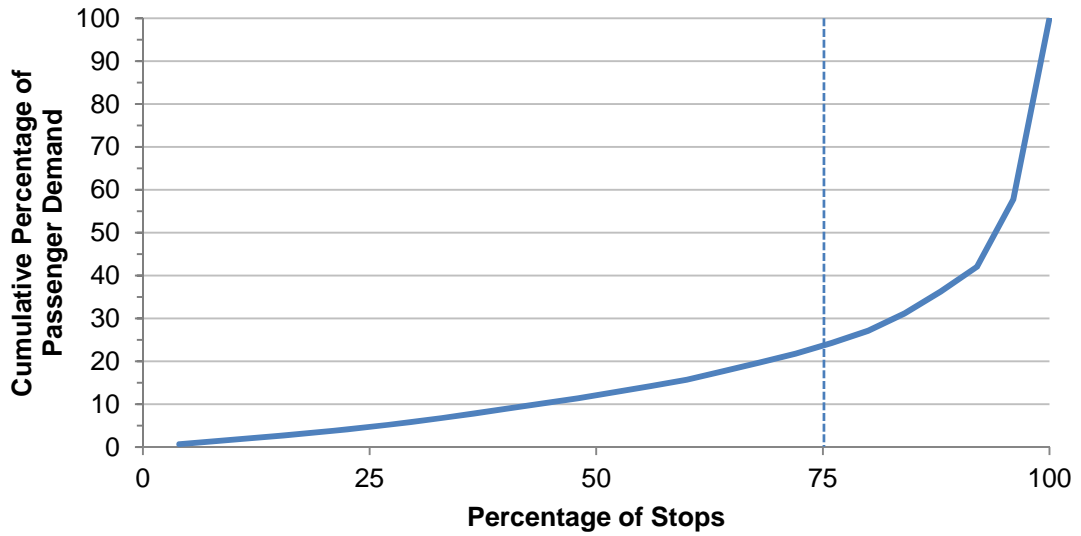


FIGURE P-3-a
Passenger Trip Length – Inbound

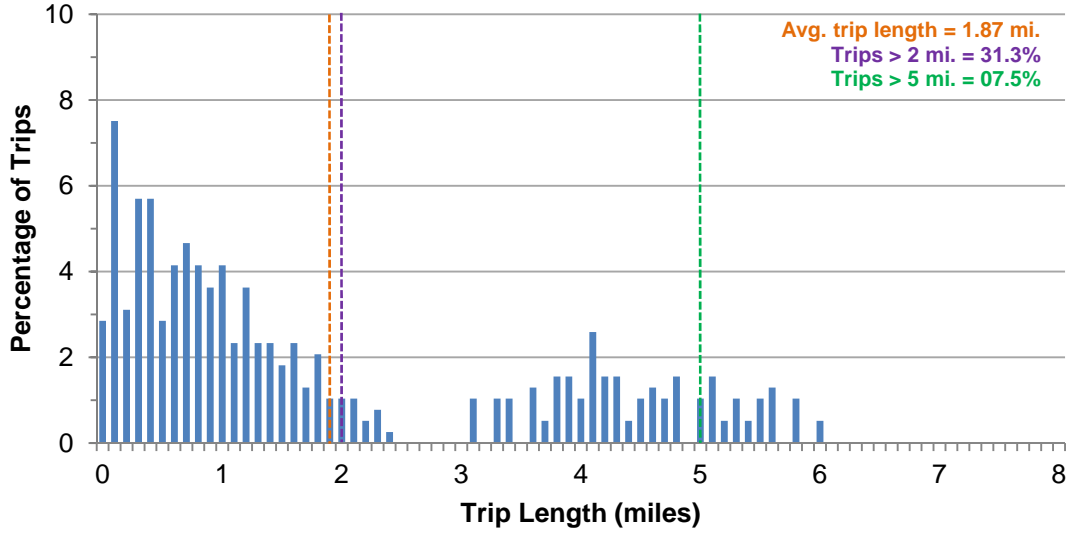


FIGURE P-3-b
Passenger Trip Length – Outbound

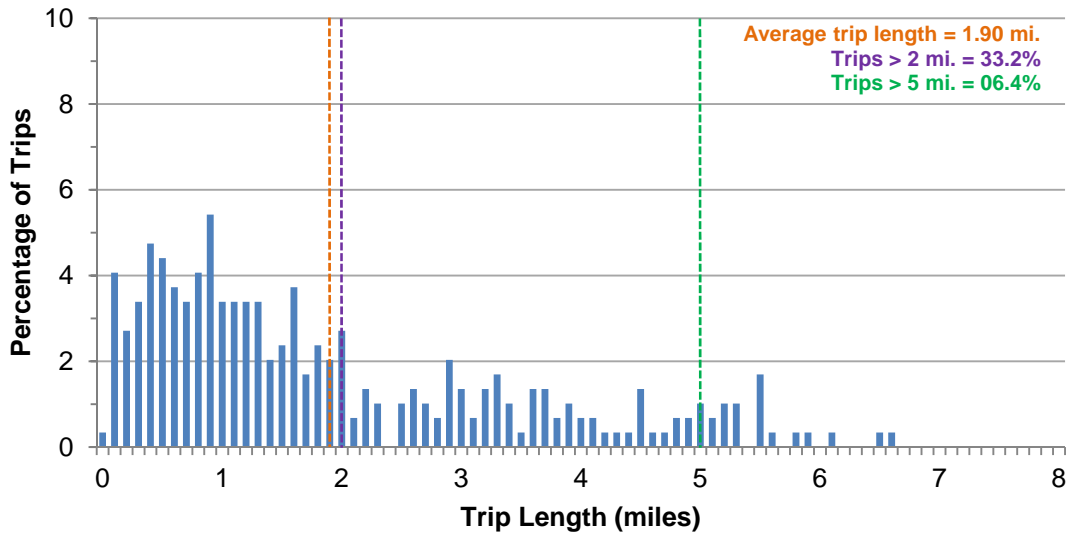


FIGURE P-4-a
Roadway Geometry Score – Inbound

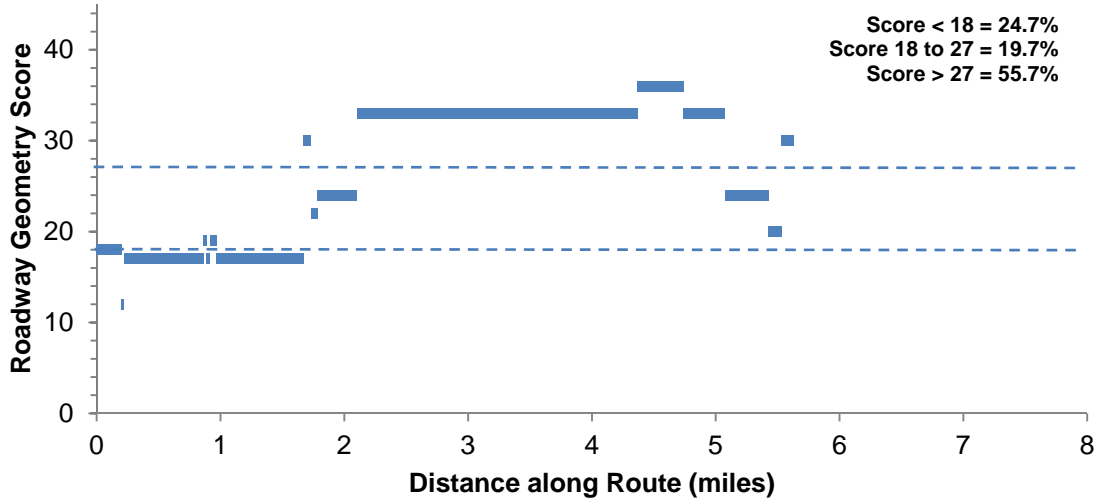


FIGURE P-4-b
Roadway Geometry Score – Outbound

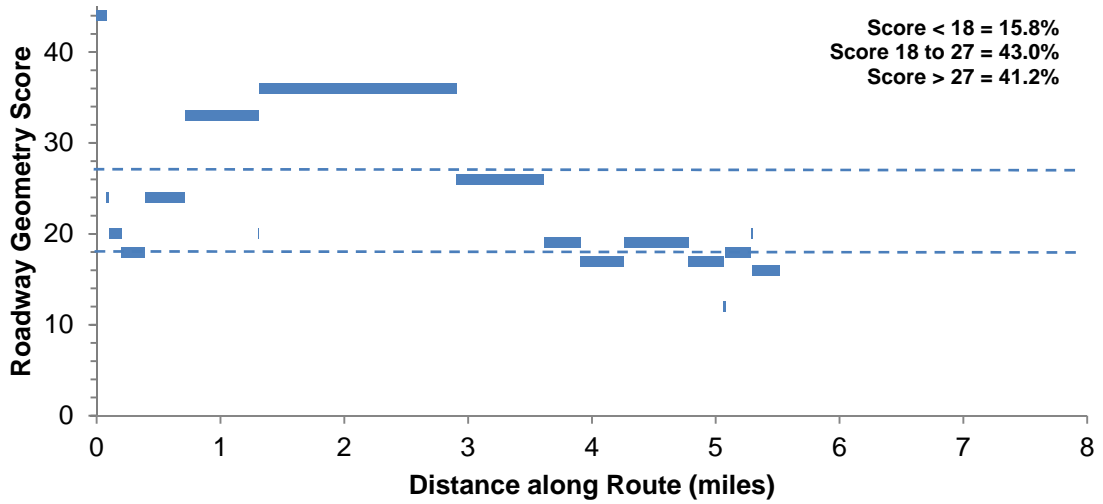


FIGURE P-5-a
Traffic Congestion Score – Inbound

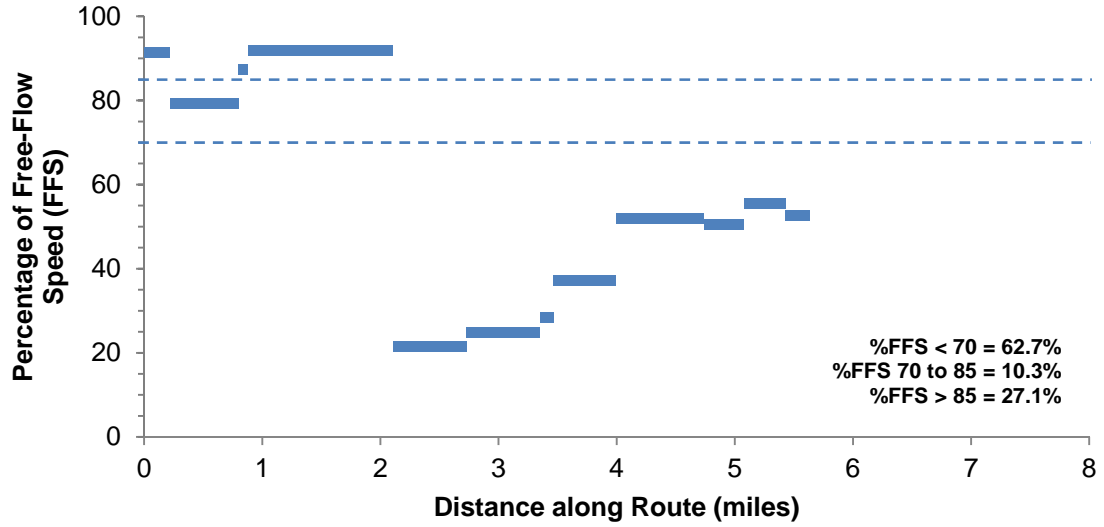
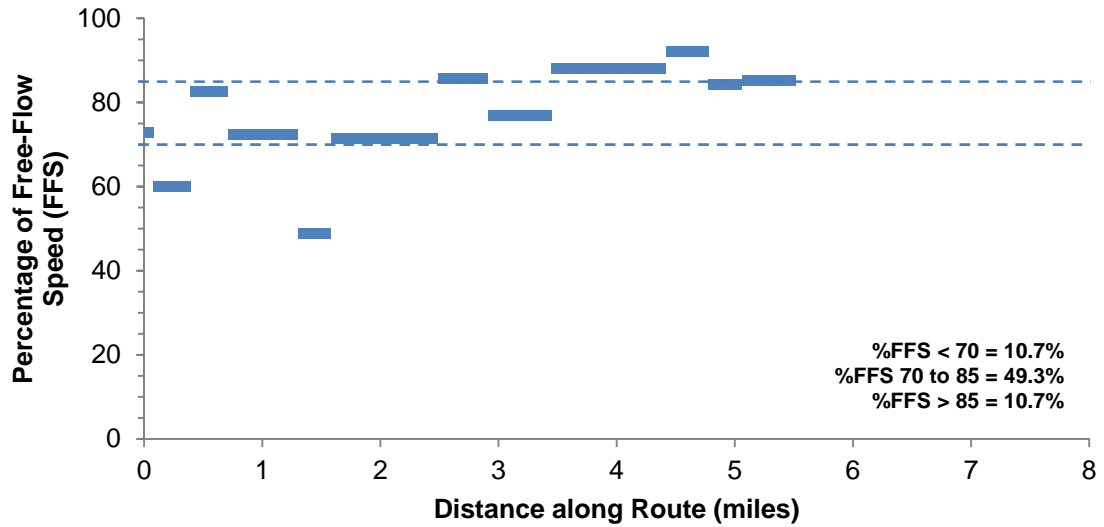


FIGURE P-5-b
Traffic Congestion Score – Outbound



Appendix Q:
MBTA Bus Route 116/117 Corridor

FIGURE Q-1-a
Boardings and Alightings – Inbound:
Broadway at Central Street in Revere to Maverick Station (5:36 to 9:01 AM)

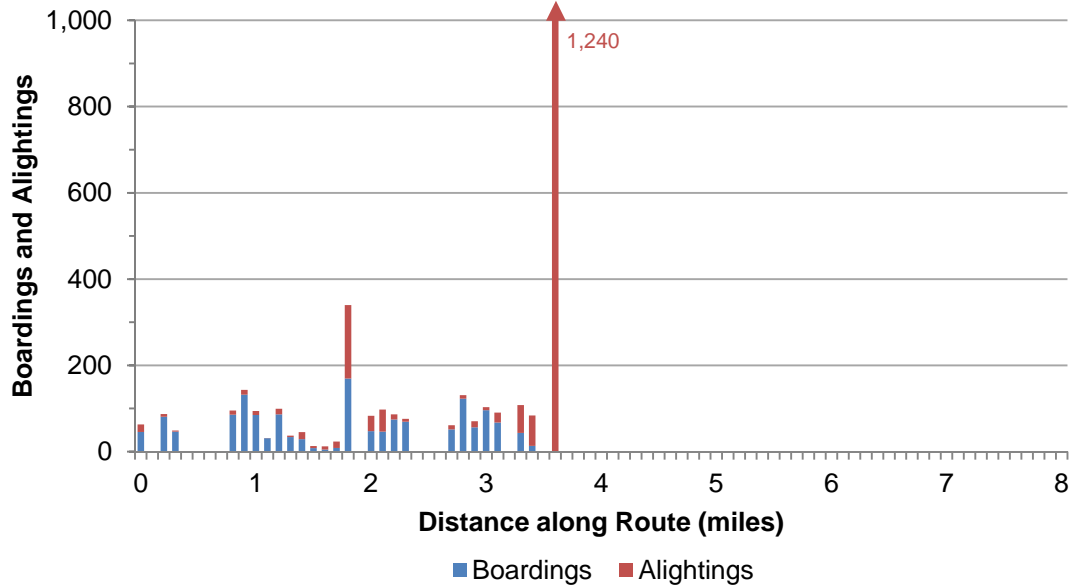


FIGURE Q-1-b
Boardings and Alightings – Outbound:
Maverick Station to Broadway at Central Street in Revere (4:00 to 6:30 PM)

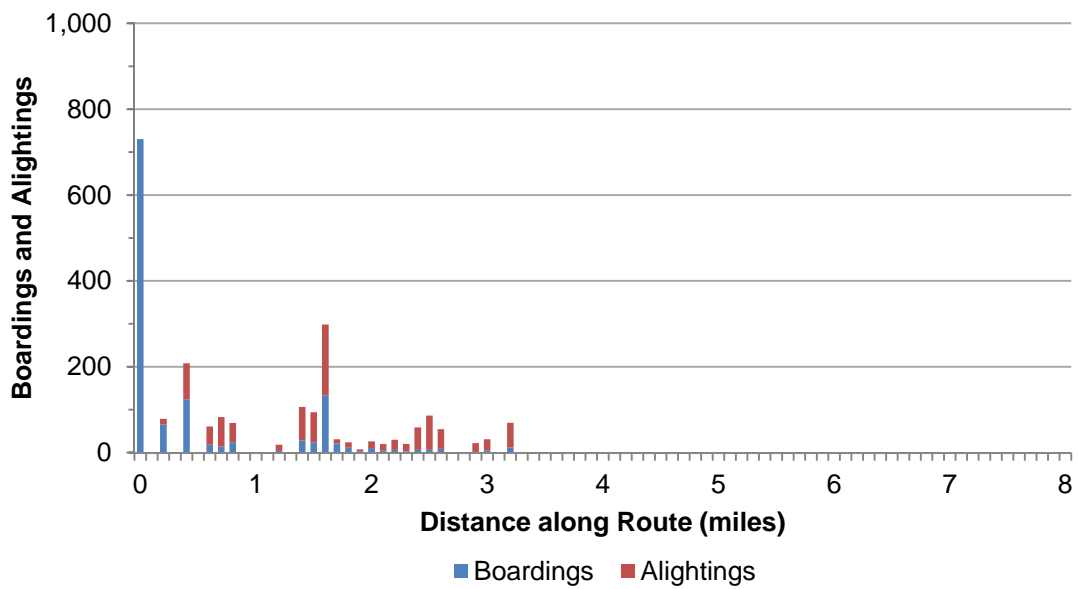


FIGURE Q-2-a
Cumulative Demand Curve – Inbound

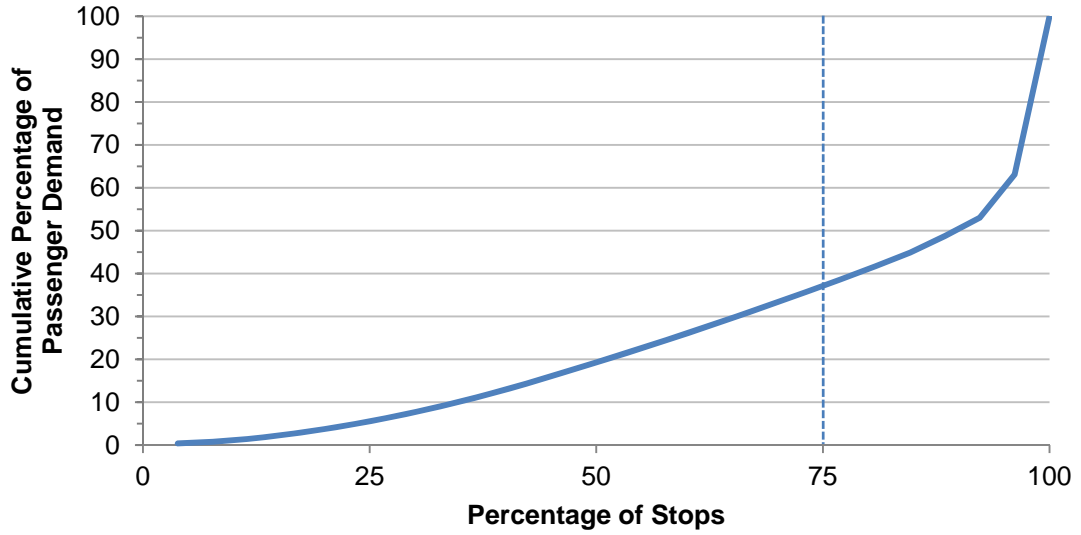


FIGURE Q-2-b
Cumulative Demand Curve – Outbound

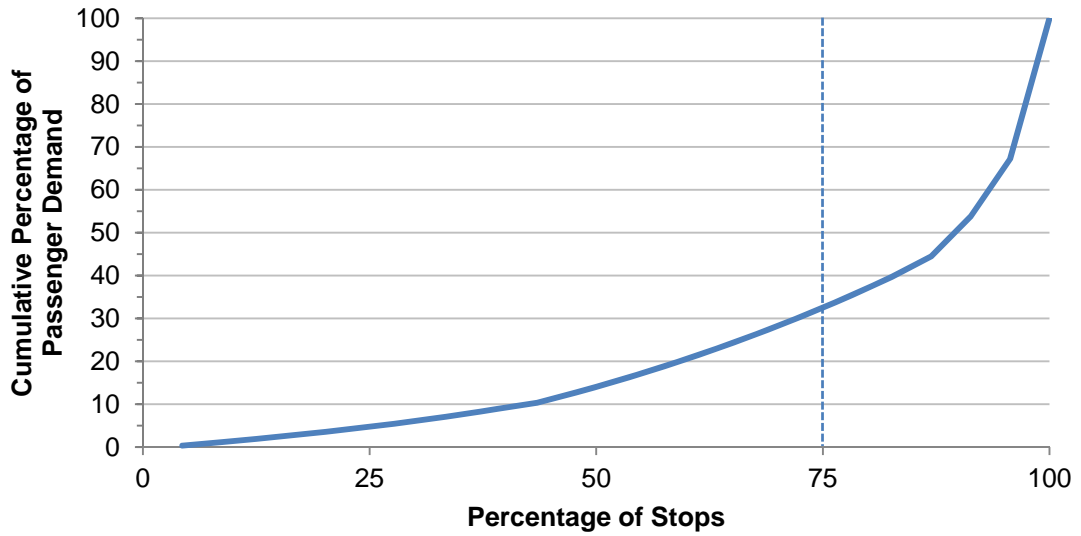


FIGURE Q-3-a
Passenger Trip Length – Inbound

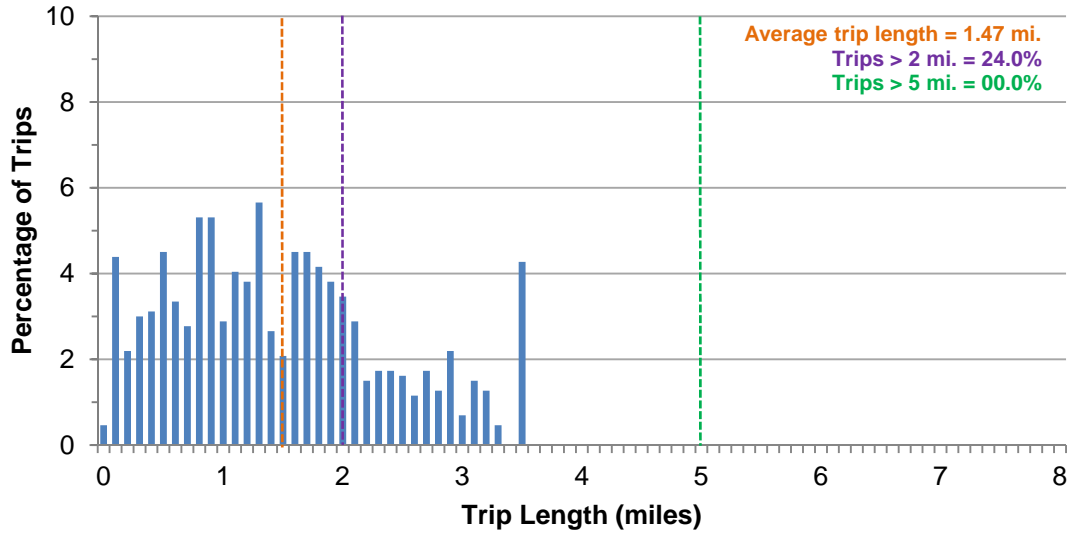


FIGURE Q-3-b
Passenger Trip Length – Outbound

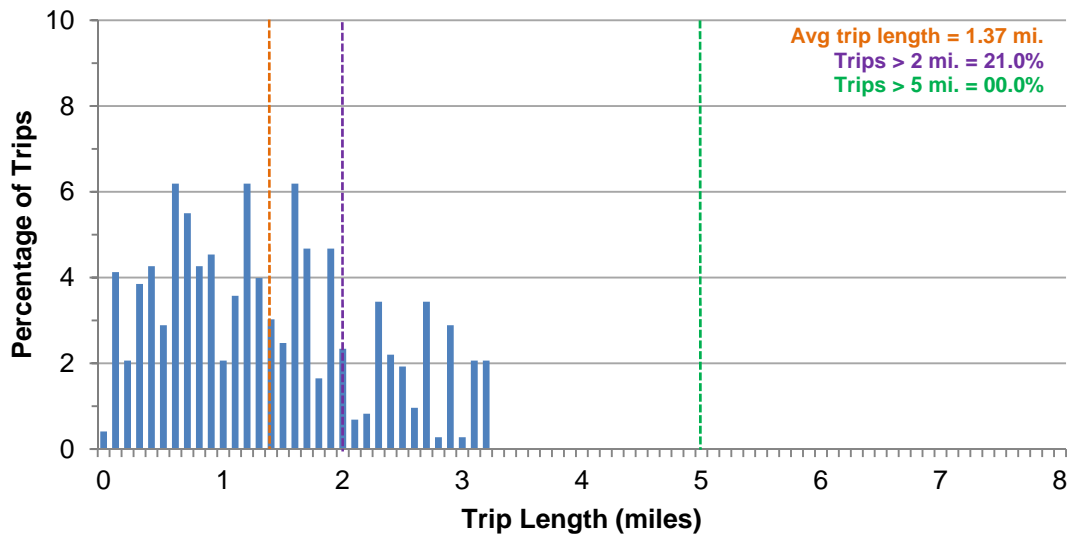


FIGURE Q-4-a
Roadway Geometry Score – Inbound

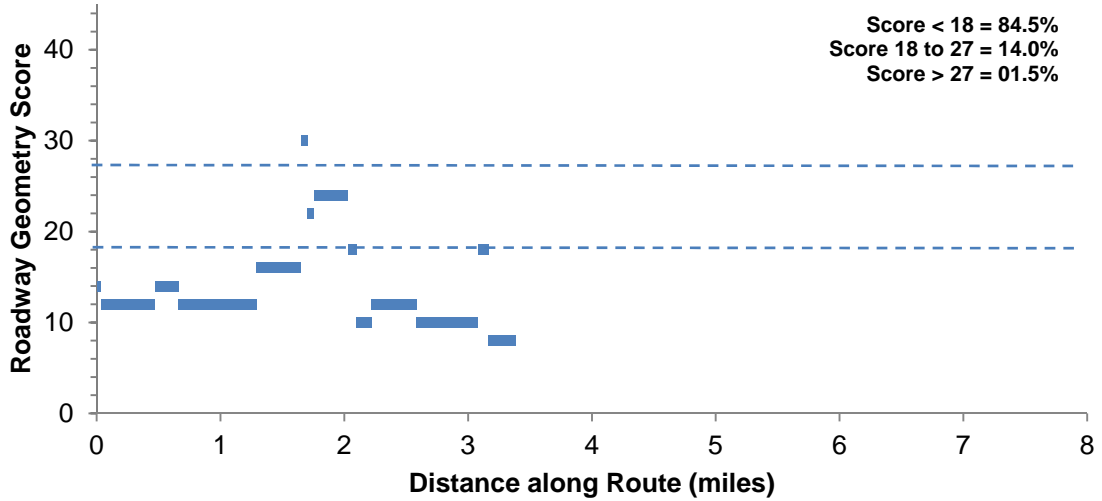


FIGURE Q-4-b
Roadway Geometry Score – Outbound

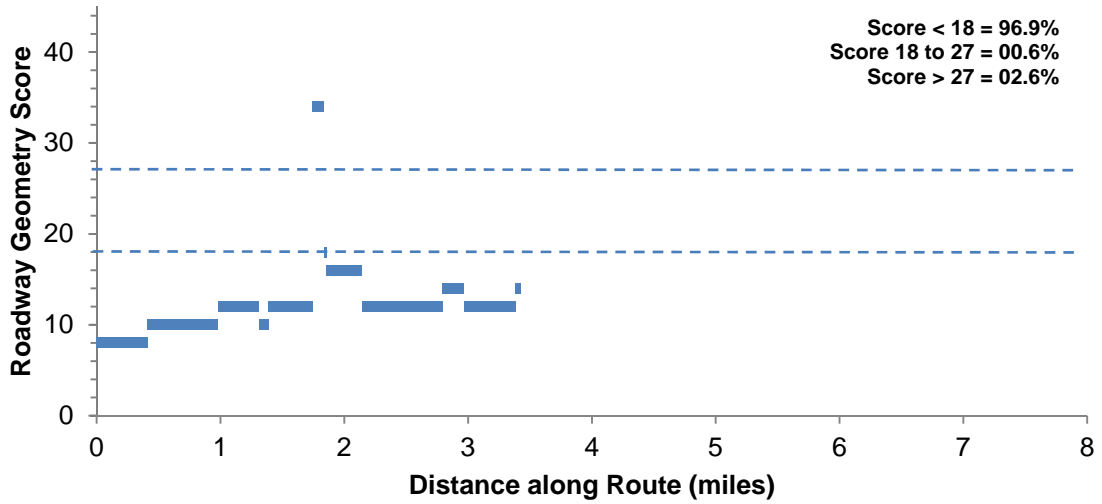


FIGURE Q-5-a
Traffic Congestion Score – Inbound

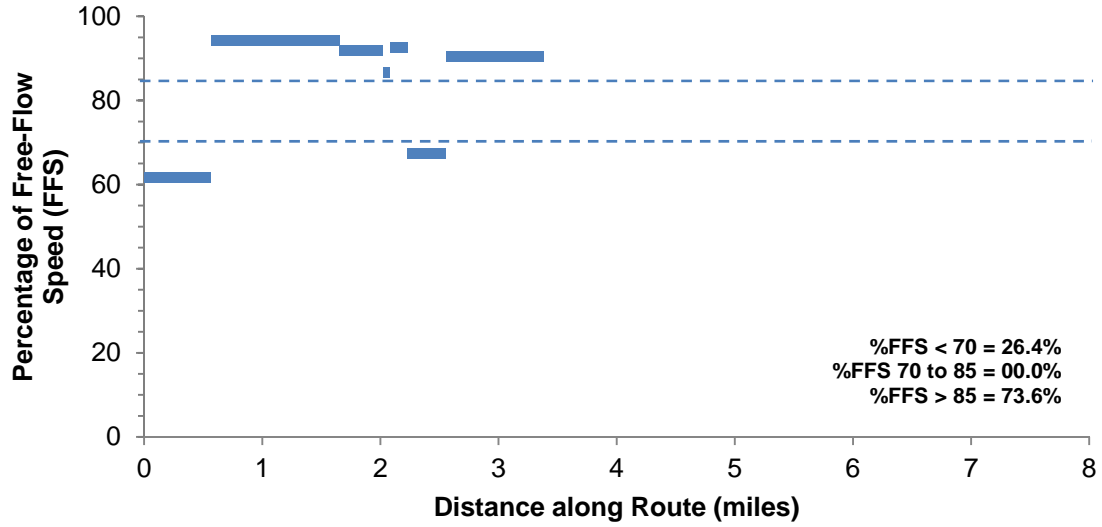


FIGURE Q-5-b
Traffic Congestion Score – Outbound

