# CORE EFFICIENCIES STUDY

of the Massachusetts Bay Transportation Authority System

Boston Region Metropolitan Planning Organization

of the Massachusetts Bay Transportation Authority System

### **Project Manager**

Robert Guptill

### **Project Principals**

Annette Demchur Elizabeth Moore

### **Data Analysts**

Robert Guptill David Knudsen Jieping Li Paul Reim

### **Graphics**

Robert Guptill

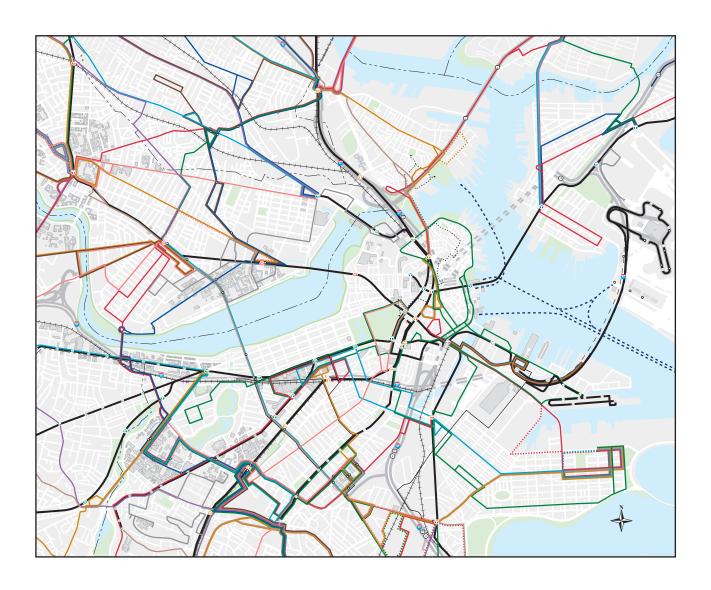
### **Cover Design**

Kim Noonan

The preparation of this document was funded in part by the Federal Transit Administration of the U.S. Department of Transportation. The contents of this report do not necessarily reflect the official views or policies of the U.S. DOT.

Central Transportation Planning Staff
Directed by the Boston Region Metropolitan
Planning Organization. The MPO is composed of
state and regional agencies and authorities, and
local governments.

Draft – November 2012



To request additional copies of this document or copies in an accessible format, contact:

Central Transportation Planning Staff State Transportation Building Ten Park Plaza, Suite 2150 Boston, Massachusetts 02116

(617) 973-7100 (617) 973-8855 (fax) (617) 973-7089 (TTY)

ctps@ctps.org www.bostonmpo.org

# **Abstract**

The Core Efficiencies Study analyzes the service standards and other measures that are used to evaluate transit services, and applies these standards and measures to the existing MBTA core bus and rapid transit system as well as to several potential concepts for MBTA service delivery. The service standards include those currently used by the MBTA—coverage, span of service, frequency, schedule adherence, vehicle load, and cost-effectiveness—as well as standards not currently used by the MBTA that would apply to stop spacing, route competition, and service delivery, among many possible service measures. Additional measures are used to evaluate the MBTA system for the Boston Region MPO's regional travel demand model set. These additional measures are used to analyze the number of trip origins and destinations and the various costs of transit trips between neighborhoods. Finally, the finances of the MBTA and the potential financial implications of the proposed concepts are also considered.

The Study proposes four different concepts for MBTA service delivery. The rail extension concept essentially maintains the existing service structure with extensions of the radial rail network (heavy and light rail), while primarily using buses as feeder routes or to serve circumferential trips. The bus rapid transit (BRT) corridor concept replaces local bus service in the urban core with a reduced number of high-frequency, BRT-level services, while local bus service outside the core would remain the same. The limited-stop corridor concept replaces local bus service with a combination of local- and limited-stop service during the peak travel periods along Key Bus Routes and other major routes that travel a long distance. The neighborhood services concept presents an entirely revised bus network, with new BRT routes along major radial and circumferential corridors, and other bus routes linking local neighborhoods to these corridors and the rail lines.



Each concept, and also the existing MBTA system, offers varying levels of service depending on which service standards are considered. In several cases, a higher level of service using one standard results in a lower level of service in another. Each concept therefore has positive and negative aspects, and the choice of which concept to more fully study depends on which measures are prioritized.

# Acknowledgments

We wish to thank the MBTA Advisory Board for providing the historical and projected MBTA financial data used in this study.



# Contents

List o	f Figures	хi
List o	f Tables	xvi
Execu	itive Summary	1
S.1	Review of Existing Service Standards	1
S.1.1	MBTA Service Standards	1
S.1.2	Comparison of Peer Agencies by Service Standards	2
S.1.3	Policy Implications of Service Standard Metrics	2
S.2	Identify Transit Markets	4
S.2.1	MBTA Ridership Trends	4
S.2.2	Transit-Use Indicators	4
S.2.3	Modeled Trips	5
S.2.4	Level-of-Service Characteristics	6
S.2.5	Analysis of Trips and Costs by Transit Route	6
S.3	Develop Transit Concept and Plans	7
S.3.1	Potential Service Concepts	7
S.3.2	Application of Service Standards	8
S.3.3	Modeled Trips for Each Service Concept	9
S.3.4	Financial-Constraint Analysis	9
S.3.5	Conclusions	10
2	Review of Existing Service Standards	13
2.1	MBTA Service Delivery Policy	13
2.1.1	Policy Objectives	14
2.1.2	Service Objectives	15

2.1.3	Service Standards	16
2.2	Comparison of Peer Agencies by Service Standards	29
2.2.1	Service Standards Used by the MBTA	29
2.2.2	Service Standards Not Used by the MBTA	49
2.3	Policy Implications of Service Standard Metrics	56
2.3.1	Service Structure	57
2.3.2	Service Provision	75
2.3.3	Service Efficiency	89
2.3.4	Physical Infrastructure	95
2.4	Summary of Review of Service Standards	96
3	Identify Transit Markets	99
3.1	MBTA Ridership Trends	99
3.1.1	Red Line	99
3.1.2	Orange Line	100
3.1.3	Blue Line	101
3.1.4	Green Line Central Subway	102
3.1.5	Surface Light Rail	104
3.1.5	Directly-Operated Bus Routes	104
3.1.6	Line Ridership Summary	112
3.2	Description of Study Area	112
3.3	Transit Use Indicators	113
3.3.1	Population Density	113
3.3.2	Employment Density	131
3.3.3	Zero-Vehicle Households	138
3.3.4	Trip Generators	147
3.3.5	Summary	147
3.4	Modeled Trips	148
3.4.1	Existing Trips	148
3.4.2	Summary of Existing Trips	158
3.4.3	Projected Change in Trips	167
3.4.4	Summary of Projected Trips	176
3.5	Level-of-Service Characteristics	221

		Contents
3.5.1	Transit Vehicle Frequency	221
3.5.2	Transit Fare	233
3.5.3	Access, Egress, and Transfer Walk Time	240
3.5.4	In-Vehicle Travel Time	251
3.5.5	Initial Waiting Time	257
3.5.6	Number of Transfers	266
3.5.7	Transfer Waiting Time	277
3.5.8	Total Transit Cost Index	283
3.5.9	Summary of Level-of-Service Characteristics	292
3.6	Analysis of Trips and Costs by Transit Route	295
3.6.1	Scope of Analysis	295
3.6.2	Methodology	296
3.6.3	Data	302
3.6.4	Analysis	304
3.6.5	Summary of Trips and Costs	373
4	Develop Concepts	375
4.1	General Service Patterns	375
4.1.1	Grid	375
4.1.2	Hub and Spoke	376
4.1.3	Trunk	377
4.1.4	Summary of General Service Patterns	378
4.2	Potential Service Concepts	378
4.2.1	Rail Extensions and Expanded Coverage	379
4.2.2	BRT Corridors	380
4.2.3	Limited-Stop Corridors	385
4.2.4	Radial, Circumferential, and Neighborhood Services	386
4.2.5	Summary of Potential Service Concepts	393
4.3	Application of Service Standards	393
4.3.1	Service Structure	394
4.3.2	Service Provision	425
4.3.3	Service Efficiency	434
4.3.4	Physical Infrastructure	441

5	Conclusion	467
4.5.6	Summary of Financial-Constraint Analysis	465
4.5.5	Neighborhood Services Concept	464
4.5.4	Limited-Stop Corridor Concept	464
4.5.3	BRT Corridor Concept	462
4.5.3	Rail Extension Concept	461
4.5.2	Financial-Constraint Scenarios	459
4.5.1	Summary of MBTA Finances	457
4.5	Financial-Constraint Analysis	457
4.4.6	Summary of Modeled Trip Analysis	454
4.4.5	Neighborhood Services Concept	452
4.4.4	Limited-Stop Corridor Concept	450
4.4.3	BRT Corridor Concept	447
4.4.2	Rail Extension Concept	445
4.4.1	Summary of Existing System	443
4.4	Modeled Trips for Each Service Concept	443
4.3.5	Summary of Service Standard Applications	442

# List of Figures

Figure 1 Transit Coverage in Relation to Population Density by Census Tract	. 59
Figure 2 Additional Areas Requiring Transit Coverage Based on Population  Density by Census Tract	. 61
Figure 3 Extent of Duplication for MBTA Bus Routes	. 65
Figure 4 Route 66: Inbound Hourly Passenger Flow and Trip Frequency	.78
Figure 5 Route 66: Outbound Hourly Passenger Flow and Trip Frequency	.78
Figure 6 Percent of Scheduled Service Operated by MBTA Mode, June 2010 through September 2010	.84
Figure 7 Mean Miles between Failures by MBTA Mode, June 2010 through September 2010	. 85
Figure 8 Percent of Daily Vehicle Requirement by MBTA Mode, June 2010 through September 2010	.86
Figure 9 Accidents/Incidents per 1,000 Vehicle-Miles Traveled (VMT) by MBTA Mode, May 2010 through September 2010	.87
Figure 10 Number of Complaints by MBTA Mode, March 2010 through August 2010	. 88
Figure 11 Breakdown of Complaints by MBTA Mode, August 2010	.88
Figure 12 Average Weekday Ridership by Percent of On-Time Trips by MBTA Bus Route	. 93
Figure 13 Rail Rapid Transit Map	105
Figure 14 Directly-Operated Bus System Map	107
Table 35 Bus Route Boardings (Typical Weekday) Pre-2000, Pre-2010, and 2030 and Percent Change 2000-2010 and 2010-2030	109
Figure 15 Modal Ridership Trends	112
Figure 16 Study Area Neighborhoods: Suburban South	117

Figure 17 Study Area Neighborhoods: Suburban North	.119
Figure 18 Study Area Neighborhoods: City South	.121
Figure 19 Study Area Neighborhoods: City North	.123
Figure 20 Population Density, Existing	.125
Figure 22 Comparison of Population Density and Projected Percent Change in Population	
Figure 21 Projected Population Change	.129
Figure 23 Employment Density, Existing	.133
Figure 24 Projected Employment Change	.135
Figure 25 Comparison of Employment Density and Projected Percent Change in Jobs	. 138
Figure 26 Number of Zero-Vehicle Households, Existing	.139
Figure 27 Percentage of Zero-Vehicle Households, Existing	.141
Figure 28 Projected Change in Zero-Vehicle Households	.145
Figure 29 Comparison of Projected Percent Change in Population and Zero-Vehicle Households	
Figure 30 Trip Generators within 0.5 Miles of Transit	.149
Figure 31 Existing Trip Origins	.151
Figure 32 Existing Trip Destinations	.153
Figure 33 Top 20 Origin Trip Flows to Downtown Destination	.159
Figure 34 Top 20 Non-Intra-Neighborhood Trip Origin-Destination Pairs	.161
Figure 35 Projected Change in Origin Trips	.169
Figure 36 Projected Change in Destination Trips	.171
Figure 37 Top 20 Projected Absolute Increases in Trips between Neighborhoods	. 185
Figure 38 Projected Absolute Change in Trips to and from Waterfront	. 187
Figure 39 Projected Absolute Change in Trips to and from Chinatown	.189
Figure 40 Projected Absolute Change in Trips to and from East Cambridge	.191
Figure 41 Projected Absolute Change in Trips to and from East Somerville	.193
Figure 42 Projected Absolute Change in Trips to and from East Lynn	. 195
Figure 43 Projected Absolute Change in Trips to and from Downtown	. 197
Figure 44 Projected Absolute Change in Trips to and from Chelsea	.199

Figure 45 Projected Absolute Change in Trips to and from South Weymouth $\! \! \!$	201
Figure 46 Projected Absolute Change in Trips to and from Fenway	203
Figure 47 Projected Absolute Change in Trips to and from South End	205
Figure 48 Projected Absolute Change in Trips to and from Stoughton	207
Figure 49 Projected Absolute Change in Trips to and from South Quincy	209
Figure 50 Projected Absolute Change in Trips to and from Westwood	211
Figure 51 Projected Absolute Change in Trips to and from Burlington	213
Figure 52 Projected Absolute Change in Trips to and from Longwood	215
Figure 53 Projected Absolute Change in Trips to and from East Woburn	217
Figure 54 Existing Bus Frequency by Neighborhood and Stop	223
Figure 55 Existing Rapid Transit Frequency by Neighborhood and Stop	225
Figure 56 Existing Commuter Rail Frequency by Neighborhood and Stop	231
Figure 57 Existing Average AM Peak Transit Fares for Origin Neighborhoods	235
Figure 58 Existing Average AM Peak Transit Fares for Destination  Neighborhoods	.237
Figure 59 Existing Average AM Peak Walk Times for Origin Neighborhoods	243
Figure 60 Existing Average AM Peak Walk Times for Destination Neighborhoods	245
Figure 61 Existing Average AM Peak In-Vehicle Travel Times for Origin Neighborhoods	253
Figure 62 Existing Average AM Peak In-Vehicle Travel Times for Destination Neighborhoods	255
Figure 63 Existing Average AM Peak Initial Waiting Times for Origin Neighborhoods	.261
Figure 64 Existing Average AM Peak Initial Waiting Times for Destination Neighborhoods	.263
Figure 65 Existing Average AM Peak Number of Transfers for Origin Neighborhoods	.269
Figure 66 Existing Average AM Peak Number of Transfers for Destination Neighborhoods	.271
Figure 67 Existing Average AM Peak Transfer Waiting Times for Origin Neighborhoods	.279
Figure 68 Existing Average AM Peak Transfer Waiting Times for Destination Neighborhoods	.281

Figure 69 Existing Average AM Peak Total Transit Costs for Origin  Neighborhoods	.287
Figure 70 Existing Average AM Peak Total Transit Costs for Destination  Neighborhoods	.289
Figure 71 Example TAZ Service Areas	.299
Figure 72 Theoretical Concept of a Grid Transit Pattern	.375
Figure 73 Theoretical Concept of a Hub-and-Spoke Transit Pattern	.376
Figure 74 Theoretical Concept of a Trunk Transit Pattern	.377
Figure 75 Rail Extension Concept	.381
Figure 76 BRT Corridor Concept	.383
Figure 77 Limited-Stop Corridor Concept: Inbound Stops	. 387
Figure 78 Limited-Stop Corridor Concept: Outbound Stops	.389
Figure 79 Radial, Circumferential, and Neighborhood Concept	.391
Figure 80 Rail Extension Concept: Existing and Additional Transit Coverage (area within quarter-mile walk to transit service)	.395
Figure 81 BRT Corridor Concept: Concept and Eliminated Transit Coverage (area within quarter-mile walk to transit service)	.397
Figure 82 Neighborhood Services Concept: Concept and Eliminated Transit Coverage (area within quarter-mile walk to transit service)	.401
Figure 83 Neighborhood Services Concept: BRT and Neighborhood Route Running Times	.415
Figure 84 Percentage of Existing Trips and the Projected Change in Trips with an Origin Served by a Route that also have a Destination Served by the Same Route	
Figure 85 Percentage of Existing Trips and the Projected Change in Trips with a Destination Served by a Route that also have an Origin Served by the Same Route	. 445
Figure 86 Percentage of Existing Trips (that Would Exist in 2009 if the Rail Extension Concept Were in Place Today) and the Projected Change in Trips with an Origin Served by a Route that also have a Destination Served by the Same Route	. 447
Figure 87 Percentage of Existing Trips (that Would Exist in 2009 if the Rail Extension Concept Were in Place Today) and the Projected Change in Trips with a Destination Served by a Route that also have an Origin Served by the Same Route	.448

Figure 88 Percentage of Existing Trips (that Would Exist in 2009 if the BRT Corridor Concept Were in Place Today) and the Projected Change in Trips with an Origin Served by a Route that also have a Destination Served by the Same Route
Figure 89 Percentage of Existing Trips (that Would Exist in 2009 if the BRT Corridor Concept Were in Place Today) and the Projected Change in Trips with a Destination Served by a Route that also have an Origin Served by the Same Route
Figure 90 Percentage of Existing Trips (that Would Exist in 2009 if the Neighborhood Services Concept Were in Place Today) and the Projected Change in Trips with an Origin Served by a Route that also have a Destination Served by the Same Route
Figure 91 Percentage of Existing Trips (that Would Exist in 2009 if the Neighborhood Services Concept Were in Place Today) and the Projected Change in Trips with a Destination Served by a Route that also have an Origin Served by the Same Route
Figure 92 Potential MBTA Deficits (Revenues minus Expenses), FY2012—FY201646



# **List of Tables**

Table 1 MBTA Service Objectives and Service Standards	17
Table 2 Coverage Service Standards	18
Table 3 MBTA Span-of-Service Standards	19
Table 4 MBTA Weekday Time-Period Definitions	20
Table 5 Minimum Frequency-of-Service Standards	21
Table 6 Summary of Bus Schedule-Adherence Standards	22
Table 7 Schedule-Adherence Standards for Light Rail and Heavy Rail	23
Table 8 Schedule-Adherence Standards for Commuter Rail and Commuter  Boat	24
Table 9 MBTA Core Area Boundaries	25
Table 10 Vehicle-Load Standards by Mode	26
Table 11 Net-Cost-per-Passenger Standard	28
Table 12 Profiled Transit Agencies and Transit Modes Provided	31
Table 13 Peer Agency Comparison of Coverage Standards	33
Table 14 Peer Agency Comparison of Span-of-Service Standards	37
Table 15 Peer Agency Comparison of Frequency-of-Service Standards	39
Table 16 Peer Agency Comparison of Schedule-Adherence Standards	44
Table 17 Peer Agency Comparison of Vehicle-Load Standards	47
Table 18 Peer Agency Comparison of Bus Stop-Spacing Standards	50
Table 19 Peer Agency Comparison of Directness-of-Travel Standards	52
Table 20 Peer Agency Comparison of Bus Passenger-Productivity Standards	55
Table 21 Number and Percentage of MBA Stops by Distance to Next Stop	64

Table 22 Percentage of MBTA Routes by Time Range for Average,  Maximum, and Minimum Running Time	68
Table 23 Route 66 Weekday Outbound Ridecheck Form	69
Table 24 Percentage of MBTA Routes by Headway	73
Table 25 Percentage of Pay-per-Ride and Pass Trips by MBTA Mode	74
Table 26 MBTA Bus Routes Failing the 2008 Span-of-Service Standard	77
Table 27 MBTA Bus Routes Failing the 2008 Frequency Standard	79
Table 28 MBTA Bus Routes Failing the 2008 Schedule-Adherence Standard	82
Table 29 MBTA Bus Routes Failing the 2008 Net-Cost-per-Passenger Standard	91
Table 30 MBTA Bus Routes Failing the 2008 Vehicle-Load Standard	94
Table 30 Red Line Station Entries (Typical Weekday)	100
Table 31 Orange Line Station Entries (Typical Weekday)	101
Table 32 Blue Line Station Entries (Typical Weekday)	102
Table 33 Green Line Subway Station Entries (Typical Weekday)	103
Table 34 Surface Green Line Boardings (Typical Weekday)	104
Table 37 Existing Population Density by Neighborhood (Top 20)	114
Table 36 Study Area Towns and Neighborhoods	115
Table 38 Projected Population Increases by Neighborhood (Top 20)	127
Table 39 Existing Employment Density by Neighborhood (Top 20)	132
Table 40 Projected Employment Increases by Neighborhood (Top 20)	137
Table 41 Existing Number and Percent of Zero-Vehicle Households by Neighborhood (Top 20)	143
Table 42 Projected Increases in Zero-Vehicle Households by Neighborhood (Top 20)	144
Table 43 Existing Origin and Destination Trips by Neighborhood (Top 20)	155
Table 44 Existing Origin-Destination Trip Pairs by Pair (Top 20) Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination	156
Table 45 Existing Non-Intra-Neighborhood Origin-Destination Trip Pairs by Pair (Top 20) Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination	157

CTPS xvii

Table 46 Top 20 Existing Origin-Destination Trip Pairs for Top 20 Trip Origins  Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination
Table 46 – Continued Top 20 Existing Origin-Destination Trip Pairs for Top 20 Trip Origins Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination164
Table 47 Top 20 Existing Origin-Destination Trip Pairs for Top 20 Trip Destinations Number of Trips in the Origin-Destination Pair, Percent of All Trips to the Destination, and Percent of All Trips from the Origin
Table 47 - Continued Top 20 Existing Origin-Destination Trip Pairs for Top 20 Trip Destinations Number of Trips in the Origin-Destination Pair, Percent of All Trips to the Destination, and Percent of All Trips from the Origin166
Table 48 Projected Increases in Origin Trips by Neighborhood (Top 20)168
Table 49 Projected Increases in Destination Trips by Neighborhood (Top 20).173
Table 50 Projected Increases in Origin-Destination Pairs by Pair (Top 20) 175
Table 51 Top 20 Projected Origin-Destination Trip Pairs for Top 20 Trip Origins Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination
Table 51 – Continued Top 20 Projected Origin-Destination Trip Pairs for Top 20 Trip Origins Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination
Table 52 Top 20 Projected Origin-Destination Trip Pairs for Top 20 Trip Destinations Number of Trips in the Origin-Destination Pair, Percent of All Trips to the Destination, and Percent of All Trips from the Origin
Table 52 – Continued Top 20 Projected Origin-Destination Trip Pairs for Top 20 Trip Destinations Number of Trips in the Origin-Destination Pair, Percent of All Trips to the Destination, and Percent of All Trips from the Origin
Table 53 Neighborhoods with the Top 20 Projected Absolute Increases in Trips for both Origins and Destinations
Table 54 Neighborhood Pairs (Non-Intra-Neighborhood Trips) with the Top 20 Projected Absolute and Percentage Increases in Trips
Table 56 Neighborhoods with Projected Absolute Decreases in Trips for either Origins or Destinations

Neighborhoods for Neighborhoods with the Top Projected Absolute Increases Number and Percent Change in Trips (Origins plus Destinations)	ç
Table 57 Neighborhoods by Existing AM Peak Bus Frequency (Vehicles per Hour) (Top 20)22	2
Table 58 MBTA Bus Stops by Existing AM Peak Bus Frequency (Vehicles per Hour) (Top 20)22	7
Table 59 Neighborhoods by Existing AM Peak Rapid Transit Frequency (Vehicles per Hour) (Top 20)	·7
Table 60 Rapid Transit Stations by Existing AM Peak Rapid Transit Frequency (Vehicles per Hour)	·7
Table 61 Neighborhoods by Existing AM Peak Commuter Rail Frequency (Vehicles per Hour) (Top 18)22	<u>'</u> C
Table 62 Commuter Rail Stations by Existing AM Peak Commuter Rail Frequency (Vehicles per Hour) (Top 19)23	C
Table 63 AM Peak Transit Frequencies (Vehicle per Hour) and Ranking Percentiles* for Neighborhoods with the Top Projected Absolute Increases in Trips	33
Table 64 Average AM Peak Transit Fares and Ranking Percentiles* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations	Ş
Table 65 Average AM Peak Transit Fares between Neighborhoods and Ranking Percentiles (Rank %)* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips	.1
Table 66 Average AM Peak Walk Times and Ranking Percentiles* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations	3.
Table 67 Average AM Peak Walk Time for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips24	.c
Table 68 Average AM Peak In-Vehicle Travel Times and Ranking Percentiles* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations	2
Table 69 Average AM Peak In-Vehicle Travel Time for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips25	Ę

Table 70 Average AM Peak Initial Waiting Times and Ranking Percentiles* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations
Table 71 Average AM Peak Initial Waiting Time for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips267
Table 72 Average AM Peak Transfer Rates and Ranking Percentiles* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations
Table 73 Average AM Peak Transfer Rates for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips275
Table 74 Average AM Peak Transfer Waiting Times and Ranking Percentiles* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations
Table 75 Average AM Peak Transfer Waiting Time for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips285
Table 76 Average AM Peak Total Transit Cost Index and Ranking Percentiles* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations
Table 77 Average AM Peak Total Cost Index for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips293
Table 78 Projected Percent Changes in Transit Route Ridership and All Trips to and from Service Areas
Table 79 Percentages of Origins and Destinations Served by Each Transit Route Existing Trips and Projected Change in Trips Percentage of trips with an origin served by the route that also have a destination served by the route (OrigDest.) Percentage of trips with a destination served by the route that also have an origin served by the route (DestOrig.)
Table 80 Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 1 – 7
Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 8 – 22310

Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 23 – 3431
Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 35 – 4731
Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 48 – 6631
Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 67 – 7831
Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 79 – 9231
Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 93 – 10831
Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 109 – 13231
Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 134 – 21631
Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 217 – 326
Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 350 – 431
Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 434 – 456
Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Route 459 – 555

CTPS xxi

Table 80 – Continued Ten Greatest Destination Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 556, 558, CT1-3, Silver Line Waterfront, and Silver Line Washington Street
Table 81 Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 1 – 7
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 8 – 22
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 23 – 34326
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 35 – 47327
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 48 – 66
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 67 – 78329
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 79 – 92
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 93 – 108
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 109 – 132
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 134 – 216
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 217 – 326

Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 350 – 431	
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 434 – 456	
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Route 459 – 555	
Table 81 – Continued Ten Greatest Origin Neighborhoods and Associated Number of Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 556, 558, CT1-3, Silver Line Waterfront, and Silver Line Washington Street	
Table 82 Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 1 – 7	339
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 8 – 22	340
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 23 – 34	341
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 35 – 47	342
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 48 – 66	343
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 67 – 78	344
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 79 – 92	345
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 93 – 108	346

CTPS xxiii

Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 109 – 132	347
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 134 – 216	348
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 217 – 326	349
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 350 – 431	350
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 434 – 456	351
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Route 459 – 555	352
Table 82 – Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 556, 558, CT1-3, Silve Line Waterfront, and Silver Line Washington Street	
Table 83 Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 1 – 7	354
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 8 – 22	
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 23 – 34	
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 35 – 47	
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 48 – 66	

Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 67 – 78	.359
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 79 – 92	.360
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 93 – 108	.361
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 109 – 132	.362
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 134 – 216	.363
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 217 – 326	.364
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 350 – 431	.365
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 434 – 456	.366
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Route 459 – 555	.367
Table 83 – Continued Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 556, 558, CT1-3, Silver Line Waterfront, and Silver Line Washington Street	.368
Table 84 Top 20 Neighborhoods Listed in Top 10 Destination Neighborhoods for All Transit Routes for Existing Trips, Count and Percent of Routes Listing the Neighborhood, Percent of Routes for which the Neighborhood Lies in the Routes' Service Area	

Table 85 Top 20 Neighborhoods Listed in Top 10 Origin Neighborhoods for All Transit Routes for Existing Trips, Count and Percent of Routes Listing the Neighborhood, Percent of Routes for which the Neighborhood Lies in the Routes' Service Area	.370
Table 86 Top 20 Neighborhoods Listed in Top 10 Destination Neighborhoods for All Transit Routes for the Projected Change in Trips, Count and Percent of Routes Listing the Neighborhood, Percent of Routes for which the Neighborhood Lies in the Routes' Service Area	
Table 87 Top 20 Neighborhoods Listed in Top 10 Origin Neighborhoods for All Transit Routes for the Projected Change in Trips, Count and Percent of Routes Listing the Neighborhood, Percent of Routes for which the Neighborhood Lies in the Routes' Service Area	
Table 88 Limited-Stop Corridor Concept: Percentage of Boardings plus Alightings Served by Stops	. 399
Table 89 Rail Extension Concept: Distances between New Rapid Transit Stations and Average Line Distance	.403
Table 90 BRT Corridor Concept: Existing Stop Spacing for Selected BRT Routes	.406
Table 91 Limited-Stop Corridor Concept: Stop Spacing for Local and Limited Stop Routes	
Table 92 Rail Extension Concept: Existing Scheduled AM One-Way Running Times and Estimated Additional Running Times by Line	
Table 93 BRT Corridor Concept: Existing and Potential AM-Peak Running Times for Selected BRT Routes	.413
Table 94 Limited-Stop Corridor Concept: Existing and Potential AM-Peak Running Times for Selected Limited-Stop Routes	.413
Table 95 Service Structure Standards: Summary of Potential Effects of Proposed Service Concepts	. 424
Table 96 Rail Extension Concept: Distances of Rail Extensions	.429
Table 97 BRT Corridor Concept: Existing Route Distances for Selected BRT Routes	.431
Table 98 Limited-Stop Corridor Concept: Existing Route Distances for Limited-Stop Routes	. 432
Table 99 Service Provision Standards: Summary of Potential Effects of Proposed Service Concepts	. 434
Table 100 BRT Corridor Concept: Existing Net Cost per Passenger for Selected BRT Routes	. 436

Table 101 Limited-Stop Corridor Concept: Existing Net Cost per Passenger for Limited-Stop Routes	.437
Table 102 Service Efficiency Standards: Summary of Potential Effects of Proposed Service Concepts	.441
Table 103 Summary of Modeled Trip Analysis	456
Table 104 MBTA Projected Average Annual Operating and Capital Expenses and Revenues (Millions), FY2012–FY2016	
Table 105 Comparison of Average Annual Percentage Change for Operating Budget Revenue and Expenses, FY2012—FY2016 Assumptions versus FY2001—FY2010 Actual	. 458
Table 106 Rail Extension Concept: Estimated Capital and Operating Costs and Riders	.463
Table 107 Rail Extension Concept: Revenue Scenarios	463
Table 108 BRT Corridor Concept: Revenue Scenarios	466
Table 109 Neighborhood Services Concept: Revenue Scenarios	466

# Keywords

Service standards
Service delivery
MBTA
Transit demand model
Transit finances



# Executive Summary

As one of the nation's oldest public transportation systems, the Massachusetts Bay Transportation Authority (MBTA) has undergone many changes since its origin in 1897, when services were provided only by streetcar lines. Over this time, the MBTA has regularly performed analyses of the quality of service delivery and of changing demographic and travel patterns in order to better provide services and to attract riders who have a choice between public and private transportation. Given the prospect of increasing deficits caused by annual expenses exceeding annual revenues, and the infeasibility of addressing these deficits through fare increases and service reductions alone, the MBTA will need to continue to find operational efficiencies and increase ridership. Taken together, these conditions argue for a reevaluation of where and how the MBTA currently provides transit service, as well as a review of the Service Delivery Policy to determine whether existing service standards need to be revised to guide the efficient provision of future services.

# S.1 Review of Existing Service Standards

### S.1.1 MBTA Service Standards

The purpose of the MBTA's Service Delivery Policy is to guide both the design and evaluation of transit services so that they meet the needs of the riding public. To do this, the Service Delivery Policy establishes a set of policy objectives that are related to the service-planning process. The Service Delivery Policy also establishes service objectives that define the key performance characteristics of quality transit services. To measure progress toward meeting these objectives, the Service Delivery Policy identifies quantifiable service standards, the



performance metrics that are used to measure them, and the thresholds that are used to determine compliance.

The following bullets summarize the service objectives and the service standard(s) or guideline(s) associated with each:

- Accessibility: coverage; span of service; frequency of service
- Reliability: schedule adherence
- Safety and comfort: vehicle load
- Cost effectiveness: net cost per passenger

### S.1.2 Comparison of Peer Agencies by Service Standards

This study performed a review of the service standards used by peer agencies and found that several agencies use the same standards as the MBTA, as well as some additional standards. For the MBTA service standards that are also used by peer agencies, this study found that there is a range in the performance metric and threshold used by the various agencies; however, the MBTA's standards are generally consistent with those of the peer agencies.

Some service standards used by the peer agencies are not used by the MBTA. These include the following categories of standards:

- Service structure: stop spacing, route competition, and ease of use
- Service provision: the percentage of scheduled service hours that are delivered and the minimum number of miles of operation between service failures
- Service efficiency: the ratio of service revenue to operating costs and the number of passengers per revenue-hour
- The distribution of physical infrastructure

## S.1.3 Policy Implications of Service Standard Metrics

MBTA service performance was analyzed according to each of the service standards identified in the review of peer agencies. The following recommendations were made for potential changes and additions to the MBTA's Service Delivery Policy:

#### Service Structure

Maintain the distance-to-nearest-transit metric used for the coverage standard

- Consider introducing a greater range of coverage standards that corresponds to a range of population-density levels
- Consider adopting the following additional standards:
  - A minimum-distance-between-stops metric for a stop-spacing standard
  - A maximum ratio of transit travel time to auto travel time as a directness-of-travel standard
  - A maximum-average-number-of-transfers and a maximumtransfer-waiting-time metric for a transfer standard
- · Consider adopting additional guidelines to:
  - Determine stop location
  - · Eliminate competition between transit routes
  - · Minimize route travel times
  - · Improve the ease of use of the transit system

### **Service Provision**

- Implement no changes in the MBTA's span-of-service standard
- Consider including only major timepoints in the application of the MBTA's schedule-adherence standard (the current standard uses all timepoints) and using a range of route-level scheduleadherence standards
- Consider adopting the following additional standards:
  - Either a percentage-of-service-hours-delivered or percentageof-dropped-trips metric for a service-delivery standard
  - · A miles-per-failure metric for a service-failure standard
  - Vacancy-rate metrics associated with service-critical positions for a vacancy-rate standard
  - A miles-per-accident/incident metric for an accident-andincident standard
  - A complaints-per-boarding metric for a passenger-complaints standard

### Service Efficiency

 Implement no changes in the MBTA's net-cost-per-passenger standard



 Consider adopting different vehicle-load standards for different bus vehicle types using the current vehicle-load standard, which is based on the ratio of passengers to seated capacity or consider adopting a new vehicle-load standard based on the ratio of passengers to floor area, which would be consistent across all bus vehicle types

### Physical Infrastructure

The MBTA already has guidelines and policies outside of its Service Delivery Policy that govern the distribution of equipment and amenities; therefore, no changes are recommended.

# S.2 Identify Transit Markets

### S.2.1 MBTA Ridership Trends

MBTA ridership has increased on all modes over the past 10 years and, according to the Boston Region MPO's regional travel demand model, ridership on every mode is projected to increase by an even greater percentage and absolute amount by 2030. From pre-2000 ridership counts to pre-2010 counts conducted after 2000, the greatest percentage increase occurred on the Red Line and the greatest absolute increase occurred on the bus system. The greatest percentage increase from the pre-2010 ridership counts to the 2030 projections was forecast for the surface Green Line, and the greatest absolute increase was forecast for the bus system.

### S.2.2 Transit-Use Indicators

The study area used to analyze trip patterns was limited to the towns that are either served by MBTA bus or rapid transit routes or lie within approximately one mile of these routes and could be considered to be within the service areas of the routes. Several indicators of transit usage, such as population density, employment density, the number of zero-vehicle households, and the locations of trip generators that lie within a half mile of any bus or rapid transit stop, were analyzed for the study area.

The neighborhoods with the greatest existing and projected population and employment densities and number of zero-vehicle households are largely located in or near downtown Boston. These include Chinatown, Downtown, and Longwood. East Cambridge, East Somerville, and Waterfront are among the neighborhoods with the greatest projected

absolute and percentage changes in population, employment, and zerovehicle households.

### S.2.3 Modeled Trips

The regional model set can be used to estimate the volume of daily trips originating from and destined to each transportation analysis zone (TAZ) in the study area as well as the number of origin-destination pairings between any two TAZs. The regional model set provides existing figures for daily trips as well as projections based on assumed changes to the model inputs for factors such as prices, trip times, and land use.

For existing trips, the regional model set showed:

- The greatest percentages of trips originating from and destined to each neighborhood come from that same neighborhood, followed by neighborhoods nearby or at least within the same town. This reflects the local nature of most trip making.
- The neighborhoods with the greatest numbers of origins and destinations are primarily those located in the urban core. This reflects the greater population and employment densities of these neighborhoods that lead to a greater number of trips.
- Specific neighborhoods with the greatest numbers of existing trip origins and destinations individually as well as origin-destination trip pairs include Back Bay, Chinatown, Downtown, and Harvard Square.

The projected changes in trips do not appear to shift the overall travel patterns of existing trips. For the projected change in trips, the regional model set showed:

- The greatest percentages of trips originating from and destined to each neighborhood come from that same neighborhood.
- The next greatest percentages of trips for each neighborhood typically come from neighborhoods nearby or at least within the same town.
- The neighborhoods with the greatest numbers of origins and destinations and also, in most cases, the greatest percentage increases in origins and destinations are those located in and near downtown Boston.
- The growth in trips to and from certain individual neighborhoods, especially Waterfront, East Cambridge, East Somerville, and East



Lynn, stands out as being significantly higher than for other neighborhoods.

#### S.2.4 Level-of-Service Characteristics

Several transit level-of-service characteristics are also analyzed. The first characteristic considered was the frequency of vehicles serving each neighborhood and transit stop or station. As would be expected, neighborhoods, stops, and stations with greater frequencies of service are typically located in areas that are served by multiple transit routes or lines, such as the Downtown neighborhood, which is served by all four rapid transit lines, or Dudley Station, which is served by numerous bus routes.

Other transit trip characteristics that are considered are the transit fare, the walk time to transit from the origin and from transit to the destination, the in-vehicle transit travel time, the initial waiting time, the transfer waiting time, and the number of transfers. All of these characteristics are taken from inputs to the regional model set and are combined to create a relative weighted cost index.

For existing trips, the model set showed:

- Smaller distances between origin and destination neighborhoods are generally associated with smaller transit costs. This is due to the trip likely taking the lower-priced bus mode, having a shorter in-vehicle travel time, and requiring fewer transfers.
- Lower transit costs are associated with neighborhoods located in and around downtown Boston because of greater transit service frequencies, fewer transfers, a shorter initial waiting time, and shorter access, egress, and transfer times.
- Certain neighborhoods, such as Chelsea, East Somerville, North Allston, and Waterfront, have transit costs that are greater than those of their surrounding neighborhoods.

## S.2.5 Analysis of Trips and Costs by Transit Route

This section combines the following three analyses described in the previous sections:

- The existing and projected trips by transit route
- The modeled number of all trips between neighborhoods
- The existing costs of transit trips between neighborhoods

The combined analysis makes it possible to summarize all trips between neighborhoods that are served by each transit route and the cost of transit trips between those neighborhoods. The following conclusions can be drawn from this summary:

- Routes with the greatest ridership totals are typically those that serve downtown Boston or other neighborhoods that attract a large number of trips.
- Population and employment densities are typically greater in these neighborhoods, as are the number of zero-vehicle households.
- Transit costs are also generally lower for existing trips to and from these neighborhoods.
- The greatest number of existing trips occurs within neighborhoods or between neighborhoods that are nearby or within the same town. These neighborhoods include Chinatown, Downtown, Fenway, and Harvard Square.

For the projected change in trips, the model set showed:

- Several neighborhoods served by transit routes have greater projected increases in trips to and from their service areas, greater numbers of projected origins and destinations, and greater costs for transit trips.
- The Waterfront (in South Boston) and East Somerville neighborhoods have significantly higher-than-average projected trip increases. Neighborhoods such as Chinatown, Downtown, East Boston, East Cambridge, Fenway, Longwood, and North Roxbury also have higher-than-average projected trip increases.
- The existing transit system appears to adequately serve existing travel patterns, but increases in the number of trips to neighborhoods that currently have higher transit costs indicate that potential service changes may be advisable.

# S.3 Develop Transit Concept and Plans

### S.3.1 Potential Service Concepts

The final chapter of this study presents the following potential concepts for modifying and/or redesigning MBTA service delivery:

 A rail extension concept, which essentially maintains the existing service structure of heavy and light rail but would extend the



radial rail network, while primarily using buses as feeder routes or to serve circumferential trips.

- A bus rapid transit (BRT) corridor concept, which replaces local bus service in the urban core with a reduced number of highfrequency, BRT-level services, while local bus service outside the core would remain the same.
- A limited-stop corridor concept, which replaces local bus service with a combination of local- and limited-stop service during the peak travel periods along Key Bus Routes and other major routes that travel a long distance.
- A neighborhood services concept, which presents an entirely revised bus network, with new BRT routes along major radial and circumferential corridors, and other bus routes linking local neighborhoods to these corridors and the rail lines.

# S.3.2 Application of Service Standards

Each concept was analyzed according to the service-delivery standards presented in the second chapter. Each concept analyzed has positive and negative aspects, and the choice of which concept to more fully study depends on which measures are given the highest priority.

The rail extension concept focuses on strengthening the existing radial structure of the heavy and light rail network by extending several rail lines outward. Most extensions would serve areas outside the urban core; however, two extensions are located entirely within Boston and an area of Somerville that is currently served only by buses. This concept would not dramatically change the MBTA's performance according to most service standards.

The BRT corridor concept reduces service in the urban core to high-frequency BRT routes, eliminating all local bus routes in this area. Coverage would therefore decrease and passengers would have greater walking distances to access transit. However, transit would offer faster and more efficient trips with reduced headways in the BRT service area. Local bus routes outside the BRT service area would remain.

The limited-stop corridor concept would add a limited-stop variation to several of the routes that have the greatest ridership or longest distances. The vehicles used for this limited-stop variation would be taken away from local-stop service, requiring headways on local-stop service to increase. However, trips with an origin and a destination that

are both served by the limited-stop service would have a dramatic decrease in their trip times.

Finally, the neighborhood services concept would also use BRT routes throughout the system. The service area of remaining local routes would largely be limited to specific neighborhoods, and these routes would shuttle riders to the nearest radial or circumferential rapid transit corridor. Therefore, while coverage would remain relatively high, the number of transfers would likely increase and the directness of travel would decrease.

# S.3.3 Modeled Trips for Each Service Concept

Each proposed service concept was also analyzed to evaluate how well each transit route would serve existing and projected trips that have an origin and/or a destination in that route's service area. The following conclusions were drawn from the model set:

- None of the proposed concepts would dramatically improve or worsen the percentages of origins or destinations served by the routes.
- The rail extension concept would slightly decrease these percentages for existing trips but would increase them for the projected change in trips.
- The BRT corridor concept would marginally improve the existing percentages of trips with both an origin and destination served by a route and would not affect service to neighborhoods that have greater projected increases in trips.
- The limited-stop corridor concept would not alter the service area of any route in the existing system.
- The neighborhood services concept would marginally decrease both the existing and projected percentages of trips that have both an origin and destination served by a route.

# S.3.4 Financial-Constraint Analysis

An additional analysis of each proposed concept focused on the financial situation facing the MBTA and its impact on any potential service changes. If the MBTA continues to face a shortfall between its annual expenses and revenues that is the same as or worse than the projected deficit, it is likely that some of that total deficit would need to be addressed through fare increases and/or service changes to



increase operating revenues, or through service changes to reduce operating expenses.

The following conclusions were drawn for each proposed concept:

- The rail extension concept would increase the net cost (costs minus revenue)
- The BRT corridor concept would decrease the net cost.
- The neighborhood services concept would decrease the net cost.
- The limited-stop corridor concept is structured to be revenue neutral, meaning that net costs should not change.

Reductions in the net cost of operations could address a portion of the average annual operations deficit that is projected for the next five years. If costs and revenues match MBTA budget projections, this average deficit would equal \$186.3 million per year. Estimated annual reductions in the net cost of core transit services under the neighborhood services and BRT corridor concepts range from \$79.9 million to \$103.3 million, respectively.

#### S.3.5 Conclusions

The following conclusions were drawn from the study:

- The service standards currently used by the MBTA provide a satisfactory assessment of the existing level of service, although the MBTA might benefit from considering adding some standards used by peer agencies.
- A demographic analysis indicated that neighborhoods with the greatest existing and projected population and employment densities and number of zero-vehicle households are largely located in the urban core, in or near downtown Boston.
- An analysis of MBTA ridership trends showed increases in ridership on all modes up through 2010 and modeled projections of ridership increases that are even greater through 2030.
- An analysis of existing trips and the projected change in trips indicated that most trips occur within a neighborhood's boundaries or are between nearby neighborhoods, and that the neighborhoods with the greatest numbers of trip origins and destinations are primarily located in the urban core.

- While trips are generally projected to increase throughout the modeled area, certain neighborhoods, such as the Waterfront and East Somerville, have particularly large projected trip increases.
- An analysis of various level-of-service characteristics showed that lower transit costs are associated with shorter trips and trips within the urban core.
- Certain neighborhoods in the urban core, such as Chelsea, East Somerville, North Allston, and the Waterfront, have transit costs that are greater than those of their surrounding neighborhoods.

The study proposes four potential concepts for modifying and/or redesigning MBTA service delivery that reflect these conclusions. Each concept prioritizes different service standards, has a slightly different impact on the percentages of origins or destinations served by transit routes, and affects efficiency and the resulting systemwide net cost in a different way. Since each concept has positive and negative aspects, the choice of which concept to more fully study depends on which measures are prioritized.



# Review of Existing Service Standards

This chapter presents a review of the MBTA's existing and previous service standards as well as the service standards used by peer agencies. As part of this review, the metric(s) used to evaluate each standard will be considered.

# 2.1 MBTA Service Delivery Policy

The purpose of the MBTA's Service Delivery Policy is to guide both the design and evaluation of transit services that will meet the needs of the riding public. To do so, the Service Delivery Policy establishes a set of policy objectives that are related to the service-planning process. The Service Delivery Policy also establishes service objectives that define the key performance characteristics of quality transit services. To measure progress toward meeting these objectives, the Service Delivery Policy identifies quantifiable service standards, the performance metrics that are used to measure them, and the thresholds that are used to determine compliance.

The Service Delivery Policy was first formulated in 1996 and last updated in 2010. In 1996, it was anticipated that the Service Delivery Policy would need to be updated over time, particularly as new technologies enhancing the ability to collect and analyze data become available. Updates to the Service Delivery Policy occurred in 2002, 2004, 2006, 2009, and 2010. A forerunner to the Service Delivery Policy was the Service Policy for Surface Public Transportation, which was finalized by the MBTA in 1977. This Service Policy defined a set of policy and service objectives generally consistent with those of later iterations of the Service Delivery Policy. It also discussed the legal policy framework that established the Service Policy and set forth service standards and guidelines that are similar to those in subsequent Service Delivery Policies, but were more expansive and less focused.

The following sections discuss the policy objectives, service objectives, and service standards and metrics found in the MBTA's current Service Delivery Policy.

# 2.1.1 Policy Objectives

While the service standards and objectives of the Service Delivery Policy have changed throughout the years, the policy objectives that these standards attempt to measure have remained relatively consistent. As described in the 2010 update, the policy objectives comprise:

- Establishing service objectives that define the key performance characteristics of quality transit services
- Identifying quantifiable service standards that are used to measure achievement of the MBTA's service objectives
- Evaluating whether MBTA services are provided in an equitable manner (as defined by Title VI)
- Outlining a service-planning process that applies the service standards in an objective, uniform, and accountable manner
- Involving the public in the service-planning process in a consistent, fair, and thorough manner

The policy objective of evaluating the equity of MBTA services was added in the 2004 Service Delivery Policy to internalize the requirements of Title VI of the Civil Rights Act of 1964 to ensure that minority populations are not discriminated against (either intentionally or unintentionally) in the provision of transit services. The 1977 Service Policy included several policy objectives not listed in later versions of the Service Delivery Policy. In addition to the goal of offering the best possible level and quality of service for existing public transportation users, the Service Policy also explicitly aimed to reduce auto usage, attract new customers, and address the transportation needs of those traveling locally within and between areas outside the regional core. The 1977 Service Policy also defined as policy goals the conservation of natural resources and the generation of benefits to the regional economy and environment.

This chapter will consider the first two policy objectives of the current Service Delivery Policy, since those are the only policies with explicit service objectives. Specifically, the following sections will focus on the MBTA's service standards and the respective service objectives and performance measures. This chapter will not explicitly consider, in this discussion of service standards, the equity implications of the service

standards. Nor will this chapter discuss the service-planning process itself. However, the results of the Core Efficiencies Study should eventually feed into such a process, which should itself consider the equity implications of adopting, eliminating, or changing any service standards.

The MBTA has several additional policies and guidelines that address issues not covered explicitly by the standards in the Service Delivery Policy. This chapter will reference these reports or programs when discussing the relevant standards. However, several of these standards concern issues that could easily be classified under the first policy objective of the Service Delivery Policy: to establish service objectives that define the key performance characteristics of quality transit services. Issues related to the structure, provision, and efficiency of service all potentially fall under this objective. The distribution of physical infrastructure can also affect the quality of service that riders receive. Indeed, while the Service Delivery Policy has traditionally been understood as a service-planning document, several of its standards reflect operational issues that directly affect service quality. Where standards not covered by the existing Service Delivery Policy, but tied to service quality, are discussed, this chapter generally recommends their inclusion in the Service Delivery Policy.

# 2.1.2 Service Objectives

Through several revisions to the 1996 Service Delivery Policy, the policy and service objectives have been restructured. In the 2004 revisions, the service objectives were refocused to include only those that are directly tied to the established service standards. Thus, the service standards are intended to measure whether or not the service objectives are met, and the service objectives, in turn, measure whether the MBTA's mission of providing excellent, accessible, and reliable service is met. The following are the service objectives found in the 2010 Service Delivery Policy:

- Accessibility: Services should be geographically available throughout the community and should operate at convenient times and frequencies.<sup>1</sup>
- Reliability: Services should be operated as scheduled.
- Safety: Services should be provided in a safe manner.

CTPS 15

.

<sup>&</sup>lt;sup>1</sup> The MBTA addresses accessibility for persons with disabilities through other processes.

- Comfort: Services should offer a pleasant and comfortable riding environment.
- Cost-Effectiveness: Services should be tailored to target markets in a financially sound and cost-effective manner.

As mentioned above, these service objectives, which were defined in 2004, are somewhat different than those found in the first Service Delivery Policy, in 1996. As with the current Service Delivery Policy, the 1996 policy included objectives related to accessibility, reliability, and cost-effectiveness. It did not, however, specifically include comfort as a service objective, and referred to safety as a policy objective, rather than a service objective. Furthermore, the 1996 Policy included service objectives to encourage market-oriented strategies to derive the highest return and to promote intermodal services and connections. The first of these service objectives could be considered part of the costeffectiveness objective. The second service objective is not measured by the current service standards and is considered to be an implicit part of the service-planning process. Another 1996 service objective was to involve the public in the service-planning process in a consistent, fair, and thorough manner. This became a policy objective in the 2004 Service Delivery Policy, as it is not measured by the service standards but is an important part of the service-planning process that is outlined in the Service Delivery Policy.

The 1977 Service Policy included many of the same service objectives that are found in subsequent versions of the Service Delivery Policy, such as accessibility, safety, and comfort. However, it also included service objectives such as convenience and speed, and focused on minimizing travel time, wait time, and transfer time, competing with automobile travel times, and providing schedules that are easily remembered by customers when headways exceed 10 minutes. While not identifying cost-effectiveness as a service objective, the 1977 Service Policy did provide a list of "efficiency" goals, such as optimizing utilization, maximizing average operating speeds, and minimizing the ratio of recovery time to revenue-producing time.

#### 2.1.3 Service Standards

As stated in the 2010 Service Delivery Policy, for "each of the service objectives, the MBTA has established quantifiable service standards, which allow the MBTA to evaluate the performance of MBTA services relative to each of the service objectives." The following table lists the current service objectives with their respective service standards.

Table 1
MBTA Service Objectives and Service Standards

Service Objective	Service Standard/Guideline
Accessibility	Coverage
	Span of Service
	Frequency of Service
Reliability	Schedule Adherence
Safety and Comfort	Vehicle Load
Cost-Effectiveness	Net Cost per Passenger

The current service standards are the same ones that were defined in the 1996 Service Delivery Policy, and all except the net-cost-per-passenger standard were also included in the 1977 Service Policy. The 1977 policy measured cost-effectiveness through several other standards, including market potential (a combination of measures of average passengers per vehicle and revenue hours of service and average service-area density), labor productivity, and economic standards (revenue-to-direct-cost ratios, passengers per hour, and passengers per mile).

Unlike the 2010 Service Delivery Policy, the 1977 Service Policy measured the route layout and the directness of service, or the percentage of transfers made in the transit system, to meet the service objective of lowering travel times. The policy also determined standards for passenger stops, such as spacing, length, location, and delineation, and passenger shelters (the MBTA now has a policy for shelter placement that is separate from the Service Delivery Policy). In terms of the service objectives of maximizing convenience and speed, service standards for average operating speeds, average scheduled speeds, and recovery times were determined.

The following section is a discussion of each of the MBTA's service standards, including the metrics that are used to measure whether or not each service standard is achieved. The descriptions are taken from the 2010 Service Delivery Policy.

#### Coverage

An important aspect of providing the region with adequate access to transit services is the geographic coverage of the system. Coverage is expressed as a guideline rather than a standard, because uniform geographic coverage cannot always be achieved due to constraints such as topographical and street network restrictions. In addition,

coverage in some areas may not be possible due to the infeasibility of modifying existing routes without negatively affecting their performance.

The coverage service standards (shown in Table 2) are established specifically for the service area in which bus, light rail, and heavy rail operate, as riders most frequently begin their trips on these services by foot. Because commuter rail is usually accessed via the automobile, the coverage guidelines do not apply in areas where commuter rail is the only mode provided by the MBTA.

Table 2
Coverage Service Standards

Service Days	Minimum Coverage
Weekdays and Saturdays	Access to transit service will be provided within a quarter- mile walk to residents of areas served by bus, light rail, and/or heavy rail with a population density of greater than 5,000 persons per square mile.
Sunday	On Sunday, this range increases to a half-mile walk.

The coverage service standards have remained mostly consistent throughout the various iterations of the Service Delivery Policy. The 1977 Service Policy introduced a minimum coverage standard of one-half mile for at least 90 percent of all residences in areas with a population density in excess of 4,000 persons per square mile. The 1996 Service Delivery Policy introduced the concept of different standards for different days of the week, setting the minimum coverage standards to the existing levels, where they have since remained.

#### Span of Service

Span of service refers to the hours during which service is provided. The MBTA has established span-of-service standards that define the minimum period of time that any given service will operate. This provides customers with the confidence that particular types of services will be available throughout the day.

The span-of-service standards, stated in Table 3, vary by mode and by day of the week, reflecting the predominant travel flows in the region. The standards require that the first trip in the morning in the peak direction of travel (typically toward Boston) must arrive at the route terminal at or before the beginning span-of-service time (e.g., 7:00 AM for local bus). At the end of the service day, the last trip in the evening in the peak direction of travel (typically away from Boston) must depart from the route terminal at or after the ending span-of-service time (e.g.,

6:30 PM for local bus). The minimum span of service indicated in the table may be extended at either end of the day, based on customer demand and in accordance with the other service standards.

The span-of-service standards have remained mostly consistent throughout the various iterations of the Service Delivery Policy. In 2004, span-of-service standards were introduced for the newly identified Key Bus Routes, and in the 2009 update the end of service was lengthened to 6:30 PM for modes that previously ended service at 6:00 PM. The 1977 Service Policy specified span-of-service standards for bus, trackless trolley, and surface streetcar services on weekdays only.

Table 3
MBTA Span-of-Service Standards

Mode		Day	Minimum Span of Service
Bus	Local Routes	Weekday Guideline fo Saturday Sunday	7:00 AM – 6:30 PM or high-density areas: 8:00 AM – 6:30 PM 10:00 AM – 6:30 PM
	Community Routes	Weekday	10:00 AM – 4:00 PM
	Express/ Commuter Routes	Weekday	7:00 AM - 6:30 PM (no service required 9:00 AM - 4:00 PM)
	Key Bus Routes	Weekday Saturday Sunday	6:00 AM – midnight 6:00 AM – midnight 7:00 AM – midnight
Heavy I	Rail	Weekday Saturday Sunday	6:00 AM – midnight 6:00 AM – midnight 7:00 AM – midnight
Light Ra	ail	Weekday Saturday Sunday	6:00 AM – midnight 6:00 AM – midnight 7:00 AM – midnight
Commu	ıter Rail	Weekday Saturday	7:00 AM – 10:00 PM 8:00 AM – 6:30 PM
Boat		Weekday	7:00 AM – 6:30 PM

# Frequency of Service

To maintain access to the transportation network within a reasonable waiting period, the MBTA has established minimum frequency-of-service levels for each mode, by time of day (often expressed as maximum headways). On less heavily traveled services, these

minimum levels dictate the frequency of service, regardless of customer demand.

Table 4 shows the weekday time-period definitions used by the MBTA for all modes for the frequency-of-service standard as well as for the vehicle-load standard. Because travel patterns on the weekend are different than on weekdays, specific time periods are not defined for Saturdays and Sundays. Table 5 shows the minimum frequency-of-service levels for each mode by time period.

Table 4
MBTA Weekday Time-Period Definitions

Time Period	Definition
Early AM	6:00 AM – 6:59 AM
AM Peak	7:00 AM – 8:59 AM
Midday Base	9:00 AM – 1:29 PM
Midday School	1:30 PM – 3:59 PM
PM Peak	4:00 PM – 6:29 PM
Evening	6:30 PM – 9:59 PM
Late Evening	10:00 PM – 11:59 PM
Night/Sunrise	12:00 AM – 5:59 AM

On heavily used services, the minimum frequency-of-service levels may not be sufficient to meet customer demand. When load levels indicate that additional service is warranted, as defined in the vehicle-load standard, the frequency of service will be increased to provide a sufficient number of vehicles to accommodate passenger demand.

The frequency-of-service standards have remained mostly consistent throughout the various iterations of the Service Delivery Policy. The 2004 update introduced the concept of Key Bus Routes with frequency-of-service standards similar to those of rapid transit. Also in 2004, additional time periods were defined for use in the frequency, schedule-adherence, and vehicle-load standards. In the 2009 updates, the frequency of service for boats was reduced.

The 1977 Service Policy also set minimum service levels for local and community bus routes that match those used today. In addition, the 1977 Service Policy provides greater detail on the setting of frequencies that, while not part of the existing Service Delivery Policy, is no doubt considered when determining frequency levels. For instance, the 1977 Service Policy stipulates that service frequency "will be set to correspond with clock-face values to the maximum extent practicable when frequencies exceed 10 minutes."

Table 5
Minimum Frequency-of-Service Standards

Mode		Weekday Time Periods (unless noted)	Minimum Frequency
Bus	Local/	AM & PM Peak	30-minute headway
	Community Rtes.	All Other Periods	60-minute headway (Midday policy objective of 30-minute headway in high-density areas)
		Saturday & Sunday – all day	60-minute headway
	Express/	AM & PM Peak	3 trips each in peak direction
	Commuter	AM & PM Peak	10-minute headway
	Rtes.	Early AM & Midday Base/School	15-minute headway
		Evening & Late Evening	20-minute headway
		Saturday & Sunday – all day	20-minute headway
Light F	Rail/	AM & PM Peak	10-minute headway
Heavy	⁄ Rail	All Other Periods	15-minute headway
		Saturday & Sunday – all day	15-minute headway
CR		AM & PM Peak	3 trips each in peak direction
		All Other Periods	180-minutes in each direction
		Saturday & Sunday – all day	180-minutes in each direction
Boat		AM & PM Peak	3 trips each in peak direction
		Off-Peak	180-minute headway

## **Schedule Adherence**

The on-time performance of service is affected by many variables, including traffic congestion, accidents/incidents, weather, road/track conditions, infrastructure maintenance work, vehicle failures, etc. The schedule-adherence standard provides ways of measuring how reliably services adhere to the published schedules. If a service does not pass the schedule-adherence standard, the MBTA will determine the reason why it does not perform reliably and will take action to correct the problems. In terms of service planning, this may mean adjusting running times, changing headways, etc.

The schedule-adherence standard varies by mode and provides the tools for evaluating the on-time performance of individual MBTA routes. The schedule-adherence standard also varies based on frequency of service. The Service Delivery Policy assumes that passengers using high-frequency services are generally more interested in regular, even headways than in strict adherence to published timetables, whereas passengers on less frequent services expect arrivals and departures to occur as published.

The schedule-adherence standards (shown in Table 6) for buses are broken down into two tests. The bus-timepoint test measures the schedule adherence of each trip and the bus-route test demands that 75 percent of all timepoints over the entire service day pass the bustimepoint test. The bus-timepoint test is applied differently depending on the scheduled headway. For trips with a headway greater than or equal to 10 minutes (scheduled-departure service), the trip must leave its origin timepoint between zero minutes before and three minutes after its scheduled departure time, leave its mid-route timepoint(s) between zero minutes before and seven minutes after its scheduled departure time. and arrive at its destination timepoint between three minutes before and five minutes after its scheduled arrival time. Essentially, these standards attempt to ensure that no trip will run ahead of schedule (since passengers on scheduled-departure service are more likely to time their arrival to a stop based on the bus schedule) and to minimize the extent to which trips run behind schedule. For trips with a headway of less than 10 minutes (walk-up service), the trip must leave its origin and mid-route timepoints within 1.5 times the scheduled headway and have an actual run time within 20 percent of the scheduled run time. These standards place a greater emphasis on consistent service spacing and trip run times (since passengers on walk-up service are more likely to arrive at a stop without looking at a schedule and expect only a brief wait).

Table 6
Summary of Bus Schedule-Adherence Standards

Timepoint Test	Origin Timepoint	Mid-Route Timepoint(s)	Destination
Scheduled- Departure Trips (Headways ≥10 minutes)	Start 0 minutes early to 3 minutes late	Depart 0 minutes early to 7 minutes late	Arrive 3 minutes early to 5 minutes late
Walk-Up Trips (Headways <10 minutes)	Start within 1.5 times scheduled headway	Leave within 1.5 times scheduled headway	Running time within 20% of scheduled running time
Route Test	75% of all timepoi above definitions	ints must be on time	according to the

The Service Delivery Policy notes several exceptions to these standards:

 Express routes that serve only two points and do not have a midpoint are tested only on their origin and destination timepoints.

- Express route trips may arrive more than three minutes early at their final destinations.
- A schedule may note that certain trips will not leave until another vehicle arrives and allows passengers to transfer. When applying the standard, these trips are not included.
- The first trip of the day, which does not have a leading headway, is considered a scheduled-departure trip.
- If a route does not have published departure times, its trips shall be considered walk-up trips regardless of the scheduled headway.

Schedule adherence for light rail and heavy rail trips is evaluated according to the same standard as walk-up bus trips—that is, the percent of trips that operate within 1.5 scheduled headways and a comparison of actual to scheduled total trip time. Because headways in the core area for light rail are often less than two minutes, schedule adherence is measured by the percent of trips with headways less than five minutes. Table 7 provides a summary of the schedule-adherence standards for light rail and heavy rail services.

Table 7
Schedule-Adherence Standards for Light Rail and Heavy Rail

Mode	Headway Performance	Trip Time Performance
Light Rail – Surface	85% of all trips operated within 1.5 scheduled headways over the entire service day	95% of all trips operated within 5 minutes of scheduled total trip time over the entire service day
Light Rail – Subway	95% of all trips operated with headways less than 5 minutes over the entire service day	95% of all trips operated within 5 minutes of scheduled total trip time over the entire service day
Heavy Rail	95% of all trips operated within 1.5 scheduled headways over the entire service day	95% of all trips operated within 5 minutes of scheduled total trip time over the entire service day

The schedule-adherence standards for commuter rail and boat measure the percent of trips that depart/arrive within five minutes of scheduled departure/arrival times. These standards reflect the long distances and wide station spacing of commuter rail, and the absence of intermediate stations on most boat services. Table 8 shows the schedule-adherence standards for commuter rail and boat services.

Table 8
Schedule-Adherence Standards for Commuter Rail and Commuter Boat

Mode	Standard
Commuter Rail	95% of all trips departing and arriving at terminals within 5 minutes of scheduled departure and arrival times
Commuter Boat	95% of all trips departing and arriving at ports within 5 minutes of scheduled departure and arrival times

Much attention has been given to the schedule-adherence standards over time. The first time the 1996 schedule-adherence standards were applied, every bus route failed. Since then, a number of changes have been made to the schedule-adherence standard in an attempt to relax it enough to make it useful for diagnosing the routes with the worst problems, while keeping it strong enough to be meaningful.

The 1996 standard required that 75 percent of bus trips operate on time during each time period. In 2002 the standard was changed to apply the 75-percent on-time requirement to the entire service day instead. However, most bus routes still failed the standard. Consideration was also given to allowing buses on routes with headways greater than 10 minutes to arrive early at the end of the route, as many routes failed the standard due to an early arrival at the last stop. Although it is important for buses not to arrive early at intermediate timepoints, most riders are not concerned about arriving early at the end of the route. This change was, however, not adopted in 2002.

The 2006 policy introduced three major changes. First, the schedule-adherence standards were applied to mid-route timepoints as well as those at the beginning and end of a route. Second, buses on routes with headways greater than 10 minutes were allowed to arrive early at the end of the route. The maximum number of minutes a bus could arrive late at a mid-route timepoint was also added. Third, the requirement that the trip time for 95 percent of all trips be no more than 5 minutes greater than the scheduled trip time by time period and direction was dropped.

The 2006 schedule-adherence standard anticipated the rollout of CAD/AVL (computer-aided dispatch/automatic vehicle location) equipment, which allows the measurement of multiple mid-route timepoints and provides large amounts of data that can be averaged over many days. By 2009, it was deemed necessary to revise the schedule-adherence standard again to be able to take advantage of the

CAD/AVL data. Most notably, the requirement that, for any given route, 75 percent of all trips must adhere to the arrival/departure standards was changed so that 75 percent of all timepoints must adhere to the arrival/departure standards.

The schedule-adherence standards in the 1977 Service Policy were defined only for bus, trackless trolley, and surface streetcar, and were similar to the bus standards in the 1996 policy.

#### Vehicle Load

The public's perception of comfort and the reality of public safety are influenced by the number of passengers on the vehicle and whether or not a seat is available to each rider for all or most of the trip. The vehicle-load standards, which vary by mode and time of day, establish the average maximum number of passengers allowed per vehicle to provide a safe and comfortable ride.

Because heavy and light rail in the core area are heavily used throughout the day, some standees can be expected during all time periods. For the purposes of this policy, the core area is defined in Table 9, as follows:

Table 9
MBTA Core Area Boundaries

Light Rail an	Light Rail and Heavy Rail Core Area		
Blue Line	Bowdoin to Maverick		
Orange Line	Back Bay to North Station		
Red Line	Kendall to South Station		
Green Line	All underground stations as well as Lechmere and Science Park		

By mode and time period, the acceptable levels of crowding are shown in Table 10. The load standards in the table are expressed as a ratio of the number of passengers on the vehicle to the number of seats on the vehicle. To determine whether a service has an acceptable level of crowding, the vehicle loads are averaged over specified periods of time. Due to scheduling constraints and peaking characteristics, some individual trips may exceed the load levels expressed in the standards.

For most modes the load standards shown represent average maximum loads over any time period on weekdays and over the whole day on weekends. For bus (which, for purposes of the vehicle-load standard, encompasses all rubber-tired vehicles, including diesel, CNG,

trackless trolley, dual-mode, etc.), on weekdays the loads cannot exceed the standard when averaged over any 30-minute segment of an Early AM, AM Peak, Midday School, or PM Peak period, or any 60-minute segment of a Midday Base, Evening, Late Evening or Night/Sunrise period. On weekend days, the loads cannot exceed the standard when averaged over any 60-minute segment of the whole service day.

Table 10 Vehicle-Load Standards by Mode

Mode	Time Period	Passengers/Seats
Bus	Early AM, AM Peak, Midday School & PM Peak Midday Base, Evening, Night/Sunrise & Weekends	140%
	Surface Routes	100%
	Tunnel portions of BRT routes	140%
Green Line	Early AM, AM Peak, Midday School & PM Peak Midday Base, Evening, Night/Sunrise & Weekends	225%
	Core Area	140%
	Surface	100%
Red Line #1 & #2 Cars	Early AM, AM Peak, Midday School & PM Peak Midday Base, Evening, Night/Sunrise & Weekends	270%
	Core Area	140%
	Outside Core Area	100%
Red Line #3 Cars	Early AM, AM Peak, Midday School & PM Peak Midday Base, Evening, Night/Sunrise & Weekends	334%
	Core Area	174%
	Outside Core Area	100%
Orange Line	Early AM, AM Peak, Midday School & PM Peak Midday Base, Evening, Night/Sunrise & Weekends	225%
	Core Area	140%
	Outside Core Area	100%
Blue Line	Early AM, AM Peak, Midday School & PM Peak Midday Base, Evening, Night/Sunrise & Weekends	225%
	Core Area	140%
	Outside Core Area	100%
Commuter	Early AM, AM Peak, Midday School & PM Peak	110%
Rail	Midday Base, Evening, Night/Sunrise & Weekends	100%
Boat	Inner Harbor – All time periods	100%
	Outer Harbor – All time periods	100%

Because there are a number of different types of vehicles in the MBTA's fleets at any given time, and because the fleets change over time, the actual seating capacity and maximum number of passengers allowed by the load standards will vary for each type of vehicle. For example, as seen in Table 10, the load standard is different depending on the type of Red Line car. The Service Delivery Policy includes an addendum of load standards for all vehicle types that is regularly updated as vehicle fleets change.

The load standards have remained relatively consistent throughout the various iterations of the Service Delivery Policy. The first time the 1996 service standards were applied, every bus route passed the load standard, indicating that the standard was not strict enough. This policy was changed in 2002. Rather than averaging total passengers over seated capacity for an entire time period, the 2002 update introduced the concept of measuring compliance based on any 30-minute segment of a peak period and any 60-minute segment of an off-peak period. Also in 2002, the 100-percent load standard for express buses was increased to match the load standards for local buses (140 percent in the peak, 100 percent in the off-peak). Likewise, the 100-percent load standard for commuter rail was increased to 110 percent. Most recently in the 2009 update, the load standard for Inner Harbor ferries was lowered from 125 percent to 100 percent.

The 1977 Service Policy only defined a load standard for bus, trackless trolley, and surface streetcar services. Like the subsequent versions of the Service Delivery Policy, two different load standards were used for peak and off-peak time periods. However, the 1977 peak load standard was higher for the peak 30 minutes than for the total peak period.

#### Net Cost per Passenger

The operation of MBTA service must be conducted within the resource levels budgeted for each mode. It is therefore important to have a measure that can compare the economic productivity of any given route in relation to other routes or to the system average for that mode. The net cost per passenger is calculated by subtracting the average revenue from the cost of operating a route and dividing by the number of passengers (see Table 11). This ratio reflects the benefits of a given service (measured in customers) against the public cost of operating the service.

During the regular service-planning process, all bus routes and their respective net cost per passenger are compared against the bussystem average. Routes that have a net cost per passenger more than

three times the system average are considered deficient and are subject to review for modifications that could improve their performance. Exceptions to the net-cost-per-passenger standard can be made, on a case-by-case basis, due to extenuating circumstances such as geographic isolation.

Table 11
Net-Cost-per-Passenger Standard

Net Cost per<br/>Passenger:Operating Costs – Service RevenueBoarding CustomersDeficient Route:≥ 3 times the system average

As a part of the 1996 Service Delivery Policy, the MBTA developed the net-cost-per-passenger standard to measure the cost-effectiveness of bus routes. This standard was developed only for the bus mode at that time, because bus services were considered most appropriate for this type of comparative analysis. Unlike rail services, bus-route alignments and services can be more easily adjusted to accommodate changes in ridership patterns and demands. Since 2004, the MBTA has considered developing similar service-productivity standards for other modes that would allow comparative evaluations within and across modes. However, the MBTA has yet to adopt such standards.

The 1977 Service Policy utilized a collection of performance indicators to measure bus cost-efficiency. The first standard was a minimum ratio of revenue to direct cost. For regular bus routes, this standard was set at 30 percent. The second standard was a minimum number of 30 passengers per revenue hour. The third standard was a minimum number of passengers per mile (2.5 in the peak periods, 1.5 in the off-peak periods). The 1977 Service Policy also provided for less-stringent standards under any of the following conditions:

- if, of the average daily ridership, 75 percent or more was transitdependent or 15 percent or more was elderly and/or handicapped
- if the number of automobile vehicle-miles traveled that was avoided through operation of the service totaled 200 or more per revenue hour
- if 60 percent or more of the patrons of a service transferred to another service

# 2.2 Comparison of Peer Agencies by Service Standards

This section compares the existing service standards and related performance measures of peer public transportation agencies to those of the MBTA (see Table 12 for a list of the peer agencies for which service delivery policies were discovered). Discussed first are the service standards used by the MBTA, as compared to peer agencies. Subsequent peer comparisons consider additional service standards not used by the MBTA.

# 2.2.1 Service Standards Used by the MBTA

## Coverage

As mentioned above, the MBTA uses coverage guidelines that require access to transit within a walking distance of one-quarter mile on weekdays and Saturdays and one-half mile on Sundays for residents in areas served by bus, light rail, and/or heavy rail with a population density of greater than 5,000 persons per square mile.

CTA has a coverage service standard requiring service within one-quarter mile during the peak time period on weekdays in high-density areas (where the distance between bus routes is less than one-half mile). The coverage standard rises to one-half mile at all other times and in low-density areas (where the distance between bus routes is between one-half and one mile) during the peak time period on weekdays, except for late-night Owl service, when the standard rises to one mile. CTA also associates standard distances between routes with typical walk distances in which the recommended distance between routes is two times the typical walk distance (e.g., a typical walk distance of one-quarter mile is associated with a one-half-mile distance between routes).

King County Metro Transit uses one-quarter mile as the typical walking distance at all times, though greater distances are recognized as feasible with more frequent service. King County Metro Transit also uses a standard for bus route spacing of approximately one-half mile in urban, higher-density areas, and one mile in lower-density areas, though it recognizes the need to adjust this standard when the nature of the terrain discourages pedestrian travel.

TransLink's service guidelines state that at least 90 percent of all residents and employees in urbanized development areas (defined as areas having more than 15 residents or 20 jobs per hectare, approximately 3,880 residents or 5,180 jobs per square mile) should

have a walking distance of less than 450 meters (approximately 0.28 miles) to the nearest bus stop.

Nashville MTA, in its Service Delivery Policy, notes the standard transit industry use of a quarter-mile walking distance, but cites CTA's varying standards, which depend on the density of the area served.

Recognizing the comparatively low density of its service area, Nashville MTA uses a half-mile standard. Nashville MTA also cites an industry population-density standard of around 5,000 persons per square mile (around 3 dwelling units per acre) in order to consider justifying fixed-route transit.

YRT uses a maximum walking distance of 500 meters, or approximately 0.31 miles, during daytime service Monday through Saturday, and 1,000 meters for all other periods (weekday evenings, Saturday evenings, and all day Sunday and holidays). YRT endeavors to apply this standard to approximately 90 percent of the urban area.

SEPTA defines its coverage service level as "well-served" or "served," depending on the maximum walking distance, but it does not appear to require any standard per se. An area is "well-served" if a stop is no more than one-quarter mile from any passenger's origin point and "served" if a stop is no more than one-half mile from any passenger's origin point.

AC Transit defines its coverage standard as a maximum walking distance depending on the population density of the area served. High-density areas with population densities greater than 20,000 persons per square mile require a standard of one-quarter mile. Medium-density areas with population densities between 10,000 and 20,000 persons per square mile require a standard of one-half mile. Low-density areas with population densities between 5,000 and 10,000 require a standard of three-quarters mile. Very-low-density areas with population densities less than 5,000 persons per square mile are allowed a maximum walking distance of one mile or greater.

AC Transit also establishes a route-spacing standard that is dependent on the population density and the nature of the transit network. For densities greater than 20,000 persons per square mile with a grid transit network, the average recommended route spacing is one-quarter mile. For densities between 10,000 and 20,000 with a grid transit network, the average recommended route spacing is one-quarter to one-half mile. For densities between 5,000 and 10,000 with a transit network based around a focal point, the average recommended route spacing is

Table 12
Profiled Transit Agencies and Transit Modes Provided

		Transit Modes Provided				
Agency (Acronym)	Metropolitan Area	Bus	Light Rail	Heavy Rail	Commuter Rail	Ferry
Chicago Transit Authority (CTA) <sup>2</sup>	Chicago	Х		Х		
King County Metro Transit <sup>3</sup>	Seattle	X	Х			
Greater Vancouver Transportation Authority (TransLink) <sup>4</sup>	Vancouver	X	X			X
Nashville Metropolitan Transit Authority (Nashville MTA) <sup>5</sup>	Nashville	X				
York Region Transit (YRT) <sup>6</sup>	Ontario	X				
Southeastern Pennsylvania Transportation Authority (SEPTA) <sup>7</sup>	Philadelphia	X	Х	Х	X	
San Francisco Municipal Transportation Agency (SFMTA) <sup>8</sup>	San Francisco	X	X			
Toronto Transit Commission (TTC) <sup>9</sup>	Toronto	X	Х	X		
Alameda-Contra Costa Transit District (AC Transit) <sup>10</sup>	Oakland	X				
Denver Regional Transportation District <sup>11</sup>	Denver	X	Х			
Miami-Dade Transit (MDT) <sup>12</sup>	Х					

<sup>&</sup>lt;sup>2</sup> Chicago Transit Authority, "Service Standards," July 2001, www.transitchicago.com/assets/1/miscellaneous\_documents/servicestandards129737.pdf

<sup>&</sup>lt;sup>3</sup> King County Metro Transit, "Transit Service and Facility Guidelines," June 2008, www.kingcounty.gov/transportation/kcdot/ PlanningAndPolicy/TransitPlanning

<sup>&</sup>lt;sup>4</sup> Greater Vancouver Transportation Authority, "Transit Service Guidelines," June 2004

Nashville Metropolitan Transit Authority, "Appendix C: MTA Service Delivery Policy," August 2009, www.nashville.gov/mta/docs/ StrategicTransitMasterPlan/14AppendixCMTAServicePolicy.pdf

<sup>&</sup>lt;sup>6</sup> York Region Transit, "Transit Service Guidelines," May 2006, www.yorkregiontransit.com/assets/pdfs/2006\_Transit\_Guidelines.pdf

<sup>&</sup>lt;sup>7</sup> SEPTA, "Service Standards and Process," March 2007, http://www.septa.org/reports/pdf/standards.pdf

<sup>&</sup>lt;sup>8</sup> SFMTA, "Proposed FY10 Service Standards and Milestones," www.sfmta.com/cms/rstd/documents/6-26-09Item15FY10 ServiceStandardsChangesPROPOSED.pdf

<sup>&</sup>lt;sup>9</sup> Toronto Transit Commission, "Service Improvements for 2003," October 2002

<sup>&</sup>lt;sup>10</sup> AC Transit, Board Policy, "Service Standards and Design Policy," Policy No. 550, January 2008

<sup>&</sup>lt;sup>11</sup> Regional Transportation District, "Service Standards," December 2002, www.rtd-denver.com/PDF\_Files/Service\_Standards\_12\_02.pdf

<sup>&</sup>lt;sup>12</sup> Miami-Dade Transit, "Service Standards," November 2009

This page is left intentionally blank.

one-half mile. For densities below 5,000 with a transit network based around a focal point, the average recommended route spacing is one mile.

MDT requires that 90 percent of the county population within the Urban Development Boundary (areas with a combined population and employment density of 10,000 persons per square mile) shall be provided with transit service having an average route spacing of one mile.

Table 13
Peer Agency Comparison of Coverage Standards

r con rigority comparison of coverage clamatics					
Agency	Maximum Walking Distance (miles)	Average Route Spacing (miles)	Day of Week/ Time Period*	and/ or	Density Threshold (persons/ square mile)
MBTA	0.25 0.50		WD & SA SU	and and	≥5,000 ≥5,000
СТА	0.25 0.50	0.50 1.00	WD peak WD non-peak & WE	and or	high density low density
King County Metro	0.25 0.25	0.50 1.00			high density low density
TransLink	0.28				≥3,800
Nashville MTA	0.50				≥5,000
YRT	0.31 0.62		WD daytime & SA WD non-daytime & SU		
AC Transit	0.25 0.25-0.50 0.75 1.00	0.25 0.25-0.50 0.50 1.00			≥20,000 10−20,000 5−10,000 <5,000
MDT		1.00			≥10,000

<sup>\*</sup> Day of week codes: WD (weekday); WE (weekend); SA (Saturday); SU (Sunday)

In summary, most of the profiled peer transit agencies use a quartermile standard as the maximum walking distance to fixed-route bus and heavy and light rail transit (see Table 13). Agencies differ with regard to when and where they require this standard and any less stringent applications. Some agencies distinguish their standards by the day of the week or the time period. Other agencies apply different standards

depending on the density of the surrounding service area. The MBTA employs a combination of these approaches, using a quarter-mile standard Monday through Saturday and a half-mile standard on Sunday in areas with a population density greater than 5,000 persons per square mile. YRT uses the same differentiation of standards depending on the day of the week (Monday through Saturday versus Sunday), while CTA makes a further distinction between peak and non-peak time periods on weekdays. Like the MBTA, Nashville MTA also uses a population density of 5,000 persons per square mile as a threshold for application of the coverage service standard. CTA, King County Metro Transit, TransLink, AC Transit, and MDT also use density to determine the necessary coverage standard, though the latter two agencies specify density levels higher than that used by the MBTA. Finally, several agencies also use an average route-spacing standard to evaluate coverage.

## Span of Service

As mentioned above, the MBTA uses minimum span-of-service standards that vary by mode and day of the week. Heavy and light rail and Key Bus Routes operate between 6:00 AM and midnight on weekdays and Saturdays and between 7:00 AM and midnight on Sundays. The minimum span-of-service standard for local bus routes is 7:00 AM-6:30 PM on weekdays, 8:00 AM-6:30 PM on Saturdays, and 10:00 AM-6:30 PM on Sundays. The weekday span-of-service standards for community routes is 10:00 AM-4:00 PM, and for express/commuter routes is 7:00 AM-6:30 PM, with no service required between 9:00 AM and 4:00 PM. No weekend service is required for these two bus modes. The span-of-service standard requires commuter rail to operate between 7:00 AM and 10:00 PM on weekdays and 8:00 AM and 6:30 PM on Saturdays; no service is required on Sundays. Boat services are required between 7:00 AM and 6:30 PM on weekdays only.

CTA uses a span-of-service standard for its key routes only, and defines them based on the number of hours of required service rather than by fixed beginning and ending service times. For the 46 key routes, services are offered every day, generally for a minimum of 16 hours. The span-of-service hours for all other bus routes (defined as support routes) are determined by demand on an ongoing basis. CTA has also established a procedure for regularly considering span-of-service extensions when the hour immediately before the end or after the beginning of the current service shows productivity (based on passengers boarding per bus hour) greater than the average system productivity for that hour. Similarly, a key route may become a support

route, and lose its guaranteed span of service, if boardings per vehicle hour fall below an established minimum.

TransLink's minimum span-of-service standards stipulate that 95 percent of trips meet the following conditions: the latest arrival time of the first transit trip at the start of service is no later than 7:00 AM on weekdays, 8:00 AM on Saturdays, and 9:00 AM on Sundays and holidays; and the earliest departure time of the last transit trip at the end of service is no earlier than midnight on weekdays and Saturdays and 11:00 PM on Sundays and holidays.

Nashville MTA defines span-of-service standards according to various service classes and sets a goal for the number of hours of service provided. For example, in the "most frequent" service class, weekday span-of-service standards are defined as 6:00 AM-6:00 PM, but a goal of 18 hours of service for weekdays is also set. On Saturdays and Sundays, there are no span-of-service standards, but there is a goal of 18 hours and 12 hours, respectively, of service provided. For the "frequent" service class, the span-of-service goal drops to 17 hours on weekdays and Saturdays and 10 hours on Sundays. This method of determining when service must be provided allows more flexibility in setting the hours of operation, at the expense of providing customers with a guaranteed beginning and end of service times.

SEPTA only specifies a span-of-service standard for its suburban transit division and does not require certain routes in this division to operate on Saturdays and/or Sundays. For routes within this division that do operate during the weekends, the rail mode has the longest minimum span of service: 6:00 AM-10:00 PM. All bus routes are also required to start service at 6:00 AM. Routes connecting with the Market-Frankford rapid transit line are required to operate until 8:00 PM, while all other routes are required to operate until 6:00 PM. The minimum Saturday and Sunday span-of-service standards are 7:00 AM-9:00 PM and 8:00 AM-8:00 PM, respectively, on rail service, and 8:00 AM-6:00 PM and 10:00 AM-6:00 PM, respectively, on bus service. SEPTA also has span-of-service standards for its regional rail division: 7:00 AM-11:00 PM on weekdays, 8:00 AM-10:00 PM on Saturdays, and 9:00 AM-9:00 PM on Sundays. Finally, SEPTA's City Transit Division offers 24-hour "Owl" service on some bus routes, two of which replace rapid transit service, based on demonstrated demand.

AC Transit, which operates bus service only, defines its span-of-service according to various service classes based on the total number of hours, not specific beginning- and end-of-service times. A range of 19 to 24 daily hours of service constitutes Night or Owl service; 17 to 18

hours late-evening service; 14 to 16 hours early-evening service; 12 to 13 hours daytime service; 4 to 11 hours peak-hour-only service or limited-weekday service; and up to 3 hours very-limited service.

MDT applies the same span-of-service standard on every day of the week. MDT provides 24-hour service on select busway, Metrobus, and paratransit services. Metrorail and Metromover (a people mover) operate between 5:00 AM and midnight, and express service only operates during peak hours.

In summary, about half of the profiled peer agencies use a span-of-service standard like the MBTA (see Table 14). The MBTA generally has the same required hours of operation as its peer agencies. Only MDT requires 24-hour service, and only on select bus and paratransit services. Like the MBTA, most other agencies define different span-of-service standards depending on the day or time period and the service class. The longest span-of-service standards are generally for rapid transit service during the weekday. Instead of span of service, several agencies define a minimum number of hours, though the number of hours also generally varies depending on the day or time period and the service class.

# Frequency of Service

As mentioned above, the MBTA uses a detailed matrix of frequency standards depending on the type of service and the time period. Generally, a 10-minute headway is required for the services and time periods most in demand. This includes AM and PM peak trips on light rail, heavy rail, and the Key Bus Routes. A 15-minute maximum headway is required at all other times for these services, with the exception of Key Bus Routes, which operate at a 20-minute maximum headway during the evening and on the weekend. Local bus routes are required to have at most a 30-minute headway during the peak periods and a 60-minute headway at all other times. Commuter-oriented services, such as express bus, commuter rail, and boat, are required to operate a minimum of three trips in the peak direction during each peak period; during all other periods, commuter rail and boat are required to operate at least one trip every 180 minutes.

CTA defines its frequency standard based on passenger flow, the type of service, and the time period. The required rail service peak headway ranges from 3 minutes to 15 minutes, and the off-peak headway ranges from 4 minutes to 60 minutes. Bus peak headways range from under 5 minutes for the highest passenger flows to as much as 30 minutes, while off-peak headways range from under 10 minutes to 30 minutes.

Table 14
Peer Agency Comparison of Span-of-Service Standards

Minimum Day of						
Agency	Span of Service	Hours	Service Class	Week*		
MBTA	6:00 AM-12:00 AM 7:00 AM-12:00 AM		Heavy/light rail and key bus	WD & SA SU		
	7:00 AM-6:30 PM 8:00 AM-6:30 PM 10:00 AM-6:30 PM		Local bus	WD SA SU		
	7:00-9:00 AM and 4:00-6:30 PM		Express bus	WD		
	7:00 AM-10:00 PM 8:00 AM-6:30 PM		Commuter rail	WD		
	7:00 AM-6:30 PM		Ferry	WD		
CTA		16	Key routes			
TransLink	7:00 AM-12:00 AM 8:00 AM-12:00 AM 9:00 AM-11:00 PM			WD SA SU & H		
Nashville MTA		18 12	Most frequent	WD & SA SU		
		17 10	Frequent	WD & SA SU		
		6	Commuter	WD		
		17 8	Circulator	WD SA & SU		
		18 13	BRT	WD SA & SU		
		14 10	Flexible routes	WD SA		
SEPTA	6:00 AM-10:00 PM 7:00 AM-9:00 PM 8:00 AM-8:00 PM		Rail	WD SA SU		
	6:00 AM-8:00 PM 6:00 AM-6:00 PM 8:00 AM-6:00 PM 10:00 AM-6:00 PM		Bus connecting to rail Other bus All bus All bus	WD WD SA SU		
AC Transit	13.55 7 m. 3.55 7 m.	19-24 17-18 14-16 12-13 4-11	Night or owl service Most-frequent service Early-evening service Daytime service Peak-hour service Very-limited service			
MDT	All day 5:00 AM-12:00 AM Peak hours		Select bus/paratransit Metrorail/Metromover Express service			

<sup>\*</sup> Day of week codes: WD (weekday); WE (weekend); SA (Saturday); SU (Sunday); H (Holiday)

TransLink identifies maximum headways by type of service and time of day. Rapid transit services should be provided at least every 5-6 minutes during weekday peak and midday periods and every 8-10 minutes during evenings (after 6:00 PM). Rapid bus services should be provided at least every 10 minutes during weekday peak and midday periods and every 15 minutes at other times. Local bus services should be provided at least every 30 minutes during weekday peak and midday periods.

Nashville MTA uses frequency to define two of its fixed-route service categories. "Most Frequent" routes have maximum headways of 30-60 minutes, with targeted headways of 15 minutes in the peak, 20 minutes in the midday, and 30 minutes in the evening and weekends. "Frequent" routes have maximum headways of 60 minutes, and targeted headways of 30 minutes in the peak, 45 minutes in the midday, and 30 minutes in the evening and weekends.

YRT defines a 15-minute maximum headway on its most heavily used bus routes at all times. The next level of bus service ("Base Grid") has a required maximum headway of 20 minutes on weekdays during the peak periods, 30 minutes during the weekday off-peak and Saturday, and 60 minutes on Sunday. The third level of bus service ("Local Routes") has a required maximum headway of 30 minutes on weekdays during the peak periods and 60 minutes at all other times. The final level of bus service ("Community Bus") has a required maximum headway of 60 minutes on weekdays during the peak periods and 120 minutes at all other times.

SEPTA has established a matrix of frequency standards based on the type of service and time period, and whether the service is in the city or in the suburbs. For city service, the maximum headways for "highspeed" (rapid transit) service range from 5 minutes during the peak hours to 15 minutes off-peak. "Rail" (streetcar) lines operate at required maximum headways of 15 minutes in the peak to 30 minutes in the off-peak. Urban bus and trackless trolley services have maximum headways of 20 to 30 minutes in the peak and off-peak, respectively. Saturdays from 8:00 AM to 6:00 PM headways are 10 minutes on "high-speed" services, 20 minutes on "rail," and 30 minutes on bus and trackless trolley. Sunday headways range from 15 minutes on "high-speed" services to 30 minutes on all other city transit services. Lower service frequencies are required for suburban transit services than for comparable city services.

For bus and streetcar routes, TTC has set not only a maximum headway of 30 minutes, but also a minimum headway of 60 minutes.

Table 15
Peer Agency Comparison of Frequency-of-Service Standards

Agency	Maximum Headway (minutes)	Number of Trips	Service Class	Day/Time Period
MBTA	10 15 20 30 60	3 3	Light/heavy rail & Key Bus Light/heavy rail Key Bus Local bus Local bus Commuter rail/boat & express bus Express bus Commuter rail/boat	WD peak All other times All other times WD Peak All other times WD peak WD peak WD peak All other times
СТА	3-15 4-60 <5-30 <5-7.5 <10-30		Rail (rapid transit) Rail (rapid transit) Standard buses Articulated buses All buses	WD peak All other times WD peak WD peak All other times
TransLink	5-6 8-10 10 15 30		Rail (rapid transit) Rail (rapid transit) Rail (rapid transit) Rail (rapid transit) Local bus	WD peak All other times WD peak All other times WD peak
Nashville MTA	30-60 60		Most frequent service Frequent service	
YRT	15 20 30 60 30 60 60 120		VIVA (BRT) Base Grid Base Grid bus Base Grid bus Local bus Local bus Community bus Community bus	WD peak WD off-peak & SA SU WD peak All other times WD peak All other times
SEPTA	5 15 15 30 20 30		High-speed (rapid transit) High-speed (rapid transit) Rail (streetcar) Rail (streetcar) Bus & trackless trolley Bus & trackless trolley	WD peak WD off-peak WD peak WD off-peak WD peak WD off-peak
TTC	30-60 5		Bus and streetcar Subway	
AC Transit	10-14 15-20 21-30		Rapid corridors (limited stop) Major corridors All other services	
RTD	30 60 30-60	3	Local bus Local bus Local bus Express bus	WD peak WD evening & WE Midday WD peak
MDT	20 30 60 7.5 15 30 1.5		Metrobus express Metrobus limited Metrobus local Metrorail Metrorail Metrorail Metromover Metromover	Peak Peak/midday All day Peak Midday/early night Late night & WE Peak All other times

<sup>\*</sup> Day of week codes: WD (weekday); WE (weekend); SA (Saturday); SU (Sunday)

This page is intentionally blank.

Within this range, headways can be varied based on demand. On subway lines, the minimum service level is 5 minutes.

AC Transit sets the frequency-of-service standard in most urban areas at 10-to-14-minute headways for rapid corridors and 15-to-20-minute headways for other trunk routes and major corridors. In other, less dense areas, the frequency-of-service standard is 21-to-30-minute headways.

RTD sets its maximum allowable local service headways on local bus routes at 30 minutes in the peak periods, 60 minutes for evenings and weekends, and 30 to 60 minutes in the midday, depending on ridership levels. Express and regional trips to the central business district are required to offer three trips in both peak periods on weekdays.

MDT sets maximum headways by service type and time period. Metrobus peak headways range from 20 minutes on express services to 60 minutes on local services. Metrorail headways are as low as 7.5 minutes in the peak period and as high as 30 minutes in the late evening and on weekends. Metromover headways are 1.5 minutes in the peak period and 3 minutes at all other times.

In summary, frequency is defined by the MBTA and all profiled peer agencies as a maximum headway that typically varies depending on the day or time period and the service class (see Table 15). Some agencies, such as CTA and AC Transit, allow for a range of headways that, in the case of CTA, are associated with different passenger volumes. The MBTA's 10-minute maximum-headway standard for rapid transit during the weekday peak periods is among the lowest for the profiled peer agencies, after CTA (3 minutes), SEPTA (5 minutes), TransLink (5-6 minutes), and MDT (7.5 minutes). Generally, most agencies set the maximum headway during peak periods for all rail and bus modes between 5 and 20 minutes. Like the MBTA, RTD sets a number of trips (three) as the frequency standard for commuter services during the peak periods.

#### Schedule Adherence

As mentioned above, the MBTA uses two types of metrics to determine bus route schedule adherence: a timepoint test, which varies based on service frequency, and a route test. The timepoint test for scheduled-departure trips (those with a headway of 10 minutes or more) states that trips must depart the origin timepoint 0-3 minutes late, depart the mid-route timepoints 0-7 minutes late, and arrive at the destination timepoint 3 minutes early to 5 minutes late. The timepoint test for walk-up trips (those with a headway of less than 10 minutes) states that trips

must depart the origin and mid-route timepoints within 1.5 times the scheduled headway and arrive at the destination timepoint with a trip running time within 20 percent of the scheduled running time. The determination of route schedule adherence is based on the route test, which states that at least 75 percent of all timepoints on a given route must meet the timepoint test.

For light rail operating on the surface, 85 percent of all trips must be operated within 1.5 times the scheduled headways; for light rail operating in the subway, 95 percent of all trips must have headways of less than 5 minutes; and for heavy rail, 95 percent of all trips must be operated within 1.5 times the scheduled headways. In addition, for both light and heavy rail, 95 percent of trip running times must fall within 5 minutes of the scheduled total trip times over the entire service day. For commuter rail and boat, 95 percent of all trips must depart and arrive within 5 minutes of the scheduled departure and arrival times.

TransLink bus service guidelines indicate that 90 percent of bus trips on each route should depart each terminus not more than two minutes late, no trips should depart early, and 90 percent should arrive at each terminus not more than three minutes late. In addition, 85 percent of bus trips on each route should depart each mid-route scheduled timing point not more than three minutes late and no trips should depart early. For TransLink's SkyTrain light rail service, schedule-adherence guidelines indicate that 98 percent of trips should be provided with no more than two minutes of delay compared to scheduled times.

SEPTA applies its schedule-adherence standard only to services operating in private rights-of-way and defines "on-time" as 0 to 6 minutes late. Within the city and suburban transit divisions of services, for those routes operating at a scheduled headway of less than 10 minutes, 75 percent of departures must meet the standard in the peak period, and 80 percent of departures must meet the standard at other times. For services with scheduled headways greater than 10 minutes, the required on-time departure percentages are 85 percent in the peak period and 95 percent at other times. For the regional (commuter) rail, 90 percent of train departures are required to meet the schedule adherence standard.

MDT Metrobus trips are considered on-time if the actual departure lies within 0 to 5 minutes after the scheduled departure. Metrorail trips are considered on-time if the actual departure lies between 1 minute before and 5 minutes after the scheduled departure. To meet the schedule-adherence standard, 75 percent of Metrobus departures and 95 percent of Metrorail departures must be on time.

In summary, the MBTA generally has a more detailed set of on-time standards than the profiled peer agencies (see Table 16). All of the agencies with a schedule-adherence standard define on-time as the number of minutes late compared to the posted schedule. The acceptable number of late minutes ranges between 0 and 6 minutes for origins and 0 and 7 minutes for midpoints, and trips are considered on-time if they arrive at destinations between 3 minutes early and 5 minutes after the scheduled arrival. The MBTA is the only agency that uses a standard based on the scheduled headway or running time. In terms of the percentage of a route's timepoints required to meet the on-time standard (the route standard), the MBTA has a lower standard for bus route schedule adherence than only one of the profiled peer agencies, but the MBTA's standards for rail schedule adherence fall within the range of those for all peer agencies.

#### Vehicle Load

As mentioned above, the MBTA defines the vehicle-load standard as a maximum ratio of passengers to seats depending on the mode, vehicle type, time period, and service area. Generally, the highest ratio is applied to the time periods of greatest demand. The maximum ratio for bus is 140 percent; for the Green, Orange, and Blue Lines, it is 225 percent. All three types of Red Line cars have higher capacities than those on other lines; therefore, the maximum ratios are higher: 270 percent for the #1 and #2 cars and 334 percent for the #3 cars. At other time periods for these modes, the vehicle-load standard depends on the service area. For bus, the tunnel portion of the Silver Line has a ratio of 140 percent; otherwise, the maximum ratio is 100 percent for all surface routes. For the Green, Orange, and Blue Lines, and the #1 and #2 cars on the Red Line, service in the core area has a ratio of 140 percent; outside the core area, the maximum ratio is 100 percent. For the #3 Red Line cars, the core area vehicle-load standard is 174 percent and the non-core standard is 100 percent. Commuter rail has a vehicle-load standard of 110 percent during the time periods of greatest demand and 100 percent at other times. Commuter boat has a vehicle-load standard of 100 percent at all times.

CTA establishes its vehicle-load standards by mode based on assumptions about the maximum passenger flow. The resulting maximum ratios of passengers to seats are 150 percent for bus, 143 percent for articulated bus, and 225 percent for rail cars. However, CTA has defined an acceptable maximum range of passengers per bus for the entire range of passenger-flow rates. If the vehicle-load standard for any passenger-flow rate were violated at any point, the resulting

Table 16
Peer Agency Comparison of Schedule-Adherence Standards

Agency	Timepoint or Trip	On-Time Standard	Route Standard	Headway	Location	Service Class	Time Period
МВТА	Timepoints	0-3 minutes late 0-7 minutes late 3 minutes early to 5 minutes late	75% 75% 75%	≥10 min. ≥10 min. ≥10 min.	Origin Midpoints Destination	Bus Bus Bus	
	Timepoints	Within 1.5 scheduled headway 20% of scheduled running time	75% 75%	<10 min. <10 min.	Orig. & Mid. Destination	Bus Bus	
	Trips	Within 1.5 scheduled headway Headways <5 minutes	85% 95%			Surface light rail Subway light rail	
	Trips	Within 1.5 scheduled headway Within 5 min. of scheduled run time	95% 95%			Heavy rail Light/heavy rail	
	Timepoints	5 minutes early to 5 minutes late	95%		Orig. & Dest.	Commuter rail/boat	
TransLink	Timepoints	2 minutes late 0 minutes early 3 minutes late 3 minutes late	90% 100% 85% 90%		Origin Orig. & Mid. Midpoints Destination	Bus Bus Bus Bus	
SEPTA	Timepoints	0-6 minutes late 0-6 minutes late 0-6 minutes late 0-6 minutes late	75% 80% 85% 90%	≤10 min. ≤10 min. >10 min. >10 min.	Origin Origin Origin Origin	City and suburban City and suburban City and suburban Regional rail	Peak Other Peak
MDT	Timepoints	0-5 minutes late 1 minute early to 5 minutes late	75% 95%		Origin Origin	Metrobus Metrorail	

consequence would presumably be an increase in frequency in order to reduce the vehicle load. King County Metro Transit's guidelines provide everyone a seat during non-peak periods and tolerate standees for no longer than 20 minutes during weekday peak hours. The maximum peak-period vehicle-load ratio is 120 percent.

TransLink has different standards based both on type of vehicle and time of day. It allows some standees during the off-peak and calculates peak maximum loads over both the peak 30-minute and peak 15-minute intervals. During the peak 15 minutes of the peak periods, TransLink uses a maximum vehicle-load ratio of 145 to 158 percent and states that on 90 percent of peak bus trips and on 95 percent of off-peak trips, no passenger should stand for longer than 30 minutes.

Nashville MTA uses a maximum peak vehicle-load ratio of 133 percent on BRT routes, 125 percent on all other non-commuter routes, and 100 percent on commuter routes. A maximum non-peak ratio of 100 percent is used on all routes.

YRT's maximum vehicle-load standards for local bus routes vary between 120 percent and 138 percent depending on the type of bus. Other express bus, shuttle, and community bus routes use a 100 percent passengers-to-seats ratio.

SEPTA's maximum vehicle-load standards for bus routes vary between 152 percent and 169 percent depending on the type of bus. Other modes' ratios of passengers to seats are 167 percent for light rail, 164 percent for trackless trolley, and between 167 and 211 percent for rapid transit. The vehicle-load standard for regional rail permits no standees.

SFMTA uses a 125 percent peak-period vehicle-load standard with a goal that no more than four percent of runs exceed this standard.

TTC defines its maximum vehicle-load standards depending on the time period, frequency, and type of service. TTC has a fleet of 40-foot buses for which the peak standard varies between 145 percent and 179 percent. The non-peak standard depends on whether the frequency of service is greater than once every 10 minutes. For headways greater than 10 minutes, the maximum ratio is 100 percent. For headways less than 10 minutes, the maximum ratio is 125 percent. The various ratios are similar for TTC's fleet of standard and articulated streetcars. The maximum peak vehicle-load standard for subway trains is 281 percent and the maximum non-peak standard ranges between 125 and 130 percent.

AC Transit uses a vehicle-load standard of 125 percent for most routes and 100 percent for routes traveling in areas of very low density and all-night routes.

RTD uses a 125 percent vehicle-load standard for all local- and limitedstop routes during the peak period. For all other routes, and for these routes during the non-peak period, the standard is 100 percent.

MDT defines its maximum vehicle-load standards depending on the time period, headway, and type of service. For Metrobus headways less than or equal to 15 minutes, the standard ranges between 160 percent during the peak period and 110 percent at night. For Metrobus headways between 16 and 30 minutes, the standard ranges between 130 percent during the peak period and 110 percent during the midday period and on weekends. For Metrobus headways greater than 30 minutes, the peak standard is 110 percent; otherwise, it is 100 percent. For Metrorail headways less than or equal to 10 minutes, the standards are 145 percent in the peak, 125 percent in the midday and on weekends, and 100 percent at night. For Metrorail headways greater than 10 minutes, the standards are 130 percent in the peak, 110 percent in the midday and on weekends, and 100 percent at night. The Metromover vehicle-load standard is 75 percent at all times.

In summary, the MBTA, along with the profiled peer agencies, provides detailed vehicle-load standards that depend on the service class, time period, location, or other factors such as the length of time standing or the headway (see Table 17). Generally, some level of standing is acceptable during high-volume time periods on bus and rapid transit services. Bus peak vehicle-load ratios range between 120 percent and 180 percent. Rail peak vehicle-load ratios are much higher—as much as 334 percent on the #3 Red Line cars used by the MBTA. The MBTA is the only agency among the profiled peer agencies that varies its vehicle-load standard based on location, and MDT and TTC are the only agencies with vehicle-load standards based on the scheduled headway. King County Metro Transit and TransLink both use a standard for an acceptable limit to the amount of time customers must stand. In general, little-to-no standing is acceptable on long-distance, limited stop services, such as commuter rail or express bus.

The MBTA and the profiled peer agencies all use ratios of passengers to seated capacity when setting the load standard. Typically, different ratios are used as the standard for different service classes. Indeed, although the MBTA does not currently make a distinction between service classes, the available standing area on buses differs considerably between bus types. On low-floor buses, slimmer center

Table 17
Peer Agency Comparison of Vehicle-Load Standards

Agency	Vehicle-Load Ratio	Service Class	Time period	Location	Other
MBTA	140% 100% 140%	Bus Bus Bus	Early AM, peak, school All other times All other times	Outside core Surface Tunnel	
	225% 270% 334% 140% 174% 100%	Green, Orange, Blue Red #1 & #2 cars Red #3 cars Green, Orange, Blue, Red #1 & #2 cars Red #3 cars Green, Orange, Blue, Red	Early AM, peak, school Early AM, peak, school Early AM, peak, school All other times All other times All other times	Core Core Outside core	
СТА	150% 143% 225%	Bus Articulated bus Rail			
King County Metro Transit	100% 120%		Non-peak Peak		Standees ≤ 20 min.
TransLink	145%-158% 157% 132%-145% 139%	Bus (high/low floor) Articulated bus Bus (high/low floor) Articulated bus	Peak 15 minutes Peak 15 minutes Peak 30 minutes Peak 30 minutes		Standees ≤ 30 min. on 90% of trips
	118% 120%	Bus (high/low floor) Articulated bus	Off-peak Off-peak		Standees ≤ 30 min. on 95% of trips
Nashville MTA	133% 125% 100% 100%	BRT Non-commuter bus Commuter bus Commuter bus	Peak Peak Peak Off-peak		
YRT	138% 120%	Local buses VIVA buses (BRT)			
SEPTA	159% 169% 152% 167% 167%-211% 164% 100%	40' standard bus 40' low-floor bus 60' articulated bus Light rail Rapid transit Trackless trolley Regional rail			
SFMTA	<4% of trips exceed 125%		Peak		
TTC	145%-179% 125% 100%	40' buses 40' buses 40' buses	Peak Off-peak Off-peak		Headway ≤ 10 min. Headway > 10 min.
	161% 177% 125% 100%	Standard streetcar Articulated streetcar Streetcar Streetcar	Peak Peak Off-peak Off-peak		Headway ≤ 10 min. Headway > 10 min.
	220%-281% 125%-130%	Rapid transit Rapid transit	Peak Off-peak		
AC Transit	125% 100%	Most bus routes Low-density and night routes			
RTD	125% 100% 100%	Local and limited routes Local and limited routes Express and regional routes	Peak Off-peak		
MDT	160% 120% 110% 130% 110% 100% 110%	Metrobus Metrobus Metrobus Metrobus Metrobus Metrobus Metrobus Metrobus Metrobus	Peak Midday/weekend Night Peak Midday/weekend Night Peak All other times		Headway ≤ 15 min. Headway ≤ 15 min. Headway ≤ 15 min. Headway 16-30 min. Headway 16-30 min. Headway 16-30 min. Headway > 30 min. Headway > 30 min.
	145% 125% 100% 130% 110% 100%	Metrorail Metrorail Metrorail Metrorail Metrorail Metrorail	Peak Midday/weekend Night Peak Midday/weekend Night		Headway ≤ 10 min. Headway ≤ 10 min. Headway ≤ 10 min. Headway > 10 min. Headway > 10 min. Headway > 10 min. Headway > 10 min.
	75%	Metromover			

Page intentionally left blank.



aisles mean that passengers have less room for standing. In this case, since crowding likely occurs at a ratio of passengers per seated capacity of less than 140 percent, this standard would fail to identify crowding where it occurs. Similarly, buses serving the Silver Line Waterfront have fewer seats because of their luggage racks, but more standing room. In this case, crowding likely occurs at a ratio of passengers per seated capacity of greater than 140 percent; therefore this standard would identify crowding where it does not occur. Another potential metric for measuring passenger crowding could be the ratio of passengers to floor area. Rather than setting a different load standard for passengers per seated capacity based on the vehicle type, a standard of passengers per floor area could be consistently applied across all types.

#### Net Cost per Passenger

As mentioned above, the MBTA calculates the net cost per passenger for each bus route. This calculation is the ratio of operating costs minus service revenue to the number of boarding customers. A route is classified as "deficient" if its net cost per passenger is greater than or equal to three times the systemwide average.

The only agency in the list of peer properties compiled for this analysis that uses a strict net-cost-per-passenger standard is MDT, which sets the maximum level of the net cost per passenger at \$4.40.

# 2.2.2 Service Standards Not Used by the MBTA

These service standards are grouped into general categories in order to facilitate organization and discussion. Multiple categories may potentially cover one standard; however, each standard is grouped with the category considered most relevant.

#### Service Structure

The following service standards measure the way in which service is structured and how passengers use that service given its structure.

#### Stop Spacing

This standard sets a minimum distance between stops or general quidelines for the placement of stops (see Table 18).

CTA sets an average stop distance of approximately 0.125 miles (a standard Chicago block), depending on the population density of a neighborhood.

YRT sets an average stop distance of approximately 0.155 miles in developed areas and 0.311 miles in undeveloped areas, with the provision that specific major trip generators may require variances in the spacing between stops.

SEPTA sets minimum spacing standards that are dependent on the location. In urban areas, established routes have a minimum spacing of 500 feet (0.095 miles, a standard Philadelphia city block). New urban routes have a minimum spacing of 1,000 feet (0.189 miles, approximately two city blocks). In residential suburban areas, the minimum spacing is set at 1,000 feet (0.189 miles). SEPTA also sets minimum spacing standards for its rail division. The minimum average station spacing is 0.25 miles in urbanized areas (population densities between 1,000 and 10,000 persons per square foot) and 0.5 miles in less-dense areas. In all cases, exceptions can be made when considering specific geographic or demographic conditions.

Table 18
Peer Agency Comparison of Bus Stop-Spacing Standards

Agency	Stop Spacing (miles)	Type of Area or Service
СТА	0.125	
YRT	0.155 0.311	Developed areas Undeveloped areas
SEPTA	0.095 0.189 0.189	Urban areas New urban areas Residential suburban areas
MDT	0.200 0.250 0.333 0.500 0.200 0.500-1.000	High-density areas Medium-density areas Low-density areas Rural-density areas Local service Limited/busway service
	Closed-door service for at least 50% of route	Express service

MDT sets standards for bus-stop spacing according to the density level and the service type. The following density levels correspond to stop-spacing standards: high-density areas such as central business districts (CBDs) and shopping centers (0.20 miles); medium-density areas such as fully developed residential areas (0.25 miles); low residential density (0.33 miles); and rural (0.50 miles). The following service types also correspond to stop-spacing standards: local (0.20 miles);

limited/busway (0.50-1.00 miles, with stops at all major transfer points); and express (closed-door service for at least 50 percent of the total route length).

Route Duplication and Competition

This standard sets general guidelines for the placement of routes such that they do not duplicate or compete with existing transit services.

King County Metro Transit notes that operation of more than one route on the same street should be avoided when the routes serve common destinations, except for streets approaching a downtown or urban center, transit center, or park-and-ride facility.

SEPTA policy asserts that potential new services cannot compete with existing services, especially the High-Speed and Regional Rail Lines.

#### **Route Travel Time**

This standard sets the maximum transit travel time per one-way trip. Generally, transit routes should be designed to be as short as possible while still serving their markets.

King County Metro Transit sets the maximum transit travel time per one-way trip at 60 minutes.

Directness of Travel (Comparison to Auto Trip Times)

Unlike private travel, public transit cannot offer the same level of direct travel between origins and destinations. However, this standard compares transit in-vehicle travel times to private vehicle travel times and sets a maximum ratio of the transit time to the private vehicle time (see Table 19).

King County Metro Transit sets the guideline that transit travel times should be no more than 20–25 percent longer than comparable trips by automobile.

Nashville MTA has established six perception grades based on the difference between transit travel times and automobile travel times: A (0-minute difference: transit trips same as automobile); B (1-to-15-minute difference: transit and auto trips close to equal); C (16-to-30-minute difference: tolerable for "choice" riders); D (31-to-45-minute difference: difficult to compete for "choice" riders); E (46-to-60-minute difference: system cannot compete for "choice" riders); and F (60+minute difference: unacceptable to most riders). Nashville MTA's guideline is to make most trips achieve a grade of at least C and to minimize the number of trips with an E grade.

YRT distinguishes by mode the acceptable ratio of a route's actual trip time to the travel time of the most direct path between the start and end points of the route. Base Grid routes and BRT-like routes should have actual travel times between 0 and 10 percent greater than the direct-path time. The travel times of all local bus routes should be between 0 and 20 percent greater than the direct-path times. Travel times of express routes should not exceed the direct-path times within the express or limited-stop portion of the route.

MDT sets the guideline that transit travel times should be no more than 25 percent longer than comparable trips by automobile. In addition, MDT analyzes the additional travel time incurred by throughpassengers of deviations from the most direct through-path. The ratio of the total additional through-passenger travel time in minutes to the number of passengers served by the deviation should not exceed five to one. Thus, according to this standard, the total additional travel time for all through-passengers shall not exceed five minutes for each rider boarding or alighting along the route deviation.

Table 19
Peer Agency Comparison of Directness-of-Travel Standards

Agency	Ratio of Route Time to Direct (Auto) Trip Time	Absolute Difference	Type of Trip
King County Metro Transit	1.20-1.25		
Nashville MTA		16-30 min. 46-60 min.	Perception Grade A-C Perception Grade D-F
YRT	1.00-1.10 1.00-1.20 1.00		Base Grid and BRT routes Local bus routes Limited-stop portion of express route

Ease of Use

Of the peer properties included in this analysis, only Nashville MTA includes guidelines for ease of use. Nashville MTA specifies better ease of use through the following measures: the extent of clock-face headways so that the service schedule is easy to remember; the use of new technology to provide online access to schedules and real-time information on the service schedule by location; the use of simple fare collection methods such as passes and payment by credit cards; the

extent to which routes run consistently throughout the day with minimum variations; and the extent of information or training provided to new users to help them learn how to use the transit system.

Number of Transfers and Transfer Waiting Time

While none of the peer agencies included in this analysis have established an explicit standard for transfers, King County Metro Transit, in its guidelines, notes how transfers between routes can add to a rider's total trip time, but can also provide an increased choice of destinations accessible by transit. The goal in these guidelines, as well as those specified by CTA, is to minimize the transfer waiting time.

#### Service Provision

The following service standards measure the quality of service provided.

# Service Delivery

This standard measures the percentage of scheduled service hours that are actually delivered. SFMTA sets a goal of delivering a minimum of 98.5 percent of the scheduled service hours. This minimum increases to 99.0 percent in the AM and PM peak periods.

#### Service Failure

This standard sets the minimum acceptable miles of operation, averaged by mode, between vehicle failures. SFMTA sets a minimum mean distance between failures of 5,000 miles for its light rail vehicles and 3,400 miles for its motor coaches.

# Vacancy Rate

This standard sets maximum employee vacancy rates for various service-critical positions. SFMTA sets a maximum quarterly vacancy rate of five percent for positions in transit operations, crafts, and maintenance.

#### Accident and Incident Rate

This standard sets a maximum rate of accidents and incidents. MDT sets a maximum accident and incident rate of six per 100,000 vehicle-miles.



# **Passenger Complaints**

This standard sets a maximum rate of complaints by mode. MDT's maximum standards for complaints are 1.5 per 100,000 boardings on rail, 11 per 100,000 boardings on bus, and two percent of all paratransit trips.

# Service Efficiency

The following service standards measure the efficiency of service, with regard to either cost or ridership.

#### Cost-Effectiveness

Cost-effectiveness is part of the calculation of the net cost per passenger. However, several agencies calculate it separately. It represents the ratio of service revenue to operating costs.

Nashville MTA evaluates the cost-effectiveness of each route. The 10 percent of routes with the highest cost-effectiveness ratios are targeted for frequency improvements, while the 10 percent with the lowest ratios are evaluated for potential ways to improve cost-effectiveness.

SEPTA has established a minimum cost-effectiveness ratio for a given route of 60 percent of the systemwide ratio. Exceptions to this required minimum occur when any route or portion of a route is subsidized by sources outside of the regular SEPTA operating budget or when a route provides the only service coverage for an area.

RTD has adopted a systemwide cost-effectiveness standard of 30 percent, though this ratio includes more categories than just operating revenue and costs.

MTD has a minimum cost-effectiveness standard of 20 percent for all local routes and 100 percent for all express bus routes.

# Passenger Productivity

Passenger productivity is another part of the calculation of the net cost per passenger. However, several agencies calculate it separately. It represents the number of passengers per revenue-hour (see Table 20).

CTA has established a minimum bus productivity level of 30 boardings per revenue-hour when the headway is at least 30 minutes.

YRT bases its passenger-productivity standard on the mode and time period. Generally, the Base Grid and local services have a minimum standard of passengers per hour of 10 boardings in the peak period and 7 boardings at all other times. As routes become more specialized,

such as express routes or rail shuttles, the minimum passengerproductivity standards increase. YRT also has passenger-productivity standards for fixed-route and demand-responsive paratransit of 5 boardings per hour in the peak period.

SEPTA only has a passenger-productivity standard for its regional rail division. Each station must have a minimum of 75 daily boarding or alighting passengers.

RTD only applies a passenger-productivity standard to routes operating at the minimum service frequency. The number of passengers per hour is calculated for each route and the bottom 10 percent of local routes and 25 percent of limited routes are targeted for evaluation.

MTD applies a passenger-productivity standard to its Metrobus and Metrorail operations based on the day of the week. On weekdays, 30 passengers per hour is the minimum standard for Metrobus, and 60 passengers per hour is the minimum standard for Metrorail. On Saturday, the rates are 25 and 60, respectively. On Sunday, the rates are 25 and 50, respectively.

Table 20
Peer Agency Comparison of Bus Passenger-Productivity Standards

Agency	Passengers per Revenue Hour	Criteria for Standard
CTA	30	Headway at least 30 minutes
YRT	10 7	Local services in the peak Local services in the off-peak
MTD	30 25	Metrobus on weekdays Metrobus on weekends

# Physical Infrastructure

The following standards measure how the provision of various physical infrastructure impacts service delivery and the quality of that service.

# Distribution of Revenue Equipment

Of the peer properties included in this analysis, only CTA and SEPTA include guidelines for considering investment in rail stations. CTA guidelines specify several factors to consider when distributing revenue equipment. The top priority is to ensure that all routes are accessible. Other guidelines are the distribution of buses with air conditioning and the average age of buses (CTA states that all bus garages should have roughly the same proportion of air-conditioned buses and that the average age of buses at the garages should be roughly equal). Finally,

CTA guidelines recommend that the number of bus types at each garage be kept to a maximum of four, with an optimum of three types.

SEPTA also has a goal of maintaining an approximately equivalent fleet age in each bus district, with the exception that certain bus types (those with shorter lengths, articulated buses, and buses with hybrid or special fuels) need to be assigned to certain districts.

#### **Distribution of Transit Amenities**

As with distribution of revenue equipment, there are guidelines associated with the provision of amenities such as benches, shelters, and trash cans. CTA only notes that priority is given to providing amenities at bus stops that have large numbers of passengers who board at the location, lengthy wait times between buses, a high percentage of transfer passengers, and/or a high percentage of seniors or persons with disabilities.

The MDT standard for amenities states that all bus stops with a minimum of 100 daily boardings and/or major transfer points should be supplied with real-time information. All stops with a minimum of 100 daily boardings and sufficient right-of-way should receive a shelter. All stops with less than 100 daily boardings but sufficient right-of-way should receive a bench. Finally, all MDT bus stops with either shelters or benches should receive trash bins. For the Metrorail system, a system map and relevant route schedules, along with trash bins and an emergency phone, should be provided at every station.

# 2.3 Policy Implications of Service Standard Metrics

The previous section reviewed the various standards and performance metrics that are used to evaluate MBTA and other peer agency services. Organized by service standard and by general themes, this section will consider the metrics used to measure performance and the resulting policy implications of each metric. The relative magnitude of the performance metrics will also be discussed in terms of their policy implications and potential application at the MBTA. Suggestions will be made for potential changes and additions to the current Service Delivery Policy where the specific standard or guideline relates to the stated policy objective of defining key performance characteristics of quality transit services.

#### 2.3.1 Service Structure

# Coverage

Among the agencies profiled, the metric most commonly used to evaluate coverage is the walking distance to the nearest transit service. Some agencies also use the average distance between routes (route spacing). According to these metrics, attainment of the defined standard in every single instance is typically required to reach the coverage standard or guideline. A standard of 0.25 miles is used by several peer agencies as an acceptable walk distance. At an average walking speed of 3 miles per hour, a quarter-mile walk would take approximately five minutes. A half-mile walk (approximately 10 minutes) represents what transit literature typically presents as the maximum acceptable walk distance in an urban context. Distances greater than a half mile are generally considered to be above the threshold at which most potential riders would consider walking to transit. With a grid street pattern and ubiquitous coverage, the maximum route spacing should equal two times the average walking distance. However, smaller maximum routespacing performance measures may be necessary when the street pattern does not follow a grid structure.

The choice of the coverage metric (maximum walking distance or route spacing) should reflect the way that passengers access transit. A maximum walking distance is more appropriate in areas where walking to transit is a feasible access mode, as it provides the most realistic way of measuring how many passengers have access to transit. It is less likely that riders will access transit by walking in areas with curvilinear street patterns, cul-de-sacs, and poor sidewalk conditions. Indeed, it would be unreasonable to apply a walking-distance standard to some of these areas, as the walkers would likely exceed the maximum walking distance well before they reached the transit stop. The route-spacing standard, because it does not consider walking distances to transit, may be a more appropriate standard in these areas. However, outside of areas where walking is feasible, it may not be practical to apply a coverage standard. It does not appear, therefore, that the route-spacing metric offers any additional level of coverage evaluation beyond that provided by the maximum walking distance.

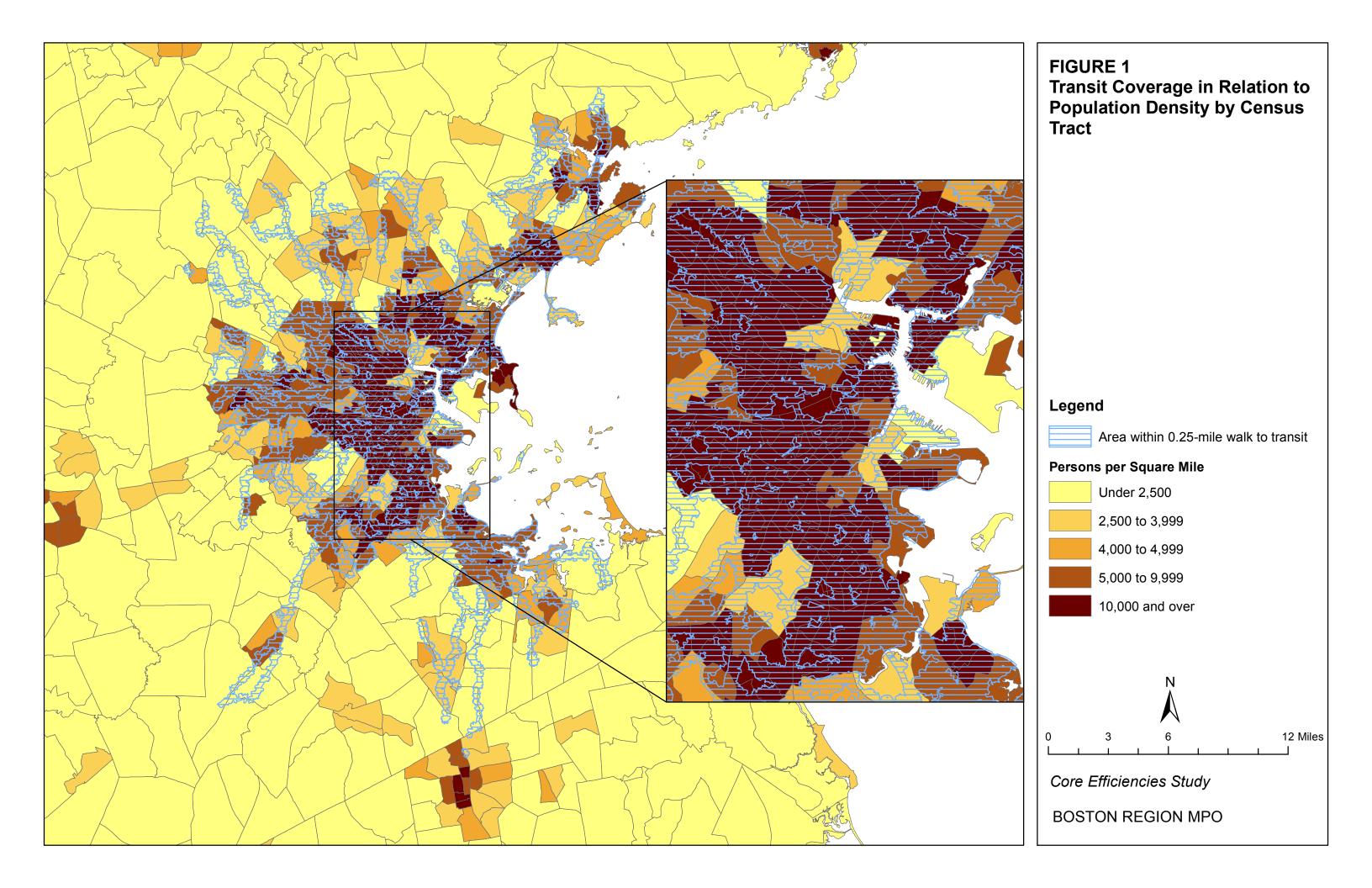
Many of the profiled agencies, including the MBTA, use a density threshold above which to apply the coverage standard. Routes serving areas below this threshold are not required to meet the coverage standard. Some peer agencies apply a range of coverage standards that corresponds to a range of density levels. Density, in many cases, can serve as a proxy for describing the relative ease of walking

accessibility. Figure 1 presents MBTA bus and rapid transit coverage assuming a quarter-mile walking distance layered over population density by census tract using data from the 2000 U.S. Census.

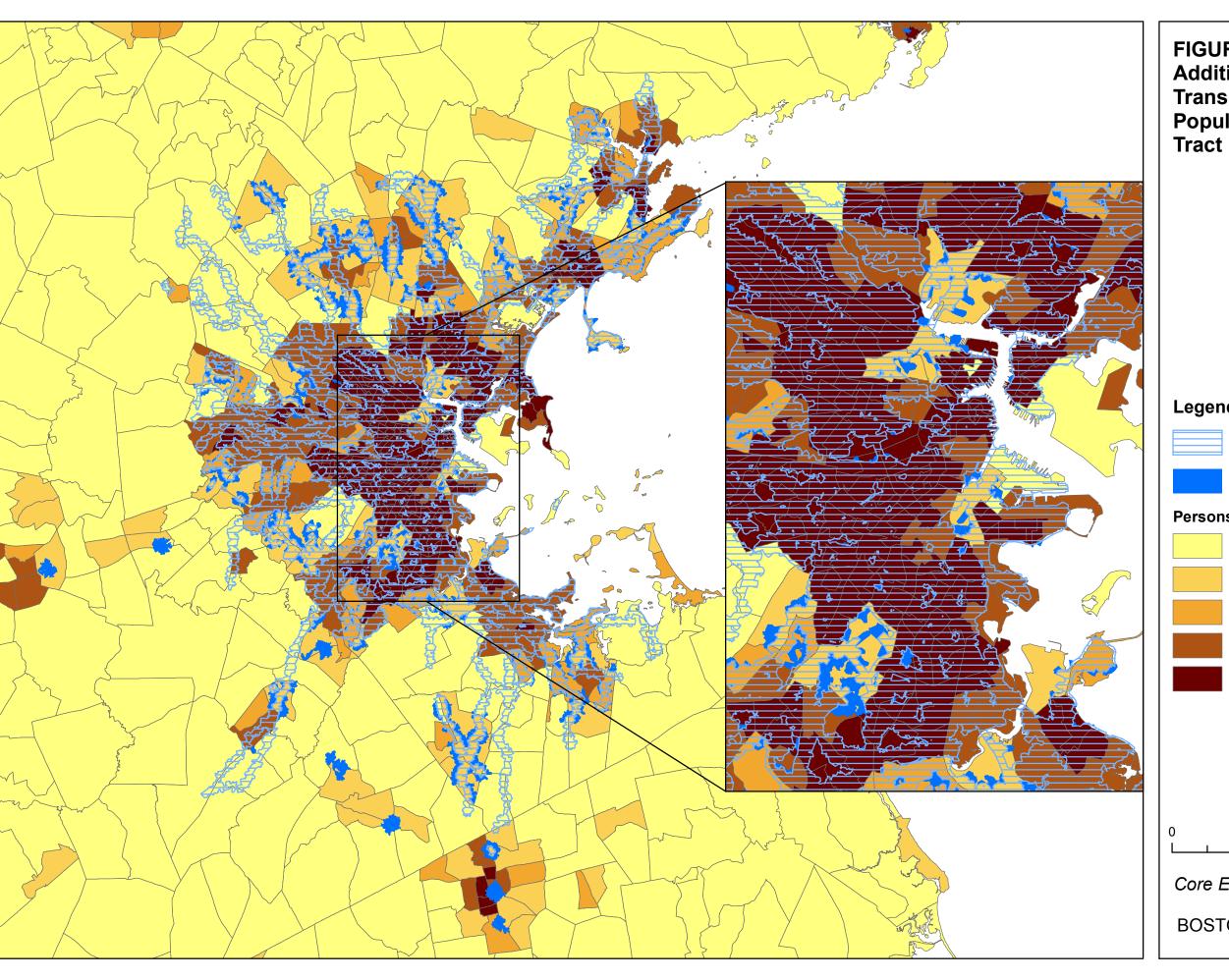
As seen in the figure, it appears as though most areas with a population density greater than 5,000 persons per square mile lie within a quarter-mile walk to bus, light rail, or heavy rail service. According to the 2008 MBTA Title VI Report, 80 percent of street-miles that lie within census tracts with a population density of 5,000 or greater are within a quarter mile of transit service. The coverage appears to be consistent for at least most of the areas with a population density between 4,000 and 5,000 persons per square mile, and even a majority of the areas with a population density between 2,500 and 4,000 persons per square mile.

The goal of a coverage standard is to provide the same access to service in the areas with relatively similar transit-demand characteristics. Population density is the most convenient proxy for estimating this demand and required coverage level. While the MBTA currently uses a population-density threshold of 5,000 persons per square mile for applying its coverage standard of a quarter mile as the maximum walking distance, it may make sense, given the existing coverage level already provided by the MBTA, to provide a range of thresholds and corresponding coverage standards. For instance, the population-density threshold could likely be decreased to 0.20 miles for areas with population densities greater than 10,000. Similarly, a threshold of 0.33 miles for population densities between 4,000 and 5,000 and 0.50 miles for population densities between 2,500 and 4,000 likely largely reflects the coverage of existing service. In practice, these multiple thresholds do not dramatically change the extent of the geographic area where coverage is required, increasing total coverage in the entire bus and rapid transit service area of 158 square miles by 29 square miles, an 18 percent increase. Figure 2 shows where the additional coverage would be required by adding multiple thresholds. Instituting a standard for lower population densities would, however, ensure that similarly dense areas receive similar coverage.

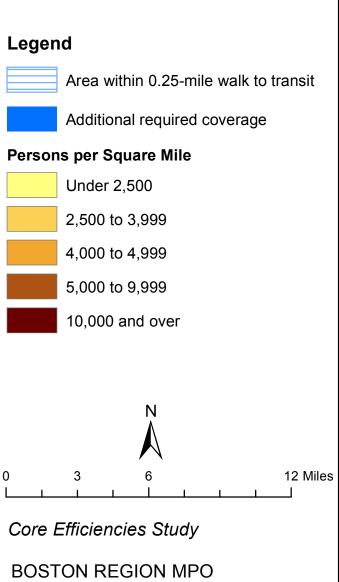
<sup>&</sup>lt;sup>13</sup> Central Transportation Planning Staff, MBTA Title VI Report. Boston, MA, 2008.



This page is intentionally left blank.



# FIGURE 2 Additional Areas Requiring Transit Coverage Based on Population Density by Census Tract



This page left intentionally blank.

# Stop Spacing

Among the agencies profiled that use the stop-spacing standard, the metric used to evaluate stop spacing is generally an average or minimum distance between stops. Some agencies require the average stop spacing across all routes and/or stops on a route to meet a certain minimum standard while others establish a minimum distance between stops applied to each individual pair of stops. An average stop-spacing standard allows for more flexibility in route planning, but a minimum standard ensures that no two stops are too close together. The required stop-spacing values used by peer agencies in an urban context generally match the average size of a city block (from approximately 0.10 to 0.20 miles). Several profiled peer agencies also have stopspacing standards for non-urban areas and for rail stations. None of the profiled peer agencies appear to have a maximum stop-spacing standard.

Certain modes obviously cannot be held to a stop-spacing standard. Existing heavy rail stations, for example, have their locations fixed. Express buses operate a significant portion of their routes without any stops. However, the understanding of average or minimum stop spacing, even for these modes, can be useful when considered in relation to those modes for which stop location is flexible for purposes of comparison of the respective service levels. For example, the average stop spacing of any bus route that intends to offer bus rapid transit service should be close to that of heavy rail rapid transit.

For local bus and surface light rail, even if a stop-spacing standard has not been explicitly set, many agencies operate with at least a tacit understanding of what the spacing should be. The MBTA could better justify its decisions with regard to stop location, elimination, and relocation by including a stop-spacing standard in its Service Delivery Policy. However, such a standard would need to recognize that the various municipalities served by the MBTA make the final decisions regarding stop location. As part of this standard, the MBTA could also state general policy guidelines for the location of stops near intersections (near-side vs. far-side).

Table 21 presents the number and percentage of MBTA stops with an average distance between stops at various levels. 14 As seen in the table, nearly one-half of the routes have an average stop distance between 0.10 and 0.20 miles. Less than five percent of all stops have a

<sup>&</sup>lt;sup>14</sup> Data from the MBTA HASTUS database, spring 2010 quarter.

stop distance less than or equal to 0.05 miles. Slightly more than 30 percent have a stop distance less than or equal to 0.10 miles. The percentage of stops with a stop distance less than or equal to 0.15 miles is 63 percent. Slightly less than 20 percent of all stops have a stop distance between 0.15 miles and 0.20 miles, and 8 percent of stops have a stop distance between 0.20 miles and 0.25 miles. More than 10 percent of stops have a distance to the next stop greater than 0.25 miles.

Table 21

Number and Percentage of MBA Stops by Distance to Next Stop

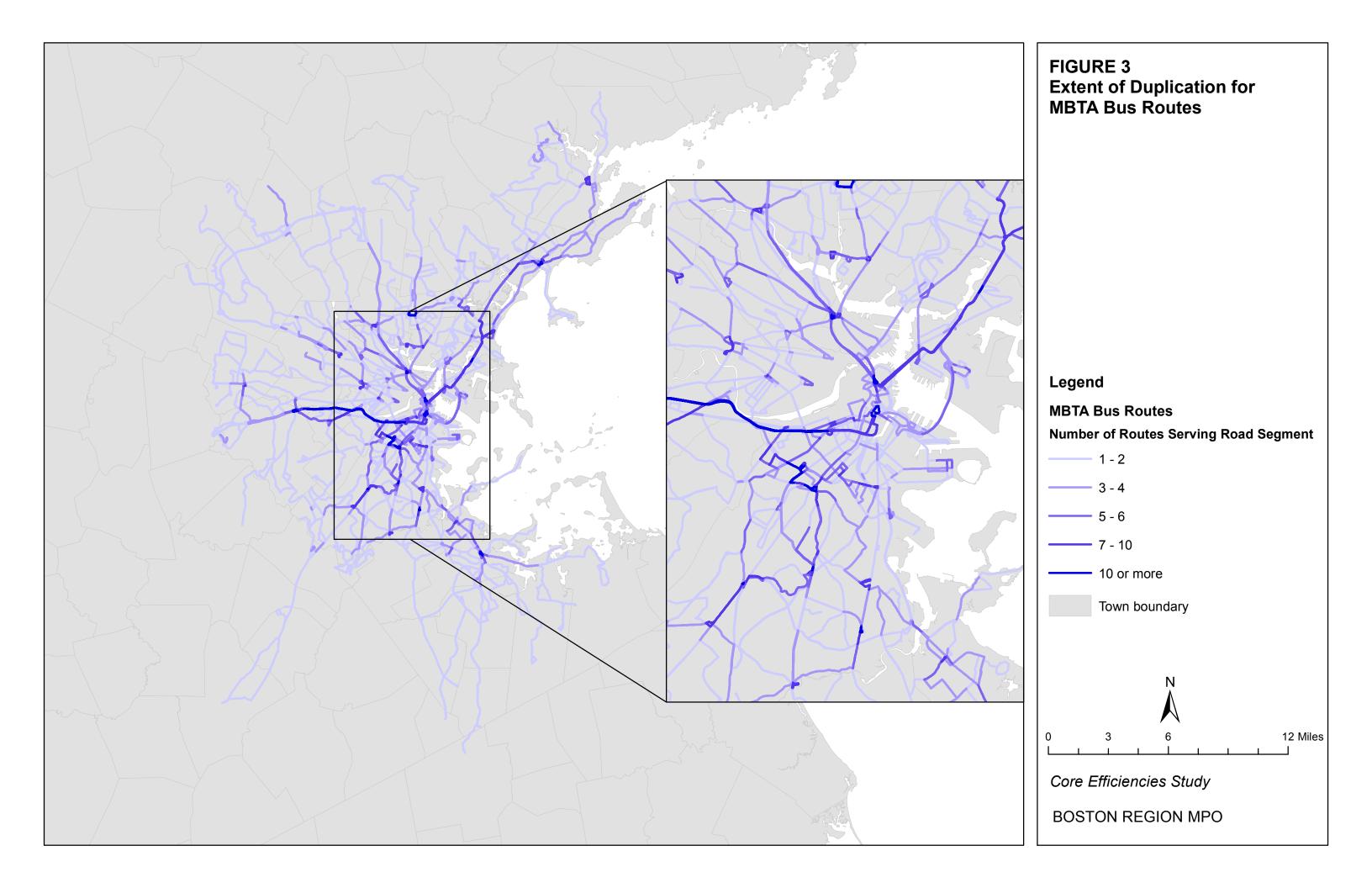
Distance to Next Stop	Number	Percent
0.001-0.050 miles	1,905	4.7%
0.051-0.100 miles	10,613	26.2%
0.101-0.150 miles	12,827	31.7%
0.151-0.200 miles	7,178	17.7%
0.201-0.250 miles	3,235	8.0%
Greater than 0.250 miles	4,699	11.6%

# **Route Duplication and Competition**

The route-duplication standard prohibits more than one route from serving the same corridor when the routes serve common destinations. The route-competition standard is more general, stating that transit services should not compete with other transit services for riders. Even the route-duplication standard involves some subjective judgment, however, as exceptions are made for routes that use the same road to serve a downtown or urban center, a transit center, or a park-and-ride facility.

A route-duplication standard would be most relevant to a hub-and-spoke transit system. In this type of system, multiple routes each serve distinct service areas (the spokes) except for coming together and allowing for transfer opportunities at a central location (the hub). In this way, no route duplicates or competes with another. Such a standard would not necessarily be appropriate for a system designed around trunk segments that are each served by multiple feeder routes. In this type of system, multiple feeder routes serve distinct service areas, but join together to provide a higher service level along a trunk segment.

To the extent that the existing MBTA bus network is not generally characterized by a hub-and-spoke system, the route-duplication



This page left intentionally blank.

standard would not appear to be relevant. However, should the MBTA employ greater use of such systems, particularly in the suburban context, this standard might be more useful. The relative inflexibility of such a standard, however, conflicts with the common need for flexibility in transit planning, particularly in the suburban context, where travel is often only possible on certain major arterials. While it may be advisable to have a general guideline stating that transit services should not compete with each other, it may not be necessary or advisable to restrict planning through a firm route-duplication standard.

Figure 3 presents the extent to which existing MBTA directly operated bus routes duplicate each other. As seen in the figure, the highest levels of duplication are on the express portion of express bus routes (such as the Massachusetts Turnpike and the Salem Turnpike). High levels of duplication are also seen in and around rapid transit stations, because multiple bus routes converge to serve those stations.

#### **Route Travel Time**

The route-travel-time standard generally sets a maximum travel time for any individual transit vehicle trip. It does not consider the passenger trip time (which may involve transfers and riding only a portion of certain routes), only the one-way travel time from a route's origin timepoint to its destination timepoint. King County Metro Transit, the only profiled peer agency that used this standard, set it at 60 minutes.

As with the route-duplication standard, the use of this standard is limited by the existing service structure. Certain modes, such as commuter services, will typically have longer trip times. Demand for service between two points separated by a large distance will also often result in long route travel times. At the MBTA, for example, the longest trip times (which are around 90 minutes) are express bus trips from Salem to downtown Boston. Table 22 presents the percentages of MBTA directly-operated bus routes with average, maximum, and minimum route running times at various levels. More than 90 percent of all bus routes have an average route running time at or below 45 minutes, while only 10 percent have a maximum route running time greater than 60 minutes. Almost 10 percent of all routes have a minimum route running time greater than 30 minutes, and nearly three-quarters of all routes have at least one route variation with a route running time of less than 20 minutes.

CTPS

67

<sup>&</sup>lt;sup>15</sup> Data from the MBTA HASTUS database, spring 2010 quarter.

Table 22
Percentage of MBTA Routes by Time Range for Average, Maximum, and Minimum Running Time

Time Range	Average	Maximum	Minimum
Less than or equal to 20 minutes	32%	11%	74%
20.1 to 30 minutes	35%	25%	17%
30.1 to 45 minutes	26%	32%	6%
45.1 to 60 minutes	4%	22%	2%
Greater than 60 minutes	3%	10%	1%

A route-travel-time standard is perhaps most useful for designing and measuring the performance of service when it reflects passenger trip time. The average passenger-trip time could be estimated for each route using a calculation similar to that for the average passenger-trip length. This calculation equals the trip time at each stop weighted by each stop's passenger load. For example, Table 23 presents a ridechecked weekday trip from the fall 2009 quarter for Route 66 in the outbound direction. By weighting the elapsed time by the passenger load, the average passenger-trip time equals 27 minutes and 7 seconds. The CTPS ridecheck database could potentially be modified to calculate the average passenger-trip time in addition to its current calculation of average trip-length.

# Directness of Travel (Comparison to Auto Trip Times)

Among the agencies profiled, the metric used to evaluate directness of travel is the comparison of in-vehicle (only the portion of a transit rider's trip spent in the vehicle) transit trip times to comparable auto trip times. Since transit, by virtue of intermediate stops and deviations from the most direct route, cannot offer the same point-to-point travel time as a direct auto trip, this standard sets a maximum ratio of the transit trip time to the direct/auto trip time. Nashville MTA set the maximum absolute difference in the number of minutes for a route at 30 minutes. The maximum standard set by most of the profiled peer agencies was generally between 120 and 125 percent of the direct/auto trip time, though one agency, YRT, set it at 100-to-110 percent for BRT services.

CTA uses a standard that no route deviation should result in additional travel time for all through passengers (the sum of the number of through passengers multiplied by the additional route travel time for the deviation) greater than five minutes per each rider boarding or alighting along the deviation. For example, a route deviation that added eight

Table 23
Route 66 Weekday Outbound Ridecheck Form

Stop #	Stop Description	Time at Stop	Boardings	Alightings	Elapsed Time	Passenger Load
64000	Dudley Station	9:52:23	<u>5</u> 19	0	0:00:00	0
1357	Tremont St. opp. Roxbury Crossing	9:54:39	7	0	0:02:16	19
1362	Tremont St. @ Huntington Ave.	9:59:29	0	6	0:07:06	26
1363	Huntington Ave @ Fenwood Rd.	10:00:54	1	2	0:08:31	20
1365	Huntington Ave opp. Parker Hill Ave.	10:01:50	4	1	0:09:27	19
1366	Huntington Ave. @ Riverway	10:03:03	4	0	0:10:40	22
1526	Washington St. @ Pearl St.	10:05:18	5	1	0:12:55	26
1367	Harvard St. @ Kent St.	10:07:05	2	2	0:14:42	30
1368	Harvard St. @ Linden St.	10:07:47	1	0	0:15:24	30
1370	Harvard St. opp. Auburn St.	10:09:23	2	1	0:17:00	31
1371	Harvard St. opp. Vernon St.	10:09:54	1	3	0:17:31	32
1372	Harvard St. @ Beacon St.	10:11:45	2	5	0:19:22	30
1375	Harvard St. @ Coolidge St.	10:14:36	1	4	0:22:13	27
1376	Harvard St. opp. Verndale St.	10:15:25	1	2	0:23:02	24
1378	Harvard Ave. @ Commonwealth Ave.	10:19:45	7	1	0:27:22	23
1379	Harvard Ave. @ Brighton Ave.	10:22:26	0	3	0:30:03	29
964	Brighton Ave. opp. Quint St.	10:24:22	5	0	0:31:59	26
965	Brighton Ave. @ Craftsman St.	10:24:43	2	4	0:32:20	31
1111	Cambridge St. @ Craftsman St.	10:25:44	4	0	0:33:21	29
1112	Cambridge St. @ Harvard Ave.	10:26:56	2	0	0:34:33	33
1113	Cambridge St. @ Linden St.	10:27:54	2	1	0:35:31	35
2558	North Harvard St. @ Empire St.	10:31:24	4	0	0:39:01	36
2559	North Harvard St. @ Oxford St.	10:32:17	1	3	0:39:54	40
2561	North Harvard St. @ Western Ave.	10:33:33	0	4	0:41:10	38
2562	Opp. 175 North Harvard St.	10:34:40	0	1	0:42:17	34
25641	JFK St. @ Eliot St.	10:38:44	0	12	0:46:21	33
2168	Massachusetts Ave. @ Johnston Gate	10:42:41	0	20	0:50:18	21
22549	Harvard Square @ Garden St.	10:43:37	0	1	0:51:14	1

This page left intentionally blank.

minutes to the route travel time, or an additional 80 minutes for the 10 through passengers, would need to have at least 16 passengers boarding or alighting along that deviation for it to meet a standard of five minutes.

A directness-of-travel standard using a comparison of transit to auto trip times for all routes would be a useful tool for identifying routes that are experiencing travel delays that are not caused by traffic conditions. Before implementing a directness-of-travel standard, the MBTA would need to catalog the auto travel times that compare to each MBTA route. Such a comparison could be created for a matrix of trip points including route origins, destinations, and major midpoints. The Boston Region MPO's travel demand model set contains this type of data and could be used to perform this comparison. As an example, MPO staff compared the in-vehicle travel time of a passenger riding the Silver Line Washington Street between Dudley Station and Temple Place. In the inbound direction (Dudley Station to Temple Place), a bus has an estimated travel time of 19.23 minutes, while a single-occupant vehicle (SOV) has an estimated travel time of 10.30 minutes. In the outbound direction (Temple Place to Dudley Station), the estimated travel times are 17.51 minutes for a bus and 11.17 minutes for a single-occupant vehicle. The calculated ratios of bus to SOV travel times are 187 percent in the inbound direction and 157 percent in the outbound direction. These ratios would fail the directness-of-travel standards of other agencies. The MBTA would want to calculate the travel time ratios for all routes before determining the level at which the MBTA directness-of-travel standard should be set.

A route-deviation standard could also be used to analyze potentially more efficient routings. Demand for through service and corresponding deviations would need to be identified, and the additional deviation time would need to be calculated and compared to the number of passengers served on that deviation to determine if elimination of that deviation might be considered. For instance, Route 59 (Needham Junction – Watertown Square) deviates from Eliot Street in Newton to serve two stops on Chestnut Street at Oak Street and Pennsylvania Avenue. This deviation from the most direct path takes approximately 3.7 minutes, adding approximately 2.6 minutes to the Route 59 travel time in each direction compared to the estimated travel time if Route 59 continued straight on Eliot Street and did not serve these two stops. According to the most recent CTPS ridecheck for Route 59, these two stops have 46 boardings and 8 alightings in the inbound direction and 6 boardings and 56 alightings in the outbound direction. There were also 206 passengers in the inbound direction and 191 passengers in the

outbound direction who traveled through this deviation. Therefore, the 397 through passengers incurred an additional 17.9 hours of travel time. According to the CTA route-deviation standard, at least 214 passengers boarding or alighting would need to board or alight along the route deviation (17.9 hours divided by 5 minutes). The 116 passenger-trips using the deviation would therefore not meet the CTA route-deviation standard.

# Ease of Use

The ease-of-use standard generally includes measures of several service and physical characteristics. These include the extent of clock-face headways, which make the service schedule easy to remember, the extent to which routes run consistently throughout the day with minimum variations, the use of new technology to provide online access to schedules and real-time information on the service schedule by location, the use of simple fare collection methods such as passes and payment by credit cards, and the extent of the information or training provided to new users to help them learn how to use the transit system.

Table 24 shows the percentage of MBTA bus route headways at various clock-face times (those that can be divided evenly into or by one hour). <sup>16</sup> Routes with headways equal to or less than 10 minutes (assumed for walk-up service, where riders are less likely to consult a schedule given the small headway) make up the greatest percentage of all route headways in the AM and PM peak periods; these are not considered clock-face routes, even if their headway is divisible into 60 minutes. Routes with clock-face headways greater than 10 minutes range from 25 percent to 30 percent of all routes over various time periods. Routes without clock-face headways that are also greater than 10 minutes make up between 56 percent and 75 percent of all routes over various time periods.

In terms of minimizing variations, the ratio of route variations to general routes can provide some indication of the extent of consistent routing. For all MBTA directly-operated bus routes, this ratio is predictably the highest on weekdays, at 283 percent. The ratio falls to 170 percent on Saturday and 144 percent on Sunday.

.

<sup>&</sup>lt;sup>16</sup> Data from MBTA Line Statistics, fall 2010 quarter.

Table 24
Percentage of MBTA Routes by Headway

Headway (minutes)	AM Peak	AM Base	PM Base	PM Peak	Late	Sat. Peak	Sun. Peak
15	4%	0%	3%	5%	1%	2%	2%
20	8%	3%	4%	11%	4%	3%	2%
30	15%	12%	9%	11%	6%	9%	3%
60	2%	14%	12%	3%	14%	15%	17%
120	0%	0%	0%	0%	0%	0%	1%
Total	29%	29%	29%	30%	25%	28%	25%
≤10	15%	2%	5%	12%	0%	3%	1%

Currently, schedules and real-time information are available for all directly-operated MBTA bus routes and heavy rail lines via the internet and several smartphone applications. Passengers can use the applications to view the locations of transit vehicles or obtain stopbased predictions for transit vehicles' arrival times based on real-time data. In terms of fare payment, the automated-fare-collection (AFC) system provides information about how passengers paid for and used their fares and passes. For instance, the extent to which riders are using passes is generally indicative of a simpler fare collection operation, as customers will not need to repeatedly visit fare-vending machines (FVMs) to add stored value or insert cash into an onboard farebox. Table 25 shows the percentages of state fiscal year (SFY) 2010 MBTA passenger-trips using pay-per-ride or passes for different modal categories. 17 Subway stations have the highest percentage of pass use, while surface light rail (surface Green Line routes and the Mattapan High-Speed Line) have the highest percentage of pay-perride use. Another potential measure of ease of use with regard to fare payment is the extent to which credit cards are used versus cash at FVMs, since FVM sales make up 45 percent of all unit sales and 71 percent of all AFC unit sales. As an example, in June 2010, credit card transactions at FVMs accounted for 40.8 percent of the FVM total. 18

It would be difficult to measure the extent of information or training provided to new users in a quantitative manner. Furthermore, as seen

.

<sup>&</sup>lt;sup>17</sup> Data from the MBTA's AFC database.

<sup>&</sup>lt;sup>18</sup> Data from the MBTA Revenue Department.

Table 25
Percentage of Pay-per-Ride and Pass Trips by MBTA Mode

Mode	Pay-per-Ride	Pass
Bus	43%	57%
Surface Light Rail	49%	51%
Subway	39%	61%
Total	42%	58%

above, while quantitative measurements could be used to define other ease-of-use standards, this aspect of service is perhaps better considered a guideline, as it would be difficult to explicitly define a standard for the ratio of route variations to general route numbers, or the percentage of routes with clock-face headways, or the percentage of pass trip interactions. Each of the measures could be collected, summarized, and compared year to year, but as they are all generally objectives to which the MBTA could aspire to do better, using them as goals may be preferable.

# Number of Transfers and Transfer Waiting Time

Standards for the number of transfers and the transfer waiting time may include several different metrics. While none of the profiled peer agencies included such standards, it is possible to conceive a standard for an average of the number of transfers that riders traveling systemwide or by route could be expected to take. The potential to measure the extent of transferring exists with the AFC system, and a transfer study could summarize the number and percentages of transfers to and from each bus route and rapid transit station.

Additionally, a standard could be established for an average waiting time based on scheduled headways, assumptions (such as those used in the MBTA's schedule-adherence standard) as to how early passengers typically arrive at a transit stop, and data on actual travel times. Average transfer waiting times could also be calculated, using a matrix of transfer numbers from AFC transfer study data.

With regard to the transfer standard, routes for which passengers exceed the standard average number of transfers would potentially be candidates for new, more-direct routes. A general waiting-time standard would likely point out issues similar to those indicated by the schedule-adherence standard. However, a standard that is set for transfer waiting time could reveal opportunities for better transit connections. While it does not appear that a general waiting-time standard offers any additional value over that of the schedule-adherence standard, a

transfer-waiting-time standard may be useful, as may a transfer standard, in pointing out situations where a more direct service may reduce the need for transfers.

# Summary of Recommendations for Route-Structure Standards

For standards and guidelines that relate to route structure, the following possible changes to the MBTA's Service Delivery Policy should be considered:

- Maintain the distance-to-nearest-transit metric used for the coverage standard but consider introducing a range of coverage standards both greater and less than the current MBTA standard that corresponds to a range of population-density levels.
- Consider adopting a minimum-distance-between-stops metric for a stop-spacing standard and guidelines for stop location.
- Consider adopting a general guideline stating that transit services will not compete with each other.
- Consider adopting a general guideline to minimize route travel times whenever possible.
- Consider adopting a maximum ratio of transit travel time to auto travel time as a directness-of-travel standard. Consider analyzing the increase in through-passenger travel time per passenger using a route deviation as part of a route-deviation standard.
- Consider adopting a set of general guidelines for improving ease of use.
- Consider adopting a maximum-average-number-of-transfers and a maximum-transfer-waiting-time metric for transfer standards.

#### 2.3.2 Service Provision

# Span of Service

The metric used to evaluate the span of service for the MBTA and the peer agencies included in this analysis is typically a range of hours (with the beginning and ending hours noted). Some of the profiled peer agencies only require a certain number of hours of operation, but do not specify the times at which service should begin and end. Agencies usually require different span-of-service standards depending on the day and the service class. Most standards require service between 7:00 AM and 8:00 PM or the equivalent number of hours, and many require service until midnight or later.

The choice of the metric used to evaluate the span of service depends on a balance of flexibility for the transit agency in terms of when to provide service and usefulness for customers in terms of scheduling their trip. A standard that sets the beginning and ending hours provides no flexibility. A route must provide service even if there is no potential demand, or service could end despite a demonstrated demand. A standard that sets the number of hours of operation permits flexibility with regard to when to provide the service. However, this metric does not provide customers with a clear sense of when service will and will not be offered. In practice, both of these metrics likely represent exactly the same span of service and can be used interchangeably. Stating the beginning and ending hours does provide customers with a better sense of when service is actually offered, however, and is probably more useful to customers. The MBTA's span-of-service standard does allow for service to be extended at either end of the day, based on demand. Therefore, it is recommended that the MBTA keep its existing minimum span-of-service standard.

According to the MBTA's 2008 Service Plan, 19 directly-operated weekday MBTA bus routes, composing 11 percent of all service, failed the span-of-service standard. On Saturdays and Sundays, only one bus route failed the span-of-service standard. Table 26 lists the routes that failed the standard. As seen in the table, most routes that failed the span-of-service standard are express/commuter routes that primarily serve work-based trips and have a span-of-service requirement of 7:00 AM to 9:00 AM and 4:00 PM to 6:30 PM. For several of these routes, the failure to meet the span-of-service standard is caused when the last AM peak trip departs before 9:00 AM or the first PM peak trip departs after 4:00 PM.

#### Frequency of Service

The metric commonly used to evaluate frequency of service for the MBTA and the peer agencies included in this analysis is a maximum headway. Headway represents the number of minutes between transit vehicles. Frequency represents the number of transit vehicles per some defined time period. Therefore, a headway of 10 minutes would equate to a frequency of six vehicles per hour. The maximum headway for most peer agencies is 10 minutes or less for peak-period rapid transit service. Higher headway standards are typically set for other time periods and service classes. Some commuter modes use a frequency metric of the number of trips during the peak periods.

Table 26
MBTA Bus Routes Failing the 2008 Span-of-Service Standard

Bus Route Number and Description	Weekday	Saturday	Sunday
4: North Station – World Trade Center	Х		
5: City Point – McCormack Housing	Х		
18: Ashmont Station – Andrew Station	X		
70A: North Waltham – University Park	X		
75: Belmont Center – Harvard Station	Χ		
121: Wood Island Station – Maverick Station	Χ		
170: Oak Park – Dudley Station	X		
171: Logan Airport – Dudley Station	X	Χ	Χ
210: Quincy Center Station – North Quincy Station or Fields Corner Station	X		
221: Quincy Center Station – Fort Point	X		
325: Elm Street – Haymarket Station	Χ		
355: Mishawum Station – State Station	Χ		
424: Eastern and Essex – Haymarket Station or Wonderland Station	X		
434: Peabody – Haymarket Station	Χ		
436: Danvers Square - Central Square, Lynn	Χ		
448: Marblehead – Downtown Crossing via Paradise Road	X		
449: Marblehead – Downtown Crossing via Humphrey Street	Х		
468: Danvers Square – Salem Depot	Χ		

Some of the profiled peer agencies use a range of frequencies that correspond to a range of passenger flows. The corresponding standards can then be used to proactively identify routes with frequencies that may need to be adjusted to account for changes in demand. The MBTA does not currently differentiate its headway standards to the level that some other agencies do, preferring instead to set the headway levels for general service classes and offer a minimum level of service regardless of demand. However, while the existing frequency standards may be appropriate for MBTA rapid transit modes, comparing bus passenger flows to the scheduled frequencies may help the MBTA to proactively identify opportunities to increase or decrease bus headways. Resulting guidelines for frequency of service could be developed as a result of this comparison. For instance, Figures 4 and 5 demonstrate how passenger flow generally correlates with trip frequency throughout the day for Route 66. 19

<sup>&</sup>lt;sup>19</sup> Data from CTPS ridecheck, fall 2009 quarter.

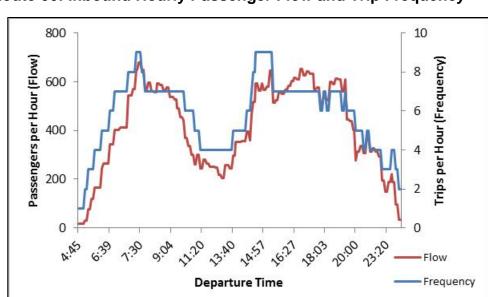
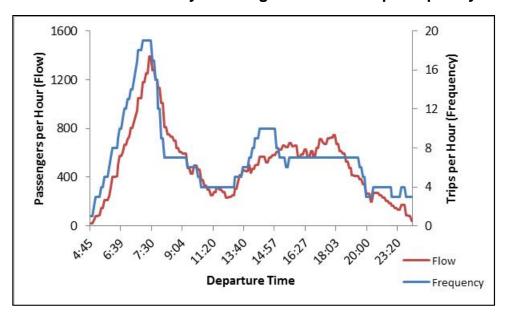


Figure 4
Route 66: Inbound Hourly Passenger Flow and Trip Frequency

Figure 5
Route 66: Outbound Hourly Passenger Flow and Trip Frequency



According to the 2008 Service Plan, 48 directly operated weekday MBTA bus routes, composing 27 percent of all service, failed the frequency-of-service standard. On Saturday, the number of failing routes dropped to 18, or 13 percent, and on Sunday, the failing number was 25, or 24 percent. Table 27 lists these routes.

Table 27
MBTA Bus Routes Failing the 2008 Frequency Standard

Bus Route Number and Description	Weekday	Saturday	Sunday
1: Harvard Square – Dudley Station via Mass. Avenue			Х
5: City Point – McCormack Housing	Χ	Χ	
14: Roslindale Square – Heath Street Loop	Χ		
15: Kane Square – Ruggles Station	X	X	
18: Ashmont Station – Andrew Station	X		
28: Mattapan Station – Ruggles Station			X
33: River and Milton Streets – Mattapan Station	X		
35: Dedham Mall – Forest Hills Station			X
38: Wren Street – Forest Hills Station	X		
52: Dedham Mall – Watertown Yard	X	X	
57: Watertown Yard – Kenmore Station			X
59: Needham Junction – Watertown Square		X	X
60: Chestnut Hill – Kenmore Station			X
62: Bedford V.A. Hospital – Alewife Station	X		
62/76: Bedford V.A. Hospital – Alewife Station via Hanscom		X	
66: Harvard Square – Dudley Station via Brookline	X	X	X
70: Cedarwood – Central Square Cambridge			X
70A: No. Waltham – University Pk., Cambridge	X	X	
74: Belmont Center – Harvard Station via Concord Avenue	X	X	
75: Belmont Center – Harvard Station via Fresh Pond Parkway	X		
76: Hanscom Air Force Base – Alewife Station	X		
78: Arlmont Village – Harvard Station		X	
35: Spring Hill – Kendal MIT Station	X		
36: Sullivan Station – Cleveland Circle			Χ
90: Davis Square Station – Wellington Station	X		
94: Medford Square – Davis Square Station	X		
99: Boston Reg. Med. Center Stoneham – Wellington Station	X		
100: Elm Street – Wellington Station	X		
101: Malden Station – Sullivan Station via Medford Square		X	X
104: Malden Station – Sullivan Station via Ferry Street			X
105: Malden Station – Sullivan Station via Main Street	X	X	
112: Wellington Station – Wood Island Station	X		Χ
119: Northgate Shopping Center – Beachmont Station	X		
132: Redstone Shopping Center – Malden Station	Χ	X	
134: No. Woburn – Wellington Station			Χ
136: Reading Depot – Malden Station via Lakeside	Χ		
137: Reading Depot – Malden Station via North Avenue	Χ		
170: Oak Park – Dudley Station	X		
171: Logan Airport – Dudley Station	Χ	Χ	Χ
211: Quincy Center Station – Squantum			Χ
212: Quincy Center Station – North Quincy Station		Χ	
215: Quincy Center Station – Ashmont Station	X		
221: Quincy Center Station – Fort Point	Χ		
230: Quincy Center Station – Montello Station	Χ		Χ
236: Quincy Center Station – South Shore Plaza	Χ	Χ	
238: Quincy Center Station – Holbrook/Randolph Comm. Rail Station			Χ
240: Avon Line – Ashmont Station	X		Χ
245: Quincy Center Station – Mattapan Station	X	X	Χ
350: North Burlington – Alewife Station	X		Χ
B55: Mishawum Station – State Street	Х		
111: Malden Station – Revere/Jack Satter House	X		
429: Northgate Shopping Center – Central Square Lynn	X		
430: Saugus, Appleton Street – Malden Station	Х		
131: Neptune Towers – Central Square Lynn	X		Х
134: Peabody – Haymarket Station	X		
l35: Liberty Tree Mall – Central Square Lynn	X		Х
436: Danvers Square – Central Square, Lynn	X		X
142: Marblehead – Haymarket Station or Wonderland Station			X
450: Salem Depot – Haymarket Station or Wonderland Station			X
451: North Beverly – Salem Depot	X		
456: Salem Depot – Central Square, Lynn	X		
165: Liberty Tree Mall – Salem Depot	X		
TOO. LIDEITY LIEE MAII — CAICITI DEPUT	X		
·			
168: Danvers Square – Salem Depot		V	
168: Danvers Square – Salem Depot 553: Roberts – Federal and Franklin Streets 554: Waverly Square – Federal and Franklin Streets	X	X	

This page left intentionally blank.

#### Schedule Adherence

The metric most commonly used to evaluate schedule adherence for the MBTA and the peer agencies included in this analysis is an absolute number of late minutes. For most profiled agencies, the acceptable number of late minutes ranges between 0 and 6 minutes for origins and 0 and 7 minutes for midpoints, and trips are considered on-time if they arrive at destinations between 3 minutes early and 5 minutes late. Some agencies only consider schedule adherence at the origin and not at midpoints or the destination. The MBTA is the only agency that uses a standard based on the scheduled headway (greater or less than 10 minutes) or running time. A typical part of any schedule-adherence evaluation is also a route standard that requires a certain percentage of timepoints or trips to meet the on-time standard. This percentage is generally lower for local bus and higher for rapid transit.

Schedule-adherence standards evaluate reliability. This is commonly the most important service characteristic identified by passengers when ranking service qualities. The measurement of on-time performance across the entire route—not only at the origin timepoint but also at midroute timepoints and the destination timepoint—is therefore likely to be more useful to and relevant for customers. This is the reason that the MBTA includes all timepoints, not just the origin and destination, in its analysis of schedule adherence. However, for transit services that run more frequently, customers generally care more about buses maintaining a constant headway than remaining on schedule.

According to the 2008 Service Plan, the average weekday timepoint ontime percentage weighted across all directly-operated MBTA bus routes by each route's respective average weekday daily ridership was 59.1 percent. Only six bus routes, or 3 percent of all routes, met the route-level schedule-adherence standard that 75 percent of timepoints adhere to the on-time standards. On Saturdays, the timepoint on-time percentage increased to 61.5 percent, and eight bus routes, or 6 percent of all routes, met the route-level schedule-adherence standard. On Sundays, the timepoint on-time percentage further increased, to 63.5 percent, and 17 bus routes, or 16 percent of all routes, met the route-level schedule-adherence standard. Table 28 lists these routes. The Silver Line Washington Street is the only bus route that meets the schedule-adherence standard on all days of the week.

Table 28
MBTA Bus Routes Failing the 2008 Schedule-Adherence Standard

Bus Route Number and Description	Weekday	Saturday	Sunday
7: City Point – Otis and Summer Streets	Х		
17: Fields Corner Station – Andrew Station			Χ
18: Ashmont Station – Andrew Station			Χ
24: Wakefield Avenue – Mattapan/Ashmont Station			Χ
37/38: Baker and Vermont – Forest Hills Station		Χ	
38: Wren Street – Forest Hills Station		Χ	
51: Cleveland Circle – Forest Hills Station		Χ	
57: Watertown Yard – Kenmore Station		Χ	
72/75: Belmont Ctr. – Harvard Station via Huron		Χ	Χ
75: Belmont Ctr. – Harvard Sta. via Fresh Pond Pkwy.		Χ	
85: Spring Hill – Kendal MIT Station	Χ		
88: Clarendon Hill – Lechmere Station via Highland			Χ
99: Boston Reg. Med. Ctr. – Wellington Station			Χ
105: Malden Station – Sullivan Station via Main St.			Χ
106: Franklin Sq./Lebanon St. Loop – Wellington Sta.			Χ
108: Linden Square – Wellington Station		X	
110: Wonderland Station – Wellington Station			Χ
136: Reading Depot – Malden Station via Lakeside			Χ
137: Reading Depot – Malden Station via North Ave.			Χ
210: Quincy Ctr. Sta. – No. Quincy/Fields Corner Sta.			Χ
211: Quincy Ctr. Station – Squantum			Χ
502: Watertown Yard – Copley Square	X		
741 Silver Line 1: Logan Airport – South Station	X		Χ
742 Silver Line 2: BMIP – South Station	Χ		Χ
749 Silver Line 5: Dudley Sta Downtown	Χ	Χ	Χ

Obviously, the MBTA's schedule-adherence standard, as currently formulated, is difficult to meet. While the inclusion of all timepoints in the analysis of on-time performance does ensure the consistent application of the schedule-adherence standard across the entire route (the origin, destination, and all mid-route timepoints), this consistency is itself difficult to achieve. In particular, the inclusion of multiple mid-route timepoints, which have a more stringent timepoint on-time standard than the origin or destination, make the achievement of the route-level schedule-adherence standard more difficult.<sup>20</sup> In essence, therefore, the

\_

Origin timepoints have a three-minute on-time window and may not be early; however, the on-time standard for origins is the easiest to meet, given the recovery time allocated to bus routes. Destination timepoints have an eight-minute on-time window and may be early,

large number of failures to meet the schedule-adherence standard is due to the large number of timepoints. The resulting percentages of failure more accurately reflect schedule adherence on a timepoint basis. Applying the schedule-adherence standard at only major timepoints would provide a more accurate representation of on-time performance on a route basis. In addition, the 2008 Service Plan reports the timepoint on-time percentage for all routes instead of whether the routes pass or fail the schedule-adherence standard. In this way, the relative performance of routes can be determined, and routes with greater on-time problems can be identified. The schedule-adherence standard could be made more useful for planning purposes if it included a range of percentages of meeting the route-level standard. For instance, while only 3 percent of routes met the existing route-level standard that 75 percent of timepoints adhere to the on-time standards, if the standard were changed to 65 percent, the routes meeting the standard would increase to 27 percent. On the other end, 17 percent of routes have less than 50 percent of timepoints that meet the on-time standard. A schedule-adherence standard using several different routelevel standards could better identify the routes with the worst on-time performance.

### **Service Delivery**

Only one of the profiled peer agencies, SFMTA, has a service delivery standard. The metric associated with this standard is a minimum percentage of scheduled service hours that are actually delivered. The agency's goal is to deliver a minimum of 99.0 percent of the scheduled service hours in the AM and PM peak periods and 98.5 percent at all other times. In effect, this standard measures the extent of dropped trips due to any reason. A similar standard would set a maximum percentage of dropped trips.

The MBTA regularly reports via its online ScoreCard the percentage of dropped trips, but does not have a dropped-trip standard. Establishing a standard for service delivery—either in terms of the percentage of service hours delivered or the percentage of dropped trips—would help the MBTA communicate to the public the expected level of dropped service as well as to proactively identify routes with problems.

while mid-route timepoints have a seven-minute on-time window and may not be early. Therefore, of the three types of timepoints, the on-time standard for mid-route timepoints is the most difficult to meet.

Figure 6 shows the percentages of scheduled MBTA service operated for the four rapid transit lines and all buses over a four-month period. As seen in the figure, only the Green Line delivered at least 100 percent of scheduled service in each month of the time period.

102% Percent of Scheduled Service Operated 101% Blue Line 100% Green Line Orange Line 99% Red Line -Buses 98% 97% Jun-10 Jul-10 Aug-10 Sep-10

Figure 6
Percent of Scheduled Service Operated by MBTA Mode,
June 2010 through September 2010

### Service Failure

Only one of the profiled peer agencies, SFMTA, has a service failure standard. The metric associated with this standard is a minimum distance, averaged by mode, between vehicle failures. The agency's goal is to have an average minimum of 5,000 miles for light rail and 3,400 miles for motor coaches between failures. This standard measures one of the potential reasons for a dropped trip. It also includes a safety element.

The MBTA collects data on service failures and has various goals for bus, commuter rail, and each rapid transit line for the average number of miles between failures. As with the service-delivery standard, establishing a standard for service-failure would help the MBTA communicate to the public the maximum acceptable level of vehicle failures as well as to proactively identify problems.

Figure 7 shows the average number of miles between MBTA service failures for the four rapid transit lines and all buses over a four-month period. As seen in the figure, the averages for the three heavy rail lines vary significantly by month, while the averages for the Green Line and

buses are more consistent from month to month. More failures usually occur in the summer months, due to failures of air conditioners. This may indicate that different reasons for failures should be classified in different ways.

60,000 50,000 Miles between Failures 40,000 Blue Line Green Line 30,000 Orange Line Red Line 20,000 Buses 10,000 Jun-10 Jul-10 Aug-10 Sep-10

Figure 7
Mean Miles between Failures by MBTA Mode,
June 2010 through September 2010

### Vacancy Rate and Vehicle Availability

Only one of the profiled peer agencies, SFMTA, has an employee vacancy-rate standard. The metric associated with this standard is a maximum vacancy rate for various service-critical positions. The agency's goal is to have a maximum quarterly vacancy rate of five percent for positions in transit operations, crafts, and maintenance. A similar measure would be vehicle availability, or whether there are enough vehicles available to run the service that is scheduled each day. Both of these standards measure possible reasons for a dropped trip.

The MBTA collects data on vehicle availability and sets a requirement for the number of vehicles that should be available for use. As with the service-failure standard, establishing a standard for vehicle availability would help the MBTA communicate to the public the expected level of dropped trips due to lack of vehicles, as well as to proactively identify services with problems.

Figure 8 shows the ratio of available daily vehicles to the number of vehicles required for the four rapid transit lines and all buses over a four-month period. As seen in the figure, only the Orange Line failed to

meet a 100-percent vehicle-availability ratio in some months of the time period.

Figure 8
Percent of Daily Vehicle Requirement by MBTA Mode,
June 2010 through September 2010

### **Accident and Incident Rate**

Only one of the profiled peer agencies, MDT, has a standard for accident and incident rates. The metric associated with this standard is a maximum rate of accidents and incidents. The agency's goal is to have a maximum rate of six per 100,000 vehicle-miles. This standard measures another reason for a dropped trip. It also includes a safety element.

The MBTA collects data on accidents and incidents. As with the service-failure standard, establishing a standard for the accident-and-incident rate would help the MBTA communicate to the public the expected level of dropped trips due to this reason, as well as to proactively identify routes with problems. It would also reinforce the perception that the MBTA has a culture of being concerned with safety.

Figure 9 shows the average number of accidents or incidents per 1,000 vehicle-miles traveled (VMT) for the four rapid transit lines and all buses over a five-month period. As seen in the figure, the rates for the Green Line and buses are generally higher than those for the three heavy rail lines. The rates for the heavy rail lines are also more consistent from month to month.

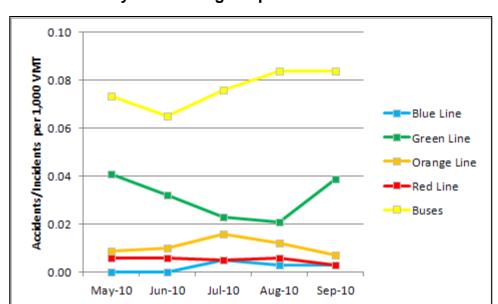


Figure 9
Accidents/Incidents per 1,000 Vehicle-Miles Traveled (VMT) by MBTA Mode,
May 2010 through September 2010

### **Passenger Complaints**

Only one of the profiled peer agencies, MDT, has a passenger-complaints standard. The metric associated with this standard is a maximum rate of complaints. A separate standard is set for each mode. The agency's goal for complaints is to have a maximum rate of 1.5 per 100,000 rail boardings, 11 per 100,000 boardings on bus, and two percent of all paratransit trips.

The MBTA collects data on passenger complaints. Unfortunately, complaints are subjective in nature, and this makes their categorization and summary difficult. However, to the extent that the MBTA already makes this effort for internal analysis, it might be possible to associate service-related complaints with individual routes or modes. The MBTA could determine the existing rate of passenger complaints and then decide whether setting a standard would be appropriate. Establishing a standard for the passenger-complaints rate would help the MBTA communicate to the public its awareness and consideration of passenger input. Such a standard would also help the MBTA better identify routes or trips that have problems that may not be identified by other service standards, such as those related to operator attitudes, fare collection, or obstruction of the passenger aisle.

Figure 10 shows the number of complaints for all buses and rapid transit lines over a six-month period. As seen in the figure, the bus

mode has, on average, more than three times the number of complaints per month compared to the rapid transit mode.

1,600
1,200
800
800
Rapid Transit

Figure 10
Number of Complaints by MBTA Mode, March 2010 through August 2010

Figure 11 shows the breakdown of complaints into various categories for the month of August 2010. A majority of bus complaints concerned MBTA employees, while the largest percentage of subway complaints concerned service.

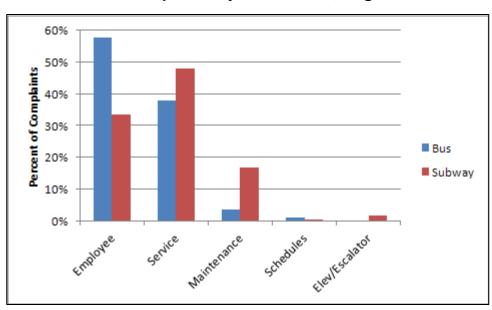


Figure 11
Breakdown of Complaints by MBTA Mode, August 2010

### Summary of Recommendations for Service-Provision Standards

For standards and guidelines that relate to service provision, the following possible changes to the MBTA's Service Delivery Policy should be considered:

- No change is recommended for the MBTA's span-of-service standard.
- Consider adopting general guidelines that associate a range of bus passenger flows with a range of minimum service frequencies.
- Consider only including major timepoints in the application of the MBTA's schedule-adherence standard. Also consider using a range of route-level schedule-adherence standards.
- Consider adopting either a percentage-of-service-hours-delivered or percentage-of-dropped-trips metric for a service-delivery standard.
- Consider adopting a miles-per-failure metric for a service-failure standard.
- Consider adopting vacancy-rate metrics associated with servicecritical positions for a vacancy-rate standard.
- Consider adopting a miles-per-accident/incident metric for an accident-and-incident standard.
- Consider adopting a complaints-per-boardings metric for a passenger-complaints standard.

# 2.3.3 Service Efficiency

Net Cost per Passenger, Cost-Effectiveness, and Passenger Productivity

The three service-efficiency standards used by the MBTA and the other peer agencies reviewed—net cost per passenger, cost-effectiveness, and passenger productivity—are all interrelated. Net cost per passenger is the ratio of operating costs, minus service revenue, to the number of passengers; cost-effectiveness is the ratio of service revenue to operating costs; passenger productivity is the ratio of the number of passengers to the amount of service (measured as the number of trips or revenue-hours). Deficient routes are determined by comparing the respective service-efficiency measure to an absolute standard or to a standard percentage of the average of other routes.

The three standards, despite using different metrics, do generally measure service efficiency in the same manner. For example, higher cost-effectiveness is generally associated with higher passenger productivity since greater service revenue is correlated with a greater number of passengers and greater operating costs are correlated with a greater amount of service. Net cost per passenger essentially combines cost-effectiveness and passenger productivity. A lower net cost per passenger is, therefore, associated with higher cost-effectiveness and higher passenger productivity.

Measuring service efficiency through any of these three measures is a useful tool for transit agencies when allocating resources. Services with high efficiency generally are candidates for providing more service or improving service quality. Services with low efficiency are often candidates for service restructuring or elimination. While service efficiency is undoubtedly an important evaluation tool in service planning, other service structure and provision standards may require the operation of certain services or levels of service that are not necessarily efficient.

The MBTA currently uses a net-cost-per-passenger standard to analyze all bus routes. As this standard essentially combines the cost-effectiveness and passenger-productivity measures, it does not appear that the MBTA needs to add any additional cost-efficiency standards for buses. However, there is no reason that similar cost calculations could not be performed for other modes.

According to the 2008 Service Plan, the average weekday net cost per passenger, weighted across all directly operated MBTA bus routes by each route's respective average weekday daily ridership, was \$1.59. Twenty bus routes, or 11 percent of all routes, failed the cost-effectiveness standard because their net cost per passenger exceeds three times this average. On Saturdays, the average net cost per passenger increased to \$1.64, and 25 bus routes, or 19 percent of all routes, failed the cost-effectiveness standard. On Sundays, the average net cost per passenger further increased, to \$1.82, and 11 bus routes, or 10 percent of all routes, failed the cost-effectiveness standard. Table 29 lists the routes that fail to meet the 2008 net-cost-per-passenger standard. Routes 78, 245, and 436 are the three bus routes that fail the cost-effectiveness standard on all days of the week.

Table 29
MBTA Bus Routes Failing the 2008 Net-Cost-per-Passenger Standard

Bus Route Number and Description	Weekday	Saturday	Sunday
5: City Point – McCormack Housing		X	
6: South Station – Haymarket Station	X		
8: Harbor Point/UMass – Kenmore Station			X
48: Centre and Eliot Streets – Jamaica Plain Loop	X	X	
52: Dedham Mall – Watertown Yard	X	X	
60: Chestnut Hill – Kenmore Station			X
62/76: Bedford V.A. Hosp. – Alewife Sta. via Hanscom		X	
74: Belmont Ctr. – Harvard Station via Concord Ave.		X	
76: Hanscom Air Force Base – Alewife Station	X		
78: Arlmont Village – Harvard Station	X	X	X
99: Boston Reg. Med. Ctr. – Wellington Station		X	X
100: Elm St. – Wellington Station		X	
132: Redstone Shopping Ctr. – Malden Station		X	
136: Reading Depot – Malden Station via Lakeside		X	
137: Reading Depot – Malden Station via North Ave.		X	
170: Oak Park – Dudley Station	Χ		
201/202: Fields Corner Station – Fields Corner Station		Χ	X
211: Quincy Ctr. Station – Squantum		Χ	X
212: Quincy Ctr. Station – No. Quincy Station		Χ	
216: Quincy Ctr. Station – Houghs Neck		X	
217: Wollaston Station – Ashmont Station	X		
222: Quincy Ctr. Station – East Weymouth		X	
230: Quincy Ctr. Station – Montello Sta.		X	X
245: Quincy Ctr. Station – Mattapan Sta.	X	X	X
275: Downtown Boston – Long Island Health Campus	X		
325: Elm St. – Haymarket Station	X		
350: North Burlington – Alewife Station			X
351: Oak Park – Alewife Station	X		
355: Mishawum Station – State Street	X		
431: Neptune Towers – Central Square, Lynn		X	X
435: Liberty Tree Mall – Central Square, Lynn	X		
436: Danvers Sq. – Central Square, Lynn	X	X	X
439: Bass Point Nahant - Central Square, Lynn	X		
448: Marblehead – Downtown Crossing	X		
451: North Beverly – Salem Depot		X	
465: Liberty Tree Mall – Salem Depot	Х	X	
468: Danvers Sq. – Salem Depot	Х		
500: Riverside Station – Federal and Franklin Streets	Х		
553: Roberts – Federal and Franklin Streets		X	
554: Waverly St. – Federal and Franklin Streets		X	
558: Auburndale – Federal and Franklin Streets	Х		

#### Vehicle Load

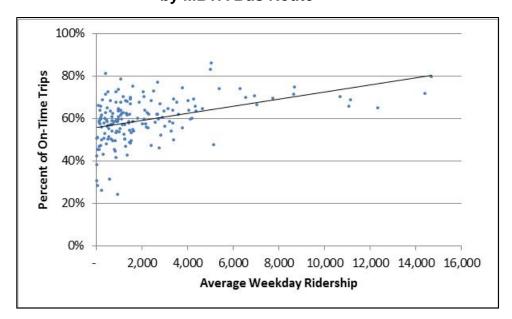
The metric used to evaluate vehicle load for the MBTA and the peer agencies included in this analysis is the ratio of passengers to seating capacity. Every one of the profiled peer agencies had a set of vehicle-load standards. Typically, these standards differed depending on the service class, day or time period, or location. Two agencies also included in their standards the maximum amount of time that passengers should be required to stand. Two agencies also used the scheduled headway to set the vehicle-load standard. The minimum standard for most peer agencies was 100 percent (no standing passengers) on certain commuter trips and during non-peak time periods. Bus peak-period vehicle-load ratios ranged from 120 percent to 180 percent. Rail peak-period vehicle-load ratios were much higher—as much as 334 percent on the #3 Red Line cars used by the MBTA.

The vehicle-load standard is partly a measure of passenger comfort. Less stringent standards permit a greater number of standing passengers and general passenger crowding. This typically decreases passenger comfort as personal space is limited and passengers sometimes must force themselves through a crowd to board or alight vehicles. Vehicle load is also tied to the amount of service provided. More stringent standards reduce the number of passengers per vehicle and require reduced headways and more vehicles. Therefore, while not an explicit measure of service efficiency, vehicle load does govern a key component—namely, the cost and resulting hours of operating a certain number of vehicles. Less stringent vehicle-load standards improve both the cost-effectiveness and productivity of transit. However, this comes at a cost of reduced passenger comfort and service quality. Service provision standards for minimum headways may also require correspondingly more stringent vehicle-load standards.

The MBTA already provides a detailed list of vehicle-load standards that depend on service class, time period, and location. However, the MBTA only uses one vehicle-load standard for all bus vehicle types despite differences in the available standing area. Crowding on low-floor and Silver Line Waterfront buses is not well identified by the existing vehicle-load standard of passengers per seated capacity due to lesser and greater amounts of standing area caused by narrow aisles and luggage racks, respectively. The MBTA could introduce separate vehicle-load standards for these two bus types, as it does for different rapid transit vehicle types. Alternatively, the MBTA could use a ratio of passengers to floor area as the standard and consistently apply it across all bus vehicle types.

Another potential change to the vehicle-load standard would be to link it with the schedule-adherence standard. Linking the two would prioritize providing on-time service to routes with a greater number of riders. However, as shown by Figure 12, routes with a greater average weekday ridership actually tend to have better schedule adherence than routes that average lower ridership. According to figures from the 2008 Service Plan, for every additional 1,000 average daily weekday riders, the percentage of trips adhering to the schedule increased by 1.7 percent. In addition, routes that failed the vehicle-load standard performed better, on average, with regard to schedule adherence, with 62.7 percent of trips running on time compared to 58.5 percent of trips on routes that met the vehicle-load standard. Finally, while prioritizing schedule adherence on routes that fail the vehicle-load standard would generally improve routes with greater ridership, this would only benefit 24 percent of riders, as 76 percent of riders use routes that meet the vehicle-load standard.

Figure 12
Average Weekday Ridership by Percent of On-Time Trips
by MBTA Bus Route



According to the 2008 Service Plan, 23 directly operated weekday MBTA bus routes, composing 13 percent of all service, failed the vehicle-load standard. On Saturdays, the number of failing routes dropped to 14, or 10 percent, and on Sundays, the failing number was 9, or 8 percent. Table 30 lists the failing routes.

Table 30
MBTA Bus Routes Failing the 2008 Vehicle-Load Standard

Bus Route Number and Description	Weekday	Saturday	Sunday
1: Harvard Square - Dudley Station via Mass. Avenue		X	Χ
16: Forest Hills Station – UMass		X	
19: Fields Corner Station – Ruggles/Kenmore Station	Χ		
21: Ashmont Station – Forest Hill Station	Χ		
23: Ashmont Station – Ruggles Station	Χ		
28: Mattapan Station – Ruggles Station	Χ	Χ	
34: Dedham Line – Forest Hills Station	Χ		
34E: Walpole – Forest Hills Station	Χ	Χ	X
40: Georgetowne – Forest Hills Station	Χ		
55: Queensberry Street – Park and Tremont Streets	Χ		
57: Watertown Yard – Kenmore Station	Χ		
66: Harvard Square – Dudley Station via Brookline		Χ	Χ
70: Cedarwood – Central Square, Cambridge	Χ	Χ	
73: Waverly Square – Harvard Station	Χ		X
87: Clarendon Hill – Lechmere Station	Χ		
89: Clarendon Hill/David Square – Sullivan Station			Χ
93: Sullivan Station – Downtown via Bunker Hill			Χ
104: Malden Station – Sullivan Station via Ferry Street		Χ	
109: Linden Square – Sullivan Station		Χ	
116: Wonderland Station – Maverick Sta. via Revere	Χ	Χ	X
117: Wonderland Station – Maverick Sta. via Beach	Χ	Χ	Χ
137: Reading Depot – Malden Station via North Ave.	Χ		
225: Quincy Ctr. Station – Weymouth Landing	Χ		
236: Quincy Ctr. Station – South Shore Plaza		Χ	
238: Quincy Ctr. Station – Holbrook/Randolph Station		Χ	
240: Avon Line – Ashmont Station	Χ		
441: Marblehead – Haymarket/Wonderland Station			
442: Marblehead – Haymarket/Wonderland Station	Χ		
450: Salem Depot – Haymarket/Wonderland Station	Χ		
701 CT1: Central Sq. – South End Med. Area	Χ		
741 Silver Line 1: Logan Airport – South Station	Χ	Χ	
742 Silver Line 2:BMIP – South Station	Χ		
743 Silver Line 3: City Point – South Station	Χ		
746 SL Waterfront: Silver Line Way – South Station			Χ

### **Summary of Recommendations for Service-Efficiency Standards**

For standards and guidelines that relate to service efficiency, the following possible change to the MBTA's Service Delivery Policy should be considered:

- No change is recommended for the MBTA's net-cost-perpassenger standard.
- Consider adopting different vehicle-load standards for different bus vehicle types or replace the standard for the ratio of passengers to seated capacity with a ratio of passengers to floor area that is consistent across all bus vehicle types.

### 2.3.4 Physical Infrastructure

### **Distribution of Revenue Equipment**

One of the profiled peer agencies has guidelines for the distribution of revenue equipment. The top priority is to ensure that all routes are accessible. Other guidelines concern the distribution of buses with air conditioning, the average age of buses, and the number of bus types at each garage.

Although the MBTA does not codify a requirement for air-conditioning in the Service Delivery Policy, it does require that all transit vehicles have air conditioning, and it has established a maximum allowable average age for the bus fleet. In addition, the MBTA has policies that govern how vehicles are assigned throughout the system. These policies vary by mode and are governed by various operational characteristics and constraints. Due to the nature of these policies, they do not have any quantifiable standards associated with them, and may change as fleets turn over.

MBTA vehicle assignment policies are described in the triennial Title VI report, through which the MBTA monitors compliance with Title VI of the Civil Rights Act of 1964. For Title VI monitoring, the MBTA evaluates bus vehicle assignment based on vehicle age and air conditioning operability, and evaluates rail vehicle assignment based only on age. Because the vehicle assignment policies and monitoring are documented in the MBTA's Title VI report, it does not appear necessary to incorporate them into the Service Delivery Policy.

### **Distribution of Transit Amenities**

As with distribution of revenue equipment, one of the profiled peer agencies has guidelines for the distribution of amenities such as benches, shelters, and trash cans. Priority is given to providing amenities at bus stops that have large numbers of passengers who board at the location, lengthy wait times between buses, a high percentage of transfer passengers, and a high percentage of seniors or people with disabilities.

The MBTA has an official policy that governs the placement of bus shelters throughout the system; however, it does not have placement policies for all transit amenities. As with vehicle assignment, the MBTA evaluates and documents the distribution of many amenities through Title VI monitoring and reporting. Therefore, it does not appear necessary for the MBTA to include these in its service standards.

# Summary of Recommendations for Physical-Infrastructure Standards

The MBTA already has guidelines and policies outside of its Service Delivery Policy that govern the distribution of equipment and amenities. These are documented and monitored as part of the MBTA's Title VI reporting; therefore, no changes to the Service Delivery Policy's standards are recommended.

# 2.4 Summary of Review of Service Standards

Service standards are both a reflection of and a driving force behind service conditions and structure. While service standards are generally set at levels representing the minimum level of acceptable service, and therefore guide the design and provision of that service, they can also be used to measure performance and how well the service is functioning in relation to the standard. In turn, the analysis of service standards not only identifies poorly performing services, but also opportunities for improving services when the demand exists.

The MBTA's existing service standards, as described in its Service Delivery Policy, are: coverage, span of service, frequency of service, schedule adherence, vehicle load, and net cost per passenger. All of these standards are tailored to particular service characteristics that describe the MBTA as well as transit more generally. Characteristics such as service class and the day or time period are commonly used to differentiate the level of each standard. Other differentiating factors, such as the population density, passenger flow, and location, are also used for specific standards.

Other profiled peer agencies do use some additional service standards. These include standards concerning service structure for stop spacing, route travel time, directness of travel, etc. There are also standards concerning service provision for service delivery, miles between service failures, and passenger complaints. Similar to the service standard for net cost per passenger, some profiled peer agencies use measures similar to the MBTA's, such as cost-effectiveness or passenger productivity. Finally, a few profiled peer agencies also have general

guidelines for the distribution of physical infrastructure, such as bus types, air conditioning, benches, shelters, etc.

While the MBTA's existing service standards do provide a comprehensive evaluation of service structure, provision, and efficiency, there may be some slight modifications to the existing standards, as well as the adoption of some potentially new standards, that may be useful. With regard to existing standards, the coverage standard uses a population-density threshold over which a minimum-distance-to-transit standard is applied. Creating a range of density categories, with a corresponding range in the minimum-distance-to-transit standard, might provide a more consistent level of service across areas with similar population densities. Similarly, adopting general guidelines that associate a range of bus passenger flows with a range of service frequencies could provide a more consistent level of service for bus routes with similar levels of demand. No other changes are recommended for the existing service standards.

As for potentially new standards, one of the policy objectives stated by the Service Delivery Policy is the establishment of service objectives that define the key performance characteristics of quality transit services. However, there are only a few used by the profiled peer agencies that appear to be potentially useful to the MBTA. A stopspacing standard that establishes a minimum distance between stops would provide a standard to which the MBTA could point when restructuring the stop locations of various routes. A directness-of-travel standard would compare the in-vehicle transit travel time to that of a private automobile and establish a minimum ratio. This could help the MBTA target routes or route segments for which significant delays are caused by non-traffic factors. An adjustment to this metric could also be used to evaluate the effectiveness of route deviations. A transfer standard that establishes a maximum average number of transfers for each bus route or rapid transit station could identify particular groups of passengers who may be candidates for receiving direct service with no required transfers. Finally, various standards relating to service delivery, such as the percentage of service hours delivered, the percentage of dropped trips, miles per service failure, miles per accident or incident, and the vacancy rate, would likely only formalize policies that the MBTA already has. Several other guidelines and/or standards used by the profiled peer agencies for employee vacancy rates, passenger complaints, ease of use, and the distribution of revenue equipment and transit amenities could be used as guidelines by the MBTA. These guidelines would state general policies but would not establish strict standards.

As changes are considered to the structure and amount of MBTA core service, the resulting service concepts will consider the standards described in this chapter. Indeed, the rationale behind several of the concepts will draw from particular emphasis on one or several of these service standards. A long-range vision for MBTA core service may emphasize certain standards over others, but since each of these standards represents an important element of transit service, they will all be considered.



# ■ Identify Transit Markets

This chapter presents an evaluation of ridership trends on existing MBTA services, existing and forecasted residential and employment population densities and transit dependency, predicted changes in neighborhood-to-neighborhood trip flows, and an analysis of neighborhood-to-neighborhood transit-trip costs.

# 3.1 MBTA Ridership Trends

This section examines the change in recorded MBTA bus and rapid transit ridership over approximately 10 years using data largely from the MBTA Blue Book and presents 2030 projections from the Boston Region MPO travel demand model. Note that the projections assume no limits on the capacity of buses, rail cars, or parking lots.

### 3.1.1 Red Line

Figure 13 presents a map of the rail rapid transit system, including the Red Line. Table 30 shows the average weekday station entries for all Red Line stations. Three figures are presented for each station: a 1997 count and a 2009 count from the 2009 MBTA Blue Book, and a projected 2030 count based on ridership change rates from the regional travel demand model set. Most Red Line stations experienced a doubledigit percentage growth in ridership from 1997 to 2009 and even greater increases are projected from 2009 to 2030. All stations in the Cambridge section of the Red Line had ridership increases from 1997 to 2009, though the three largest percentage increases were for Charles/MGH, Shawmut, and Braintree stations. The largest absolute increase occurred for Central Station. Only five stations experienced a decline in ridership. Overall, ridership increased on the entire Red Line from 1997 to 2009 by 10 percent. Between 2009 and 2030, all stations are projected to have ridership increases. The largest projected percentage increases are for Broadway and Central stations, while the largest projected absolute increases are for South Station and Central



Station. The entire Red Line ridership is projected to increase from 2009 to 2030 by 31 percent.

Table 30
Red Line Station Entries (Typical Weekday)

Station	4007	2000	1997-2009	Projected	2009-2030
Station	1997	2009	% Change	2030	% Change
Alewife	9,409	10,657	+13%	12,885	+21%
Davis	10,695	11,628	+9%	14,778	+27%
Porter	7,355	8,552	+16%	10,913	+28%
Harvard	20,212	21,868	+8%	25,991	+19%
Central	11,736	14,531	+24%	22,723	+56%
Kendall/MIT	11,214	13,975	+25%	19,129	+37%
Charles/MGH	7,855	10,615	+35%	15,634	+47%
Park Street	6,535	8,237	+26%	9,958	+21%
Downtown Crossing	12,381	11,746	-5%	15,586	+33%
South Station	20,778	20,647	-1%	29,937	+45%
Broadway	3,742	4,200	+12%	7,134	+70%
Andrew	4,646	5,586	+20%	7,681	+38%
JFK/UMass	7,561	7,834	+4%	10,468	+34%
Savin Hill	1,769	1,863	+5%	2,717	+46%
Fields Corner	4,697	4,152	-12%	4,946	+19%
Shawmut	1,745	2,241	+28%	3,274	+46%
Ashmont	8,536	6,019	-29%	6,450	+7%
North Quincy	5,955	7,132	+20%	8,300	+16%
Wollaston	4,269	4,347	+2%	4,587	+6%
Quincy Center	6,426	7,913	+23%	8,656	+9%
Quincy Adams	4,477	4,383	-2%	6,297	+44%
Braintree	3,424	4,387	+28%	4,821	+10%
Total	175,417	192,513	+10%	252,864	+31%

### 3.1.2 Orange Line

Fig Figure 13 presents a map of the rail rapid transit system, including the Orange Line. Table 31 shows the average weekday station entries for all Orange Line stations. Three figures are presented for each station: a 1997 count and a 2009 count from the 2009 MBTA Blue Book, and a projected 2030 count based on ridership change rates from the regional travel demand model set. Just over half of the Orange Line stations experienced growth in ridership from 1997 to 2009, while ridership increases are projected for all stations from 2009 to 2030. Ridership increases from 1997 to 2009 were interspersed throughout the Orange Line, with the three largest percentage increases occurring

101

at Chinatown, Haymarket, and Stony Brook stations. The largest absolute increase occurred for Chinatown Station. Of the nine stations that experienced a decline in ridership, both the largest percentage and absolute decrease occurred at State Station. Overall, ridership increased on the entire Orange Line from 1997 to 2009 by less than 0.1 percent. The largest projected percentage increases are for Chinatown and Stony Brook stations, while the largest projected absolute increases are for Chinatown and Downtown Crossing stations. The entire Orange Line ridership is projected to increase from 2009 to 2030 by 13 percent.

Table 31
Orange Line Station Entries (Typical Weekday)

Station	1997	2009	1997-2009 % Change	Projected 2030	2009-2030 % Change
Oak Grove	4,582	5,994	+31%	6,566	+10%
Malden	10,335	11,258	+9%	12,696	+13%
Wellington	7,078	7,464	+5%	8,081	+8%
Sullivan Square	8,667	9,004	+4%	10,272	+14%
Community College	3,663	3,695	+1%	4,334	+17%
North Station	8,312	8,210	-1%	9,335	+14%
Haymarket	4,162	6,019	+45%	6,604	+10%
State	11,249	7,323	-35%	8,455	+15%
Downtown Crossing	13,102	11,563	-12%	13,283	+15%
Chinatown	3,957	5,822	+47%	7,715	+33%
Tufts Medical Center	6,594	5,684	-14%	6,333	+11%
Back Bay	17,345	16,769	-3%	17,779	+6%
Massachusetts Avenue	5,261	5,248	>-1%	6,008	+14%
Ruggles	8,421	8,378	-1%	9,038	+8%
Roxbury Crossing	4,199	3,693	-12%	4,400	+19%
Jackson Square	4,810	4,968	+3%	6,151	+24%
Stony Brook	2,477	3,163	+28%	4,188	+32%
Green Street	3,387	3,229	-5%	3,650	+13%
Forest Hills	13,422	13,568	+1%	14,458	+7%
Total	141,023	141,052	<+1%	159,347	+13%

### 3.1.3 Blue Line

Figure 13 presents a map of the rail rapid transit system, including the Blue Line. Table 32 shows the average weekday station entries for all Blue Line stations. Three figures are presented for each station: a 1997 count and a 2009 count from the 2009 MBTA Blue Book, and a projected 2030 count based on ridership change rates from the regional

travel demand model set. Only four of the twelve Blue Line stations experienced growth in ridership from 1997 to 2009, while ridership increases are projected for all stations from 2009 to 2030. Ridership increases from 1997 to 2009 were interspersed throughout the Blue Line, with the three largest percentage increases occurring at Airport, Aquarium, and Revere Beach stations. The largest absolute increase occurred for Airport Station. Of the eight stations that experienced a decline in ridership, both the largest percentage and absolute decrease occurred at Wood Island Station. Despite the larger number of stations with ridership decreases, the total ridership on the entire Blue Line increased from 1997 to 2009 by 5 percent. The largest projected percentage increases are for Aquarium and Revere Beach stations, while the largest projected absolute increases are for Aquarium and Airport stations. The entire Blue Line ridership is projected to increase from 2009 to 2030 by 12 percent.

Table 32
Blue Line Station Entries (Typical Weekday)

Station	1997	2009	1997-2009 % Change	Projected 2030	2009-2030 % Change
Bowdoin	1,491	1,454	-2%	1,454	0%
Government Center	1,825	1,556	-15%	1,616	+4%
State	5,738	5,230	-9%	5,874	+12%
Aquarium	2,962	4,444	+50%	5,764	+30%
Maverick	8,801	8,134	-8%	8,799	+8%
Airport	4,557	6,901	+51%	7,676	+11%
Wood Island	2,245	1,450	-35%	1,497	+3%
Orient Heights	3,724	4,121	+11%	4,447	+8%
Suffolk Downs	1,025	794	-23%	902	+14%
Beachmont	2,190	1,936	-12%	2,005	+4%
Revere Beach	2,104	2,693	+28%	3,394	+26%
Wonderland	5,617	5,520	-2%	6,318	+14%
Total	42,279	44,233	+5%	49,746	+12%

# 3.1.4 Green Line Central Subway

Figure 13 presents a map of the rail rapid transit system, including the subway portion of the Green Line. <sup>21</sup> Table 33 shows the average

<sup>&</sup>lt;sup>21</sup> The Green Line "central subway" includes 13 stations: Lechmere, Science Park, North Station, Haymarket, Government Center, Park

weekday station entries for all Green Line central subway stations. Three figures are presented for each station: a 1997 count and a 2009 count from the 2009 MBTA Blue Book, and a projected 2030 count based on ridership change rates from the regional travel demand model set. Just over two-thirds of the Green Line subway stations experienced growth in ridership from 1997 to 2009, while ridership increases are projected for all stations from 2009 to 2030. Ridership increases from 1997 to 2009 were interspersed throughout the Green Line, with the three largest percentage increases occurring at Prudential, North, and Boylston stations. The largest absolute increase occurred for North Station. Of the four stations that experienced a decline in ridership, both the largest percentage and absolute decrease occurred at Government Center Station. Overall, ridership increased on all Green Line subway stations from 1997 to 2009 by 8 percent. The largest projected percentage increase is for Kenmore, followed by Boylston and Science Park stations, while the largest projected absolute increases are for Copley, Kenmore, and Park Street stations. The entire Green Line subway ridership is projected to increase from 2009 to 2030 by 28 percent.

Table 33
Green Line Subway Station Entries (Typical Weekday)

Station	1997	2009	1997-2009 % Change	Projected 2030	2009-2030 % Change
Lechmere	5,421	6,645	+23%	8,019	+21%
Science Park	1,360	1,179	-13%	1,591	+35%
North Station	4,906	8,491	+73%	10,528	+24%
Haymarket	4,465	5,204	+17%	6,011	+16%
Government Center	14,263	10,072	-29%	12,047	+20%
Park Street	10,445	11,169	+7%	14,681	+31%
Boylston	5,934	7,618	+28%	10,617	+39%
Arlington	8,970	8,378	-7%	10,938	+31%
Copley	13,777	13,500	-2%	17,573	+30%
Hynes	8,579	9,525	+11%	11,916	+25%
Kenmore	7,610	8,653	+14%	12,344	+43%
Prudential	1,446	3,732	+158%	4,491	+20%
Symphony	1,623	1,993	+23%	2,399	+20%
Total	88,799	96,159	+8%	123,155	+28%

Street, Boylston, Arlington, Copley, Prudential, Symphony, Hynes, and Kenmore.

### 3.1.5 Surface Light Rail

Figure 13 presents a map of the rail rapid transit system, including the Mattapan High-Speed Trolley and the surface portion of the Green Line. Table 34 shows the average weekday boarding totals for all surface light rail lines, including those of the Green Line and the Mattapan High-Speed Trolley. Three figures are presented for each line: a 1997 count and a 2009 count from the 2009 MBTA Blue Book, and a projected 2030 count based on ridership change rates from the regional travel demand model set. Three of the four Green Line surface branches experienced a percentage growth in ridership from 1997 to 2009 while the Mattapan Trolley experienced a ridership decline. The largest percentage and absolute increase occurred on the E branch. Despite its decline in ridership, the B branch remains the surface line with the highest ridership. Overall, ridership increased on all surface Green Lines from 1997 to 2009 by 5 percent. From 2009 to 2030, all surface lines are projected to experience ridership increases, and the largest projected percentage and absolute increases again occur on the E branch such that this branch has the second greatest ridership total after the B branch. The entire surface light rail ridership is projected to increase from 2009 to 2030 by 38 percent.

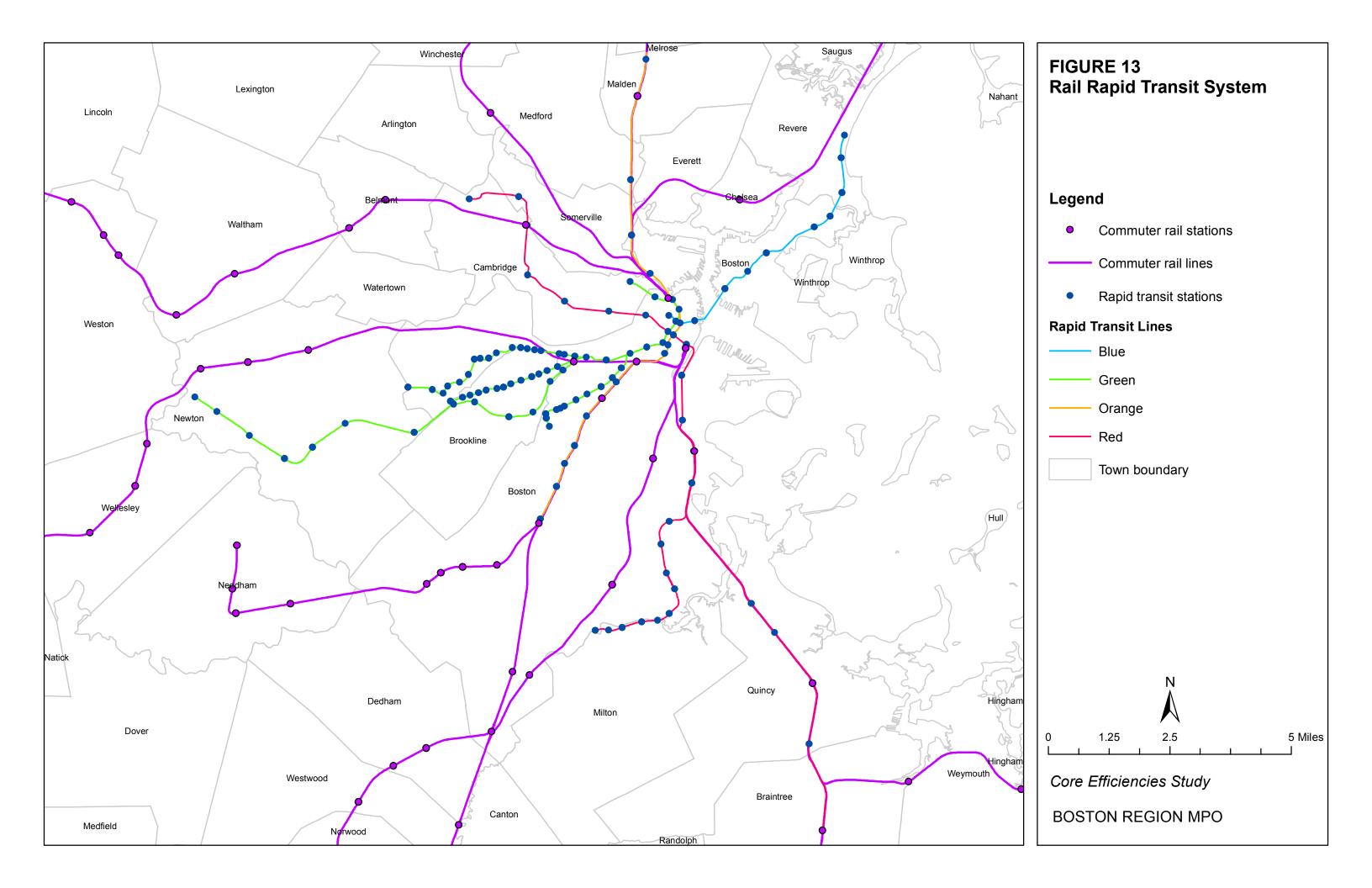
Table 34
Surface Green Line Boardings (Typical Weekday)

Station	1997	2009	1997-2009 % Change	Projected 2030	2009-2030 % Change
B (Boston College)	30,745	28,486	-7%	37,210	+31%
C (Cleveland Circle)	14,522	14,718	+1%	20,907	+42%
D (Riverside)	20,960	22,922	+9%	29,420	+28%
E (Heath Street)	14,647	19,149	+31%	30,813	+61%
Mattapan High-Speed Trolley	7,104	6,684	-6%	8,355	+25%
 Total	87,978	91,959	+5%	126,704	+38%

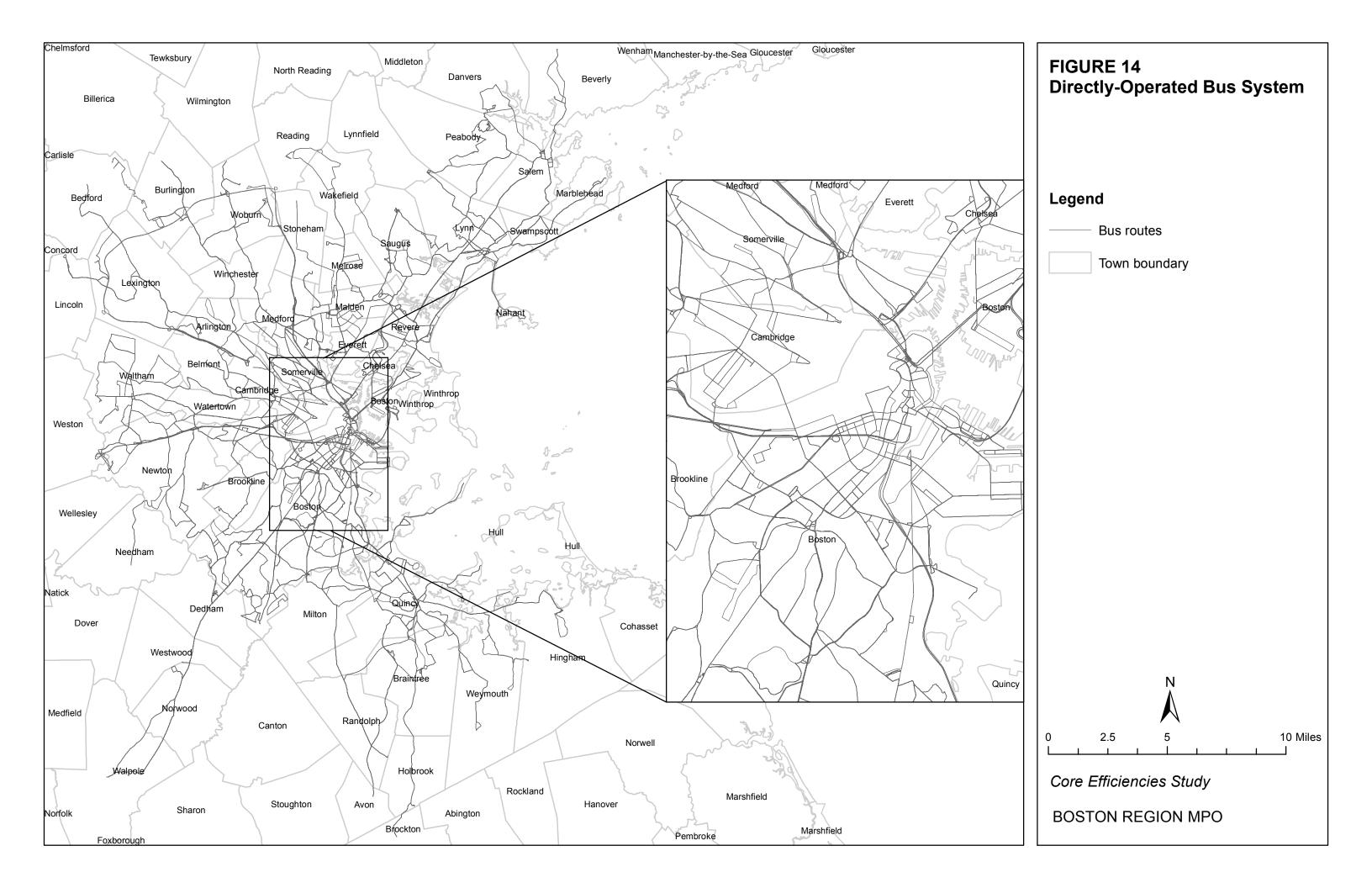
# 3.1.5 Directly-Operated Bus Routes

Figure 14 presents a map of the directly-operated bus system.<sup>22</sup> Table 35 shows the average weekday station entries for all directly-operated MBTA bus routes. Three figures are presented for each station:

<sup>&</sup>lt;sup>22</sup> "Directly-operated" refers to bus routes that the MBTA operates; that is, routes for which the MBTA does not contract with a private carrier to operate the service.



Page left intentionally blank.



# TABLE 35 Bus Route Boardings (Typical Weekday) Pre-2000, Pre-2010, and 2030 and Percent Change 2000-2010 and 2010-2030

		2000 1	to 2010	2010 1	to 2030			2000	to 2010	2010	to 2030
	Pre-	Pre-	Per.	•••	Per.	<b>.</b>	Pre-	Pre-	Per.		Per.
Route  1 (Harvard Sq Dudley Sta. via Mass. Ave.)	2000 12,557	2010 12,325	Chg.	2030 14,726	<b>Chg.</b> +19%	Route 110 (Wonderland Sta Wellington Sta.)	<b>2000</b> 2,513	2010	Chg5%	2030 2,863	Chg. +20%
4 (North Sta World Trade Ctr.)	148	314	+112%	572	+82%	111 (Woodlawn/Broadway & Park - Haymarket Sta.)	7,459	8,692	+17%	9,940	+14%
5 (City Point - McCormack Housing)	173	138	-20%	275	+99%	112 (Wellington Sta Wood Island Sta.)	1,338	1,213	-9%	1,328	+9%
7 (City Point - Otis & Summer Sts.) 8 (Harbor Point/UMass - Kenmore Sta.)	2,227 5,270	2,674 3,217	+20%	3,900 3,727	+46%	114 (Bellingham Sq Maverick Sta.) 116 (Wonderland Sta Maverick Sta. via Revere)	530 4,678	969 4,388	+83%	1,048 5,198	+8%
9 (City Point - Copley Sq. via Broadway Sta.)	4,116	4,245	+3%	4,840	+10%	117 (Wonderland Sta Maverick Sta. via Revere)	4,078	4,058	-5%	4,798	+18%
10 (City Point - Copley Sq. via B.C.H.)	3,546	2,936	-17%	3,395	+16%	119 (Northgate Shopping Ctr Beachmont Sta.)	1,072	784	-27%	921	+17%
11 (City Point - Downtown)	3,682	2,529	-31%	2,968	+17%	120 (Orient Heights Sta Maverick Sta.)	2,919	2,718	-7%	3,043	+12%
14 (Roslindale Sq Heath St. Loop) 15 (Kane Sq Ruggles Sta.)	964 6,995	1,291 6,951	+34%	1,708 8,367	+32%	121 (Wood Island Sta Maverick Sta.) 131 (Melrose Highlands - Malden Sta.)	318 541	384 629	+21%	494 743	+29% +18%
16 (Forest Hills Sta UMass)	4,333	4,350	<+1%	5,093	+17%	132 (Redstone Shopping Ctr Malden Sta.)	482	658	+37%	764	+16%
17 (Fields Corner Sta Andrew Sta.)	3,741	2,781	-26%	3,131	+13%	134 (North Woburn - Wellington Sta.)	1,605	2,164	+35%	2,453	+13%
18 (Ashmont Sta Andrew Sta.) 19 (Fields Corner Sta Ruggles or Kenmore Sta.)	1,903	740 3,376	+8% +77%	866 3,719	+17%	136 (Reading Depot - Malden Sta. via Lakeside) 137 (Reading Depot - Malden Sta. via North Ave.)	949 966	1,072 975	+13%	1,205 1,060	+12%
21 (Ashmont Sta Forest Hills Sta.)	3,739	4,444	+17%	5,637	+10%	170 (Oak Park - Dudley Sta.)	58	42	-28%	67	+59%
22 (Ashmont Sta Ruggles Sta. via Talbot Ave.)	8,334	7,047	-15%	8,238	+17%	171 (Logan Airport - Dudley Sta.)	n/a	38	n/a	61	+59%
23 (Ashmont Sta Ruggles Sta. via Washington St.)	11,701	11,142	-5%	12,819	+15%	201 (Fields Corner Sta. – Fields Corner Sta. via Neponset Ave.)	n/a	462	n/a	402	-13%
24 (Wakefield Ave Mattapan Sta.) 26 (Ashmont Sta Norfolk & Morton Belt Line)	1,629 1,829	1,461	-10% -27%	1,704 1,534	+17%	202 (Fields Corner Sta Fields Corner Sta. via Adams St.) 210 (Quincy Ctr. Sta No. Quincy Sta./Fields Corner Sta.)	n/a 862	415 686	n/a -20%	506 776	+22%
27 (Mattapan Sta Ashmont Sta.)	578	451	-22%	544	+21%	211 (Quincy Ctr. Sta Squantum)	613	725	+18%	826	+14%
28 (Mattapan Sta Ruggles Sta.)	11,683	10,607	-9%	11,960	+13%	212 (Quincy Ctr. Sta No. Quincy Sta.)	222	291	+31%	358	+23%
29 (Mattapan Sta Jackson Sq. Sta.)	2,237	2,072	-7%	2,328	+12%	214 (Quincy Ctr. Sta Germantown)	1,434	1,187	-17%	1,307	+10%
30 (Mattapan Sta Roslindale Sq.) 31 (Mattapan Sta Forest Hills Sta.)	1,888 5,231	2,033 4,134	8% -21%	2,186 4,803	+8%	215 (Quincy Ctr. Sta Ashmont Sta.) 216 (Quincy Ctr. Sta Houghs Neck)	1,681 1,279	1,393 974	-17% -24%	1,533 1,020	+10%
32 (Wolcott Sq./Cleary Sq Forest Hills Sta.)	7,741	7,733	>1%	8,749	+13%	217 (Wollaston Sta Ashmont Sta. via Wollaston Beach)	207	223	+8%	302	+35%
33 (River & Milton Sts Mattapan Sta.)	871	1,091	+25%	1,253	+15%	220 (Quincy Ctr. Sta Hingham)	1,669	1,410	-16%	862	-39%
34 (Dedham Line - Forest Hills Sta.) 35 (Dedham Mall Forest Hills Sta.)	6,280 2,082	7,095	+13%	8,102	+14%	221 (Quincy Ctr. Sta Fort Point) 222 (Quincy Ctr. Sta - East Weymouth)	136 1,573	96	-29% -16%	110 770	+15%
35 (Dedham Mall - Forest Hills Sta.) 36 (VA Hosp Forest Hills Sta. via Chas. River Loop)	3,255	2,188 2,984	+5% -8%	2,875 3,395	+31%	222 (Quincy Ctr. Sta - East Weymouth) 225 (Quincy Ctr. Sta Weymouth Landing)	2,166	1,326 2,557	-16% +18%	2,831	-42% +11%
37 (Baker & Vermont Sts Forest Hills Sta.)	1,633	1,361	-17%	1,537	+13%	230 (Quincy Ctr. Sta Montello Sta.)	1,061	1,305	+23%	1,397	+7%
38 (Wren St Forest Hills Sta.)	783	1,051	+34%	1,160	+10%	236 (Quincy Ctr. Sta South Shore Plaza)	435	486	+12%	501	+3%
39 (Forest Hills Sta Back Bay Sta.)	17,405 1,099	14,405	-17% +13%	16,830	+17%	238 (Quincy Ctr. Sta Holbrook/Randolph Comm. Rail Sta.) 240 (Avon Line - Ashmont Sta.)	1,518 2,194	1,518 2,408	0% +10%	1,687 2,460	+11%
40 (Georgetowne - Forest Hills Sta.) 41 (Centre & Eliot Sts JFK/UMass Sta.)	1,027	2,234	+13%	2,684	+20%	240 (Avoil Ellie - Asimiolit Sta.)  245 (Quincy Ctr. Sta Mattapan Sta.)	501	395	-21%	446	+13%
42 (Forest Hills Sta Ruggles Sta.)	3,783	2,818	-26%	3,074	+9%	275 (Downtown Boston - Long Island Health Campus)	n/a	235	n/a	270	+15%
43 (Ruggles Sta Park & Tremont Sts.)	3,741	2,217	-41%	3,236	+46%	276 (Boston City Hosp Long Island Health Campus)	n/a	598	n/a	664	+11%
44 (Jackson Sq. Sta Ruggles Sta. ) 45 (Franklin Park - Ruggles Sta. )	4,046 3,876	3,791	-6% -7%	4,213 4,009	+11%	325 (Elm St Haymarket Sta.) 326 (West Medford - Haymarket Sta.)	629 708	320 434	-49% -39%	359 480	+12%
47 (Central Sq., Cambridge - Broadway Sta.)	3,625	4,341	+20%	5,211	+20%	350 (North Burlington - Alewife Sta.)	1,537	1,344	-13%	1,526	+11%
48 (Centre & Eliot Sts Jamaica Plain Loop)	203	85	-58%	111	+31%	351 (Oak Park - Alewife Sta.)	238	145	-39%	163	+12%
50 (Cleary Sq Forest Hills Sta. via Metropolitan)	991	1,062	+7%	1,132	+7%	352 (Burlington - State Street)	484	377	-22%	471	+25%
51 (Cleveland Circle - Forest Hills Sta.) 52 (Dedham Mall - Watertown Yard)	1,836 828	2,087 653	+14%	2,441 797	+17%	354 (Woburn Line - State Street) 355 (Mishawum Sta State Street)	819 13	792 17	-3% +31%	860	+9% +71%
55 (Queensberry St Park & Tremont Sts.)	916	847	-8%	945	+12%	411 (Malden Sta Revere/Jack Satter House)	816	1,074	+32%	1,129	+5%
57 (Watertown Yard - Kenmore Sta.)	8,850	11,504	30%	13,259	+15%	424 (Eastern & Essex - Haymarket Sta.)	n/a	94	n/a	104	+10%
59 (Needham Junction - Watertown Sq.)	1,383	1,172	-15%	1,301	+11%	424W (Eastern & Essex - Wonderland Sta.)	n/a	93	n/a	110	+18%
60 (Chestnut Hill - Kenmore Sta.) 62 (Bedford V.A. Hosp Alewife Sta.)	1,619 1,193	1,350 1,122	-17% -6%	1,437 1,240	+6% +11%	426 (Central Sq., Lynn - Haymarket Sta. via Cliftondale Sq.) 426W (Central Sq., Lynn - Wonderland Sta. via Cliftondale Sq.)	1,389 n/a	1,466	+6% n/a	1,638 157	+12%
64 (Oak Sq University Pk. Cambridge)	1,608	1,268	-21%	1,428	+13%	428 (Oaklandvale - Haymarket Sta. via Granada Highlands)	101	193	+91%	58	-70%
65 (Brighton Center - Kenmore Sta.)	1,683	2,088	+24%	3,014	+44%	429 (Northgate Shopping Ctr Central Sq., Lynn)	1,013	1,245	+23%	1,369	+10%
66 (Harvard Sq Dudley Sta. via Brookline)	10,676	14,676	+37%	18,790	+28%	430 (Appleton St., Saugus - Malden Sta.)	820	1,136	+39%	1,300	+14%
67 (Turkey Hill - Alewife Sta.) 68 (Harvard Sq Kendall/MIT Sta.)	493 286	517 520	+5% +82%	747 1,011	+44%	431 (Neptune Towers - Central Sq., Lynn) 434 (Peabody - Haymarket Sta.)	65 615	64 58	-2% -91%	79 80	+24%
69 (Harvard Sq Lechmere Sta.)	3,371	2,985	-11%	3,443	+15%	435 (Liberty Tree Mall - Central Sq., Lynn)	505	515	+2%	599	+16%
70 (Cedarwood - Central Sq., Cambridge)	5,069	4,654	-8%	5,498	+18%	436 (Danvers Sq Central Sq., Lynn)	217	686	216%	774	+13%
70A (No. Waltham - University Pk. Cambridge) 71 (Watertown Sq Harvard Sta.)	1,790 5,456	2,032 5,483	+14% <+1%	2,325 6,552	+14%	439 (Bass Point, Nahant - Central Sq., Lynn) 441 (Marblehead - Haymarket Sta. via Paradise Rd.)	175 1,180	53 1,076	-70% -9%	1,229	-81% +14%
72 (Aberdeen & Mt. Auburn - Harvard Sta.)	953	797	-16%	946	+19%	441W (Marblehead - Wonderland Sta. via Paradise Rd.)	n/a	135	n/a	142	+5%
73 (Waverley Sq Harvard Sta.)	6,919	6,396	-8%	7,416	+16%	442 (Marblehead - Haymarket Sta. via Humphrey St.)	1,297	1,405	+8%	1,609	+15%
74 (Belmont Ctr Harvard Sta. via Concord Ave.)	1,239	981	-21%	1,062	+8%	442W (Marblehead - Wonderland Sta. via Humphrey St.)	n/a	108	n/a	115	+7%
75 (Belmont Ctr Harvard Sta via Fresh Pond Pkwy.) 76 (Hanscom Air Force Base - Alewife Sta.)	420 857	487 626	+16%	525 695	+8%	448 (Marblehead - Downtown Crossing) 449 (Marblehead - Downtown Crossing)	156 218	130 177	-17% -19%	141 192	+8%
77 (Arlington Heights - Harvard Sta.)	6,710	6,718	0%	7,727	+15%	450 (Salem Depot - Haymarket Sta. via Western Ave.)	1,713	1,342	-22%	1,563	+17%
78 (Arlmont Village - Harvard Sta.)	1,547	1,149	-26%	1,212	+5%	451 (No. Beverly - Salem Depot)	333	253	-24%	90	-64%
79 (Arlington Heights - Alewife Sta.) 80 (Arllington Center - Lechmere Sta.)	1,579 2,095	1,095 1,872	-31% -11%	1,226 2,245	+12%	455 (Salem Depot - Haymarket Sta.) 455W (Salem Depot - Wonderland Sta.)	1,722 n/a	1,211	-30% n/a	1,318 285	+9% +20%
83 (Rindge Ave Central Sq., Cambridge)	2,840	2,154	-24%	2,387	+11%	456 (Salem Depot - Central Sq., Lynn)	n/a	237	n/a	343	+45%
84 (Arlmont Loop - Alewife Sta.)	199	211	+6%	261	+24%	459 (Salem Depot - Downtown Crossing)	1,093	948	-13%	1,167	+23%
85 (Spring Hill - Kendall/MIT Sta.)	392	397 5 130	+1%	467	+18%	465 (Liberty Tree Mall - Salem Depot)	n/a	222	n/a	263	+18%
86 (Sullivan Sta Cleveland Circle) 87 (Clarendon Hill - Lechmere Sta. via Somerville Ave.)	4,757 3,720	5,139 3,373	+8% -9%	6,033 3,841	+17%	468 (Danvers Sq Salem Depot) 500 (Riverside Sta Federal & Franklin Sts.)	91 746	95	-85% -87%	22 122	+59% +29%
88 (Clarendon Hill - Lechmere Sta. via Highland Ave.)	4,299	3,785	-12%	4,216	+11%	501 (Brighton Ctr Federal & Franklin Sts.)	2,268	1,794	-21%	1,957	+9%
89 (Clarendon Hill - Sullivan Sta.)	3,638	3,431	-6%	3,825	+11%	502 (Watertown Yard - Copley Sq.)	1,445	1,212	-16%	1,353	+12%
90 (Davis Sq. Sta Wellington Sta.)	1,280	920 1,482	-28%	1,086	+18%	503 (Brighton Center - Copley Sq.)	n/a	454	n/a	576	+27%
91 (Sullivan Sta Central Sq., Cambridge) 92 (Assembly Sq. Mall - Downtown via Main St.)	1,970 1,506	1,482	-25% -30%	1,612 1,161	+9% +10%	504 (Watertown Yard - Federal & Franklin Sts.) 505 (Waltham Ctr Federal & Franklin Sts.)	1,984 1,317	1,568 912	-21% -31%	1,712 990	+9% +9%
93 (Sullivan Sta Downtown via Bunker Hill)	4,629	4,210	-9%	5,255	+25%	553 (Roberts - Federal & Franklin Sts.)	791	695	-12%	745	+7%
94 (Medford Sq Davis Sq. Sta.)	1,197	1,336	+12%	1,493	+12%	554 (Waverley Sq Federal & Franklin Sts.)	738	667	-10%	799	+20%
95 (West Medford - Sullivan Sta.) 96 (Medford Sq Harvard Sta.)	1,679 1,719	1,751 1,781	+4% +4%	2,033 1,957	+16%	555 (Riverside Sta Federal & Franklin Sts. via Newton) 556 (Waltham Highlands - Federal & Franklin Sts.)	n/a 486	120 462	n/a -5%	155 497	+29% +8%
96 (Medford Sq Harvard Sta.) 97 (Malden Sta Wellington Sta.)	535	742	+4%	965	+10%	558 (Riverside - Federal & Franklin Sts.)	391	365	-5% -7%	400	+8%
99 (Boston Reg. Med. Ctr. Stoneham - Wellington Sta.)	1,681	1,259	-25%	1,478	+17%	701 CT1 (Central Sq., Cambridge - So. End Med. Area)	2,507	2,014	-20%	2,573	+28%
100 (Elm St Wellington Sta.)	955	884	-7%	1,160	+31%	708 CT3 (Beth Israel Deaconess – Andrew Sta.)	1,017	1,086	+7%	1,460	+34%
101 (Malden Sta Sullivan Sta. via Medford Sq.) 104 (Malden Sta Sullivan Sta. via Ferry St.)	4,217 3,310	4,116 3,360	-2% 2%	4,858 3,702	+18%	741 Silver Line 1 (Logan Airport - South Sta.) 742 Silver Line 2 (Boston Marine Industrial Park - South Sta.)	n/a n/a	6,409 5,218	n/a n/a	10,190 8,297	+59% +59%
104 (Maiden Sta Sullivan Sta. via Ferry St.) 105 (Malden Sta Sullivan Sta. via Main St.)	975	926	-5%	1,009	+10%	742 Silver Line 2 (Boston Marine Industrial Park - South Sta.) 746 Silver Line Waterfront (Silver Line Way - South Sta.)	n/a n/a	3,313	n/a n/a	5,268	+59%
106 (Franklin Sq./Lebanon St. Loop - Wellington Sta.)	2,504	2,317	-7%	2,722	+17%	747 CT2 (Sullivan Sta Ruggles Sta.)	1,192	2,110	+77%	2,607	+24%
108 (Linden Sq Wellington Sta.)	2,708	2,600	-4%	3,031	+17%	749 Silver Line Washington St. (Dudley Sta Downtown)	n/a	14,709	n/a	16,992	+16%
109 (Linden Sq Sullivan Sta.)	2,680	2,988	+11%	3,278	+10%	Total	368,626	389,701	+6%	454,749	+18%

pre-2000 counts and pre-2010 counts from summaries of MBTA route ridechecks, and projected 2030 counts from the regional travel demand model set.

Just under half of the bus routes experienced growth in ridership from 1997 to 2009. The three largest percentage increases occurred onRoutes 41 (Centre & Eliot Sts. – JFK/UMass Sta.), 4 (North Sta. – World Trade Ctr.), and 428 (Oaklandvale – Haymarket), while the three largest absolute increases occurred on Routes 66 (Harvard Sq. – Dudley Sta. via Brookline), 57 (Watertown Yard – Kenmore Sta.), and 19 (Fields Corner Sta. – Ruggles or Kenmore Sta.). Of the bus routes that experienced a decline in ridership, the three largest percentage decreases occurred on Routes 500 (Riverside Sta. – Federal & Franklin Sts.), 468 (Danvers Sq. – Salem Depot), and 439 (Nahant – Central Square, Lynn), while the three largest absolute decreases occurred on Routes 39 (Forest Hills Sta. – Back Bay Sta.), 8 (Harbor Point/UMass – Kenmore Sta.), and 43 (Ruggles Sta. – Park & Tremont Sts.). Overall, ridership increased on all directly-operated MBTA bus routes from 1997 to 2009 by 6 percent.

Most bus routes are projected to experience ridership growth by 2030. The three largest percentage increases are projected for Routes 5 (City Point – McCormack Housing), 68 (Harvard Square – Kendall/MIT), and 4 (North Sta. - World Trade Center), while the three largest absolute increases are projected for Routes 66 (Harvard Sq. - Dudley Sta. via Brookline), 741 (Silver Line 1, Logan Airport – South Sta.), and 742 (Silver Line 2, Boston Marine Industrial Park – South Sta.). Only five routes are projected to experience a decline in ridership. The three largest percentages decreases are projected for Routes 439 (Bass Point, Nahant – Central Sq., Lynn), 428 (Oaklandvale – Haymarket Sta. via Granada Highlands), and 451 (No. Beverly - Salem Depot), while the three largest absolute decreases are projected for Routes 222 (Quincy Ctr. Sta. – East Weymouth), 220 (Quincy Ctr. Sta. – Hingham), and 451 (No. Beverly - Salem Depot). Overall, ridership on all directlyoperated MBTA bus routes is projected to increase from 2009 to 2030 by 18 percent.

Despite these changes, the bus routes with the greatest ridership totals are largely consistent from past counts to future projections. The introduction of the Silver Line routes between the pre-2000 counts and the pre-2010 counts shifted the relative ranking of various routes, but the other Key Bus Routes (Routes 1, 15, 22, 23, 28, 32, 39, 57, 66, 71, 73, and 111) along with Routes 34, 77, and 86 are listed among the routes with the 20 greatest ridership totals in all three counts.

### 3.1.6 Line Ridership Summary

Figure 15 shows the trends in total modal ridership from the three sets of counts presented in previous sections. From the pre-2000 counts to the pre-2010 counts, all modes increased total ridership. The greatest percentage increase in ridership occurred on the Red Line (9%), followed by the Green Line central subway (8%), bus system (6%), Green Line surface (5%), Blue Line (5%), and Orange Line (<1%). The greatest absolute increase in ridership occurred on the bus system, followed by the Red Line, Green Line central subway, Green Line surface, Blue Line, and Orange Line. From the pre-2010 counts to the 2030 ridership projections (which are not constrained by transit vehicle capacity), the regional travel demand model set predicted growth across all modes. The greatest percentage increase in ridership is projected for the surface Green Line (39%), followed by the Red Line (31%), Green Line central subway (28%), bus system (18%), Orange Line (13%), and Blue Line (12%). The greatest absolute increase in ridership is projected for the bus system, followed by the Red Line, Green Line surface, Green Line central subway, Orange Line, and Blue Line.

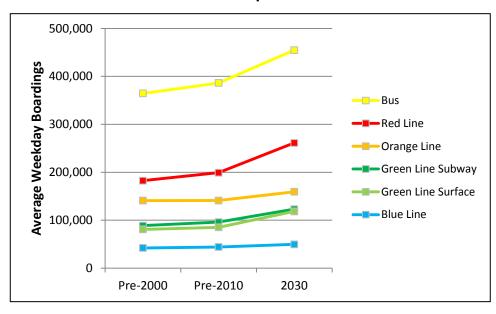


Figure 15 Modal Ridership Trends

# 3.2 Description of Study Area

The study area generally includes towns that are either served by MBTA bus routes or rapid transit lines or lie within approximately one mile of these routes or lines and could be considered to be serviced by

them. The study area includes all towns within the Interstate 95 loop around Boston as well as the towns just outside the loop, but does not extend to Interstate 495. Within the study area, towns are subdivided into neighborhoods where appropriate in order to define distinct travel areas, particularly with regard to potential transit trips. For instance, towns in the urban core such as Boston, Cambridge, and Somerville are divided into multiple neighborhoods while suburban towns such as Hingham, Needham, and Bedford are each considered as an entire neighborhood. Subsequent sections of this report refer to the neighborhoods defined in the following figures. Figures 16 and 17 show the neighborhoods within the southern and northern suburban sections of the study area, respectively. Figures 18 and 19 show the neighborhoods within the southern and northern urban-core sections of the study area, respectively. Table 36 lists the municipalities included in the study area and their respective neighborhoods, where relevant.

### 3.3 Transit Use Indicators

There are several demographic indicators that can be used to estimate the potential for transit usage; perhaps the most common is population density. Greater population densities are traditionally associated with more dense urban development. This density encourages a greater concentration of trip attractors such as jobs and services that can be accessed by means other than a private vehicle and thus encourages transit usage. The following sections discuss the existing ranges and forecasted changes of population densities, employment densities, and percentages of households with no vehicles, as well as the trip generators outside of Boston and Brookline that lie within a half-mile of any bus or rapid transit stop. Each of the maps shows the respective metric for the entire study area as well as for an inset zoomed in on the urban core, which includes neighborhoods in the towns of Arlington, Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Medford, Milton, Quincy, Revere, Somerville, and Watertown. All existing and projected values for population, employment, and vehicle-ownership come from the Boston Region MPO's travel demand model set. The distribution of trip generators is compiled from CTPS field surveys.

# 3.3.1 Population Density

Figure 20 shows existing population density by transportation analysis zones (TAZs) in the study area. The TAZs with the greatest population densities (20,000 or more persons per square mile) are primarily located in Boston, Cambridge, and Somerville. Table 37 shows the 20 neighborhoods with the greatest average existing population densities,

the average for the entire study area, and the percentage of the population within each neighborhood and the study area that falls into the five TAZ population-density categories shown in Figure 18. The distribution of population among these categories demonstrates the extent to which population density is consistent throughout the TAZs of each neighborhood. For example, population density in the South Allston neighborhood is uniform across its individual TAZs at 20,000 or more persons per square mile, while there are areas in the West End neighborhood with varying levels of population densities.

Table 37
Existing Population Density by Neighborhood (Top 20)

		Domasut of	Danulation i	· TA7a!4b	. , Domilation	Danaituu
	<u>-</u>	Percent of	Population in	n I AZS With	Population	Density:
Neighborhood	Average	Under 2,500	2,500- 4,999	5,000- 9,999	10,000- 19,999	20,000 and Over
North End	38,752	0%	0%	2%	4%	94%
South Allston	38,032	0%	0%	0%	0%	100%
Chinatown	34,561	0%	0%	4%	8%	87%
Fenway	34,492	0%	1%	0%	8%	91%
South End	29,859	0%	1%	1%	12%	86%
BU	28,102	0%	0%	0%	0%	100%
Beacon Hill	26,262	0%	0%	2%	0%	98%
Central Square	24,478	0%	0%	4%	12%	84%
Back Bay	23,453	0%	6%	2%	8%	83%
Mission Hill	21,729	0%	3%	5%	8%	84%
North Brookline	20,670	0%	0%	0%	43%	57%
Longwood	20,521	1%	0%	0%	27%	73%
Spring Hill	20,511	0%	1%	2%	13%	84%
Davis Square	20,307	0%	0%	0%	20%	80%
Winter Hill	20,291	0%	0%	0%	17%	83%
Harvard Square	20,236	0%	1%	7%	22%	70%
South Brighton	20,014	0%	0%	12%	25%	63%
Chelsea	18,862	0%	0%	5%	21%	74%
South Boston	16,796	0%	7%	12%	3%	78%
West End	15,128	1%	2%	19%	12%	66%
Entire Study Area	3,540	18%	20%	18%	23%	21%

Within the top 20 neighborhoods, the three with the highest average population densities are the North End, South Allston, and Chinatown. Most TAZs within each of these neighborhoods have population densities of 20,000 and over, indicating that population density is relatively consistent across each neighborhood's various TAZs. The three neighborhoods with the greatest percentage of population living in

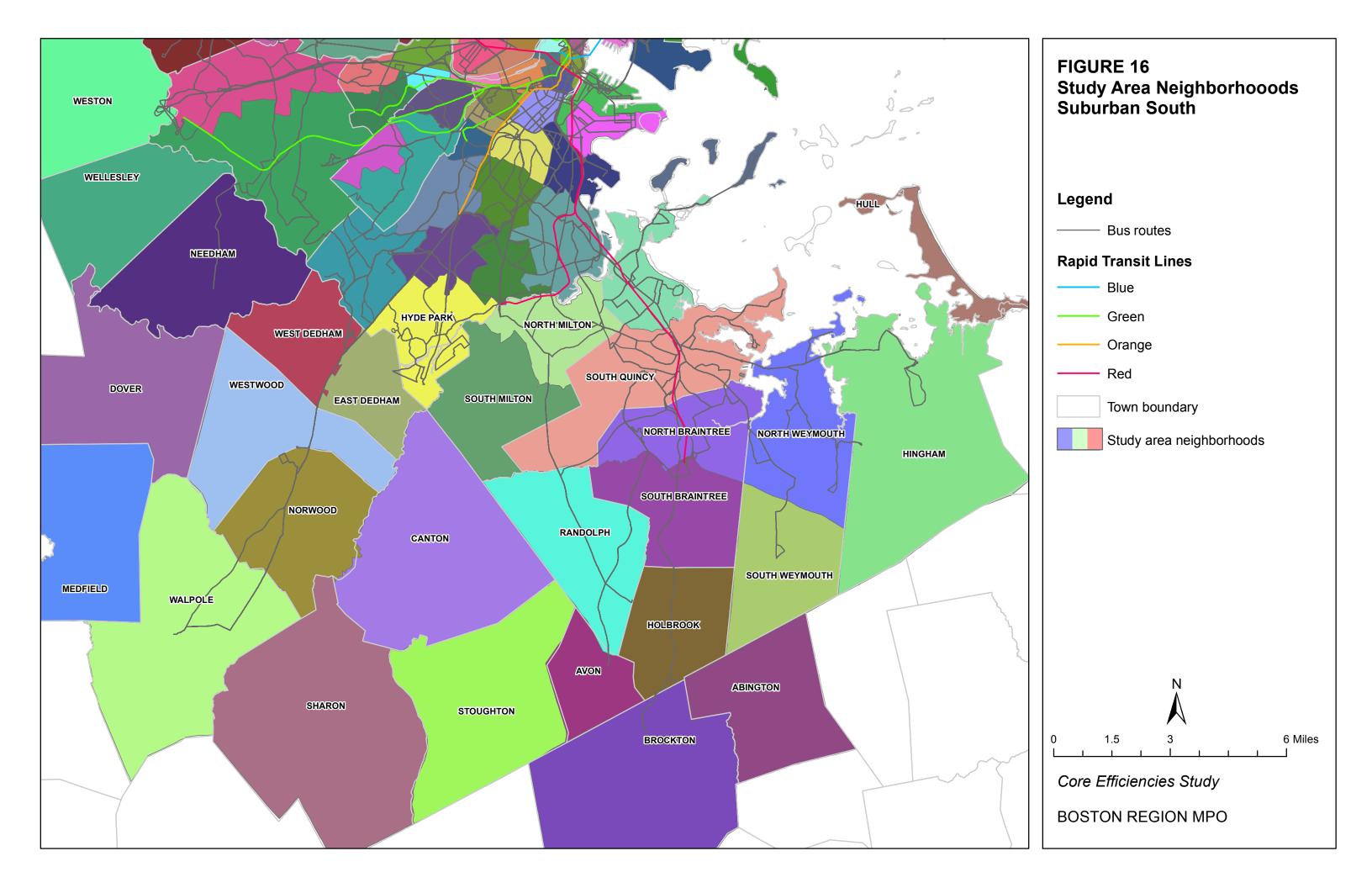
Table 36
Study Area Towns and Neighborhoods

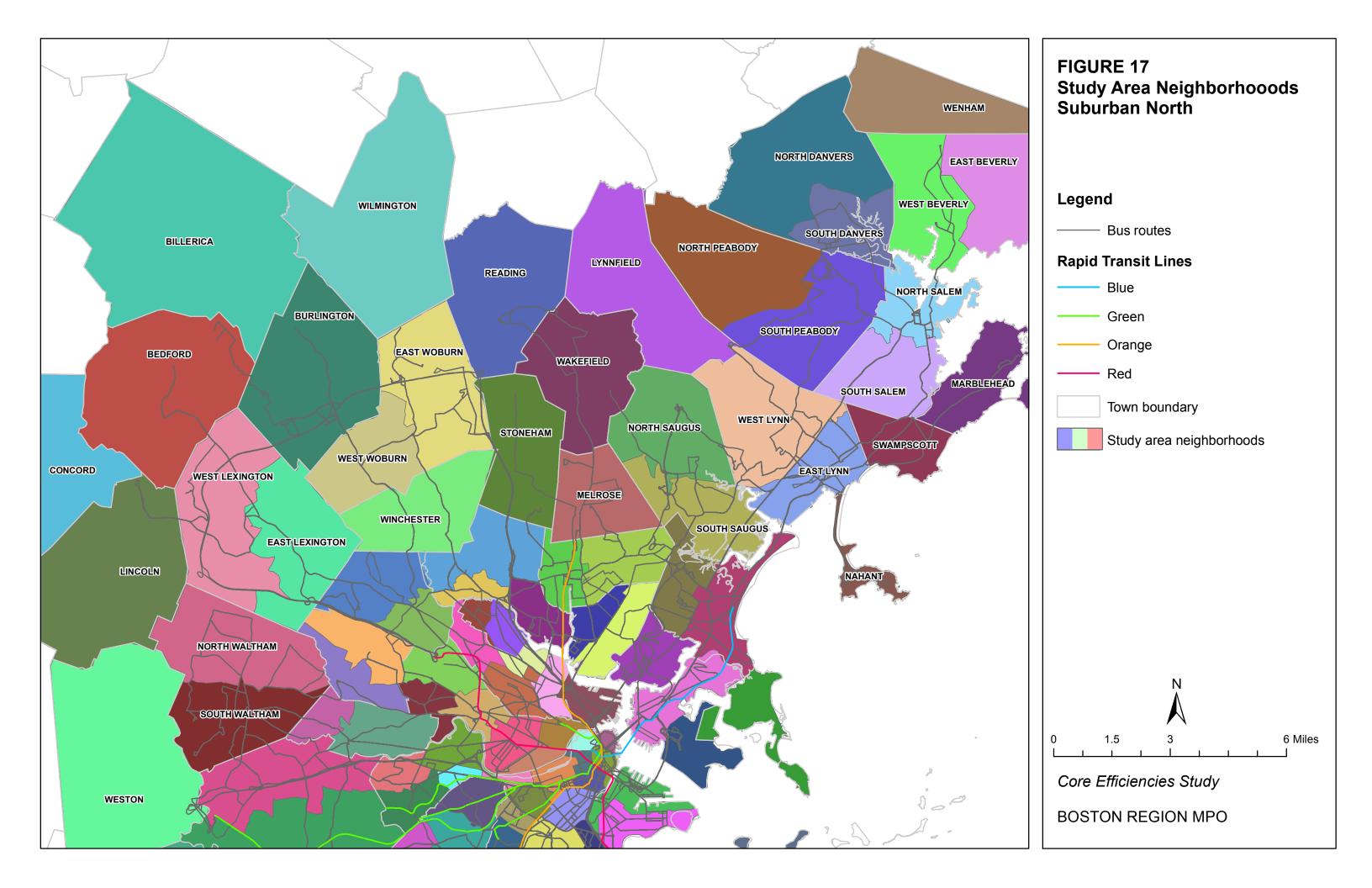
		Study	Area To
Town	Neighborhood		
Abington	Abington		
Arlington	East Arlington		
J	West Arlington		
Avon	Avon		
Bedford	Bedford		
Belmont	North Belmont		
	South Belmont		
Beverly	East Beverly		
	West Beverly		
Billerica	Billerica		
Boston	Back Bay		
	Beacon Hill BU		
	Charlestown		
	Chinatown		
	Downtown		
	East Boston		
	Fenway		
	Harbor Islands		
	Hyde Park		
	Jamaica Plain		
	Logan Airport		
	Longwood		
	Mattapan Mission Hill		
	North Allston		
	North Brighton		
	North Dorchester		
	North End		
	North Roxbury		
	Roslindale		
	South Allston		
	South Boston		
	South Brighton		
	South Dorchester South End		
	South Roxbury		
	Waterfront		
	West End		
	West Roxbury		
Winthrop	Winthrop		
Braintree	North Braintree		
	South Braintree		
Brockton	Brockton		
Brookline	Chestnut Hill		
	North Brookline		
Durlington	South Brookline		
Burlington Cambridge	Burlington Central Square		
Cambridge	East Cambridge		
	Fresh Pond		
	Harvard Square		
	Kendall/MIT		
	North Cambridge		
Canton	Canton		
Chelsea	Chelsea		
Concord	Concord		
Danvers	North Danvers		
	South Danvers		
Dedham	East Dedham		
Dover	West Dedham		
Dover	Dover		
Everett	East Everett West Everett		
Hingham	Hingham		
Holbrook	Holbrook		
Hull	Hull		
Lexington	East Lexington		
_0/191011	West Lexington		
Lincoln	Lincoln		
Lynn	East Lynn		
	West Lynn		
Lynnfield	Lynnfield		

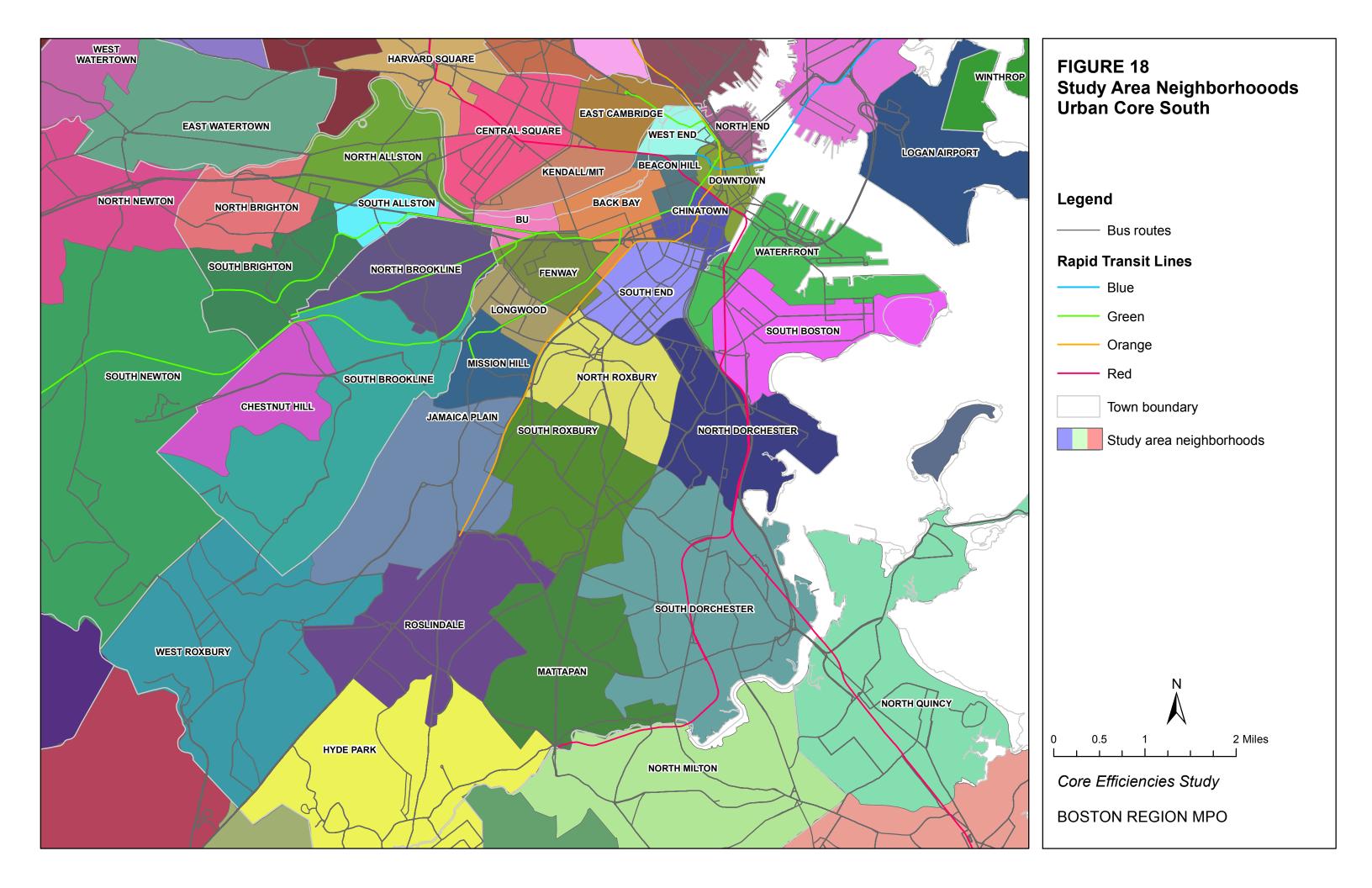
Town	Neighborhood
Malden	East Malden West Malden
Marblehead	Marblehead
Medfield	Medfield
Medford	East Medford
	Medford Hillside
	North Medford
	South Medford
	West Medford/Medford Square
Melrose	Melrose
Milton	North Milton
	South Milton
Nahant	Nahant
Needham	Needham
Newton	North Newton
	South Newton
Norwood	Norwood
Peabody	North Peabody
O:	South Peabody
Quincy	North Quincy
Dondolph	South Quincy
Randolph	Randolph
Reading Revere	Reading East Revere
Reveie	West Revere
Salem	North Salem
Salem	West Salem
Saugus	North Saugus
Oddgdo	South Saugus
Sharon	Sharon
Somerville	Davis Square
	East Somerville
	Spring Hill
	Winter Hill
Stoneham	Stoneham
Stoughton	Stoughton
Swampscott	Swampscott
Wakefield	Wakefield
Walpole	Walpole
Waltham	North Waltham
10/04	South Waltham
Watertown	East Watertown
Welloslov	West Watertown
Wellesley Wenham	Wellesley Wenham
Weston	Weston
Westwood	Westwood
Weymouth	North Weymouth
vvoyinouni	South Weymouth
Wilmington	Wilmington
Winchester	Winchester
Winthrop	Winthrop
Woburn	East Woburn
	West Woburn
Holbrook	Holbrook
Hull	Hull
Lexington	East Lexington

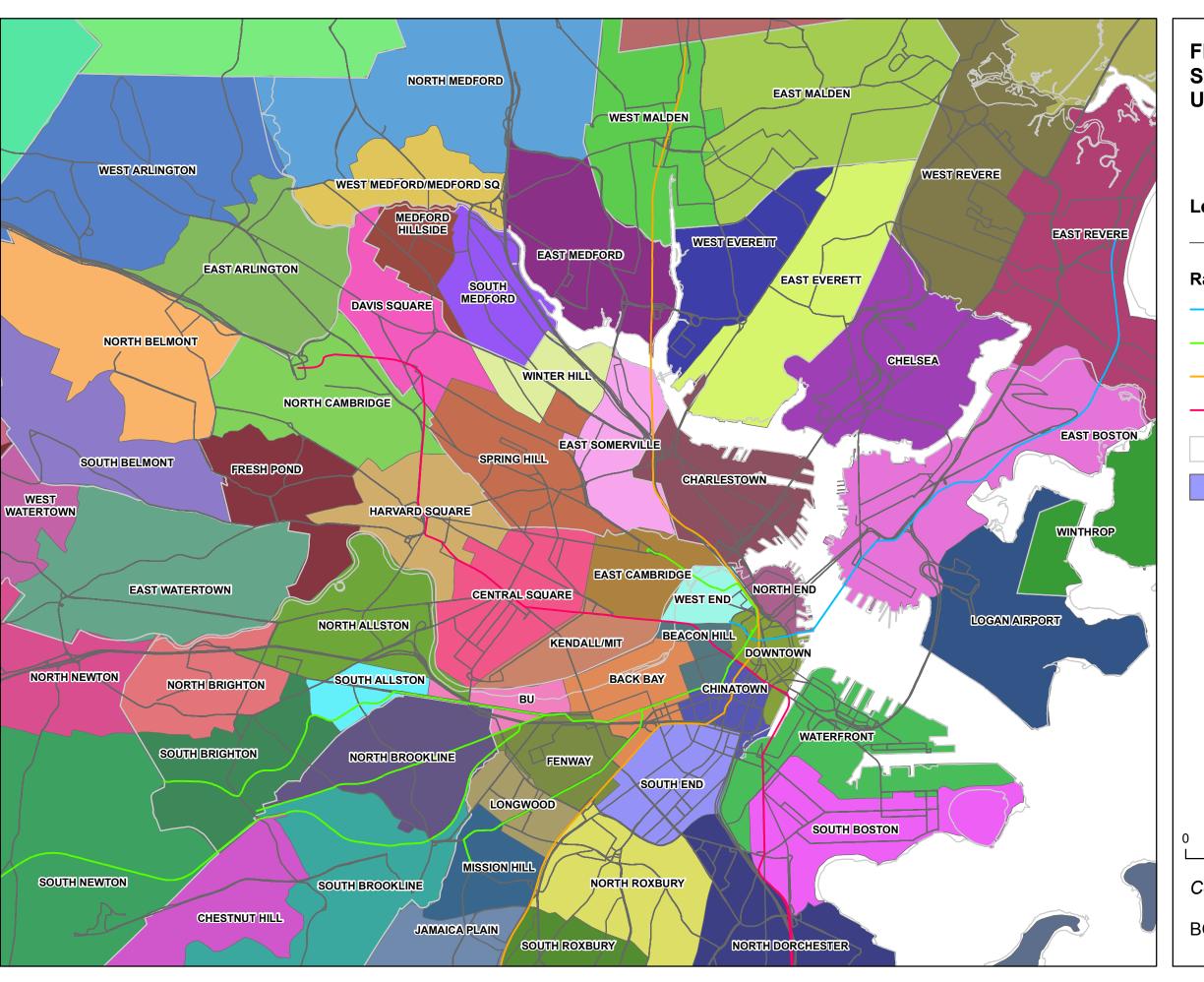


Core Efficiencies Study
This page left intentionally blank.



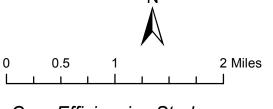






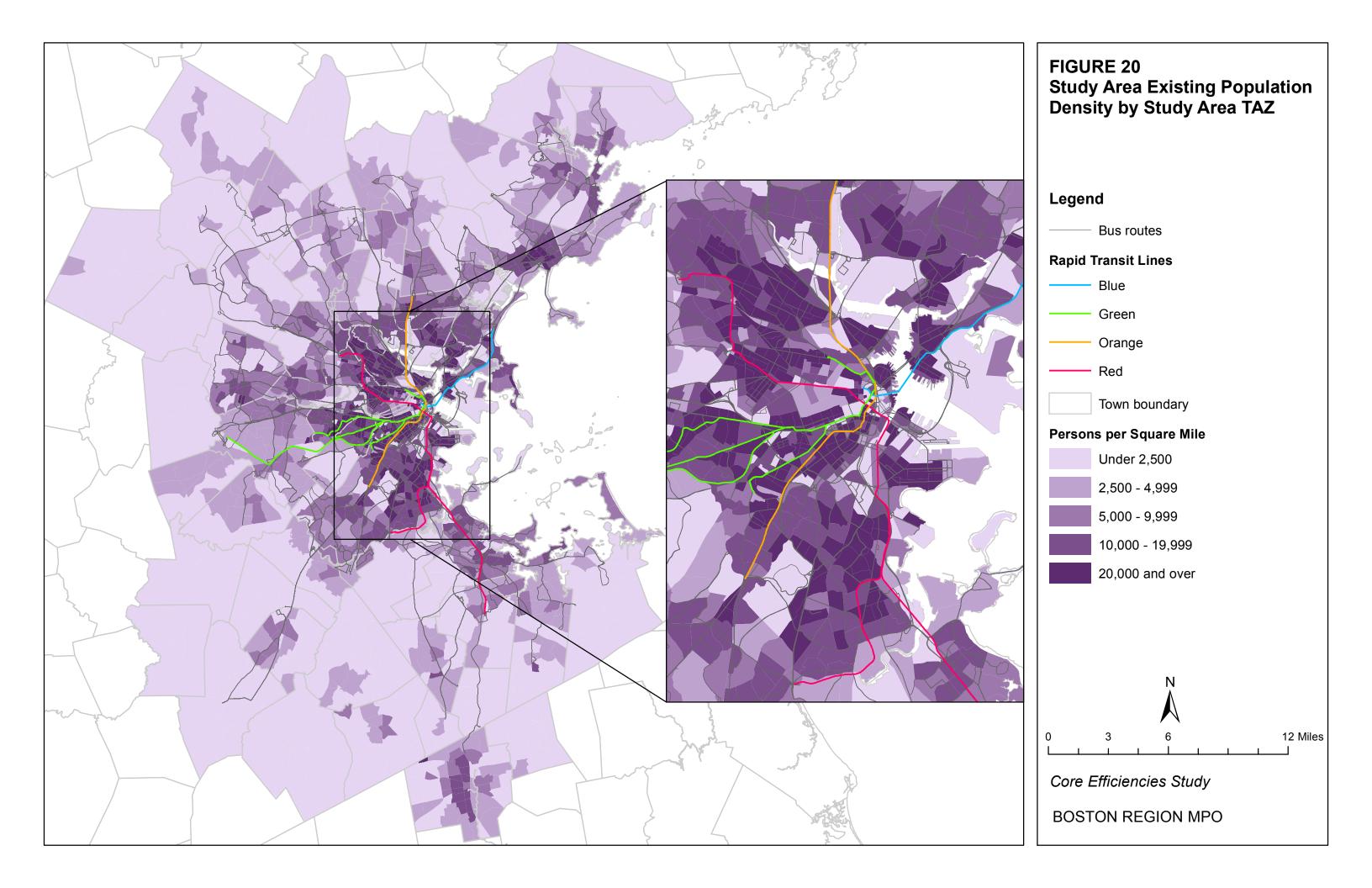
# FIGURE 19 Study Area Neighborhoods Urban Core North





Core Efficiencies Study

**BOSTON REGION MPO** 



TAZs with a population density of 20,000 and over are South Allston, BU, and Beacon Hill. Across the entire study area, 21 percent of the population resides in TAZs with population densities of 20,000 and over and 44 percent resides in TAZs with population densities of 10,000 and over. However, 18 percent of the entire study area's population resides in TAZs with population densities under 2,500. Therefore, while the population density of the top neighborhoods is highly concentrated, a significant portion of study area residents live in neighborhoods with lower population densities.

Figure 21 shows the projected 2030 changes in population by TAZ across the study area and Table 38 shows the 20 neighborhoods with the greatest projected percent changes in population as well as the projected average percent change across the entire study area. As shown in the figure, most TAZs are projected to have an increase in population by 2030. A percentage increase between 0 percent and 10

Table 38
Projected Population Increases by Neighborhood (Top 20)

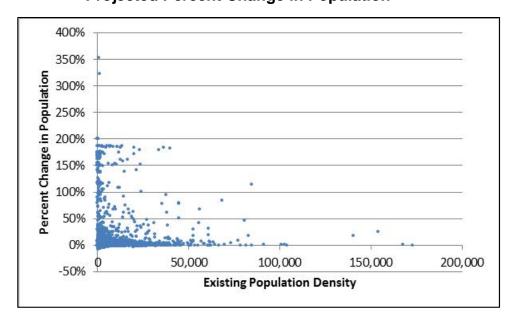
Top 20 Pe	rcent Increas	es	Top 20 Absolute Increases			
Neighborhood	% Change	# Change Neighborhood		% Change	# Change	
North Allston	523.1%	1,584	Waterfront	13,028	125.0%	
Logan Airport	175.0%	28	East Lynn	7,806	15.0%	
Downtown	133.1%	2,666	Chinatown	7,555	87.3%	
Waterfront	125.0%	13,028	Brockton	6,465	6.7%	
East Somerville	90.2%	3,787	East Cambridge	6,314	52.6%	
Chinatown	87.3%	7,555	Chelsea	5,510	36.2%	
Charlestown	68.5%	1,728	East Boston	5,391	32.7%	
Kendall/MIT	67.1%	851	Fenway	4,056	28.5%	
Longwood	61.4%	1,450	East Somerville	3,787	90.2%	
West End	56.5%	1,218	North Cambridge	3,770	53.9%	
East Medford	55.5%	1,775	South Weymouth	3,662	29.3%	
North Cambridge	53.9%	3,770	Hingham	3,130	17.7%	
East Cambridge	52.6%	6,314	South Quincy	3,019	16.9%	
Burlington	51.2%	1,636	South End	2,989	34.9%	
BU	47.8%	1,455	Stoughton	2,935	17.3%	
Back Bay	42.7%	1,767	Abington	2,907	17.4%	
West Lexington	42.2%	485	Mattapan	2,829	13.0%	
West Dedham	38.9%	1,363	Randolph	2,775	8.9%	
West Malden	38.4%	2,697	West Malden	2,697	38.4%	
Chelsea	36.2%	5,510	Downtown	2,666	133.1%	
Entire Study Area	7.6%	200,524	Entire Study Area	200,524	7.6%	

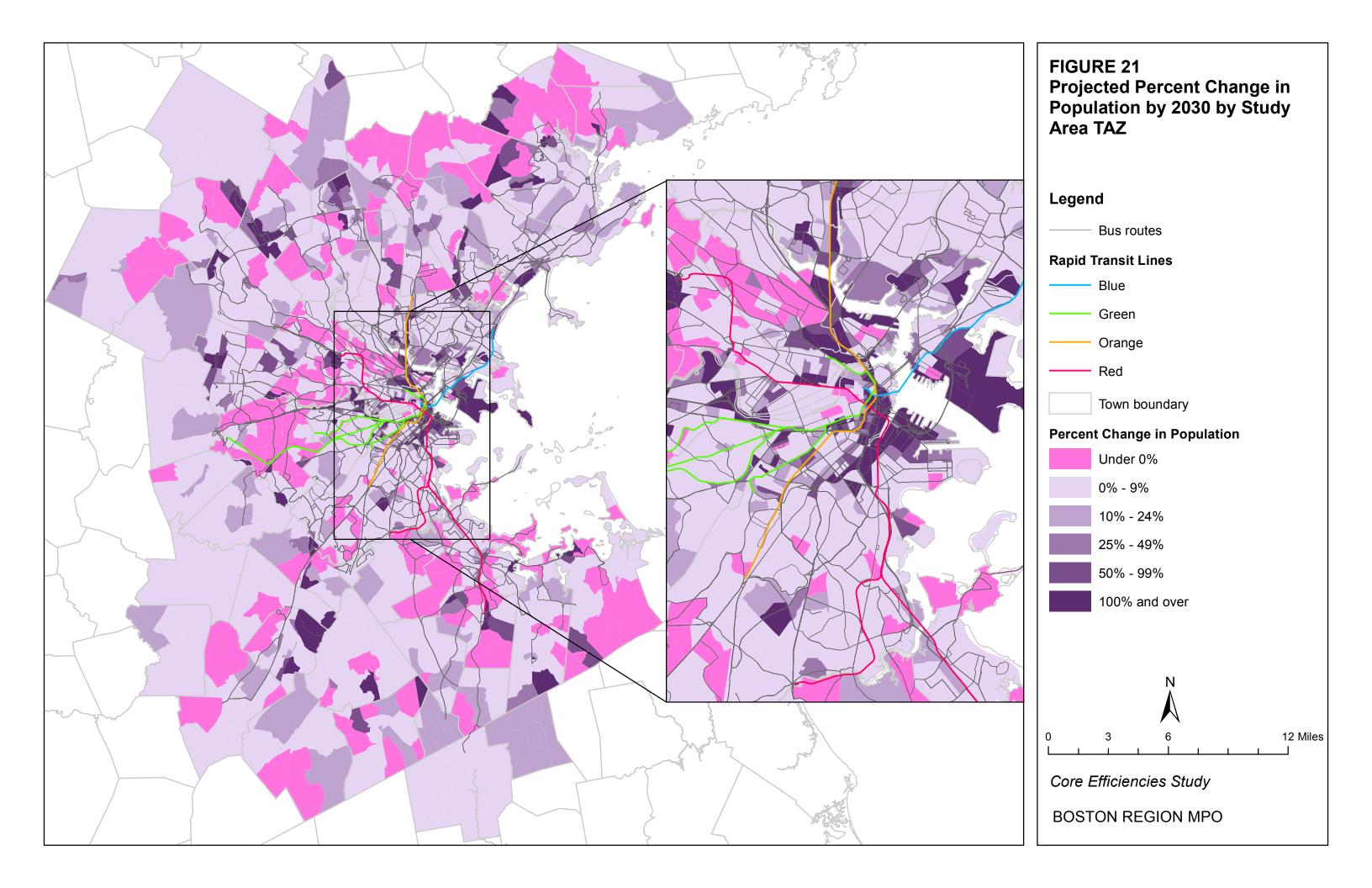
CTPS 127

percent is projected for a majority (56 percent) of all TAZs while a decrease in population is projected for 15 percent of all TAZs. The projected population decreases are located throughout the study area but largely outside the more urban areas, in which they represent a minority of neighborhood TAZs except for Somerville. As shown in the table, the neighborhoods with the top 20 projected percentage increases in population are located primarily in Boston, but also in Cambridge, Somerville, Medford, Burlington, Lexington, Dedham, Malden, and Chelsea. The list of the top 20 projected absolute increases in population includes a greater number of suburban towns. The entire projected population increase across the entire study area is 7.6 percent and 200,254 residents.

While some of the largest percentage increases in population are projected for TAZs in Boston, these TAZs tend have lower existing population densities compared to others in Boston. Indeed, there appears to be a generally negative correlation between population density and projected population change. Figure 22 presents a scatter plot of the two variables, omitting outliers. As shown in the figure, the largest percentage increases tend to occur in TAZs with lower existing population densities, particularly in the neighborhoods that already have a high population density. This indicates that an increasing study-area population is largely expected to move to neighborhoods with lower-

Figure 22
Comparison of Population Density and
Projected Percent Change in Population





existing population densities, pushing those densities upward and making population density more uniform in already high-density neighborhoods in 2030.

### 3.3.2 Employment Density

Figure 23 shows existing employment density by TAZ in the study area. Employment density is more concentrated than population density both in terms of location and level. Table 39 shows the 20 neighborhoods with the greatest average existing employment densities, the average for the entire study area, and the percentage of the jobs within each neighborhood and the study area that fall into the six TAZ employment-density categories shown in Figure 23. The distribution of jobs among these categories demonstrates the extent to which employment density is consistent throughout the TAZs of each neighborhood. For example, employment density in the Downtown neighborhood is practically uniform across its individual TAZs at 100,000 or more jobs per square mile, while areas in the South End neighborhood have a much greater variation in employment densities.

Within the top 20 neighborhoods, the three with the highest average employment densities are Downtown, Chinatown, and the West End. Only five neighborhoods have a majority of TAZs with employment densities of 100,000 and over. Among most of the top 20 neighborhoods, the largest job percentages are located in TAZs with a 20,000—100,000 employment-density range. This indicates that high employment density is consistent in only a few neighborhoods. The three neighborhoods with the greatest percentage of jobs located in TAZs with an employment density of 100,000 and over are also Downtown, Chinatown, and the West End.

Across the entire study area, 20 percent of the jobs are located in TAZs with employment densities of 100,000 or more and 35 percent in TAZs with employment densities of 20,000 or more. However, 19 percent of the entire study area's jobs resides in TAZs with employment densities under 2,000 and the greatest percentage of jobs, 30 percent, are located in TAZs with employment densities between 5,000 and 20,000. These TAZs are located throughout the study area, indicating that despite high employment densities in certain neighborhoods, a significant portion of jobs exists outside of the traditional central business district.

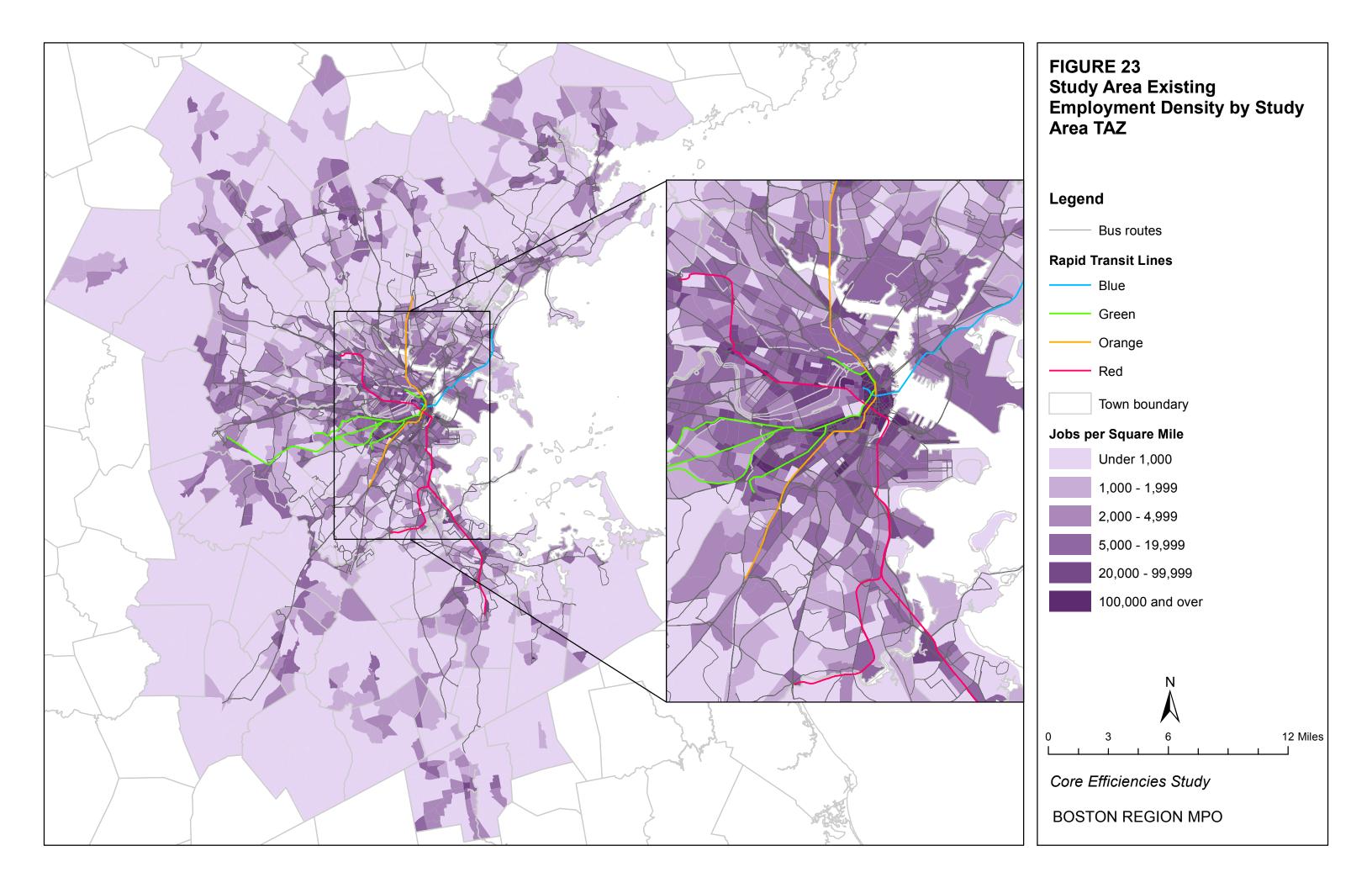


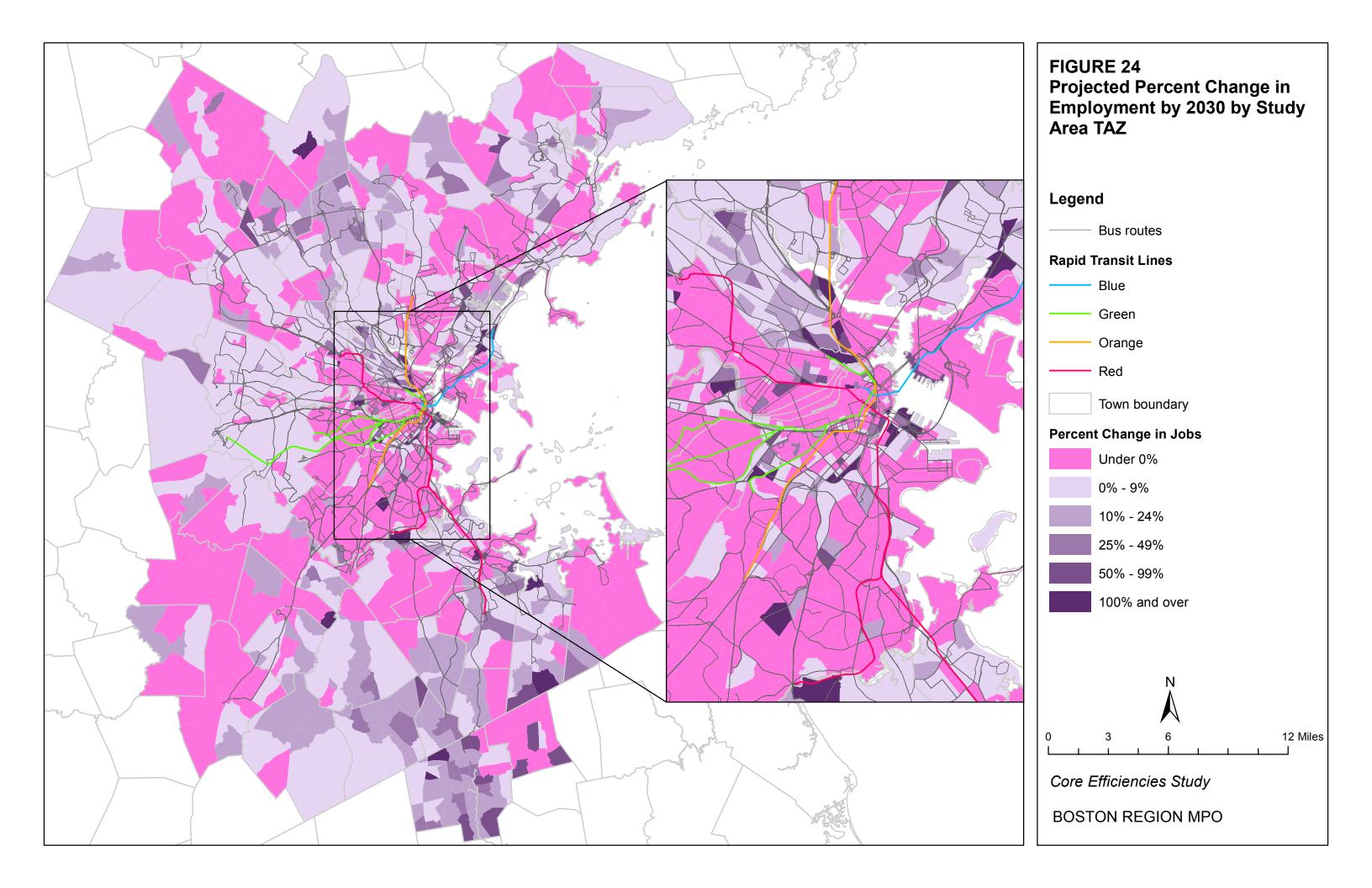
Table 39
Existing Employment Density by Neighborhood (Top 20)

		Percent of Jobs in TAZs with Employment Density:					
Neighborhood	Average	Under 1,000	1,000- 1,999	2,000- 4,999	5,000- 19,999	20,000- 99,999	100,000 and Over
Downtown	332,280	0%	0%	0%	0%	1%	99%
Chinatown	126,735	0%	0%	0%	1%	18%	81%
West End	88,024	0%	0%	0%	9%	4%	87%
Back Bay	69,499	0%	0%	1%	3%	15%	80%
Longwood	66,684	0%	0%	1%	3%	31%	66%
North End	34,059	0%	0%	1%	6%	93%	0%
Fenway	30,248	0%	0%	1%	11%	89%	0%
Kendall/MIT	29,677	0%	0%	6%	1%	93%	0%
East Cambridge	25,693	0%	0%	0%	24%	57%	19%
South End	23,232	0%	0%	3%	21%	28%	47%
Harvard Square	19,300	1%	0%	4%	20%	61%	15%
BU	18,644	0%	0%	0%	33%	67%	0%
Waterfront	18,489	0%	0%	4%	30%	27%	39%
Central Square	15,964	0%	1%	5%	29%	46%	18%
Beacon Hill	13,030	2%	0%	6%	23%	70%	0%
South Allston	12,995	0%	0%	9%	40%	51%	0%
Charlestown	11,206	0%	2%	7%	39%	52%	0%
Mission Hill	10,095	1%	0%	14%	24%	61%	0%
North Cambridge	8,691	1%	1%	12%	47%	39%	0%
North Dorchester	8,454	1%	2%	12%	53%	33%	0%
Entire Study Area	2,091	11%	8%	15%	30%	15%	20%

Figure 24 shows the projected 2030 changes in employment by TAZ across the study area and Table 40 shows the 20 neighborhoods with the greatest projected percent changes in employment as well as the projected average percent change across the entire study area. As shown in the figure, there are a number of TAZs that are projected to have a decrease in jobs by 2030. A percentage decrease is projected for almost a majority (43 percent) of all TAZs while an increase between 0 and 10 percent in jobs is projected for 38 percent of all TAZs. The projected job decreases are located throughout the study area.

As shown in the table, there is greater geographic distribution in the neighborhoods with the top 20 projected percentage increases in employment compared to population. East Somerville has the largest projected employment percentage increase, and Boston and Cambridge neighborhoods make up several of the top 20, but several suburban towns and neighborhoods also have large projected





increases in employment. As is the case with population density, several more suburban towns and neighborhoods are in the list of the top 20 absolute increases in projected jobs. The projected employment increase across the entire study area is 8.0 percent and 124,821 jobs.

Table 40
Projected Employment Increases by Neighborhood (Top 20)

Top 20 Pe	ercent Increas	es	Top 20 Absolute Increases			
Neighborhood	% Change	# Change	Neighborhood	% Change	# Change	
East Somerville	1219.4%	6,266	Waterfront	13,955	114.6%	
South Weymouth	174.9%	2,996	Downtown	7,660	8.0%	
North Allston	160.8%	4,480	Brockton	7,013	24.4%	
Waterfront	114.6%	13,955	East Somerville	6,266	1219.4%	
West End	90.9%	3,416	Longwood	5,762	19.4%	
South Quincy	30.1%	2,523	North Allston	4,480	160.8%	
Medford Hillside	29.4%	170	East Woburn	4,399	16.1%	
South End	29.4%	3,144	East Cambridge	3,897	19.0%	
Mission Hill	29.3%	1,207	West End	3,416	90.9%	
East Revere	29.1%	1,824	Burlington	3,393	10.0%	
Brockton	24.4%	7,013	Westwood	3,267	15.3%	
Avon	23.8%	960	South End	3,144	29.4%	
West Revere	23.5%	625	Back Bay	3,078	3.0%	
North Milton	22.4%	265	South Weymouth	2,996	174.9%	
Kendall/MIT	22.4%	819	Central Square	2,871	7.5%	
Charlestown	20.5%	2,468	Stoughton	2,570	17.7%	
Longwood	19.4%	5,762	South Quincy	2,523	30.1%	
East Cambridge	19.0%	3,897	Charlestown	2,468	20.5%	
Stoughton	17.7%	2,570	Wilmington	2,458	14.9%	
East Woburn	16.1%	4,399	Chinatown	2,114	3.9%	
Entire Study Area	8.0%	124,821	Entire Study Area	124,821	8.0%	

While some of the largest percentage increases in employment are projected for TAZs in Boston, these TAZs tend have lower existing employment densities compared to others in Boston. Indeed, there appears to be a generally negative correlation between employment density and projected change in jobs. Figure 25 presents a scatter plot of the two variables, omitting outliers. As shown in the figure, the largest percentage increases tend to occur in TAZs with lower existing employment densities. When considering Figures 23 and 24 and Table 40, it appears that employment, which is already more concentrated in certain TAZs and neighborhoods than population, will also grow in a very concentrated manner, with relatively fewer TAZs experiencing

CTPS

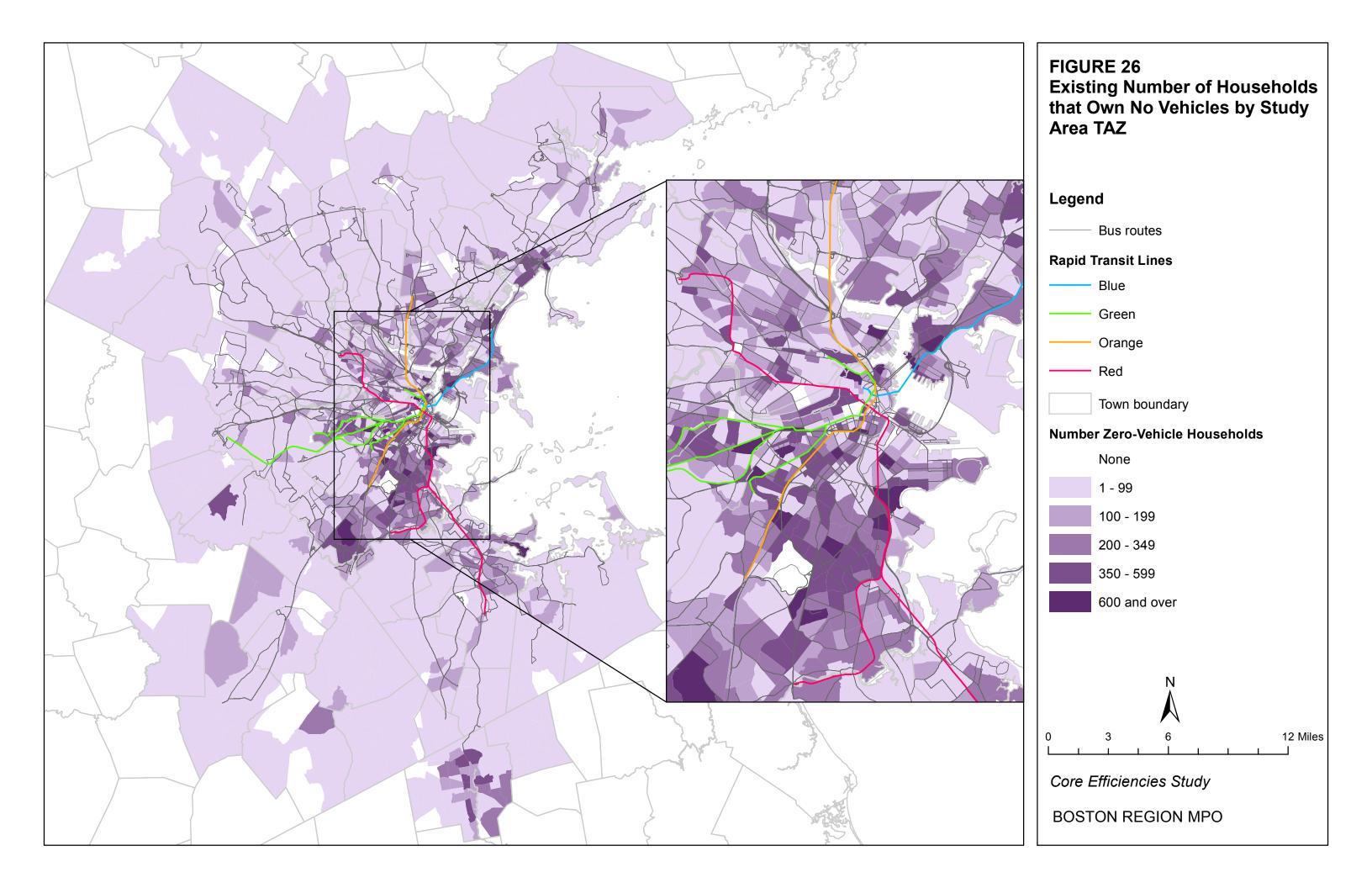
employment growth. However, as is the case with population, much of this growth is projected to occur in TAZs with relatively lower employment densities compared to the surrounding TAZs.

300% 250% 200% 150% 100% 50% 0% 500,000 1,000,000 1,500,000 Existing Employment Density

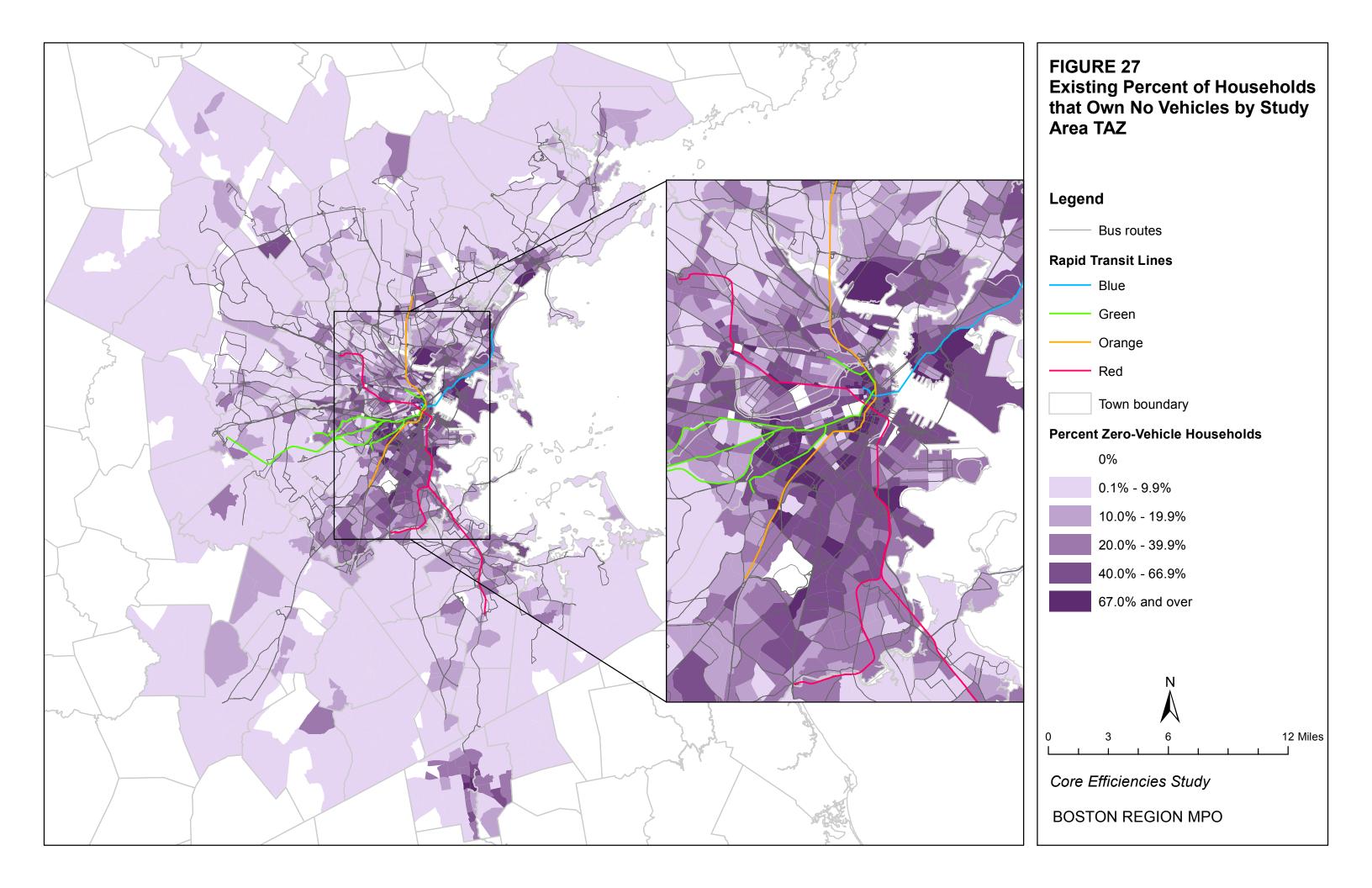
Figure 25
Comparison of Employment Density and
Projected Percent Change in Jobs

#### 3.3.3 Zero-Vehicle Households

Figures 26 and 27 show the number and percentage, respectively, of households in each TAZ that own no vehicles. Table 41 shows the 20 neighborhoods with the greatest number and percentage of zerovehicle households as well as the total number and average percentage of zero-vehicle households across the entire study area with the percentage weighted by total number of all households by TAZ. Many of these zero-vehicle households likely depend on transit for their mobility needs. Therefore, TAZs with large numbers or concentrations of zerovehicle households traditionally have a significant demand for transit. Both figures and the table show that the neighborhoods with the greatest numbers and percentages of zero-vehicle households are primarily located in Boston. Within the top 20 neighborhoods, the three with the highest number of zero-vehicle households are East Boston, South Dorchester, and Brockton and the three with the highest percentage of zero-vehicle households are the West End, Chinatown, and Fenway.



Page left intentionally blank.



Page left intentionally blank.

Table 41
Existing Number and Percent of Zero-Vehicle Households by
Neighborhood (Top 20)

Neighborhood	Number	Neighborhood	Percent
East Boston	7,300	West End	75.0%
South Dorchester	7,054	Chinatown	74.7%
Brockton	6,671	Fenway	60.7%
South Roxbury	6,036	Longwood	60.6%
East Lynn	5,981	BU	58.6%
Fenway	5,586	Downtown	57.9%
South End	5,517	East Boston	50.2%
Mattapan	4,280	Logan Airport	49.9%
Central Square	4,279	North Roxbury	48.7%
Chinatown	4,274	South Roxbury	46.4%
North Dorchester	4,271	South End	44.6%
South Quincy	4,146	North Dorchester	44.4%
South Boston	4,106	Mission Hill	43.0%
Chelsea	4,034	Waterfront	40.7%
Hyde Park	3,915	Back Bay	40.4%
North Roxbury	3,817	Mattapan	34.7%
South Brighton	3,681	North Allston	33.6%
North Brookline	3,590	Chelsea	33.0%
Back Bay	3,422	Harvard Square	31.9%
East Revere	3,417	Charlestown	31.7%
Entire Study Area	214,028	Entire Study Area	12.2%

Figure 28 shows the projected 2030 changes in the number of zerovehicle households by TAZ across the study area and Table 42 shows the 20 neighborhoods with the greatest projected absolute and percentage changes in zero-vehicle households as well as the projected average percentage change across the entire study area. As shown in the figure, most TAZs are projected to have an increase in zero-vehicle households by 2030. A percentage increase between 0 and 20 percent is projected for almost a majority (49 percent) of all TAZs while an increase between 20 and 50 percent in zero-vehicle households is projected for 26 percent of all TAZs. Only 4 percent of TAZs are projected to have a decrease in the number of zero-vehicle households. The projected increases are located throughout the study area with the greatest percentage increases located in the urban core. As shown in the table, Logan Airport has the largest projected percentage increase in zero-vehicle households (because its rounded absolute change of six is more than three times its small existing

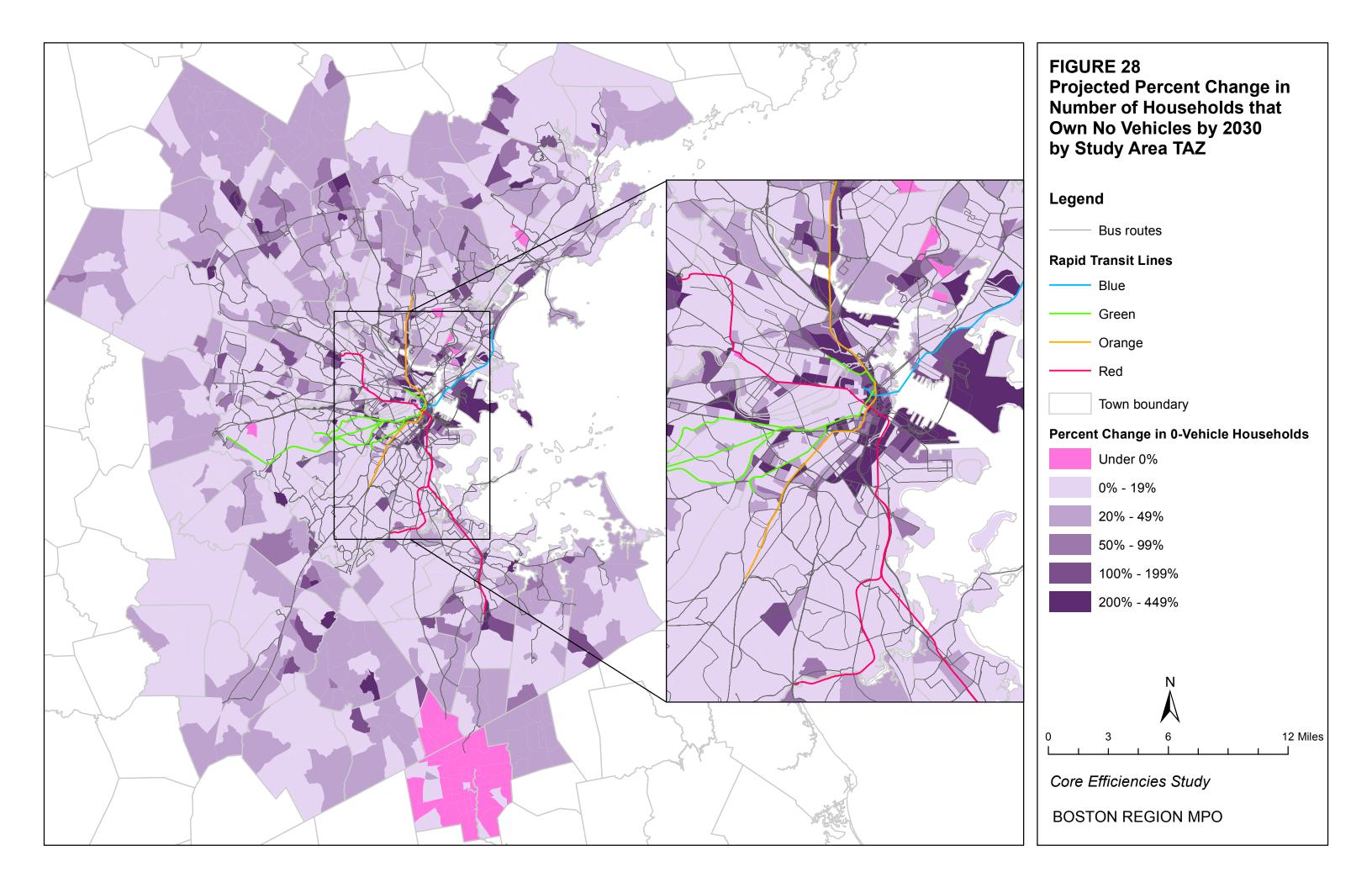


number of two), with Boston and Cambridge neighborhoods making up several of the top 20, but several suburban towns and neighborhoods also have large projected percentage increases. Most of the neighborhoods in the list of the top 20 absolute increases in zero-vehicle households are in the urban core. The entire projected increase in zero-vehicle households across the entire study area is 21.6 percent and 40,245 households.

Table 42
Projected Increases in Zero-Vehicle Households by Neighborhood (Top 20)

Top 20 Pe	ercent Increas	es	Top 20 Absolute Increases			
Neighborhood	% Change	# Change	Neighborhood	% Change	# Change	
Logan Airport	215.8%	6	Chinatown	3,991	125.2%	
Downtown	182.3%	1,495	Waterfront	3,434	176.4%	
Waterfront	176.4%	3,434	East Boston	2,266	37.6%	
West End	127.4%	915	East Cambridge	1,978	87.8%	
Chinatown	125.2%	3,991	East Lynn	1,791	16.1%	
East Somerville	111.2%	835	Fenway	1,587	47.6%	
East Cambridge	87.8%	1,978	Downtown	1,495	182.3%	
East Medford	87.0%	168	South End	1,243	48.9%	
Longwood	84.9%	360	Back Bay	1,189	59.4%	
Charlestown	82.6%	330	East Revere	1,138	33.1%	
Bedford	81.7%	84	South Quincy	1,064	38.3%	
Kendall/MIT	75.9%	79	West End	915	127.4%	
Westwood	68.8%	194	West Malden	864	59.2%	
BU	66.5%	53	East Somerville	835	111.2%	
West Dedham	66.3%	120	Mattapan	766	25.4%	
South Braintree	66.1%	154	Chelsea	683	47.0%	
North Cambridge	65.5%	485	Spring Hill	566	21.1%	
Burlington	60.9%	298	North End	552	51.3%	
Back Bay	59.4%	1,189	Central Square	502	21.0%	
West Malden	59.2%	864	North Cambridge	485	65.5%	
Entire Study Area	21.6%	40,245	Entire Study Area	40,245	21.6%	

When comparing the figures of the existing percentage to the percentage change in zero-vehicle households, it does appear that the greatest percentage increases typically occur in those TAZs that do not have the greatest existing percentages, particularly in the urban core. Similarly, TAZs with the greatest existing percentages of zero-vehicle households appear to have lower percentage increases. However, a stronger correlation appears to exist between the percentage change in zero-vehicle households and the percentage change in population.



Page left intentionally blank.

Figure 29 presents a scatter plot of the projected percentage changes in population and zero-vehicle households, omitting outliers. As shown in the figure, the larger percentage increases in zero-vehicle households tend to occur in TAZs with larger percentage increases in population.

250%

200%

150%

100%

50%

-20%

Percent Change in Population

Figure 29
Comparison of Projected Percent Change in Population and Zero-Vehicle Households

#### 3.3.4 Trip Generators

Locations that are responsible for a large number of trips, either through attraction (such as a shopping center) or generation (such as an apartment complex), are also potential indicators for transit usage, as, at least at one trip end, origins or destinations are concentrated. CTPS has compiled a listing of trip generators for all towns in the Boston metropolitan area except for Boston and Brookline. These generators, along with which ones are located within 0.5 miles of a transit stop or station, are shown in Figure 30. As shown in the figure, practically all trip generators located within the urban core lie within 0.5 miles of transit.

## 3.3.5 Summary

The neighborhoods with the greatest existing and projected population and employment densities and number of zero-vehicle households are largely located in or near downtown Boston. East Cambridge, East Somerville, and Waterfront appear among the 20 neighborhoods with

**CTPS** 

the greatest projected increases in population, employment, and zero-vehicle households. Other neighborhoods such as Chelsea, Chinatown, Downtown, East Boston, and Longwood also appear on at least two of these lists. Several of these neighborhoods, such as Chinatown, Downtown, and Longwood, already have the greatest existing population and employment densities and number of zero-vehicle households, along with neighborhoods such as BU, Fenway, Harvard Square, and North Dorchester.

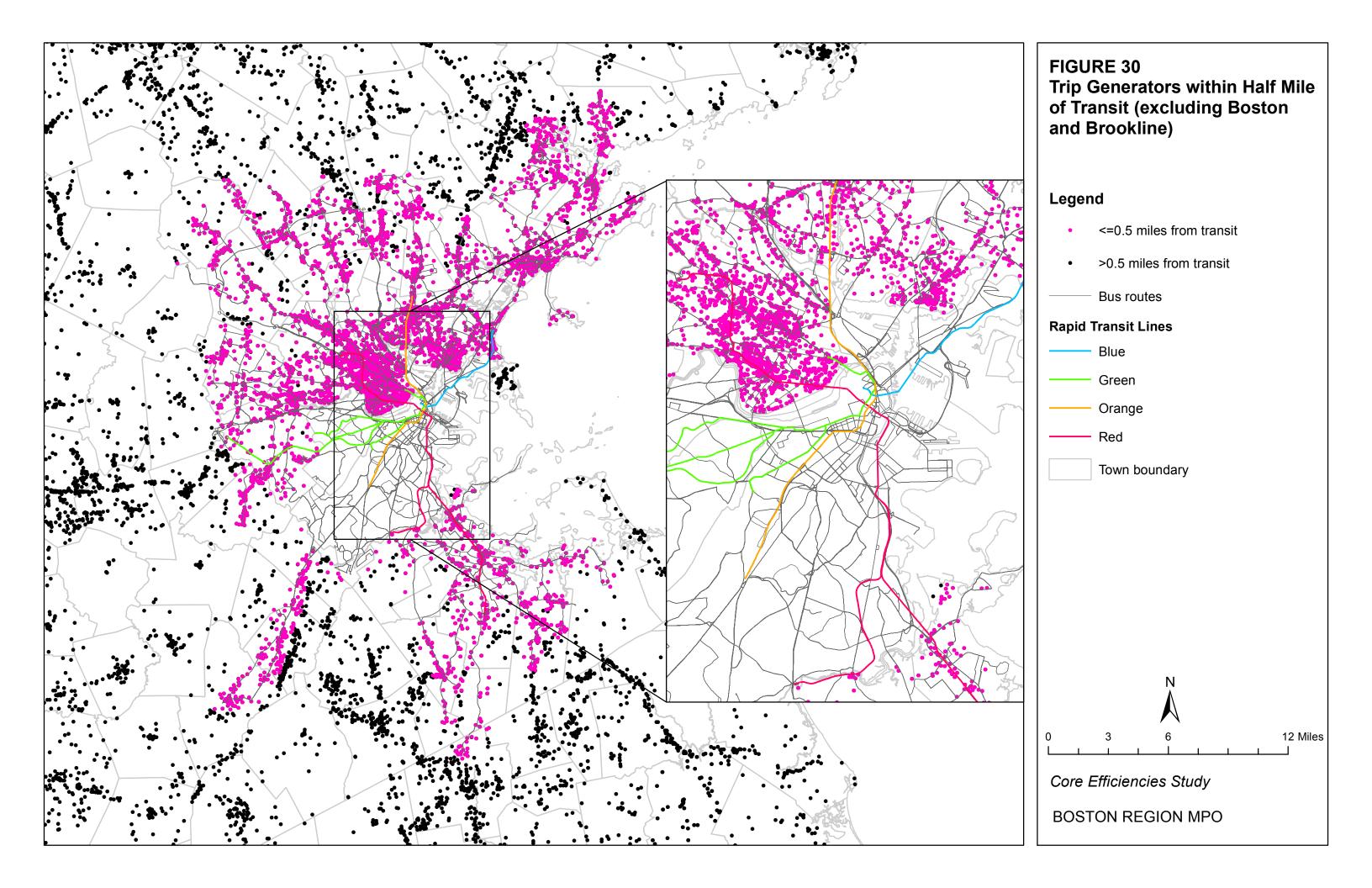
## 3.4 Modeled Trips

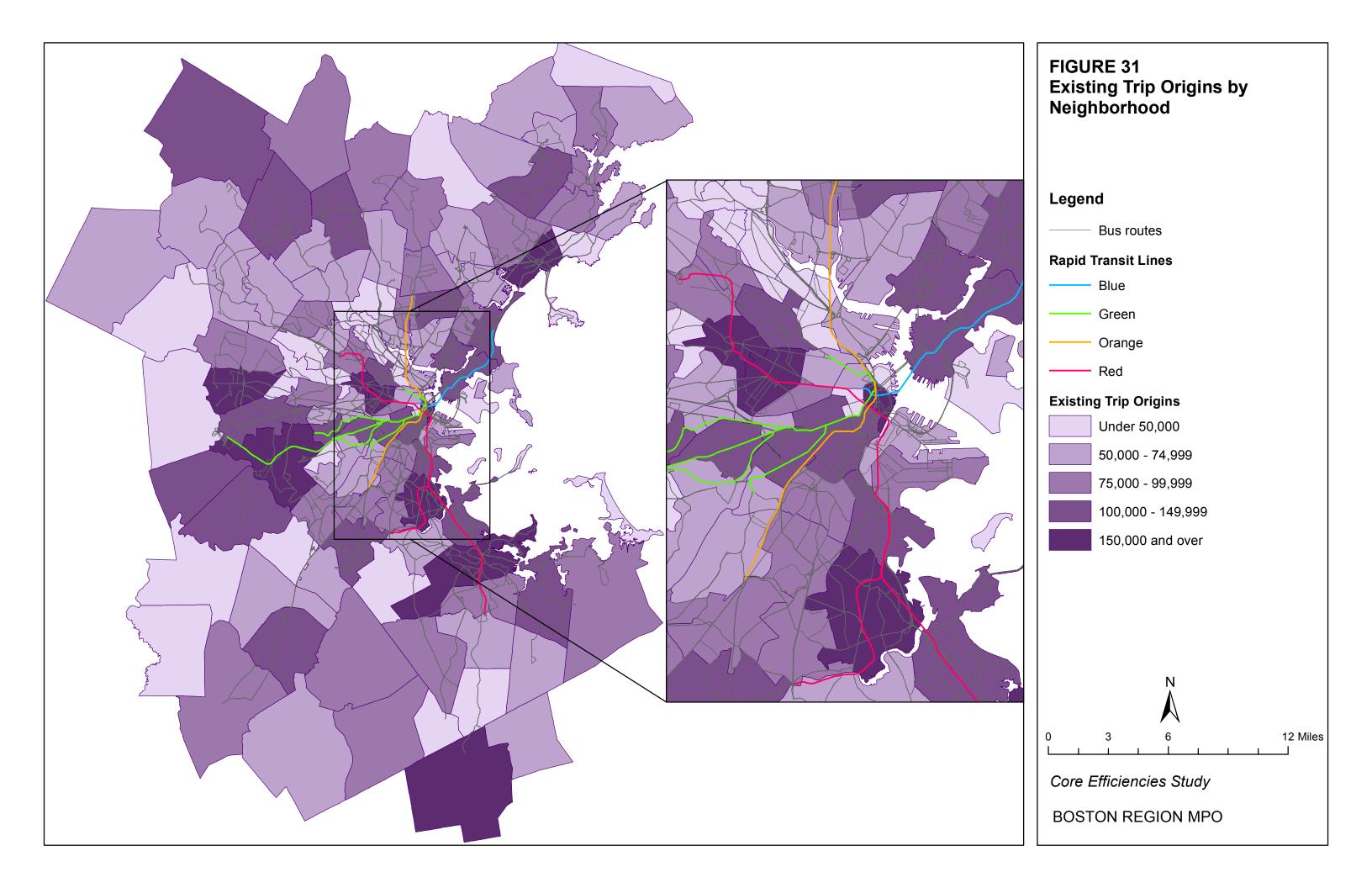
The Boston Region MPO travel demand model set can estimate the volume of daily trips originating from and destined for each TAZ in the study area as well as the number of origin-destination pairings between any two TAZs. The model provides existing figures for daily trips as well as projections based on assumed changes to the model inputs for prices, trip times, and land use, among others. Existing (2009) and projected (2030) trip origins, destinations, and origin-destination pairings are used in this report to chart where trips are occurring and which trips could potentially be served by transit.

### 3.4.1 Existing Trips

Existing trip origins and destinations are shown in Figures 31 and 32, and Table 43 shows the 20 neighborhoods with the greatest number of origins and destinations. As shown in the figures and table, many neighborhoods with the greatest number of origins lie in the urban core, despite the fact that many towns outside the core are not split into multiple neighborhoods. Indeed, when looking at the total number of origins by town, Boston clearly has the greatest number, nearly five times greater than that of Cambridge, followed by Quincy, Newton, Lynn, and Somerville. This concentration of trips also characterizes destinations. The Downtown neighborhood of Boston is clearly the greatest destination.

In addition to identifying the number of all origin and destination trips for each neighborhood, it is possible to combine the two datasets and estimate the number of trips between any two neighborhoods. The most frequent existing origin-destination pairs are primarily those with the same origin and destination, that is, intra-neighborhood trips. These trips make up nearly one-third of all existing trips. Table 44 lists the top 20 origin-destination trip pairs, all of which are intra-neighborhood trips, as well as the percentage that each trip pair represents of the respective neighborhood's total origins and destinations. For instance,





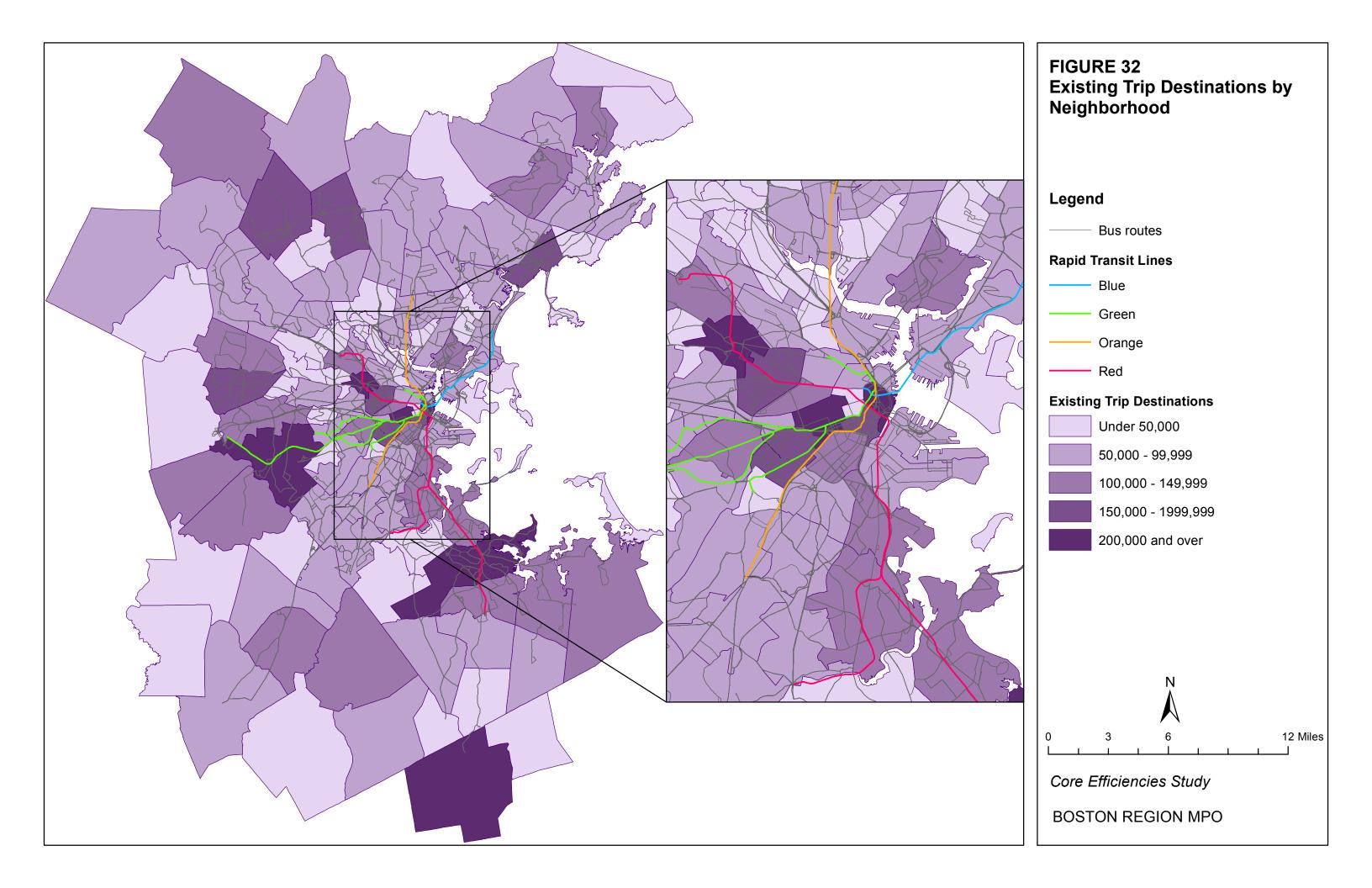


Table 43
Existing Origin and Destination Trips by Neighborhood (Top 20)

		. , ,	· · ·
Neighborhood	Origins	Neighborhood	Destinations
Brockton	240,739	Downtown	351,793
South Dorchester	197,718	Back Bay	238,553
South Quincy	193,530	Brockton	212,598
Downtown	189,755	Harvard Square	210,901
South Newton	184,791	South Newton	210,818
East Lynn	164,879	South Quincy	186,674
Harvard Square	158,653	Chinatown	171,087
South Waltham	149,436	Fenway	166,385
Central Square	146,178	Burlington	150,026
Back Bay	145,761	Longwood	149,177
Fenway	139,110	South Waltham	148,810
Chelsea	129,573	Central Square	148,675
North Quincy	129,271	East Lynn	146,379
East Boston	126,010	South End	137,137
South End	125,446	South Dorchester	133,362
North Newton	122,748	East Woburn	131,419
Chinatown	115,549	North Newton	120,854
Hyde Park	113,836	Kendall/MIT	120,120
Burlington	111,708	South Peabody	114,571
North Brookline	110,482	North Braintree	114,385

the largest number of origin-destination trip pairs occurs with intra-Brockton travel and these trips represent 65 percent of Brockton's total trip origins and 73 percent of Brockton's total trip destinations. By comparison, the second largest number of origin-destination trip pairs occurs with trips beginning and ending within the Downtown neighborhood of Boston. These trips represent 53 percent of Downtown's total trip origins and 29 percent of Downtown's total trip destinations. When comparing Brockton to the Downtown neighborhood, therefore, it is apparent that a much greater percentage of trips destined for Downtown are originating from different neighborhoods, while the largest percentage of Brockton origin-destination trip pairs are intra-Brockton trips.

Table 44
Existing Origin-Destination Trip Pairs by Pair (Top 20)
Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination

Neighb	orhood	Number	Percer	nt of Trips
Origin	Destination	of Trips	From Origin*	To Destination**
Brockton	Brockton	156,109	64.8%	73.4%
Downtown	Downtown	100,314	52.9%	28.5%
East Lynn	East Lynn	86,899	52.7%	59.4%
South Quincy	South Quincy	81,324	42.0%	43.6%
Harvard Square	Harvard Square	75,209	47.4%	35.7%
South Waltham	South Waltham	70,583	47.2%	47.4%
Back Bay	Back Bay	67,918	46.6%	28.5%
South Newton	South Newton	66,458	36.0%	31.5%
Burlington	Burlington	57,601	51.6%	38.4%
South Dorchester	South Dorchester	49,159	24.9%	36.9%
Longwood	Longwood	48,571	47.5%	32.6%
Norwood	Norwood	46,435	46.0%	41.2%
Needham	Needham	46,276	47.7%	47.2%
North Quincy	North Quincy	46,155	35.7%	41.2%
Central Square	Central Square	42,994	29.4%	28.9%
East Boston	East Boston	42,877	34.0%	48.7%
Wellesley	Wellesley	42,392	50.0%	48.9%
South End	South End	41,867	33.4%	30.5%
South Peabody	South Peabody	41,415	39.4%	36.1%
Billerica	Billerica	39,949	46.7%	53.6%

<sup>\*</sup> Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin

Table 45 lists the top 20 non-intra-neighborhood origin-destination trip pairs and the percentage that each trip pair represents of the respective neighborhoods' total origins and destinations. As shown in the table, most of the origins and destinations lie within the urban core. The most frequent existing origin-destination pair that is not an intra-neighborhood trip is Chinatown-Downtown. This pair represents 23 percent of the origin trips from the Chinatown neighborhood but only 8 percent of the destination trips to the Downtown neighborhood. The reverse trip is the second largest pair.

Tables 46 and 47 list the top 20 destination and origin neighborhoods, respectively, for each of the top 20 origin and destination

<sup>\*\*</sup> Percent of trips to destination represents the number of trips in each origindestination pair divided by all trips to the destination

Table 45
Existing Non-Intra-Neighborhood Origin-Destination Trip Pairs by Pair (Top 20)

Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination

Neighb	orhood	Number	Percer	nt of Trips
Origin	Destination	of Trips	From Origin*	To Destination**
Chinatown	Downtown	26,291	22.8%	7.5%
Downtown	Chinatown	22,570	11.9%	13.2%
South End	Back Bay	19,230	15.3%	8.1%
Central Square	Harvard Square	18,181	12.4%	8.6%
East Lynn	West Lynn	16,801	10.2%	22.4%
North Quincy	South Quincy	16,291	12.6%	8.7%
Harvard Square	Central Square	15,729	9.9%	10.6%
Fenway	Longwood	15,577	11.2%	10.4%
West Lynn	East Lynn	15,539	16.7%	10.6%
South Newton	North Newton	15,446	8.4%	12.8%
North Newton	South Newton	14,918	12.2%	7.1%
Chinatown	Back Bay	14,283	12.4%	6.0%
Central Square	Kendall/MIT	13,893	9.5%	11.6%
South Quincy	North Braintree	13,227	6.8%	11.6%
South Waltham	North Waltham	12,997	8.7%	13.0%
South Dorchester	North Dorchester	12,966	6.6%	12.0%
North Cambridge	Harvard Square	12,826	15.5%	6.1%
Fenway	Back Bay	12,613	9.1%	5.3%
North Weymouth	Hingham	12,425	12.6%	16.0%
South Quincy	North Quincy	12,397	6.4%	11.1%

<sup>\*</sup> Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin

neighborhoods listed in Table 43. For the top 20 origins (Table 46), Downtown is the only neighborhood listed among the top 20 destinations for each origin. Back Bay is listed among the top 20 destinations for 18 of the origins, followed by South Newton with 16, Chinatown with 15, and Fenway with 14. A total of 10 neighborhoods, all in the urban core, are listed among the top 20 destinations for at least half of the top 20 origins. For the top 20 destinations (Table 47), the distribution of origins is much greater. South Dorchester is listed among the top 20 origins for 15 of the top 20 destinations, followed by North Brookline, with 11 and East Boston, Fenway, and South Quincy with 10 each.

**CTPS** 

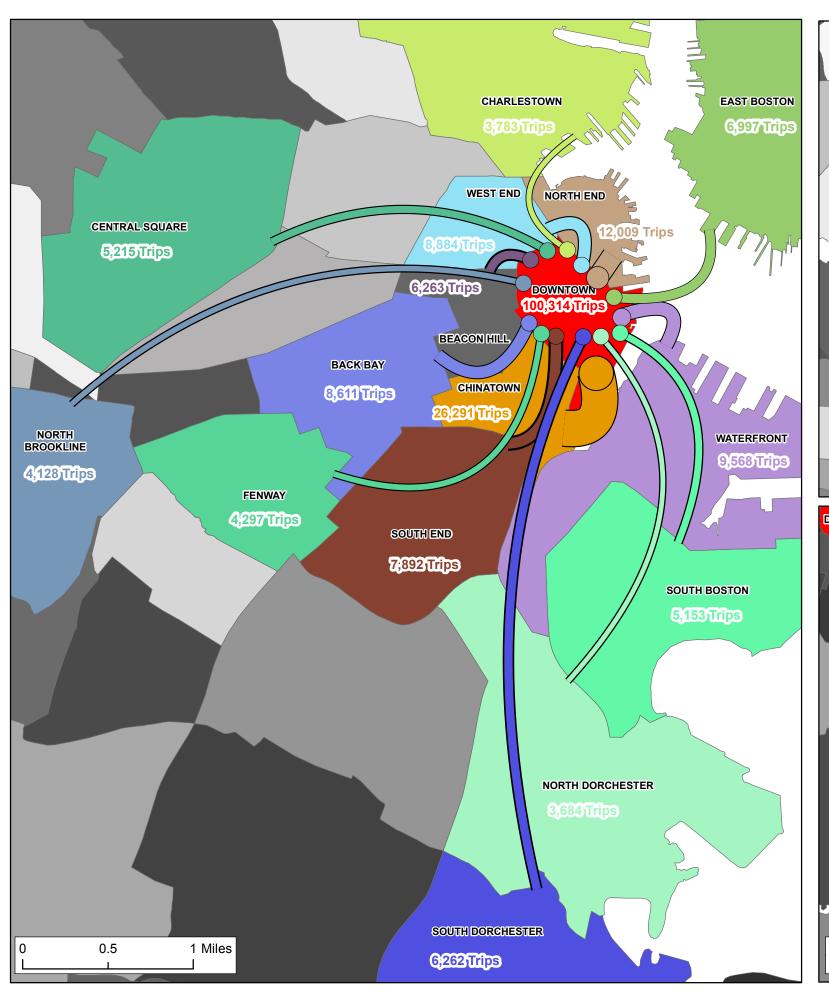
<sup>\*\*</sup> Percent of trips to destination represents the number of trips in each origindestination pair divided by all trips to the destination

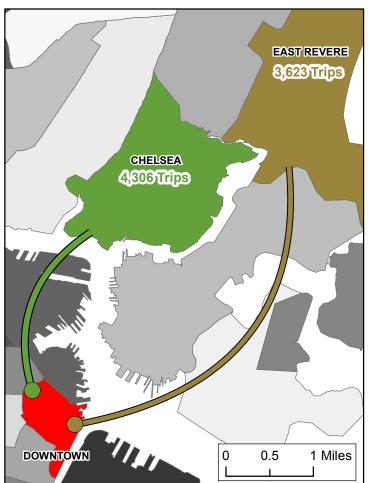
The percentages presented in Tables 46 and 47 give some indication as to the relative distribution of origins and destinations for each listed neighborhood. For instance, in Table 46, Downtown is listed as the 4th most frequent origin among all neighborhoods, and intra-Downtown trips represent 52.9 percent of all trips from Downtown but only 28.5 percent of trips to Downtown. This indicates that while more than 50 percent of trips originating from Downtown are headed to just one destination (Downtown), less than 30 percent of trips destined for Downtown originate from this one destination. Lower percentages are relatively consistent for trips destined for downtown neighborhoods such as Downtown, Chinatown, Back Bay, and Fenway given the larger number of these trips and the greater distribution of origins compared to neighborhoods such as Brockton, Burlington, and South Waltham.

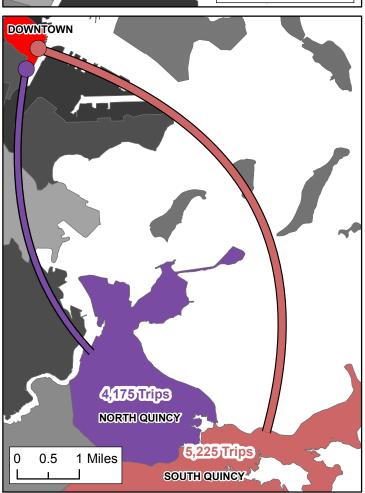
Figures 33 and 34 present example trip flow diagrams. The flows presented in Figure 33 are for the top 20 origin neighborhoods with a destination of the Downtown neighborhood. As shown in the figure, in general, neighborhoods with a greater proximity to Downtown have greater trip flows to Downtown. There are some exceptions, however. North Dorchester has fewer trips to Downtown compared to South Dorchester and Central Square has a greater number of trips to Downtown compared to Kendall/MIT or East Cambridge. Figure 34 presents the 20 greatest non-intra-neighborhood trip origin-destination pairs shown in Table 45. As shown in the figure, the greatest origin-destination pairs are generally composed of nearby neighborhoods. For instance, the greatest trip flows originating from neighborhoods in the towns of Boston, Cambridge, Lynn, Waltham, and Newton remain within the respective town borders.

#### 3.4.2 Summary of Existing Trips

An analysis of existing modeled trips results in the appearance of some general patterns. First, the greatest percentages of trips originating from and destined to each neighborhood come from that same neighborhood. This reflects the local nature of most trip making. Second, the next greatest percentages of trips for each neighborhood typically come from neighborhoods nearby or at least within the same town. Even where trips must leave their origin neighborhood, therefore, the destination likely lies within a short distance. Finally, the neighborhoods with the greatest numbers of origins and destinations are primarily those located in the urban core. This reflects the greater population and employment density of these neighborhoods that leads to a greater number of trips.







## FIGURE 33 Top 20 Origin Trip Flows to Downtown Destination

### Legend





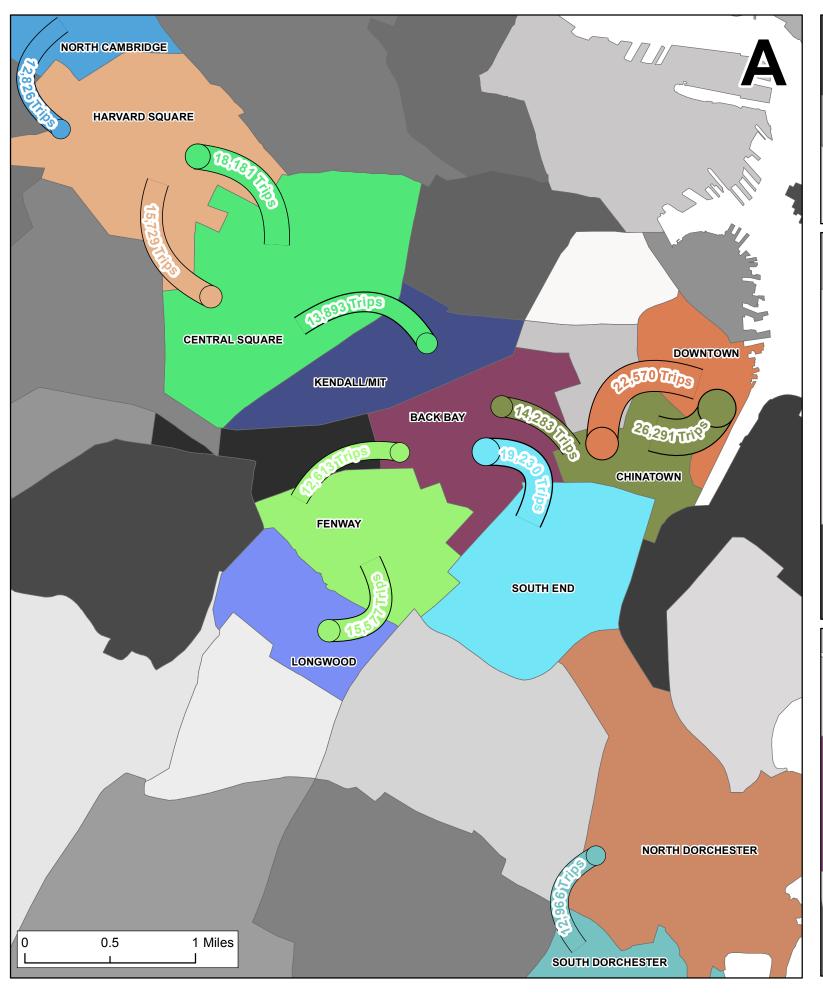
Other neighborhoods

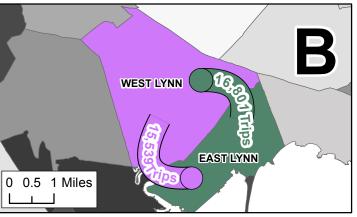


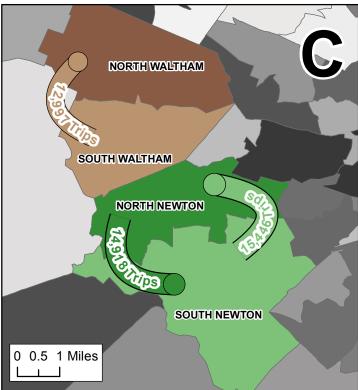


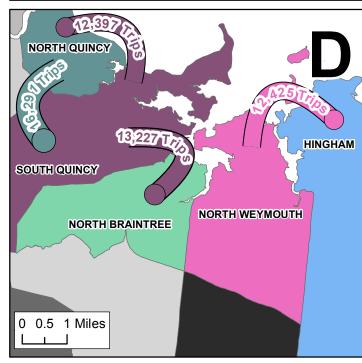
Core Efficiencies Study

**BOSTON REGION MPO** 









# FIGURE 34 Top 20 Inter-Neighborhood Trip Origin-Destination Pairs

## Legend



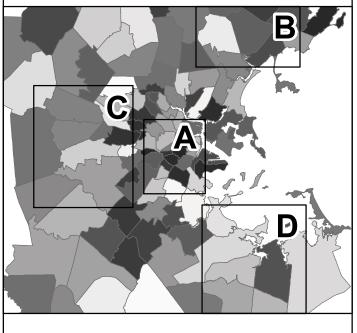
Neighborhoods in top 20 non-intra-neighborhood origin-destination pairs



**Number of trips** 



Other neighborhoods





Core Efficiencies Study

**BOSTON REGION MPO** 

TABLE 46

Top 20 Existing Origin-Destination Trip Pairs for Top 20 Trip Origins

Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination

									Origin (Orig	g.)									
Or	igin: Brockto	on		Origin:	<b>South Dorc</b>	hester		Origi	ı: South Qu	incy		Ori	gin: Downto	wn		Orig	in: South Ne	wton	
	Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent of	of Trips		Number	Percent o	f Trips		Number	Percent o	of Trips
	of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to
<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.
Brockton	156,109	64.8%	73.4%	South Dorchester	49,159	24.9%	36.9%	South Quincy	81,324	42.0%	43.6%	Downtown	100,314	52.9%	28.5%	South Newton	66,458	36.0%	31.5%
Stoughton	10,313	4.3%	13.5%	North Dorchester	12,966	6.6%	12.0%	North Braintree	13,227	6.8%	11.6%	Chinatown	22,570	11.9%	13.2%	North Newton	15,446	8.4%	12.8%
Avon	7,445	3.1%	27.7%	South Roxbury	9,379	4.7%	14.2%	North Quincy	12,397	6.4%	11.1%	West End	8,946	4.7%	11.1%	West Roxbury	5,875	3.2%	7.6%
Abington	6,969	2.9%	24.5%	Mattapan	7,892	4.0%	14.4%	North Weymouth	6,211	3.2%	7.0%	North End	7,138	3.8%	15.6%	Needham	5,334	2.9%	5.4%
Randolph	5,850	2.4%	7.9%	South Quincy	7,580	3.8%	4.1%	Downtown	5,225	2.7%	1.5%	Back Bay	6,716	3.5%	2.8%	South Brighton	5,173	2.8%	6.5%
Holbrook	4,605	1.9%	19.9%	North Quincy	7,482	3.8%	6.7%	South Dorchester	4,622	2.4%	3.5%	Waterfront	6,179	3.3%	8.5%	South Brookline	4,240	2.3%	6.6%
Canton	4,520	1.9%	5.5%	Downtown	6,262	3.2%	1.8%	Hingham	4,323	2.2%	5.6%	Beacon Hill	3,960	2.1%	12.8%	South Waltham	3,827	2.1%	2.6%
South Quincy	3,043	1.3%	1.6%	North Roxbury	5,373	2.7%	8.7%	North Milton	3,683	1.9%	9.0%	South End	3,078	1.6%	2.2%	Wellesley	3,820	2.1%	4.4%
North Braintree	3,037	1.3%	2.7%	North Milton	4,760	2.4%	11.7%	South Braintree	3,660	1.9%	6.9%	East Cambridge	2,184	1.2%	2.8%	North Brookline	3,372	1.8%	3.3%
South Weymouth	2,858	1.2%	5.6%	South Newton	4,328	2.2%	2.1%	Back Bay	2,770	1.4%	1.2%	Kendall/MIT	1,865	1.0%	1.6%	North Brighton	2,656	1.4%	7.4%
South Braintree	2,784	1.2%	5.3%	South End	4,107	2.1%	3.0%	North Dorchester	2,587	1.3%	2.4%	Charlestown	1,660	0.9%	2.7%	Downtown	2,617	1.4%	0.7%
Downtown	2,691	1.1%	0.8%	Fenway	3,830	1.9%	2.3%	Randolph	2,376	1.2%	3.2%	Fenway	1,523	0.8%	0.9%	East Watertown	2,607	1.4%	3.0%
North Weymouth	1,799	0.7%	2.0%	Hyde Park	3,642	1.8%	4.6%	South Newton	2,340	1.2%	1.1%	Central Square	1,294	0.7%	0.9%	Hyde Park	2,427	1.3%	3.1%
Norwood	1,649	0.7%	1.5%	Back Bay	3,414	1.7%	1.4%	Chinatown	2,126	1.1%	1.2%	Harvard Square	1,198	0.6%	0.6%	North Allston	2,295	1.2%	3.6%
Hingham	1,646	0.7%	2.1%	Chinatown	3,169	1.6%	1.9%	Canton	1,839	1.0%	2.2%	South Boston	996	0.5%	1.5%	East Dedham	2,266	1.2%	3.7%
Chinatown	1,250	0.5%	0.7%	North Braintree	3,081	1.6%	2.7%	South Weymouth	1,765	0.9%	3.5%	North Dorchester	962	0.5%	0.9%	North Waltham	2,100	1.1%	2.1%
North Quincy	1,151	0.5%	1.0%	Jamaica Plain	2,736	1.4%	4.8%	Brockton	1,729	0.9%	0.8%	South Quincy	857	0.5%	0.5%	Chestnut Hill	2,095	1.1%	18.1%
Back Bay	1,122	0.5%	0.5%	Roslindale	2,708	1.4%	4.7%	Hyde Park	1,616	0.8%	2.0%	North Quincy	785	0.4%	0.7%	Jamaica Plain	2,073	1.1%	3.6%
Sharon	1,099	0.5%	4.6%	Longwood	2,613	1.3%	1.8%	Fenway	1,562	0.8%	0.9%	South Newton	614	0.3%	0.3%	Fenway	1,928	1.0%	1.2%
Waterfront	982	0.4%	1.4%	West Roxbury	2.183	1.1%	2.8%	South End	1.492	0.8%	1.1%	North Braintree	603	0.3%	0.5%	Roslindale	1.918	1.0%	3.4%

								(	Origin (Orig	g.)									
Ori	igin: East Ly	nn		Origin	: Harvard S	quare		Origin	: South Wal	tham		Origin	: Central S	quare		Or	igin: Back B	ay	
	Number	Percent of	of Trips		Number	Percent of	of Trips		Number	Percent of	of Trips		Number	Percent o	f Trips		Number	Percent o	f Trips
	of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to
<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.
East Lynn	86,899	52.7%	59.4%	Harvard Square	75,209	47.4%	35.7%	South Waltham	70,583	47.2%	47.4%	Central Square	42,994	29.4%	28.9%	Back Bay	67,918	20.6%	28.5%
West Lynn	16,801	10.2%	22.4%	Central Square	15,729	9.9%	10.6%	North Waltham	12,997	8.7%	13.0%	Harvard Square	18,181	12.4%	8.6%	Chinatown	12,384	6.9%	7.2%
Swampscott	3,861	2.3%	9.2%	North Cambridge	9,824	6.2%	10.4%	East Watertown	5,123	3.4%	5.8%	Kendall/MIT	13,893	9.5%	11.6%	South End	9,581	5.6%	7.0%
East Revere	3,780	2.3%	5.1%	Spring Hill	4,865	3.1%	5.9%	North Newton	4,355	2.9%	3.6%	East Cambridge	6,536	4.5%	8.3%	Fenway	9,360	5.4%	5.6%
South Salem	3,382	2.1%	4.6%	Davis Square	3,372	2.1%	5.6%	West Watertown	4,135	2.8%	12.1%	Downtown	5,215	3.6%	1.5%	Downtown	8,611	5.1%	2.4%
South Peabody	3,181	1.9%	2.8%	Fresh Pond	3,318	2.1%	11.7%	South Newton	2,944	2.0%	1.4%	Back Bay	4,846	3.3%	2.0%	Kendall/MIT	3,500	4.5%	2.9%
North Saugus	2,906	1.8%	4.8%	Downtown	3,157	2.0%	0.9%	West Lexington	2,747	1.8%	5.1%	Spring Hill	4,221	2.9%	5.1%	BU	2,757	4.2%	4.8%
South Saugus	2,802	1.7%	4.8%	Kendall/MIT	3,053	1.9%	2.5%	South Belmont	2,407	1.6%	6.4%	North Cambridge	3,119	2.1%	3.3%	Longwood	2,481	3.8%	1.7%
Downtown	2,656	1.6%	0.8%	East Watertown	2,367	1.5%	2.7%	East Lexington	2,227	1.5%	4.3%	Fenway	2,733	1.9%	1.6%	West End	2,078	3.7%	2.6%
West Revere	1,990	1.2%	4.1%	Back Bay	2,361	1.5%	1.0%	Burlington	1,935	1.3%	1.3%	Chinatown	2,388	1.6%	1.4%	Central Square	2,062	3.0%	1.4%
Marblehead	1,986	1.2%	3.8%	East Cambridge	2,119	1.3%	2.7%	Wellesley	1,807	1.2%	2.1%	West End	1,882	1.3%	2.3%	Beacon Hill	1,511	2.6%	4.9%
North Salem	1,951	1.2%	2.8%	North Allston	1,580	1.0%	2.5%	Downtown	1,659	1.1%	0.5%	North Allston	1,812	1.2%	2.8%	Harvard Square	1,398	2.0%	0.7%
Chelsea	1,333	0.8%	1.3%	Chinatown	1,440	0.9%	0.8%	Needham	1,616	1.1%	1.6%	Davis Square	1,648	1.1%	2.7%	East Cambridge	1,318	1.7%	1.7%
West Beverly	1,332	0.8%	1.5%	East Somerville	1,182	0.7%	2.9%	Weston	1,558	1.0%	5.7%	South End	1,611	1.1%	1.2%	North Brookline	1,212	1.6%	1.2%
Nahant	1,300	0.8%	16.4%	Fenway	1,089	0.7%	0.7%	North Belmont	1,508	1.0%	5.4%	Longwood	1,481	1.0%	1.0%	Waterfront	1,101	1.5%	1.5%
Back Bay	1,294	0.8%	0.5%	South End	1,001	0.6%	0.7%	West Arlington	1,436	1.0%	2.3%	East Watertown	1,281	0.9%	1.5%	South Newton	823	1.4%	0.4%
Wakefield	1,254	0.8%	1.5%	West End	991	0.6%	1.2%	North Cambridge	1,429	1.0%	1.5%	BU	1,260	0.9%	2.2%	North End	817	1.4%	1.8%
East Malden	1,172	0.7%	1.5%	East Arlington	933	0.6%	2.0%	East Woburn	1,150	0.8%	0.9%	North Brookline	1,229	0.8%	1.2%	North Dorchester	809	1.3%	0.7%
East Boston	1,127	0.7%	1.3%	West Arlington	832	0.5%	1.3%	Harvard Square	1,083	0.7%	0.5%	South Newton	1,121	0.8%	0.5%	South Allston	754	1.1%	1.2%
South Danvers	1,077	0.7%	1.7%	Waterfront	824	0.5%	1.1%	Back Bay	1,033	0.7%	0.4%	East Somerville	1,060	0.7%	2.6%	South Boston	582	1.1%	0.9%

<sup>\*</sup> Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin \*\* Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination

TABLE 46 - Continued

Top 20 Existing Origin-Destination Trip Pairs for Top 20 Trip Origins

Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination

									Origin (Orig	g.)									
Oı	rigin: Fenwa	y		0:	rigin: Chelso	ea		Origi	ı: North Qu	incy		Orig	in: East Bost	on		Ori	gin: South E	End	
	Number	Percent	of Trips		Number	Percent of	of Trips		Number	Percent of	of Trips		Number	Percent o	f Trips		Number	Percent o	f Trips
	of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to
Destination (Dest.)	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.
Fenway	38,793	27.9%	23.3%	Chelsea	38,636	29.8%	38.1%	North Quincy	46,155	35.7%	41.2%	East Boston	42,877	34.0%	48.7%	South End	41,867	33.4%	30.5%
Longwood	15,577	11.2%	10.4%	East Revere	7,073	5.5%	9.5%	South Quincy	16,291	12.6%	8.7%	Downtown	6,997	5.6%	2.0%	Back Bay	19,230	15.3%	8.1%
Back Bay	12,613	9.1%	5.3%	East Everett	6,253	4.8%	10.0%	South Dorchester	5,903	4.6%	4.4%	Chelsea	5,887	4.7%	5.8%	Chinatown	11,057	8.8%	6.5%
BU	6,966	5.0%	12.0%	East Boston	6,184	4.8%	7.0%	North Braintree	4,572	3.5%	4.0%	Kendall/MIT	3,841	3.0%	3.2%	Downtown	7,892	6.3%	2.2%
South End	5,108	3.7%	3.7%	West Revere	4,702	3.6%	9.7%	Downtown	4,175	3.2%	1.2%	East Revere	3,251	2.6%	4.4%	Fenway	7,826	6.2%	4.7%
North Brookline	4,482	3.2%	4.3%	Downtown	4,306	3.3%	1.2%	North Milton	2,861	2.2%	7.0%	Back Bay	2,901	2.3%	1.2%	Longwood	3,076	2.5%	2.1%
Downtown	4,297	3.1%	1.2%	Harvard Square	3,429	2.6%	1.6%	North Dorchester	2,856	2.2%	2.6%	Chinatown	2,870	2.3%	1.7%	North Dorchester	2,838	2.3%	2.6%
Chinatown	3,048	2.2%	1.8%	East Malden	3,179	2.5%	4.1%	Back Bay	2,270	1.8%	1.0%	Fenway	2,749	2.2%	1.7%	North Roxbury	1,991	1.6%	3.2%
Mission Hill	2,997	2.2%	7.6%	West Everett	2,632	2.0%	6.6%	North Weymouth	2,091	1.6%	2.3%	Harvard Square	2,024	1.6%	1.0%	Central Square	1,606	1.3%	1.1%
Central Square	2,831	2.0%	1.9%	East Medford	2,303	1.8%	3.7%	South Newton	1,737	1.3%	0.8%	Logan Airport	1,934	1.5%	5.8%	Waterfront	1,573	1.3%	2.2%
Kendall/MIT	2,797	2.0%	2.3%	Back Bay	2,086	1.6%	0.9%	Chinatown	1,731	1.3%	1.0%	South End	1,904	1.5%	1.4%	Kendall/MIT	1,432	1.1%	1.2%
South Allston	2,391	1.7%	3.8%	West Malden	1,946	1.5%	2.9%	Hingham	1,629	1.3%	2.1%	Central Square	1,778	1.4%	1.2%	Harvard Square	1,401	1.1%	0.7%
South Brookline	2,373	1.7%	3.7%	Central Square	1,924	1.5%	1.3%	Fenway	1,368	1.1%	0.8%	Longwood	1,629	1.3%	1.1%	West End	1,300	1.0%	1.6%
North Roxbury	2,270	1.6%	3.7%	Chinatown	1,799	1.4%	1.1%	Hyde Park	1,343	1.0%	1.7%	East Everett	1,508	1.2%	2.4%	South Boston	1,202	1.0%	1.9%
North Dorchester	2,208	1.6%	2.0%	Charlestown	1,698	1.3%	2.8%	South Braintree	1,296	1.0%	2.4%	North Dorchester	1,378	1.1%	1.3%	North Brookline	961	0.8%	0.9%
South Brighton	1,872	1.3%	2.4%	Kendall/MIT	1,675	1.3%	1.4%	Waterfront	1,252	1.0%	1.7%	East Lynn	1,365	1.1%	0.9%	South Roxbury	919	0.7%	1.4%
Harvard Square	1,866	1.3%	0.9%	East Lynn	1,457	1.1%	1.0%	South End	1,226	0.9%	0.9%	North Brookline	1,245	1.0%	1.2%	South Dorchester	877	0.7%	0.7%
Jamaica Plain	1,698	1.2%	3.0%	Logan Airport	1,438	1.1%	4.3%	Mattapan	1,194	0.9%	2.2%	Winthrop	1,192	0.9%	2.9%	BU	864	0.7%	1.5%
South Newton	1,679	1.2%	0.8%	Spring Hill	1,419	1.1%	1.7%	Kendall/MIT	1,118	0.9%	0.9%	South Newton	1,159	0.9%	0.5%	South Newton	733	0.6%	0.3%
South Roxbury	1,438	1.0%	2.2%	South Saugus	1,390	1.1%	2.4%	West End	956	0.7%	1.2%	North End	1,145	0.9%	2.5%	North End	717	0.6%	1.6%

									Origin (Orig	g.)									
Origi	n: North Nev	vton		Orig	gin: Chinato	wn		Orig	in: Hyde Pa	ırk		Orig	gin: Burlingt	on		Origin	: North Bro	okline	
	Number	Percent of	of Trips		Number	Percent of	of Trips		Number	Percent of	of Trips		Number	Percent o	f Trips		Number	Percent o	f Trips
	of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to
<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.
North Newton	38,589	31.4%	31.9%	Chinatown	32,520	28.1%	19.0%	Hyde Park	23,824	20.9%	30.0%	Burlington	57,601	51.6%	38.4%	North Brookline	22,726	20.6%	22.0%
South Newton	14,918	12.2%	7.1%	Downtown	26,291	22.8%	7.5%	West Roxbury	6,326	5.6%	8.2%	Billerica	8,623	7.7%	11.6%	South Allston	7,631	6.9%	12.2%
South Waltham	6,721	5.5%	4.5%	Back Bay	14,283	12.4%	6.0%	Roslindale	5,923	5.2%	10.3%	East Woburn	4,610	4.1%	3.5%	South Brighton	6,206	5.6%	7.8%
East Watertown	3,701	3.0%	4.2%	South End	6,564	5.7%	4.8%	East Dedham	5,835	5.1%	9.6%	Wilmington	4,445	4.0%	9.1%	Longwood	5,947	5.4%	4.0%
North Brighton	2,877	2.3%	8.0%	Waterfront	2,818	2.4%	3.9%	South Newton	5,591	4.9%	2.7%	Bedford	3,771	3.4%	5.3%	Fenway	5,581	5.1%	3.4%
Downtown	2,546	2.1%	0.7%	West End	2,487	2.2%	3.1%	Mattapan	4,119	3.6%	7.5%	Reading	2,452	2.2%	4.3%	South Brookline	4,931	4.5%	7.7%
North Waltham	2,434	2.0%	2.4%	Fenway	2,475	2.1%	1.5%	South Dorchester	3,543	3.1%	2.7%	West Lexington	1,724	1.5%	3.2%	Back Bay	4,621	4.2%	1.9%
South Brighton	2,396	2.0%	3.0%	Beacon Hill	1,996	1.7%	6.5%	South Quincy	2,708	2.4%	1.5%	West Woburn	1,537	1.4%	3.9%	BU	4,238	3.8%	7.3%
North Allston	2,260	1.8%	3.6%	North End	1,605	1.4%	3.5%	Downtown	2,672	2.3%	0.8%	North Waltham	1,511	1.4%	1.5%	Downtown	4,128	3.7%	1.2%
Wellesley	2,071	1.7%	2.4%	Longwood	1,523	1.3%	1.0%	North Milton	2,519	2.2%	6.2%	East Lexington	1,392	1.2%	2.7%	South Newton	3,303	3.0%	1.6%
Needham	1,978	1.6%	2.0%	Kendall/MIT	1,511	1.3%	1.3%	South Milton	2,399	2.1%	11.6%	Wakefield	1,204	1.1%	1.4%	North Allston	2,843	2.6%	4.5%
North Brookline	1,756	1.4%	1.7%	North Brookline	1,407	1.2%	1.4%	Norwood	2,371	2.1%	2.1%	Winchester	1,158	1.0%	2.1%	Chinatown	2,193	2.0%	1.3%
Back Bay	1,598	1.3%	0.7%	East Cambridge	1,154	1.0%	1.5%	West Dedham	2,297	2.0%	7.8%	Stoneham	1,075	1.0%	1.6%	Central Square	1,899	1.7%	1.3%
West Watertown	1,581	1.3%	4.6%	Harvard Square	1,106	1.0%	0.5%	Jamaica Plain	2,168	1.9%	3.8%	South Waltham	992	0.9%	0.7%	Harvard Square	1,729	1.6%	0.8%
West Roxbury	1,499	1.2%	1.9%	Central Square	1,082	0.9%	0.7%	North Newton	1,901	1.7%	1.6%	West Arlington	859	0.8%	1.4%	South End	1,651	1.5%	1.2%
South Brookline	1,345	1.1%	2.1%	South Boston	951	0.8%	1.5%	Back Bay	1,855	1.6%	0.8%	Concord	689	0.6%	1.6%	Kendall/MIT	1,583	1.4%	1.3%
Fenway	1,225	1.0%	0.7%	North Dorchester	881	0.8%	0.8%	North Quincy	1,845	1.6%	1.6%	South Peabody	647	0.6%	0.6%	North Brighton	1,532	1.4%	4.3%
Harvard Square	1,032	0.8%	0.5%	BU	692	0.6%	1.2%	Canton	1,836	1.6%	2.2%	South Newton	632	0.6%	0.3%	North Newton	1,412	1.3%	1.2%
Chinatown	1,012	0.8%	0.6%	Charlestown	553	0.5%	0.9%	Westwood	1,736	1.5%	3.6%	Lynnfield	590	0.5%	1.9%	Mission Hill	1,246	1.1%	3.1%
South Allston	970	0.8%	1.6%	South Newton	535	0.5%	0.3%	South Roxbury	1,612	1.4%	2.4%	Downtown	583	0.5%	0.2%	North Dorchester	1,187	1.1%	1.1%

<sup>\*</sup> Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin \*\* Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination

TABLE 47

Top 20 Existing Origin-Destination Trip Pairs for Top 20 Trip Destinations

Number of Trips in the Origin-Destination Pair, Percent of All Trips to the Destination, and Percent of All Trips from the Origin

							D												
Destin	nation: Down	town		Desti	ination: Back	Bay		Desti	ination: Broc	kton		Destina	tion: Harvard	Square		Destin	ation: South	Newton	
	Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent o	of Trips	_	Number	Percent of	of Trips
	of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from
Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.
Downtown	100,314	28.5%	52.9%	Back Bay	67,918	28.5%	46.6%	Brockton	156,109	73.4%	64.8%	Harvard Square	75,209	35.7%	47.4%	South Newton	66,458	31.5%	36.0%
Chinatown	26,291	7.5%	22.8%	South End	19,230	8.1%	15.3%	Stoughton	8,659	4.1%	10.8%	Central Square	18,181	8.6%	12.4%	North Newton	14,918	7.1%	12.2%
North End	12,009	3.4%	28.7%	Chinatown	14,283	6.0%	12.4%	Abington	6,663	3.1%	18.4%	North Cambridge	12,826	6.1%	15.5%	South Brighton	7,919	3.8%	7.6%
Waterfront	9,568	2.7%	18.0%	Fenway	12,613	5.3%	9.1%	Randolph	5,055	2.4%	5.7%	Spring Hill	12,009	5.7%	12.4%	West Roxbury	7,258	3.4%	8.9%
West End	8,884	2.5%	17.5%	Downtown	6,716	2.8%	3.5%	Holbrook	4,063	1.9%	14.0%	Davis Square	7,232	3.4%	9.1%	Needham	6,521	3.1%	6.7%
Back Bay	8,611	2.4%	5.9%	Central Square	4,846	2.0%	3.3%	Avon	3,961	1.9%	22.5%	Fresh Pond	3,684	1.7%	14.2%	Hyde Park	5,591	2.7%	4.9%
South End	7,892	2.2%	6.3%	North Brookline	4,621	1.9%	4.2%	Canton	3,084	1.5%	4.0%	Chelsea	3,429	1.6%	2.6%	South Brookline	5,564	2.6%	8.1%
East Boston	6,997	2.0%	5.6%	Beacon Hill	3,489	1.5%	11.7%	South Weymouth	2,200	1.0%	3.7%	East Somerville	2,906	1.4%	6.9%	Wellesley	4,641	2.2%	5.5%
Beacon Hill	6,263	1.8%	21.0%	Longwood	3,421	1.4%	3.3%	Sharon	1,779	0.8%	4.6%	East Watertown	2,697	1.3%	3.6%	South Dorchester	4,328	2.1%	2.2%
South Dorchester	6,262	1.8%	3.2%	South Dorchester	3,414	1.4%	1.7%	South Quincy	1,729	0.8%	0.9%	North Allston	2,593	1.2%	5.2%	Roslindale	4,113	2.0%	5.2%
South Quincy	5,225	1.5%	2.7%	East Boston	2,901	1.2%	2.3%	South Braintree	1,721	0.8%	3.5%	Kendall/MIT	2,484	1.2%	3.3%	North Brookline	3,303	1.6%	3.0%
Central Square	5,215	1.5%	3.6%	South Boston	2,888	1.2%	3.2%	North Braintree	1,272	0.6%	1.5%	Winter Hill	2,122	1.0%	5.7%	North Brighton	3,239	1.5%	6.6%
South Boston	5,153	1.5%	5.7%	South Brighton	2,877	1.2%	2.8%	North Weymouth	1,252	0.6%	1.3%	South Dorchester	2,063	1.0%	1.0%	Mattapan	3,180	1.5%	3.3%
Chelsea	4,306	1.2%	3.3%	BU	2,877	1.2%	4.9%	South Dorchester	898	0.4%	0.5%	East Boston	2,024	1.0%	1.6%	Jamaica Plain	3,047	1.4%	4.4%
Fenway	4,297	1.2%	3.1%	South Quincy	2,770	1.2%	1.4%	Norwood	886	0.4%	0.9%	South Allston	2,021	1.0%	3.1%	South Waltham	2,944	1.4%	2.0%
North Quincy	4,175	1.2%	3.2%	Kendall/MIT	2,737	1.1%	3.7%	Hingham	869	0.4%	1.3%	East Arlington	1,987	0.9%	3.7%	East Dedham	2,894	1.4%	4.9%
North Brookline	4,128	1.2%	3.7%	West End	2,735	1.1%	5.4%	Hyde Park	770	0.4%	0.7%	Fenway	1,866	0.9%	1.3%	Chestnut Hill	2,398	1.1%	21.2%
Charlestown	3,783	1.1%	6.0%	Harvard Square	2,361	1.0%	1.5%	North Quincy	721	0.3%	0.6%	East Revere	1,833	0.9%	1.7%	South Quincy	2,340	1.1%	1.2%
North Dorchester	3,684	1.0%	3.6%	Mission Hill	2,284	1.0%	4.5%	Walpole	679	0.3%	1.1%	South Brighton	1,833	0.9%	1.8%	South Roxbury	2,323	1.1%	2.4%
East Revere	3,623	1.0%	3.3%	North Quincy	2,270	1.0%	1.8%	North Milton	565	0.3%	1.1%	South Medford	1,750	0.8%	5.2%	West Dedham	2,033	1.0%	7.7%

								Γ	<b>Destination (D</b>	est.)									
Destina	ation: South (	Quincy		Desti	nation: China	town		Des	tination: Fen	vay		Dest	tination: Burli	ngton		Dest	ination: Long	wood	
	Number	Percent	of Trips		Number	Percent	of Trips	_	Number	Percent	of Trips		Number	Percent of	of Trips		Number	Percent of	of Trips
	of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from
Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.
South Quincy	81,324	43.6%	42.0%	Chinatown	32,520	19.0%	28.1%	Fenway	38,793	23.3%	27.9%	Burlington	57,601	38.4%	51.6%	Longwood	48,571	32.6%	47.5%
North Quincy	16,291	8.7%	12.6%	Downtown	22,570	13.2%	11.9%	Longwood	11,431	6.9%	11.2%	Billerica	12,328	8.2%	14.4%	Fenway	15,577	10.4%	11.2%
North Braintree	8,986	4.8%	10.4%	Back Bay	12,384	7.2%	8.5%	Back Bay	9,360	5.6%	6.4%	Wilmington	6,025	4.0%	11.9%	Mission Hill	7,964	5.3%	15.8%
South Dorchester	7,580	4.1%	3.8%	South End	11,057	6.5%	8.8%	BU	9,118	5.5%	15.5%	East Woburn	5,765	3.8%	6.0%	BU	5,954	4.0%	10.1%
North Weymouth	6,922	3.7%	7.0%	South Boston	4,027	2.4%	4.5%	South End	7,826	4.7%	6.2%	West Woburn	4,656	3.1%	9.9%	North Brookline	5,947	4.0%	5.4%
North Milton	4,784	2.6%	9.0%	Waterfront	3,851	2.3%	7.2%	North Roxbury	6,067	3.6%	7.8%	Reading	4,027	2.7%	6.4%	North Roxbury	5,170	3.5%	6.6%
Hingham	3,318	1.8%	4.9%	South Dorchester	3,169	1.9%	1.6%	North Brookline	5,581	3.4%	5.1%	Bedford	3,671	2.4%	6.2%	South Brookline	3,719	2.5%	5.4%
Randolph	3,196	1.7%	3.6%	Fenway	3,048	1.8%	2.2%	Mission Hill	4,307	2.6%	8.5%	East Lexington	3,306	2.2%	6.3%	South Roxbury	3,606	2.4%	3.7%
Brockton	3,043	1.6%	1.3%	Beacon Hill	3,040	1.8%	10.2%	South Dorchester	3,830	2.3%	1.9%	West Lexington	3,199	2.1%	6.7%	South End	3,076	2.1%	2.5%
South Braintree	2,980	1.6%	6.1%	East Boston	2,870	1.7%	2.3%	South Roxbury	3,812	2.3%	3.9%	Winchester	3,117	2.1%	4.8%	Jamaica Plain	3,016	2.0%	4.4%
Mattapan	2,900	1.6%	3.1%	Central Square	2,388	1.4%	1.6%	South Allston	3,180	1.9%	4.9%	West Arlington	2,722	1.8%	3.8%	South Allston	2,704	1.8%	4.2%
Hyde Park	2,708	1.5%	2.4%	North End	2,382	1.4%	5.7%	South Brighton	3,042	1.8%	2.9%	North Waltham	2,343	1.6%	2.6%	South Dorchester	2,613	1.8%	1.3%
North Dorchester	2,586	1.4%	2.5%	North Dorchester	2,378	1.4%	2.3%	South Brookline	2,802	1.7%	4.1%	Wakefield	2,060	1.4%	2.5%	Back Bay	2,481	1.7%	1.7%
South Weymouth	2,411	1.3%	4.0%	West End	2,353	1.4%	4.6%	North Dorchester	2,786	1.7%	2.7%	South Waltham	1,935	1.3%	1.3%	South Brighton	2,093	1.4%	2.0%
Canton	1,641	0.9%	2.1%	North Brookline	2,193	1.3%	2.0%	East Boston	2,749	1.7%	2.2%	Stoneham	1,919	1.3%	2.7%	East Boston	1,629	1.1%	1.3%
South Roxbury	1,581	0.8%	1.6%	South Quincy	2,126	1.2%	1.1%	Central Square	2,733	1.6%	1.9%	East Arlington	1,238	0.8%	2.3%	Chinatown	1,523	1.0%	1.3%
Roslindale	1,387	0.7%	1.7%	South Roxbury	1,870	1.1%	1.9%	Jamaica Plain	2,688	1.6%	3.9%	Melrose	1,109	0.7%	1.4%	South Newton	1,504	1.0%	0.8%
South Milton	1,375	0.7%	4.8%	Chelsea	1,799	1.1%	1.4%	Chinatown	2,475	1.5%	2.1%	Lynnfield	1,022	0.7%	3.1%	North Dorchester	1,491	1.0%	1.5%
Stoughton	1,305	0.7%	1.6%	North Quincy	1,731	1.0%	1.3%	South Newton	1,928	1.2%	1.0%	South Peabody	917	0.6%	0.9%	Central Square	1,481	1.0%	1.0%
North Roxbury	1,120	0.6%	1.4%	South Brighton	1,635	1.0%	1.6%	Mattapan	1,643	1.0%	1.7%	North Peabody	881	0.6%	1.6%	Mattapan	1,255	0.8%	1.3%

<sup>\*</sup> Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination \*\* Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin

TABLE 47 - Continued

Top 20 Existing Origin-Destination Trip Pairs for Top 20 Trip Destinations

Number of Trips in the Origin-Destination Pair, Percent of All Trips to the Destination, and Percent of All Trips from the Origin

		Destination (Dest.)																	
Destinat	ion: South W	altham		Destina	tion: Central	Square		Dest	ination: East l	Lynn		Desti	nation: South	n End		Destinat	ion: South Do	orchester	
	Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent o	f Trips		Number	Percent of	of Trips
	of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from
Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.
South Waltham	70,583	47.4%	47.2%	Central Square	42,994	28.9%	29.4%	East Lynn	86,899	59.4%	52.7%	South End	41,867	30.5%	33.4%	South Dorchester	49,159	36.9%	24.9%
North Waltham	10,995	7.4%	12.2%	Harvard Square	15,729	10.6%	9.9%	West Lynn	15,539	10.6%	16.7%	Back Bay	9,581	7.0%	6.6%	Mattapan	9,940	7.5%	10.5%
North Newton	6,721	4.5%	5.5%	Spring Hill	7,262	4.9%	7.5%	East Revere	5,362	3.7%	4.9%	Chinatown	6,564	4.8%	5.7%	South Roxbury	7,301	5.5%	7.5%
West Watertown	4,443	3.0%	11.6%	Kendall/MIT	5,602	3.8%	7.5%	South Saugus	2,563	1.8%	4.9%	Fenway	5,108	3.7%	3.7%	North Dorchester	6,935	5.2%	6.8%
East Watertown	4,258	2.9%	5.6%	East Cambridge	3,302	2.2%	5.7%	Swampscott	2,452	1.7%	5.5%	North Roxbury	4,893	3.6%	6.3%	North Quincy	5,903	4.4%	4.6%
South Newton	3,827	2.6%	2.1%	North Cambridge	3,282	2.2%	4.0%	West Revere	2,373	1.6%	3.2%	South Dorchester	4,107	3.0%	2.1%	South Quincy	4,622	3.5%	2.4%
South Belmont	2,482	1.7%	5.6%	Fenway	2,831	1.9%	2.0%	North Saugus	2,062	1.4%	4.3%	South Boston	3,771	2.7%	4.2%	North Roxbury	3,817	2.9%	4.9%
West Lexington	2,193	1.5%	4.6%	Davis Square	2,724	1.8%	3.4%	South Salem	2,025	1.4%	2.9%	North Dorchester	3,571	2.6%	3.5%	North Milton	3,737	2.8%	7.1%
East Lexington	2,125	1.4%	4.1%	Back Bay	2,062	1.4%	1.4%	South Peabody	1,755	1.2%	1.7%	South Roxbury	3,238	2.4%	3.3%	Hyde Park	3,543	2.7%	3.1%
West Arlington	1,789	1.2%	2.5%	Chelsea	1,924	1.3%	1.5%	Marblehead	1,737	1.2%	2.9%	Downtown	3,078	2.2%	1.6%	Roslindale	2,324	1.7%	2.9%
North Belmont	1,556	1.0%	5.4%	North Brookline	1,899	1.3%	1.7%	Nahant	1,492	1.0%	14.2%	East Boston	1,904	1.4%	1.5%	Jamaica Plain	1,806	1.4%	2.6%
Wellesley	1,332	0.9%	1.6%	East Boston	1,778	1.2%	1.4%	Chelsea	1,457	1.0%	1.1%	Longwood	1,859	1.4%	1.8%	South Boston	1,403	1.1%	1.6%
Weston	1,254	0.8%	4.4%	South Dorchester	1,758	1.2%	0.9%	East Malden	1,394	1.0%	1.4%	Waterfront	1,751	1.3%	3.3%	South Newton	1,342	1.0%	0.7%
Needham	1,218	0.8%	1.3%	East Somerville	1,629	1.1%	3.9%	East Boston	1,365	0.9%	1.1%	North Brookline	1,651	1.2%	1.5%	Fenway	1,304	1.0%	0.9%
North Cambridge	1,099	0.7%	1.3%	South End	1,606	1.1%	1.3%	Winthrop	1,358	0.9%	2.1%	Central Square	1,611	1.2%	1.1%	West Roxbury	1,278	1.0%	1.6%
Burlington	992	0.7%	0.9%	North Allston	1,599	1.1%	3.2%	North Salem	1,196	0.8%	1.6%	South Quincy	1,492	1.1%	0.8%	North Braintree	1,249	0.9%	1.4%
East Arlington	957	0.6%	1.8%	South Brighton	1,424	1.0%	1.4%	Melrose	1,024	0.7%	1.3%	Mattapan	1,478	1.1%	1.6%	South Milton	1,153	0.9%	4.0%
Winchester	871	0.6%	1.3%	East Watertown	1,371	0.9%	1.8%	Wakefield	920	0.6%	1.1%	Jamaica Plain	1,385	1.0%	2.0%	Randolph	1,133	0.8%	1.3%
North Brighton	833	0.6%	1.7%	South Boston	1,362	0.9%	1.5%	West Beverly	785	0.5%	0.9%	Mission Hill	1,327	1.0%	2.6%	North Brookline	1,027	0.8%	0.9%
East Woburn	811	0.5%	0.8%	Longwood	1,343	0.9%	1.3%	East Everett	643	0.4%	1.0%	North Quincy	1,226	0.9%	0.9%	North Weymouth	963	0.7%	1.0%

	Destination: East Woburn Destination: North Newton Destination: Kendall/MIT																		
Destina	ation: East W	oburn		Destina	ation: North 1	Newton		Destina	ation: Kenda	II/MIT		Destin	ation: South F	Peabody		Destina	tion: North B	raintree	
	Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent o	f Trips		Number	Percent o	of Trips
	of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from
Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.
East Woburn	35,629	27.1%	36.8%	North Newton	38,589	31.9%	31.4%	Kendall/MIT	26,290	21.9%	35.3%	South Peabody	41,415	36.1%	39.4%	North Braintree	31,231	27.3%	36.1%
Winchester	7,359	5.6%	11.2%	South Newton	15,446	12.8%	8.4%	Central Square	13,893	11.6%	9.5%	North Peabody	7,839	6.8%	14.2%	South Quincy	13,227	11.6%	6.8%
West Woburn	7,294	5.6%	15.5%	South Waltham	4,355	3.6%	2.9%	East Cambridge	6,469	5.4%	11.2%	North Salem	6,625	5.8%	9.1%	North Weymouth	7,882	6.9%	8.0%
Stoneham	6,876	5.2%	9.8%	North Brighton	3,694	3.1%	7.6%	East Boston	3,841	3.2%	3.0%	South Danvers	6,044	5.3%	12.8%	South Braintree	7,359	6.4%	15.1%
Wakefield	5,509	4.2%	6.7%	South Brighton	2,860	2.4%	2.8%	Back Bay	3,500	2.9%	2.4%	South Salem	5,602	4.9%	7.9%	Randolph	5,590	4.9%	6.3%
Burlington	4,610	3.5%	4.1%	Wellesley	2,210	1.8%	2.6%	Harvard Square	3,053	2.5%	1.9%	North Danvers	4,681	4.1%	9.4%	North Quincy	4,572	4.0%	3.5%
Reading	3,881	3.0%	6.2%	Needham	2,205	1.8%	2.3%	Fenway	2,797	2.3%	2.0%	West Beverly	4,468	3.9%	5.4%	South Weymouth	3,151	2.8%	5.3%
Melrose	3,051	2.3%	3.7%	East Watertown	2,058	1.7%	2.7%	Spring Hill	2,126	1.8%	2.2%	West Lynn	4,043	3.5%	4.3%	South Dorchester	3,081	2.7%	1.6%
Wilmington	2,902	2.2%	5.7%	Hyde Park	1,901	1.6%	1.7%	South Dorchester	2,112	1.8%	1.1%	East Lynn	3,181	2.8%	1.9%	Brockton	3,037	2.7%	1.3%
Billerica	2,294	1.7%	2.7%	West Roxbury	1,891	1.6%	2.3%	Downtown	1,865	1.6%	1.0%	Lynnfield	2,882	2.5%	8.7%	Hingham	2,260	2.0%	3.3%
West Arlington	2,120	1.6%	2.9%	South Dorchester	1,828	1.5%	0.9%	West End	1,837	1.5%	3.6%	East Beverly	2,392	2.1%	5.9%	North Milton	1,910	1.7%	3.6%
East Lexington	2,005	1.5%	3.8%	South Brookline	1,588	1.3%	2.3%	Charlestown	1,799	1.5%	2.9%	Marblehead	2,260	2.0%	3.7%	Canton	1,796	1.6%	2.3%
West Lexington	1,985	1.5%	4.1%	North Allston	1,472	1.2%	3.0%	South Boston	1,791	1.5%	2.0%	Swampscott	2,235	2.0%	5.0%	Holbrook	1,637	1.4%	5.6%
North Medford	1,795	1.4%	4.8%	North Waltham	1,421	1.2%	1.6%	Chelsea	1,675	1.4%	1.3%	Wakefield	1,685	1.5%	2.0%	Hyde Park	1,306	1.1%	1.1%
East Malden	1,597	1.2%	1.6%	North Brookline	1,412	1.2%	1.3%	North Brookline	1,583	1.3%	1.4%	Reading	1,435	1.3%	2.3%	Stoughton	1,197	1.0%	1.5%
North Waltham	1,529	1.2%	1.7%	Roslindale	1,312	1.1%	1.7%	Chinatown	1,511	1.3%	1.3%	North Saugus	1,219	1.1%	2.6%	Mattapan	1,197	1.0%	1.3%
East Medford	1,490	1.1%	2.6%	Weston	1,281	1.1%	4.5%	North Dorchester	1,487	1.2%	1.4%	East Revere	906	0.8%	0.8%	North Dorchester	1,110	1.0%	1.1%
West Malden	1,391	1.1%	1.8%	Mattapan	1,249	1.0%	1.3%	East Revere	1,475	1.2%	1.3%	South Saugus	895	0.8%	1.7%	Abington	1,059	0.9%	2.9%
North Saugus	1,249	1.0%	2.6%	South Quincy	1,151	1.0%	0.6%	South End	1,432	1.2%	1.1%	Melrose	871	0.8%	1.1%	South Boston	1,054	0.9%	1.2%
West Lynn	1,233	0.9%	1.3%	West Watertown	1,064	0.9%	2.8%	Beacon Hill	1,375	1.1%	4.6%	East Malden	824	0.7%	0.8%	South Milton	797	0.7%	2.8%

<sup>\*</sup> Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination \*\* Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin

Neighborhoods such as Back Bay, Brockton, Chinatown, Downtown, Fenway, Harvard Square, South Dorchester, and South Newton have some of the greatest numbers of existing trip origins and destinations individually as well as origin-destination trip pairs. Much of the greatest non-intra-neighborhood travel also occurs between these neighborhoods.

#### 3.4.3 Projected Change in Trips

Figure 35 shows the projected 2030 percentage change in origin trips by neighborhood across the study area and Table 48 shows the 20 neighborhoods with the greatest projected percentage and absolute changes in origin trips as well as the projected average changes across the entire study area. As shown in Figure 35, there are only a few neighborhoods that are projected to have a decrease in origin trips by 2030. An increase in origin trips between 5 and 10 percent is projected for the largest percentage of neighborhoods (40%), followed by an increase between 0 and 5 percent for 35 percent of neighborhoods. As shown in the table, neighborhoods in the urban core make up only about half of the top 20 neighborhoods with the greatest percentage increase in origin trips, although the increase in the Waterfront neighborhood, followed by East Somerville and East Cambridge, far exceeds those of other neighborhoods. However, at the town level, urban towns such as Boston, Cambridge, and Somerville have much lower percentage increases, indicating that origin-trip growth in these towns is limited to certain neighborhoods. To some extent, the large percentage increases in suburban towns are due to lower existing trip levels. When considering the projected absolute changes in origin trips, most neighborhoods in the top 20 have higher existing numbers of origin trips and lie in the urban core. The entire projected increase in origin trips across the entire study area is 7.8 percent and 701,300.

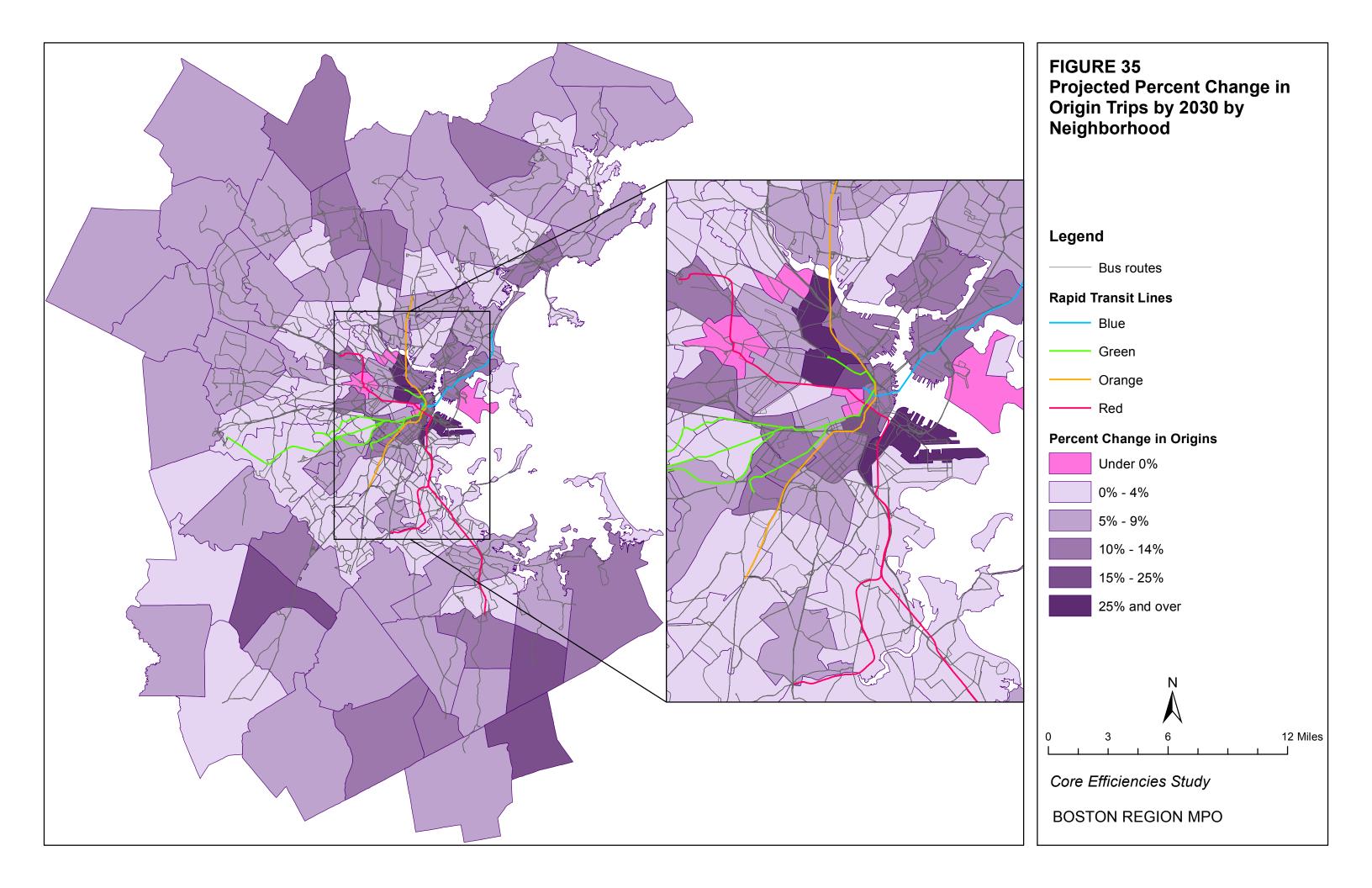
Figure 36 shows the projected 2030 percentage change in destination trips by neighborhood across the study area and Table 49 shows the 20 neighborhoods with the greatest projected percentage and absolute changes in destination trips as well as the projected average changes across the entire study area. As shown in Figure 36, there are only a few neighborhoods that are projected to have a decrease in destination trips by 2030. An increase in origin trips between 5 and 10 percent is projected for the largest percentage of neighborhoods (42%), followed by an increase between 0 and 5 percent for 31 percent of neighborhoods. As shown in the table, neighborhoods in the urban core make up only about half of the top 20 neighborhoods with the greatest

CTPS 167

percentage increase in destination trips, although the increases in the East Somerville and Waterfront neighborhoods far exceed those of other neighborhoods. However, at the town level, urban towns such as Boston, Cambridge, and Somerville have much lower percentage increases, indicating that destination-trip growth in these towns is limited to certain neighborhoods. As with origin trips, the large percentage increases in suburban towns are due in some part to lower existing trip levels. When considering the projected absolute changes in destination trips, a greater number of neighborhoods in the top 20 have higher existing numbers of origin trips and lie in the urban core. The entire projected increase in destination trips across the entire study area is 8.6 percent and 697,292.

Table 48
Projected Increases in Origin Trips by Neighborhood (Top 20)

Top 20 Pe	ercent Increas	es	Top 20 Ab	solute Increa	ses
Neighborhood	% Change	# Change	Neighborhood	% Change	# Change
Waterfront	104.8%	55,685	Waterfront	55,685	104.8%
East Somerville	52.0%	21,801	Chinatown	25,250	21.9%
East Cambridge	40.8%	23,523	East Cambridge	23,523	40.8%
Westwood	23.9%	11,273	East Somerville	21,801	52.0%
South Weymouth	23.8%	14,199	East Lynn	20,312	12.3%
Chinatown	21.9%	25,250	Downtown	18,722	9.9%
Abington	20.8%	7,529	Brockton	17,483	7.3%
Hingham	16.7%	11,264	Chelsea	15,874	12.3%
Wilmington	16.0%	8,115	South Weymouth	14,199	23.8%
Stoughton	15.6%	12,507	Fenway	14,177	10.2%
West End	15.5%	7,842	East Boston	13,942	11.1%
North Peabody	14.8%	8,139	South End	12,762	10.2%
Avon	14.6%	2,567	Stoughton	12,507	15.6%
North Cambridge	14.2%	11,755	North Cambridge	11,755	14.2%
North Allston	14.0%	6,996	South Quincy	11,486	5.9%
West Dedham	13.9%	3,648	Westwood	11,273	23.9%
Charlestown	13.4%	8,409	Hingham	11,264	16.7%
South Braintree	13.0%	6,327	Burlington	10,626	9.5%
East Lynn	12.3%	20,312	Longwood	10,528	10.3%
Chelsea	12.3%	15,874	East Woburn	9,842	10.2%
Entire Study Area	7.8%	701,300	Entire Study Area	701,300	7.8%



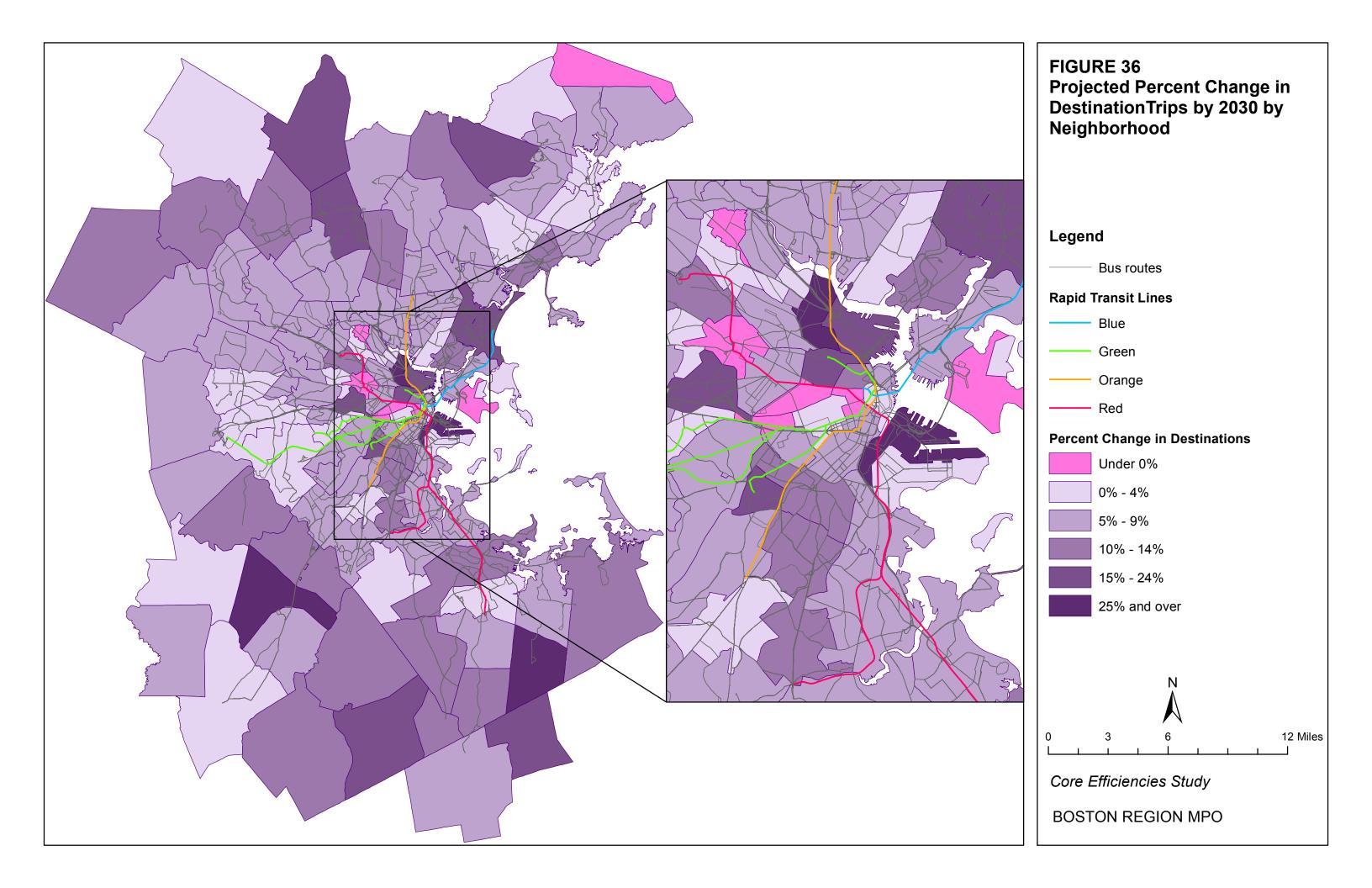


Table 49
Projected Increases in Destination Trips by Neighborhood (Top 20)

Top 20 Pe	ercent Increase	es	Top 20 Ab	solute Increa	ses
Neighborhood	% Change	# Change	Neighborhood	% Change	# Change
East Somerville	83.0%	34,158	Waterfront	54,251	74.7%
Waterfront	74.7%	54,251	East Somerville	34,158	83.0%
Westwood	33.9%	16,227	East Cambridge	19,405	24.6%
South Weymouth	27.9%	14,177	East Lynn	18,277	12.5%
East Cambridge	24.6%	19,405	Downtown	17,209	4.9%
East Revere	22.4%	16,587	East Revere	16,587	22.4%
North Peabody	19.5%	9,497	Chinatown	16,238	9.5%
North Allston	19.1%	12,171	Westwood	16,227	33.9%
Wilmington	18.6%	9,120	East Woburn	15,942	12.1%
Stoughton	17.5%	13,336	South Quincy	15,181	8.1%
Abington	16.6%	4,724	Longwood	14,906	10.0%
Charlestown	15.5%	9,406	South Weymouth	14,177	27.9%
Mission Hill	15.0%	5,931	Chelsea	13,352	13.2%
West Revere	14.8%	7,151	Stoughton	13,336	17.5%
Lynnfield	13.9%	4,298	Burlington	13,100	8.7%
Chelsea	13.2%	13,352	Fenway	12,505	7.5%
East Lynn	12.5%	18,277	North Allston	12,171	19.1%
West Dedham	12.4%	3,663	South End	11,585	8.4%
East Woburn	12.1%	15,942	North Peabody	9,497	19.5%
South Roxbury	11.9%	7,886	Needham	9,445	9.6%
Entire Study Area	8.6%	697,292	Entire Study Area	697,292	8.6%

The projected changes in trips do not dramatically affect the list of the top origin and destination neighborhoods presented in Table 43. In terms of origins, the only neighborhood projected to fall out of the top 20 is North Brookline and is replaced by East Revere. Downtown becomes the second-most-frequent origin while South Dorchester falls to the fourth-most-frequent, and Chinatown jumps from the 17th most frequent to the 13th most frequent. In terms of destinations, the Waterfront neighborhood is projected to become the 17th most frequent, replacing Kendall/MIT. Norwood is also projected to replace North Braintree as the 20th most frequent destination. Therefore, while the top origins and destinations are not projected to change dramatically, the one exception is the Waterfront neighborhood. This neighborhood is projected to increase from the 50th to the 17th most frequent destination and from the 79th to the 24th most frequent origin, due to the planned build-out of the Waterfront.



In terms of origin-destination combinations, the neighborhoods in pairs with the greatest projected increases in trips are generally those identified in Tables 44 and 45. Table 50 shows the 20 neighborhood origin-destination pairs with the greatest projected percentage and absolute changes in trips. As shown in the table, neighborhoods in the top 20 projected percentage increases in origin trips, such as Waterfront, East Somerville, Chinatown, and Charlestown, make up 12 of the origins in the top 20 origin-destination pairs. Neighborhoods in the top 20 projected percentage increases in destination trips, such as East Somerville, Waterfront, Westwood, and East Cambridge, make up 8 of the destinations in the top 20 projected percentage increases in origin-destination pairs. All but two of the greatest absolute increases in origin-destination trip pairs are intra-neighborhood trips; the exceptions are Waterfront to Downtown and Chinatown to Downtown. All but one of the neighborhoods belonging in these pairs are listed in the top 20 projected absolute increases in either or both origin and destination trips in Tables 48 and 49; the only exception is Central Square.

The top projected origin-destination trip pairs are largely consistent with the top existing pairs. All of the top pairs are intra-neighborhood trips and the top 11 pairs do not change. Wellesley and Billerica fall out of the top 20 and are replaced by Chelsea and the Fenway neighborhood. In terms of non-intra-neighborhood trips, Chinatown to Downtown and Downtown to Chinatown remain the two greatest trip pairs and the top 20 trip pairs remain generally unchanged. Trips from North Weymouth to Hingham, Central Square to Kendall/MIT, and North Cambridge to Harvard Square are replaced in the top 20 by trips from Waterfront to Downtown, Longwood to Fenway, and Spring Hill to Harvard Square.

For purposes of comparison, Tables 51 and 52 list the top 20 destination and origin neighborhoods, respectively, for each of the projected top 20 origin and destination neighborhoods. These tables correspond to Tables 46 and 47, and, as can be seen when comparing the tables for existing trips to projected trips, do not differ significantly. As with Table 46, for the top 20 origins (Table 51), Downtown is the only neighborhood listed among the top 20 destinations for each origin. All of the existing top destination neighborhoods for the top 20 origins, such as Back Bay, Chinatown, South Newton, and Fenway, remain the projected top destination neighborhoods as well. The one neighborhood that is projected to appear among the top 20 destinations for several more origins in Table 51 compared to Table 46 (11 versus 7) is the Waterfront. For the top 20 destinations (Table 52), the distribution of origins is almost the same as in Table 47. South Dorchester is listed

Table 50
Projected Increases in Origin-Destination Pairs by Pair (Top 20)

Origin-Des	tination Pair	Top 20 % I	ncreases	Origin-Dest	ination Pair	Top 20 # I	ncreases
Origin	Destination	% Change	# Change	Origin	Destination	# Change	% Change
Chinatown	Chestnut Hill	928.3%	510	Waterfront	Waterfront	22,762	198.4%
Waterfront	North Milton	326.2%	240	East Lynn	East Lynn	14,116	16.2%
Chinatown	North Brighton	312.0%	307	East Cambridge	East Cambridge	11,416	64.0%
Logan Airport	Lynnfield	306.3%	2	East Somerville	East Somerville	10,034	187.2%
Walpole	Swampscott	265.6%	11	Chelsea	Chelsea	9,972	25.8%
Waterfront	Westwood	256.1%	141	Waterfront	Downtown	8,279	86.5%
Sharon	Swampscott	255.2%	7	Brockton	Brockton	8,034	5.1%
Charlestown	East Somerville	243.2%	2,343	South Weymouth	South Weymouth	7,916	41.4%
Brockton	Swampscott	231.1%	53	Hingham	Hingham	7,866	24.1%
Waterfront	East Cambridge	228.0%	549	East Woburn	East Woburn	7,787	21.9%
Medfield	Swampscott	222.0%	4	East Revere	East Revere	7,764	33.9%
Back Bay	Westwood	217.8%	153	Stoughton	Stoughton	7,552	25.9%
Waterfront	Waterfront	198.4%	22,762	South Quincy	South Quincy	7,306	9.0%
Waterfront	Lynnfield	196.7%	24	Burlington	Burlington	7,118	12.4%
Waterfront	North Belmont	196.6%	46	Fenway	Fenway	7,094	18.3%
Waterfront	Logan Airport	195.8%	360	Central Square	Central Square	6,819	15.9%
Burlington	Westwood	190.3%	44	Chinatown	Downtown	5,962	22.7%
Logan Airport	Swampscott	187.7%	25	North Cambridge	North Cambridge	5,785	30.7%
East Somerville	East Somerville	187.2%	10,034	Westwood	Westwood	5,739	53.2%
Chinatown	Westwood	177.4%	79	Randolph	Randolph	5,528	18.3%

among the top 20 origins for 15 of the top 20 destinations, followed by North Brookline with 11 and East Boston and South Quincy with 10.

The percentages presented in Tables 51 and 52 give some indication as to the relative distribution of origins and destinations for each listed neighborhood. This distribution is similar to that presented for existing trips. For instance, in Table 46, Downtown is listed as the 2nd greatest origin among all neighborhoods, and intra-Downtown trips represent 49.0 percent of all trips from Downtown but only 27.7 percent of trips to Downtown. This indicates that while just less than 50 percent of trips originating from Downtown are headed to just one destination (Downtown), less than 30 percent of trips destined for Downtown originate from this one destination. Lower percentages are relatively consistent for trips destined for downtown neighborhoods such as Downtown, Chinatown, Back Bay, and Fenway given the larger number of these trips and the greater distribution of origins compared to neighborhoods such as Brockton, Burlington, and South Waltham.

#### 3.4.4 Summary of Projected Trips

In summary, the projected changes in trips do not appear to shift the overall travel patterns of existing trips. The greatest percentages of trips originating from and destined to each neighborhood come from that same neighborhood, the next greatest percentages of trips for each neighborhood typically come from neighborhoods nearby or at least within the same town, and the neighborhoods with the greatest numbers of origins and destinations and largely the greatest percentage increases in origins and destinations are those located in the urban core. The growth in trips to and from certain individual neighborhoods does stand out, however. Table 53 presents the neighborhoods that appear in the top 20 projected absolute increases for both origins and destinations along with their associated percentage increases from Tables 48 and 49. Percentage increases that are not among the top 20 for either origins or destinations are italicized. While percentage increases are useful in identifying potential new markets for transit service between two neighborhoods, absolute increases are a more appropriate indicator, as they show the actual volume of trips that transit could potentially serve. While the use of an absolute increase may identify markets that are already served by transit, this indicator shows where additional capacity may be needed.

TABLE 51

Top 20 Projected Origin-Destination Trip Pairs for Top 20 Trip Origins

Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination

									Origin (Orig	g.)									
Or	igin: Brockto	on		Ori	gin: Downto	wn		Origi	n: South Qu	incy		Origin	South Dorc	hester		Origi	in: South Ne	wton	
	Number	Percent	of Trips		Number	Percent of	of Trips		Number	Percent	of Trips		Number	Percent o	f Trips		Number	Percent o	f Trips
	of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to
<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.
Brockton	164,143	63.6%	76.6%	Downtown	102,207	49.0%	27.7%	South Quincy	88,629	43.2%	43.9%	South Dorchester	54,112	27.1%	38.7%	South Newton	67,599	36.2%	31.6%
Stoughton	12,042	4.7%	13.4%	Chinatown	27,540	13.2%	14.7%	North Braintree	14,987	7.3%	12.7%	North Dorchester	13,114	6.6%	11.6%	North Newton	15,393	8.2%	12.5%
Avon	8,090	3.1%	28.3%	Waterfront	10,841	5.2%	8.5%	North Quincy	13,396	6.5%	11.6%	South Roxbury	10,135	5.1%	13.7%	West Roxbury	6,076	3.3%	7.5%
Abington	7,869	3.0%	23.7%	West End	10,543	5.1%	11.9%	North Weymouth	6,998	3.4%	7.4%	Mattapan	9,533	4.8%	15.7%	Needham	5,984	3.2%	5.6%
Randolph	6,264	2.4%	7.7%	North End	7,455	3.6%	15.2%	Hingham	4,815	2.3%	5.5%	North Quincy	7,681	3.8%	6.6%	South Brighton	5,166	2.8%	6.3%
Holbrook	5,107	2.0%	20.3%	Back Bay	7,420	3.6%	3.0%	South Dorchester	4,672	2.3%	3.3%	South Quincy	7,446	3.7%	3.7%	South Waltham	4,296	2.3%	2.8%
Canton	4,982	1.9%	5.6%	Beacon Hill	3,948	1.9%	12.9%	Downtown	4,535	2.2%	1.2%	Downtown	6,507	3.3%	1.8%	Wellesley	4,153	2.2%	4.5%
South Weymouth	3,571	1.4%	5.5%	South End	3,726	1.8%	2.5%	South Braintree	4,304	2.1%	7.5%	North Milton	4,960	2.5%	11.5%	South Brookline	4,087	2.2%	5.9%
Downtown	3,479	1.3%	0.9%	East Cambridge	2,470	1.2%	2.5%	North Milton	3,640	1.8%	8.4%	North Roxbury	4,669	2.3%	6.9%	East Watertown	3,143	1.7%	3.4%
South Quincy	3,473	1.3%	1.7%	Kendall/MIT	2,373	1.1%	2.0%	Randolph	2,582	1.3%	3.2%	Hyde Park	4,016	2.0%	4.8%	North Brookline	3,014	1.6%	2.8%
South Braintree	2,882	1.1%	5.0%	Fenway	2,066	1.0%	1.2%	North Dorchester	2,543	1.2%	2.3%	South Newton	3,891	1.9%	1.8%	North Brighton	2,920	1.6%	7.9%
North Braintree	2,848	1.1%	2.4%	Charlestown	1,896	0.9%	2.7%	South Weymouth	2,204	1.1%	3.4%	South End	3,769	1.9%	2.5%	Hyde Park	2,625	1.4%	3.1%
North Weymouth	1,841	0.7%	1.9%	Central Square	1,499	0.7%	1.0%	South Newton	2,144	1.0%	1.0%	Chinatown	3,226	1.6%	1.7%	North Allston	2,445	1.3%	3.2%
Hingham	1,636	0.6%	1.9%	Harvard Square	1,290	0.6%	0.6%	Back Bay	2,134	1.0%	0.9%	Back Bay	3,076	1.5%	1.2%	North Waltham	2,291	1.2%	2.2%
Chinatown	1,617	0.6%	0.9%	South Boston	1,188	0.6%	1.8%	Waterfront	2,094	1.0%	1.7%	North Braintree	2,874	1.4%	2.4%	East Dedham	2,267	1.2%	3.5%
Norwood	1,584	0.6%	1.3%	North Dorchester	1,169	0.6%	1.0%	Chinatown	1,988	1.0%	1.1%	Fenway	2,857	1.4%	1.6%	Jamaica Plain	2,138	1.1%	3.6%
Waterfront	1,571	0.6%	1.2%	North Quincy	899	0.4%	0.8%	Canton	1,963	1.0%	2.2%	Roslindale	2,797	1.4%	4.7%	Roslindale	2,072	1.1%	3.5%
North Quincy	1,299	0.5%	1.1%	East Somerville	860	0.4%	1.1%	Hyde Park	1,741	0.8%	2.1%	Waterfront	2,723	1.4%	2.1%	West Dedham	2,053	1.1%	6.2%
Back Bay	1,197	0.5%	0.5%	South Quincy	841	0.4%	0.4%	Brockton	1,486	0.7%	0.7%	Jamaica Plain	2,400	1.2%	4.0%	Chestnut Hill	1,854	1.0%	15.4%
Sharon	1,118	0.4%	4.4%	North Braintree	804	0.4%	0.7%	Fenway	1,445	0.7%	0.8%	West Roxbury	2,210	1.1%	2.7%	Downtown	1,852	1.0%	0.5%

									Origin (Orig	g.)									
Ori	gin: East Ly	nn		Origin	: Harvard S	quare		Origin	: Central So	<b>luare</b>		Origin	: South Wal	tham		Or	igin: Back B	ay	
	Number	Percent	of Trips		Number	Percent of	of Trips		Number	Percent of	of Trips		Number	Percent o	f Trips	_	Number	Percent of	f Trips
	of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to
<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.
East Lynn	101,015	54.5%	61.3%	Harvard Square	75,878	48.6%	37.9%	Central Square	49,813	47.2%	32.0%	South Waltham	72,592	46.9%	48.1%	Back Bay	71,090	46.1%	28.8%
West Lynn	18,459	10.0%	23.4%	Central Square	17,920	11.5%	11.5%	Harvard Square	21,284	8.7%	10.6%	North Waltham	13,226	8.6%	13.0%	Chinatown	12,677	8.2%	6.8%
Swampscott	4,456	2.4%	10.0%	North Cambridge	8,482	5.4%	8.2%	Kendall/MIT	12,496	3.4%	10.6%	East Watertown	5,343	3.5%	5.8%	Fenway	12,315	8.0%	6.9%
East Revere	4,307	2.3%	4.7%	Spring Hill	5,726	3.7%	6.5%	East Cambridge	6,457	2.9%	6.6%	North Newton	4,628	3.0%	3.8%	South End	10,145	6.6%	6.8%
South Salem	3,865	2.1%	5.0%	Downtown	3,070	2.0%	0.8%	Spring Hill	5,530	2.8%	6.3%	West Watertown	4,570	3.0%	12.5%	Downtown	9,157	5.9%	2.5%
South Peabody	3,632	2.0%	2.9%	Fresh Pond	3,041	1.9%	10.5%	Downtown	5,141	2.0%	1.4%	South Newton	3,229	2.1%	1.5%	BU	3,398	2.2%	6.0%
North Saugus	3,536	1.9%	5.3%	Kendall/MIT	2,806	1.8%	2.4%	Back Bay	4,619	1.8%	1.9%	West Lexington	2,933	1.9%	5.3%	Longwood	2,954	1.9%	1.8%
South Saugus	3,315	1.8%	5.4%	North Allston	2,616	1.7%	3.5%	North Allston	3,156	1.6%	4.2%	South Belmont	2,768	1.8%	7.0%	Kendall/MIT	2,877	1.9%	2.4%
Downtown	2,341	1.3%	0.6%	East Watertown	2,122	1.4%	2.3%	Fenway	2,927	1.5%	1.6%	East Lexington	2,514	1.6%	4.6%	West End	2,297	1.5%	2.6%
West Revere	2,314	1.2%	4.2%	Back Bay	2,051	1.3%	0.8%	Chinatown	2,413	1.3%	1.3%	Wellesley	1,995	1.3%	2.2%	Central Square	1,935	1.3%	1.2%
North Salem	2,226	1.2%	3.1%	Davis Square	2,049	1.3%	3.4%	North Cambridge	2,187	1.2%	2.1%	Burlington	1,956	1.3%	1.2%	Waterfront	1,724	1.1%	1.4%
Marblehead	2,203	1.2%	4.0%	East Cambridge	2,049	1.3%	2.1%	West End	1,933	1.1%	2.2%	Weston	1,843	1.2%	6.4%	East Cambridge	1,416	0.9%	1.4%
Nahant	1,612	0.9%	18.6%	Chinatown	1,338	0.9%	0.7%	BU	1,852	1.1%	3.2%	Needham	1,806	1.2%	1.7%	Beacon Hill	1,269	0.8%	4.1%
West Beverly	1,551	0.8%	1.6%	East Somerville	1,214	0.8%	1.6%	South End	1,726	1.0%	1.2%	North Belmont	1,572	1.0%	5.4%	North Brookline	1,263	0.8%	1.2%
Wakefield	1,408	0.8%	1.6%	Waterfront	1,102	0.7%	0.9%	Longwood	1,618	1.0%	1.0%	West Arlington	1,550	1.0%	2.3%	Harvard Square	1,119	0.7%	0.6%
East Boston	1,230	0.7%	1.3%	West End	1,018	0.7%	1.1%	East Somerville	1,604	1.0%	2.1%	Downtown	1,421	0.9%	0.4%	North End	844	0.5%	1.7%
Chelsea	1,215	0.7%	1.1%	Fenway	943	0.6%	0.5%	North Brookline	1,416	1.0%	1.3%	North Cambridge	1,386	0.9%	1.3%	South Newton	806	0.5%	0.4%
South Danvers	1,214	0.7%	1.8%	South Newton	897	0.6%	0.4%	Waterfront	1,236	0.8%	1.0%	East Woburn	1,101	0.7%	0.7%	North Dorchester	781	0.5%	0.7%
East Malden	1,201	0.6%	1.5%	South End	878	0.6%	0.6%	South Newton	1,164	0.7%	0.5%	Bedford	963	0.6%	1.3%	North Roxbury	722	0.5%	1.1%
Back Bay	1,121	0.6%	0.5%	East Arlington	812	0.5%	1.7%	East Watertown	1,162	0.7%	1.3%	North Allston	939	0.6%	1.2%	South Allston	678	0.4%	1.1%

<sup>\*</sup> Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin \*\* Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination

TABLE 51 - Continued

Top 20 Projected Origin-Destination Trip Pairs for Top 20 Trip Origins

Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination

									Origin (Orig	<b>5.</b> )									
Or	rigin: Fenwa	y		Oı	igin: Chelse	ea		Orig	in: Chinato	wn		Orig	gin: East Bos	ton		Ori	gin: South E	End	
	Number	Percent			Number	Percent of	of Trips		Number	Percent of	of Trips		Number	Percent o	f Trips		Number	Percent o	f Trips
	of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to
<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.
Fenway	45,887	29.9%	25.7%	Chelsea	48,609	33.4%	42.4%	Chinatown	37,221	26.4%	19.9%	East Boston	48,192	34.4%	50.0%	South End	45,893	33.2%	30.9%
Longwood	18,923	12.3%	11.5%	East Everett	7,562	5.2%	11.7%	Downtown	32,253	22.9%	8.7%	Chelsea	9,460	6.8%	8.2%	Back Bay	19,489	14.1%	7.9%
Back Bay	13,048	8.5%	5.3%	East Boston	7,471	5.1%	7.7%	Back Bay	17,870	12.7%	7.2%	Downtown	7,503	5.4%	2.0%	Chinatown	11,322	8.2%	6.0%
BU	7,154	4.7%	12.6%	East Revere	7,129	4.9%	7.9%	South End	8,548	6.1%	5.7%	East Revere	5,239	3.7%	5.8%	Fenway	11,126	8.1%	6.2%
South End	6,169	4.0%	4.1%	Downtown	4,984	3.4%	1.4%	Waterfront	5,219	3.7%	4.1%	Kendall/MIT	4,714	3.4%	4.0%	Downtown	8,735	6.3%	2.4%
Downtown	4,898	3.2%	1.3%	West Revere	4,943	3.4%	8.9%	Fenway	4,781	3.4%	2.7%	Chinatown	3,309	2.4%	1.8%	Longwood	4,634	3.4%	2.8%
North Brookline	4,243	2.8%	3.9%	East Malden	3,207	2.2%	3.9%	West End	3,298	2.3%	3.7%	Back Bay	3,162	2.3%	1.3%	North Roxbury	3,531	2.6%	5.2%
Chinatown	3,311	2.2%	1.8%	Harvard Square	2,737	1.9%	1.4%	Beacon Hill	2,332	1.7%	7.6%	Winthrop	2,331	1.7%	5.5%	North Dorchester	2,720	2.0%	2.4%
Central Square	3,119	2.0%	2.0%	West Everett	2,544	1.7%	6.1%	North End	1,841	1.3%	3.7%	South End	2,259	1.6%	1.5%	Waterfront	2,554	1.8%	2.0%
North Roxbury	3,091	2.0%	4.6%	Back Bay	2,404	1.7%	1.0%	Kendall/MIT	1,505	1.1%	1.3%	Fenway	1,969	1.4%	1.1%	West End	1,523	1.1%	1.7%
Mission Hill	2,980	1.9%	6.5%	Chinatown	2,141	1.5%	1.1%	East Cambridge	1,455	1.0%	1.5%	West Revere	1,911	1.4%	3.4%	Kendall/MIT	1,433	1.0%	1.2%
Kendall/MIT	2,968	1.9%	2.5%	East Medford	2,125	1.5%	3.2%	North Dorchester	1,355	1.0%	1.2%	Logan Airport	1,734	1.2%	5.6%	South Boston	1,326	1.0%	2.0%
South Brookline	1,986	1.3%	2.9%	Charlestown	1,917	1.3%	2.7%	BU	1,304	0.9%	2.3%	Longwood	1,701	1.2%	1.0%	Central Square	1,306	0.9%	0.8%
North Dorchester	1,931	1.3%	1.7%	Kendall/MIT	1,862	1.3%	1.6%	Longwood	1,236	0.9%	0.8%	East Everett	1,641	1.2%	2.5%	BU	1,049	0.8%	1.8%
South Allston	1,817	1.2%	2.9%	East Somerville	1,728	1.2%	2.3%	Central Square	1,116	0.8%	0.7%	Harvard Square	1,527	1.1%	0.8%	Harvard Square	1,039	0.8%	0.5%
Harvard Square	1,782	1.2%	0.9%	East Lynn	1,649	1.1%	1.0%	South Boston	1,075	0.8%	1.6%	Central Square	1,515	1.1%	1.0%	South Roxbury	949	0.7%	1.3%
South Newton	1,765	1.2%	0.8%	Central Square	1,647	1.1%	1.1%	South Brookline	978	0.7%	1.4%	East Lynn	1,507	1.1%	0.9%	East Cambridge	835	0.6%	0.8%
Waterfront	1,739	1.1%	1.4%	West Malden	1,592	1.1%	2.2%	Harvard Square	970	0.7%	0.5%	North Dorchester	1,383	1.0%	1.2%	North Brookline	817	0.6%	0.8%
East Cambridge	1,547	1.0%	1.6%	West End	1,520	1.0%	1.7%	North Roxbury	801	0.6%	1.2%	North End	1,247	0.9%	2.5%	Mission Hill	816	0.6%	1.8%
Jamaica Plain	1,447	0.9%	2.4%	South Saugus	1,515	1.0%	2.5%	Charlestown	753	0.5%	1.1%	West End	1,241	0.9%	1.4%	North End	785	0.6%	1.6%

									Origin (Orig	g.)									
Origi	in: North Qu	incy		Ori	gin: Burling	ton		Origin	n: North Ne	wton		Orig	in: East Rev	ere		Ori	gin: Hyde Pa	ark	
	Number	Percent of	of Trips		Number	Percent of	of Trips		Number	Percent of	of Trips		Number	Percent o	f Trips		Number	Percent of	of Trips
	of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to		of	*from	**to
<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.	<b>Destination (Dest.)</b>	Trips	Orig.	Dest.
North Quincy	47,373	36.1%	40.9%	Burlington	64,719	52.9%	39.7%	North Newton	36,798	30.2%	29.8%	East Revere	30,697	25.6%	33.8%	Hyde Park	23,760	20.5%	28.4%
South Quincy	17,324	13.2%	8.6%	Billerica	8,560	7.0%	11.1%	South Newton	14,396	11.8%	6.7%	West Revere	7,344	6.1%	13.2%	West Roxbury	6,823	5.9%	8.5%
South Dorchester	6,416	4.9%	4.6%	East Woburn	5,574	4.6%	3.8%	South Waltham	7,576	6.2%	5.0%	Chelsea	7,178	6.0%	6.3%	Roslindale	6,416	5.5%	10.8%
North Braintree	4,694	3.6%	4.0%	Wilmington	4,850	4.0%	8.4%	East Watertown	4,421	3.6%	4.8%	East Lynn	6,382	5.3%	3.9%	East Dedham	5,801	5.0%	8.9%
Downtown	4,099	3.1%	1.1%	Bedford	4,140	3.4%	5.5%	North Brighton	2,979	2.4%	8.0%	Winthrop	4,039	3.4%	9.5%	South Newton	5,737	5.0%	2.7%
North Milton	2,816	2.1%	6.5%	Reading	2,309	1.9%	3.7%	North Waltham	2,778	2.3%	2.7%	East Boston	3,910	3.3%	4.1%	Mattapan	4,639	4.0%	7.7%
North Dorchester	2,707	2.1%	2.4%	West Woburn	1,931	1.6%	4.5%	South Brighton	2,400	2.0%	2.9%	Downtown	3,867	3.2%	1.0%	South Dorchester	3,528	3.0%	2.5%
North Weymouth	2,145	1.6%	2.3%	West Lexington	1,913	1.6%	3.5%	North Allston	2,297	1.9%	3.0%	West Lynn	3,370	2.8%	4.3%	North Milton	2,774	2.4%	6.4%
Back Bay	1,934	1.5%	0.8%	East Lexington	1,563	1.3%	2.9%	Wellesley	2,132	1.7%	2.3%	East Malden	2,917	2.4%	3.5%	South Quincy	2,734	2.4%	1.4%
Waterfront	1,738	1.3%	1.4%	North Waltham	1,508	1.2%	1.5%	Needham	2,036	1.7%	1.9%	East Everett	2,884	2.4%	4.5%	West Dedham	2,624	2.3%	7.9%
Chinatown	1,730	1.3%	0.9%	Winchester	1,371	1.1%	2.3%	West Watertown	1,969	1.6%	5.4%	South Saugus	2,821	2.4%	4.6%	Norwood	2,587	2.2%	2.2%
Hingham	1,622	1.2%	1.9%	Wakefield	1,306	1.1%	1.5%	Downtown	1,919	1.6%	0.5%	North Saugus	2,316	1.9%	3.5%	Westwood	2,349	2.0%	3.7%
South Newton	1,538	1.2%	0.7%	Stoneham	1,219	1.0%	1.6%	West Roxbury	1,569	1.3%	1.9%	Logan Airport	1,767	1.5%	5.7%	South Milton	2,289	2.0%	10.9%
Hyde Park	1,460	1.1%	1.7%	West Arlington	910	0.7%	1.4%	North Brookline	1,478	1.2%	1.4%	Back Bay	1,620	1.4%	0.7%	Jamaica Plain	2,227	1.9%	3.7%
South Braintree	1,402	1.1%	2.5%	South Waltham	879	0.7%	0.6%	South Brookline	1,384	1.1%	2.0%	Harvard Square	1,487	1.2%	0.7%	Downtown	2,014	1.7%	0.5%
Mattapan	1,327	1.0%	2.2%	South Newton	719	0.6%	0.3%	Back Bay	1,333	1.1%	0.5%	Chinatown	1,434	1.2%	0.8%	North Newton	1,945	1.7%	1.6%
South End	1,196	0.9%	0.8%	Concord	690	0.6%	1.5%	South Belmont	1,125	0.9%	2.8%	Kendall/MIT	1,360	1.1%	1.2%	North Quincy	1,919	1.7%	1.7%
Fenway	1,181	0.9%	0.7%	North Newton	626	0.5%	0.5%	North Cambridge	1,051	0.9%	1.0%	Melrose	1,325	1.1%	1.9%	Canton	1,918	1.7%	2.2%
Kendall/MIT	931	0.7%	0.8%	Downtown	621	0.5%	0.2%	Fenway	1,043	0.9%	0.6%	Wakefield	1,262	1.1%	1.4%	Back Bay	1,634	1.4%	0.7%
West End	909	0.7%	1.0%	Lynnfield	583	0.5%	1.7%	Harvard Square	982	0.8%	0.5%	East Medford	1,167	1.0%	1.7%	South Brookline	1,531	1.3%	2.2%

<sup>\*</sup> Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin \*\* Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination

TABLE 52

Top 20 Projected Origin-Destination Trip Pairs for Top 20 Trip Destinations

Number of Trips in the Origin-Destination Pair, Percent of All Trips to the Destination, and Percent of All Trips from the Origin

								D	Destination (D	est.)									
Destin	nation: Down	town		Dest	ination: Back	Bay		Dest	ination: Broc	kton		Destin	ation: South I	Newton		Destin	ation: South	Quincy	
	Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent o	of Trips		Number	Percent of	of Trips
	of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from
Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.
Downtown	102,207	27.7%	49.0%	Back Bay	71,090	28.8%	46.1%	Brockton	164,143	76.6%	63.6%	South Newton	67,599	31.6%	36.2%	South Quincy	88,629	43.9%	43.2%
Chinatown	32,253	8.7%	22.9%	South End	19,489	7.9%	14.1%	Stoughton	8,074	3.8%	8.7%	North Newton	14,396	6.7%	11.8%	North Quincy	17,324	8.6%	13.2%
Waterfront	17,847	4.8%	16.4%	Chinatown	17,870	7.2%	12.7%	Abington	6,801	3.2%	15.5%	South Brighton	7,983	3.7%	7.6%	North Braintree	10,902	5.4%	12.0%
North End	12,146	3.3%	26.4%	Fenway	13,048	5.3%	8.5%	Randolph	4,363	2.0%	4.5%	West Roxbury	7,550	3.5%	9.1%	North Weymouth	9,150	4.5%	8.6%
West End	10,181	2.8%	17.4%	Downtown	7,420	3.0%	3.6%	Avon	4,025	1.9%	20.0%	Needham	7,465	3.5%	7.1%	South Dorchester	7,446	3.7%	3.7%
Back Bay	9,157	2.5%	5.9%	Central Square	4,619	1.9%	3.0%	Holbrook	3,715	1.7%	11.9%	Hyde Park	5,737	2.7%	5.0%	North Milton	4,671	2.3%	8.7%
South End	8,735	2.4%	6.3%	North Brookline	4,305	1.7%	3.8%	Canton	2,577	1.2%	3.1%	South Brookline	5,538	2.6%	7.6%	Hingham	4,334	2.1%	5.5%
East Boston	7,503	2.0%	5.4%	Waterfront	4,059	1.6%	3.7%	South Weymouth	2,201	1.0%	3.0%	Wellesley	5,090	2.4%	5.7%	South Braintree	4,092	2.0%	7.4%
South Dorchester	6,507	1.8%	3.3%	Beacon Hill	3,420	1.4%	11.5%	South Quincy	1,486	0.7%	0.7%	Roslindale	4,199	2.0%	5.3%	Randolph	3,944	2.0%	4.0%
Beacon Hill	5,727	1.6%	19.3%	West End	3,238	1.3%	5.5%	Sharon	1,474	0.7%	3.5%	South Dorchester	3,891	1.8%	1.9%	Brockton	3,473	1.7%	1.3%
Central Square	5,141	1.4%	3.3%	Longwood	3,209	1.3%	2.8%	South Braintree	1,437	0.7%	2.6%	Mattapan	3,254	1.5%	3.2%	South Weymouth	3,286	1.6%	4.4%
Chelsea	4,984	1.4%	3.4%	East Boston	3,162	1.3%	2.3%	North Weymouth	969	0.5%	0.9%	South Waltham	3,229	1.5%	2.1%	Mattapan	3,078	1.5%	3.0%
South Boston	4,950	1.3%	5.4%	South Dorchester	3,076	1.2%	1.5%	North Braintree	925	0.4%	1.0%	North Brighton	3,178	1.5%	6.4%	Hyde Park	2,734	1.4%	2.4%
Fenway	4,898	1.3%	3.2%	BU	2,977	1.2%	4.6%	Hingham	708	0.3%	0.9%	Jamaica Plain	3,032	1.4%	4.3%	North Dorchester	2,475	1.2%	2.3%
South Quincy	4,535	1.2%	2.2%	South Brighton	2,888	1.2%	2.7%	South Dorchester	690	0.3%	0.3%	East Dedham	3,019	1.4%	4.8%	Canton	1,768	0.9%	2.1%
North Brookline	4,314	1.2%	3.8%	South Boston	2,660	1.1%	2.9%	Norwood	678	0.3%	0.6%	North Brookline	2,804	1.3%	2.5%	South Roxbury	1,528	0.8%	1.5%
East Cambridge	4,224	1.1%	5.2%	Kendall/MIT	2,502	1.0%	3.3%	Hyde Park	627	0.3%	0.5%	Chestnut Hill	2,360	1.1%	19.9%	South Milton	1,468	0.7%	4.8%
North Quincy	4,099	1.1%	3.1%	East Cambridge	2,426	1.0%	3.0%	North Quincy	576	0.3%	0.4%	West Dedham	2,319	1.1%	7.8%	Stoughton	1,457	0.7%	1.6%
North Dorchester	3,925	1.1%	3.7%	Chelsea	2,404	1.0%	1.7%	Walpole	482	0.2%	0.8%	South Roxbury	2,211	1.0%	2.2%	Abington	1,363	0.7%	3.1%
Charlestown	3,897	1.1%	5.5%	Mission Hill	2,366	1.0%	4.2%	North Milton	465	0.2%	0.9%	South Quincy	2,144	1.0%	1.0%	Roslindale	1,360	0.7%	1.7%

								Γ	<b>Destination (D</b>	est.)									
Destinat	ion: Harvard	Square		Desti	nation: China	town		Des	tination: Fen	way		Des	tination: East	Lynn		Dest	ination: Long	wood	
	Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent of	of Trips		Number	Percent of	of Trips
	of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from
Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.
Harvard Square	75,878	37.9%	48.6%	Chinatown	37,221	19.9%	26.4%	Fenway	45,887	25.7%	29.9%	East Lynn	101,015	61.3%	54.5%	Longwood	53,164	32.4%	47.1%
Central Square	21,284	10.6%	13.7%	Downtown	27,540	14.7%	13.2%	Longwood	14,590	8.2%	12.9%	West Lynn	16,992	10.3%	17.5%	Fenway	18,923	11.5%	12.3%
Spring Hill	13,193	6.6%	12.9%	Back Bay	12,677	6.8%	8.2%	Back Bay	12,315	6.9%	8.0%	East Revere	6,382	3.9%	5.3%	Mission Hill	9,673	5.9%	17.4%
North Cambridge	12,081	6.0%	12.7%	South End	11,322	6.0%	8.2%	South End	11,126	6.2%	8.1%	West Revere	2,952	1.8%	3.6%	BU	6,930	4.2%	10.7%
Davis Square	5,185	2.6%	6.4%	Waterfront	6,954	3.7%	6.4%	BU	9,761	5.5%	15.1%	South Saugus	2,823	1.7%	5.2%	North Brookline	6,328	3.9%	5.6%
Fresh Pond	3,608	1.8%	13.8%	South Boston	3,720	2.0%	4.1%	North Roxbury	5,996	3.4%	7.3%	Swampscott	2,809	1.7%	6.0%	North Roxbury	5,662	3.5%	6.9%
North Allston	3,186	1.6%	5.6%	Fenway	3,311	1.8%	2.2%	North Brookline	5,406	3.0%	4.8%	North Saugus	2,376	1.4%	4.7%	South End	4,634	2.8%	3.4%
Chelsea	2,737	1.4%	1.9%	East Boston	3,309	1.8%	2.4%	Chinatown	4,781	2.7%	3.4%	South Salem	2,363	1.4%	3.0%	South Brookline	4,627	2.8%	6.4%
East Somerville	2,534	1.3%	4.0%	South Dorchester	3,226	1.7%	1.6%	Mission Hill	4,088	2.3%	7.3%	South Peabody	1,867	1.1%	1.7%	South Roxbury	3,207	2.0%	3.2%
Kendall/MIT	2,316	1.2%	3.1%	Beacon Hill	2,934	1.6%	9.9%	South Roxbury	3,007	1.7%	3.0%	Marblehead	1,859	1.1%	2.9%	Back Bay	2,954	1.8%	1.9%
East Watertown	2,004	1.0%	2.6%	West End	2,732	1.5%	4.7%	Central Square	2,927	1.6%	1.9%	Nahant	1,772	1.1%	16.1%	Jamaica Plain	2,796	1.7%	4.0%
Fenway	1,782	0.9%	1.2%	North End	2,609	1.4%	5.7%	South Dorchester	2,857	1.6%	1.4%	Chelsea	1,649	1.0%	1.1%	South Allston	2,642	1.6%	4.1%
East Cambridge	1,667	0.8%	2.1%	North Dorchester	2,506	1.3%	2.4%	South Brookline	2,377	1.3%	3.3%	Winthrop	1,540	0.9%	2.3%	South Brighton	2,163	1.3%	2.0%
Winter Hill	1,582	0.8%	4.3%	Central Square	2,413	1.3%	1.5%	South Allston	2,310	1.3%	3.6%	East Boston	1,507	0.9%	1.1%	South Dorchester	2,058	1.3%	1.0%
South Allston	1,581	0.8%	2.4%	North Brookline	2,229	1.2%	2.0%	North Dorchester	2,298	1.3%	2.2%	East Malden	1,457	0.9%	1.4%	East Boston	1,701	1.0%	1.2%
East Boston	1,527	0.8%	1.1%	Chelsea	2,141	1.1%	1.5%	South Brighton	2,230	1.2%	2.1%	North Salem	1,299	0.8%	1.7%	Central Square	1,618	1.0%	1.0%
East Revere	1,487	0.7%	1.2%	South Roxbury	2,026	1.1%	2.0%	Downtown	2,066	1.2%	1.0%	Melrose	1,084	0.7%	1.3%	South Newton	1,512	0.9%	0.8%
South Brighton	1,458	0.7%	1.4%	South Quincy	1,988	1.1%	1.0%	Jamaica Plain	2,059	1.2%	3.0%	Wakefield	968	0.6%	1.1%	North Dorchester	1,382	0.8%	1.3%
North Brookline	1,417	0.7%	1.2%	East Cambridge	1,907	1.0%	2.3%	Kendall/MIT	1,974	1.1%	2.6%	West Beverly	833	0.5%	0.9%	Chinatown	1,236	0.8%	0.9%
South Dorchester	1,389	0.7%	0.7%	North Quincy	1,730	0.9%	1.3%	East Boston	1,969	1.1%	1.4%	East Everett	602	0.4%	0.9%	Mattapan	1,159	0.7%	1.1%

<sup>\*</sup> Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination \*\* Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin

TABLE 52 - Continued

Top 20 Projected Origin-Destination Trip Pairs for Top 20 Trip Destinations

Number of Trips in the Origin-Destination Pair, Percent of All Trips to the Destination, and Percent of All Trips from the Origin

								I	<b>Destination (D</b>	est.)									
Destin	nation: Burlir	ngton		Destinat	tion: Central			Destina	tion: South W	/altham		Desti	ination: South	End		Desti	nation: East V	Voburn	
	Number	Percent of	of Trips		Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent o	of Trips		Number	Percent of	of Trips
	of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from
Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.
Burlington	64,719	39.7%	52.9%	Central Square	49,813	32.0%	32.0%	South Waltham	72,592	48.1%	46.9%	South End	45,893	30.9%	33.2%	East Woburn	43,417	29.5%	40.8%
Billerica	12,640	7.7%	14.0%	Harvard Square	17,920	11.5%	11.5%	North Waltham	10,787	7.1%	11.5%	Back Bay	10,145	6.8%	6.6%	Stoneham	8,233	5.6%	10.7%
East Woburn	6,501	4.0%	6.1%	Spring Hill	8,552	5.5%	8.3%	North Newton	7,576	5.0%	6.2%	Chinatown	8,548	5.7%	6.1%	Winchester	8,195	5.6%	11.9%
Wilmington	6,367	3.9%	10.8%	Kendall/MIT	5,737	3.7%	7.7%	West Watertown	4,655	3.1%	11.7%	Fenway	6,169	4.1%	4.0%	West Woburn	7,797	5.3%	16.1%
West Woburn	5,483	3.4%	11.3%	East Cambridge	4,534	2.9%	5.6%	East Watertown	4,303	2.9%	5.6%	North Roxbury	4,988	3.4%	6.1%	Wakefield	6,278	4.3%	7.1%
East Lexington	3,934	2.4%	7.0%	Fenway	3,119	2.0%	2.0%	South Newton	4,296	2.8%	2.3%	South Dorchester	3,769	2.5%	1.9%	Burlington	5,574	3.8%	4.6%
Reading	3,892	2.4%	5.6%	North Cambridge	2,388	1.5%	2.5%	South Belmont	2,716	1.8%	5.8%	Downtown	3,726	2.5%	1.8%	Reading	4,748	3.2%	6.9%
Bedford	3,859	2.4%	6.2%	North Allston	2,076	1.3%	3.7%	East Lexington	2,157	1.4%	3.8%	Waterfront	3,471	2.3%	3.2%	Wilmington	4,029	2.7%	6.8%
West Lexington	3,680	2.3%	7.3%	Back Bay	1,935	1.2%	1.3%	West Lexington	2,139	1.4%	4.3%	South Boston	3,464	2.3%	3.8%	Melrose	3,353	2.3%	4.0%
Winchester	3,582	2.2%	5.2%	North Brookline	1,901	1.2%	1.7%	West Arlington	1,648	1.1%	2.2%	North Dorchester	3,461	2.3%	3.3%	Billerica	2,721	1.8%	3.0%
West Arlington	2,915	1.8%	4.0%	East Somerville	1,850	1.2%	2.9%	North Belmont	1,523	1.0%	5.1%	South Roxbury	3,074	2.1%	3.1%	West Arlington	2,262	1.5%	3.1%
North Waltham	2,493	1.5%	2.7%	Davis Square	1,664	1.1%	2.1%	Weston	1,442	1.0%	4.7%	East Boston	2,259	1.5%	1.6%	East Lexington	2,231	1.5%	4.0%
Wakefield	2,185	1.3%	2.5%	Chelsea	1,647	1.1%	1.1%	Wellesley	1,398	0.9%	1.6%	Longwood	2,242	1.5%	2.0%	West Lexington	2,154	1.5%	4.3%
Stoneham	2,095	1.3%	2.7%	East Boston	1,515	1.0%	1.1%	Needham	1,281	0.8%	1.2%	Central Square	1,726	1.2%	1.1%	North Medford	1,912	1.3%	5.1%
South Waltham	1,956	1.2%	1.3%	Downtown	1,499	1.0%	0.7%	North Cambridge	1,094	0.7%	1.2%	North Brookline	1,570	1.1%	1.4%	North Waltham	1,574	1.1%	1.7%
East Arlington	1,229	0.8%	2.3%	South Dorchester	1,456	0.9%	0.7%	North Brighton	953	0.6%	1.9%	South Quincy	1,360	0.9%	0.7%	East Malden	1,563	1.1%	1.5%
Melrose	1,116	0.7%	1.3%	South Brighton	1,328	0.9%	1.3%	Burlington	879	0.6%	0.7%	Mission Hill	1,358	0.9%	2.4%	Bedford	1,454	1.0%	2.3%
Lynnfield	985	0.6%	2.7%	South End	1,306	0.8%	0.9%	East Arlington	831	0.6%	1.5%	Jamaica Plain	1,356	0.9%	1.9%	West Malden	1,433	1.0%	1.7%
North Cambridge	985	0.6%	1.0%	South Allston	1,298	0.8%	2.0%	South Brighton	822	0.5%	0.8%	Mattapan	1,334	0.9%	1.3%	East Medford	1,420	1.0%	2.2%
North Peabody	813	0.5%	1.3%	Longwood	1,237	0.8%	1.1%	Norwood	810	0.5%	0.7%	Chelsea	1,314	0.9%	0.9%	North Saugus	1,321	0.9%	2.6%

									Destination (D	est.)									
Destinati	on: South Do	rchester		Destin	nation: Water	front		Destin	ation: South P	eabody		Destin	ation: North I	Newton		Des	tination: Nor	wood	
	Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent	of Trips		Number	Percent o	f Trips		Number	Percent o	of Trips
	of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from		of	*to	**from
Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.	Origin (Orig.)	Trips	Dest.	Orig.
South Dorchester	54,112	38.7%	27.1%	Waterfront	34,237	27.0%	31.5%	South Peabody	46,149	37.4%	41.3%	North Newton	36,798	29.8%	30.2%	Norwood	50,510	42.5%	46.8%
Mattapan	11,942	8.5%	11.7%	Downtown	10,841	8.5%	5.2%	North Peabody	9,094	7.4%	14.4%	South Newton	15,393	12.5%	8.2%	Walpole	10,596	8.9%	17.1%
North Dorchester	7,891	5.6%	7.5%	South Boston	6,144	4.8%	6.7%	North Salem	6,944	5.6%	9.1%	South Waltham	4,628	3.8%	3.0%	Westwood	7,843	6.6%	13.4%
South Roxbury	7,339	5.2%	7.3%	Chinatown	5,219	4.1%	3.7%	South Danvers	6,100	4.9%	12.3%	North Brighton	4,014	3.3%	8.1%	Canton	5,523	4.6%	6.7%
North Quincy	6,416	4.6%	4.9%	South Dorchester	2,723	2.1%	1.4%	South Salem	6,049	4.9%	7.8%	South Brighton	3,029	2.5%	2.9%	East Dedham	3,761	3.2%	6.0%
South Quincy	4,672	3.3%	2.3%	South End	2,554	2.0%	1.8%	North Danvers	4,924	4.0%	9.2%	Needham	2,505	2.0%	2.4%	Sharon	3,428	2.9%	8.2%
North Milton	3,972	2.8%	7.4%	North Dorchester	2,232	1.8%	2.1%	West Lynn	4,761	3.9%	4.9%	Wellesley	2,446	2.0%	2.8%	Stoughton	2,796	2.4%	3.0%
Hyde Park	3,528	2.5%	3.0%	South Quincy	2,094	1.7%	1.0%	West Beverly	4,644	3.8%	5.2%	West Roxbury	2,106	1.7%	2.5%	Hyde Park	2,587	2.2%	2.2%
North Roxbury	3,256	2.3%	4.0%	Fenway	1,739	1.4%	1.1%	East Lynn	3,632	2.9%	2.0%	East Watertown	2,096	1.7%	2.7%	West Roxbury	1,980	1.7%	2.4%
Roslindale	2,201	1.6%	2.8%	North Quincy	1,738	1.4%	1.3%	Lynnfield	2,995	2.4%	8.2%	Hyde Park	1,945	1.6%	1.7%	West Dedham	1,784	1.5%	6.0%
South Boston	1,857	1.3%	2.0%	Back Bay	1,724	1.4%	1.1%	East Beverly	2,529	2.0%	5.8%	South Brookline	1,702	1.4%	2.3%	South Newton	1,757	1.5%	0.9%
Jamaica Plain	1,409	1.0%	2.0%	Brockton	1,571	1.2%	0.6%	Marblehead	2,288	1.9%	3.6%	South Dorchester	1,688	1.4%	0.8%	Medfield	1,671	1.4%	6.2%
North Braintree	1,320	0.9%	1.5%	Chelsea	1,269	1.0%	0.9%	Swampscott	2,079	1.7%	4.4%	North Allston	1,567	1.3%	2.8%	Needham	1,653	1.4%	1.6%
South Milton	1,269	0.9%	4.2%	North Brookline	1,260	1.0%	1.1%	Wakefield	1,849	1.5%	2.1%	Weston	1,532	1.2%	4.9%	Brockton	1,584	1.3%	0.6%
Randolph	1,247	0.9%	1.3%	Central Square	1,236	1.0%	0.8%	North Saugus	1,404	1.1%	2.8%	North Waltham	1,483	1.2%	1.6%	South Quincy	1,413	1.2%	0.7%
West Roxbury	1,237	0.9%	1.5%	South Roxbury	1,177	0.9%	1.2%	Reading	1,341	1.1%	1.9%	Roslindale	1,361	1.1%	1.7%	Randolph	1,096	0.9%	1.1%
South Newton	1,185	0.8%	0.6%	Mattapan	1,149	0.9%	1.1%	South Saugus	894	0.7%	1.7%	Mattapan	1,271	1.0%	1.2%	Roslindale	1,085	0.9%	1.4%
Waterfront	1,057	0.8%	1.0%	Harvard Square	1,102	0.9%	0.7%	East Revere	891	0.7%	0.7%	North Brookline	1,215	1.0%	1.1%	South Dorchester	796	0.7%	0.4%
North Weymouth	1,057	0.8%	1.0%	North Weymouth	1,018	0.8%	1.0%	Melrose	869	0.7%	1.0%	West Watertown	1,188	1.0%	3.0%	Wellesley	786	0.7%	0.9%
Brockton	984	0.7%	0.4%	East Boston	1,013	0.8%	0.7%	Wenham	833	0.7%	6.0%	South Quincy	1,109	0.9%	0.5%	Mattapan	720	0.6%	0.7%

<sup>\*</sup> Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination \*\* Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin

Table 53
Neighborhoods with the Top 20 Projected Absolute Increases in Trips for both Origins and Destinations

	Absolute	e Increase	Percent	Increase
Neighborhood	Origin	Destination	Origin	Destination
Waterfront	55,685	54,251	104.8%	74.7%
Chinatown	25,250	16,238	21.9%	9.5%
East Cambridge	23,523	19,405	40.8%	24.6%
East Somerville	23,523	34,158	52.0%	83.0%
East Lynn	20,312	18,277	12.3%	12.5%
Downtown	18,722	17,209	9.9%	4.9%
Chelsea	15,874	13,352	12.3%	13.2%
South Weymouth	14,199	14,177	23.8%	27.9%
Fenway	14,177	12,505	10.2%	7.5%
South End	12,762	11,585	10.2%	8.4%
Stoughton	12,507	13,336	15.6%	17.5%
South Quincy	11,486	15,181	5.9%	8.1%
Westwood	11,273	16,227	23.9%	33.9%
Burlington	10,626	13,100	9.5%	8.7%
Longwood	10,528	14,906	10.3%	10.0%
East Woburn	9,842	15,942	10.2%	12.1%
Waterfront	55,685	54,251	104.8%	74.7%
Chinatown	25,250	16,238	21.9%	9.5%
East Cambridge	23,523	19,405	40.8%	24.6%
East Somerville	23,523	34,158	52.0%	83.0%

The Waterfront neighborhood clearly has the greatest projected increase in trips with absolute increases of 55,685 origins and 54,251 destinations. At the next tier of increases (absolute gains in either origins or destinations between 17,000 and 35,000), except for East Lynn, the neighborhoods of Chinatown, East Cambridge, East Somerville, and Downtown are all in the urban core. The final group of neighborhoods (with absolute gains in either origins or destinations below 17,000) is primarily composed of suburban neighborhoods.

Table 54 shows the top 20 neighborhood pairs (not including intraneighborhood trips) in terms of the absolute and percentage increases in all trips between the two neighborhoods (origins plus destinations). Table 55 shows the top 20 neighborhood pairs (including intraneighborhood trips) for each of the 16 neighborhoods listed in Table 53. The Waterfront is the only neighborhood that appears in the top 20 list for each neighborhood, followed by East Cambridge with 13, Back Bay



Table 54
Neighborhood Pairs (Non-Intra-Neighborhood Trips) with the Top 20 Projected Absolute and
Percentage Increases in Trips

Origin-Dest	tination Pair	Top 20 % I	ncreases	Origin-De	stination Pair	Top 20 #	Increases
Origin	Destination	% Change	# Change	Origin	Destination	# Change	% Change
Chestnut Hill	Chinatown	400.6%	505	Downtown	Waterfront	12,941	82.2%
Sharon	Swampscott	173.2%	7	Chinatown	Downtown	10,931	22.4%
East Cambridge	Waterfront	169.7%	877	Fenway	Longwood	6,505	24.1%
East Somerville	South Braintree	147.8%	135	Chinatown	Waterfront	5,503	82.5%
East Somerville	Waterfront	147.0%	713	Central Square	Harvard Square	5,293	15.6%
East Somerville	Westwood	144.1%	103	Chelsea	East Boston	4,860	40.3%
Brockton	Swampscott	143.9%	61	Davis Square	North Cambridge	4,566	39.7%
Chinatown	Logan Airport	142.9%	343	Fenway	South End	4,361	33.7%
Waterfront	Westwood	134.3%	266	East Everett	West Everett	4,279	47.4%
Logan Airport	Waterfront	133.5%	343	East Somerville	Spring Hill	4,073	63.2%
East Somerville	Randolph	131.8%	144	East Malden	West Malden	3,965	32.4%
Kendall/MIT	Waterfront	126.5%	1,436	Back Bay	Chinatown	3,880	14.6%
Charlestown	East Somerville	126.4%	3,672	North Braintree	South Quincy	3,676	16.5%
Back Bay	Waterfront	122.0%	3,177	Charlestown	East Somerville	3,672	126.4%
South Boston	Westwood	121.8%	208	Mattapan	South Dorchester	3,643	20.4%
Waterfront	West End	121.5%	1,454	Back Bay	Fenway	3,391	15.4%
Swampscott	Walpole	120.2%	10	Longwood	Mission Hill	3,370	31.0%
Medfield	Swampscott	119.2%	5	Back Bay	Waterfront	3,177	122.0%
South Salem	Westwood	117.9%	18	Chelsea	East Everett	3,165	25.6%
South Braintree	Waterfront	113.5%	453	East Lynn	West Lynn	3,110	9.6%

and South End with 10, and Downtown, East Cambridge, and the West End with 9. The greatest absolute increase in trips is typically projected for intra-neighborhood trips, but also in four cases for nearby neighborhoods (Downtown for Chinatown, Waterfront for Downtown, Fenway for South End, and Fenway for Longwood). Figure 37 presents the 20 neighborhood pairs with the largest absolute increase in all trips between the two neighborhoods, as shown in Table 54. Figures 38 through 53 demonstrate the geographic distribution of the absolute increases shown in Table 55. Each figure clearly shows how additional trips are primarily projected to occur between neighborhoods in close proximity.

Finally, while this analysis is primarily focused on identifying trip increases, it is also important to note projected decreases in trips. The vast majority of neighborhoods are projected to have increases in both origins and destinations; however, four neighborhoods are projected to have decreases in both origins and destinations, two neighborhoods are projected to have decreases in origins, and five neighborhoods are projected to have decreases in destinations. These neighborhoods and their associated absolute and percentage changes are shown in Table 56.

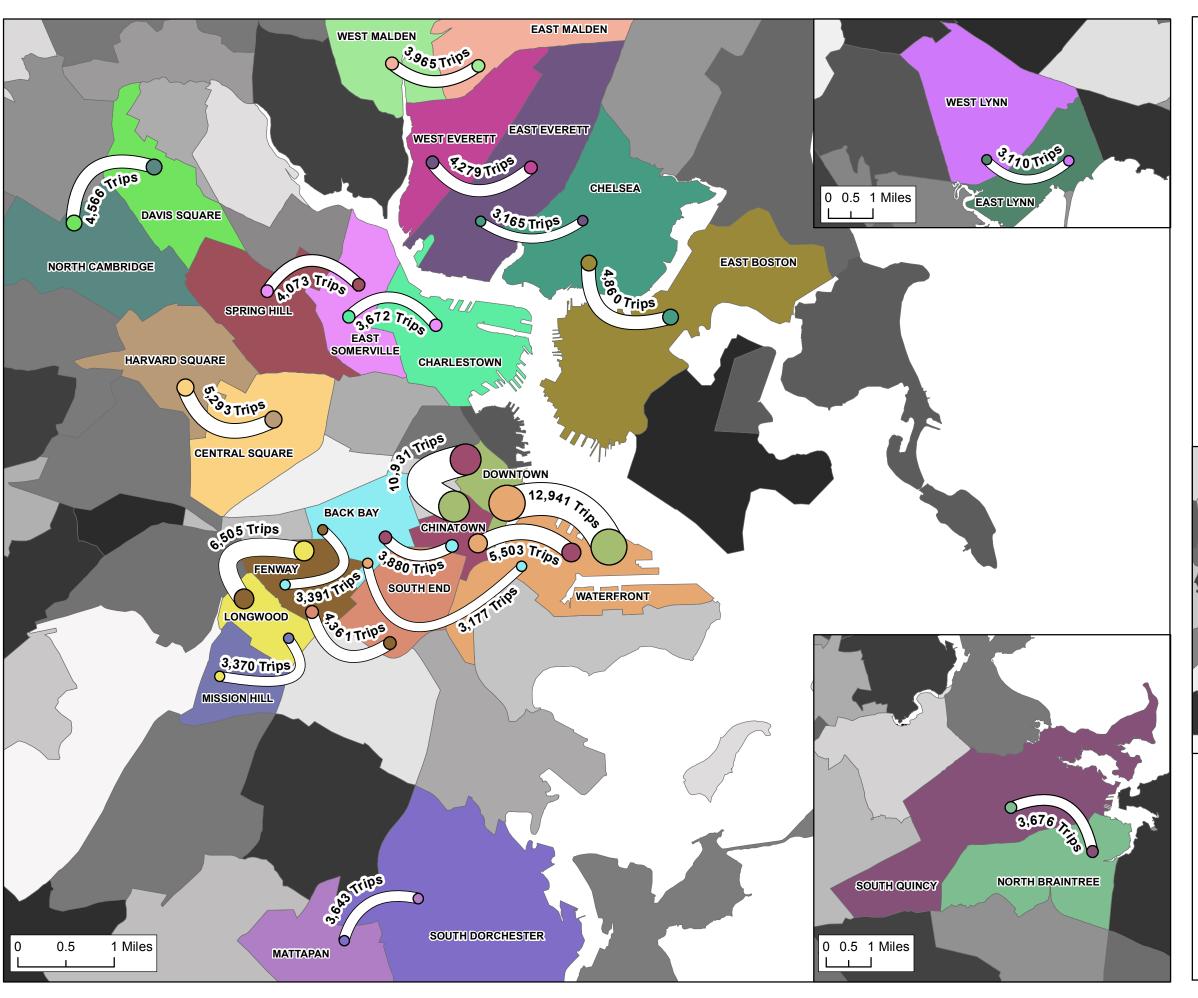
Table 56
Neighborhoods with Projected Absolute Decreases in Trips
for either Origins or Destinations

	Absolute Change		Percent	Percentage Change	
Neighborhood	Origin	Destination	Origin	Destination	
Harvard Square	-2,372	-10,874	-1.5%	-5.2%	
Logan Airport	-852	-2,570	-3.2%	-7.6%	
Beacon Hill	-208	-242	-0.7%	-0.8%	
Harbor Islands	-5	-31	-1.3%	-4.5%	
North Newton	-852	+2,446	-0.7%	+2.0%	
Winter Hill	-152	+942	-0.4%	+3.6%	
Kendall/MIT	+546	-2,594	+0.7%	-2.2%	
BU	+5,664	-1,033	+9.6%	-1.8%	
Medford Hillside	+69	-362	+0.2%	-1.3%	
Wenham	+942	-193	+7.2%	-2.5%	
Walpole	+1,940	-150	+3.2%	-0.3%	

Harvard Square clearly has the greatest projected decrease in trips. The five neighborhoods with the greatest trip decreases between Harvard Square are Davis Square (-3,370 trips, a -31.8 percent

CTPS

change), North Cambridge (-2,088 trips, a -9.2 percent change), East Watertown (-938 trips, an -18.5 percent change), East Arlington (-934 trips, a -30.6 percent change), and Chelsea (-822 trips, a -21.5 percent change). The trip decreases to Logan Airport and Beacon Hill are much more widely distributed among neighborhoods.



## FIGURE 37 Top 20 Projected Absolute Increases in Trips between Neighborhoods

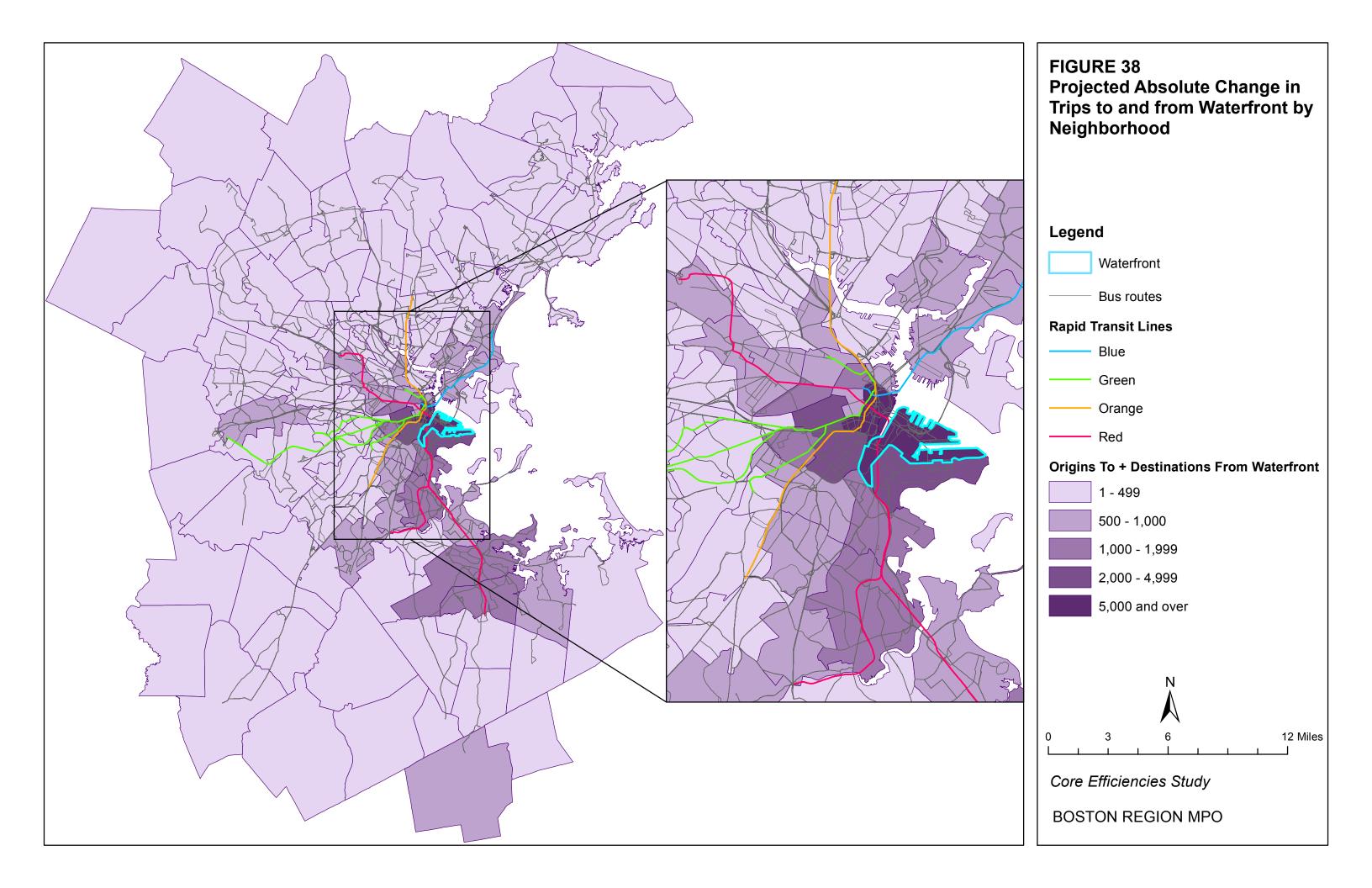
## Legend

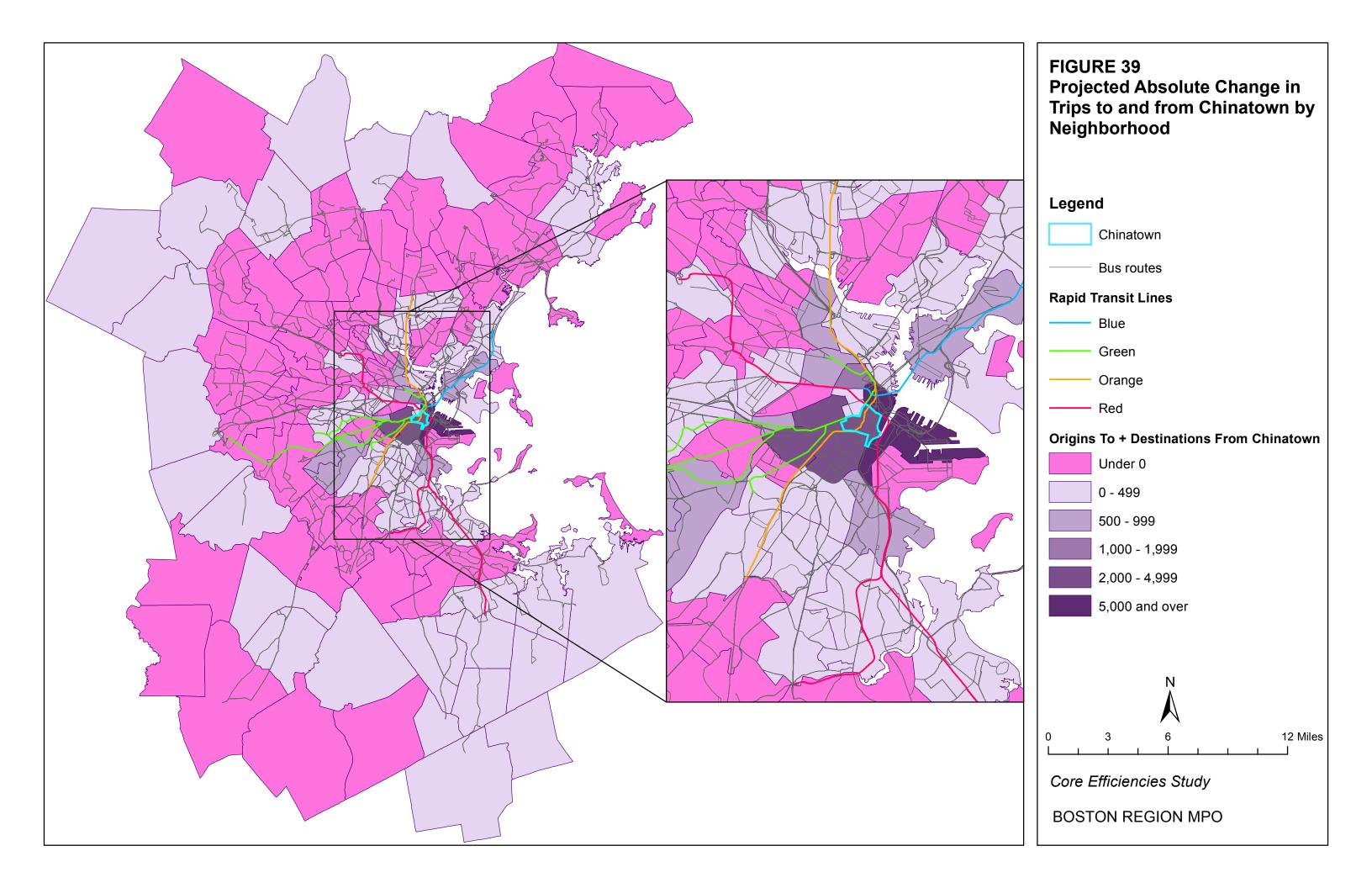
Neighborhoods with Top 20
Absolute Increase in Trips
Number of Trips
between Neighborhoods
Other Neighborhoods

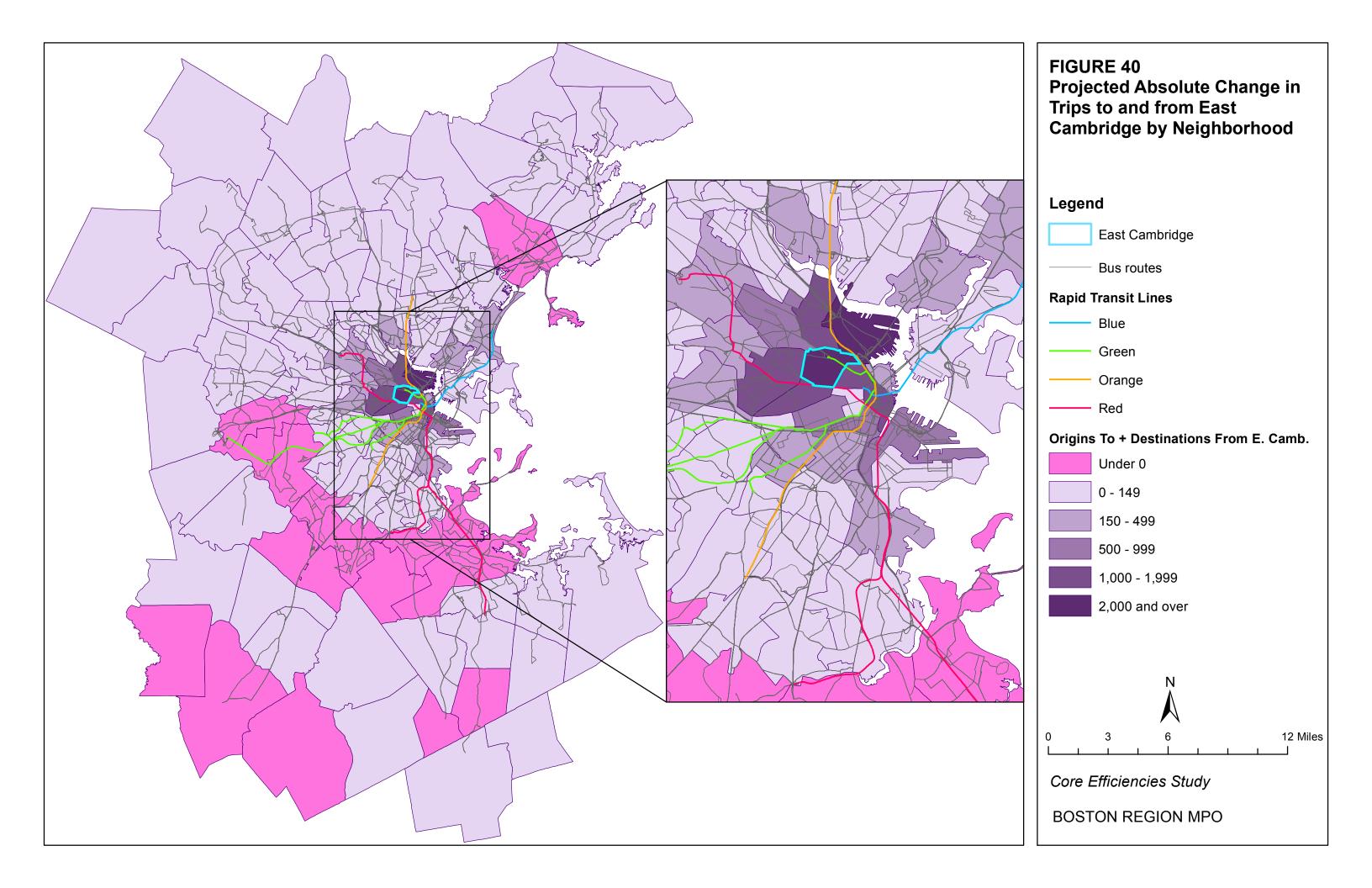


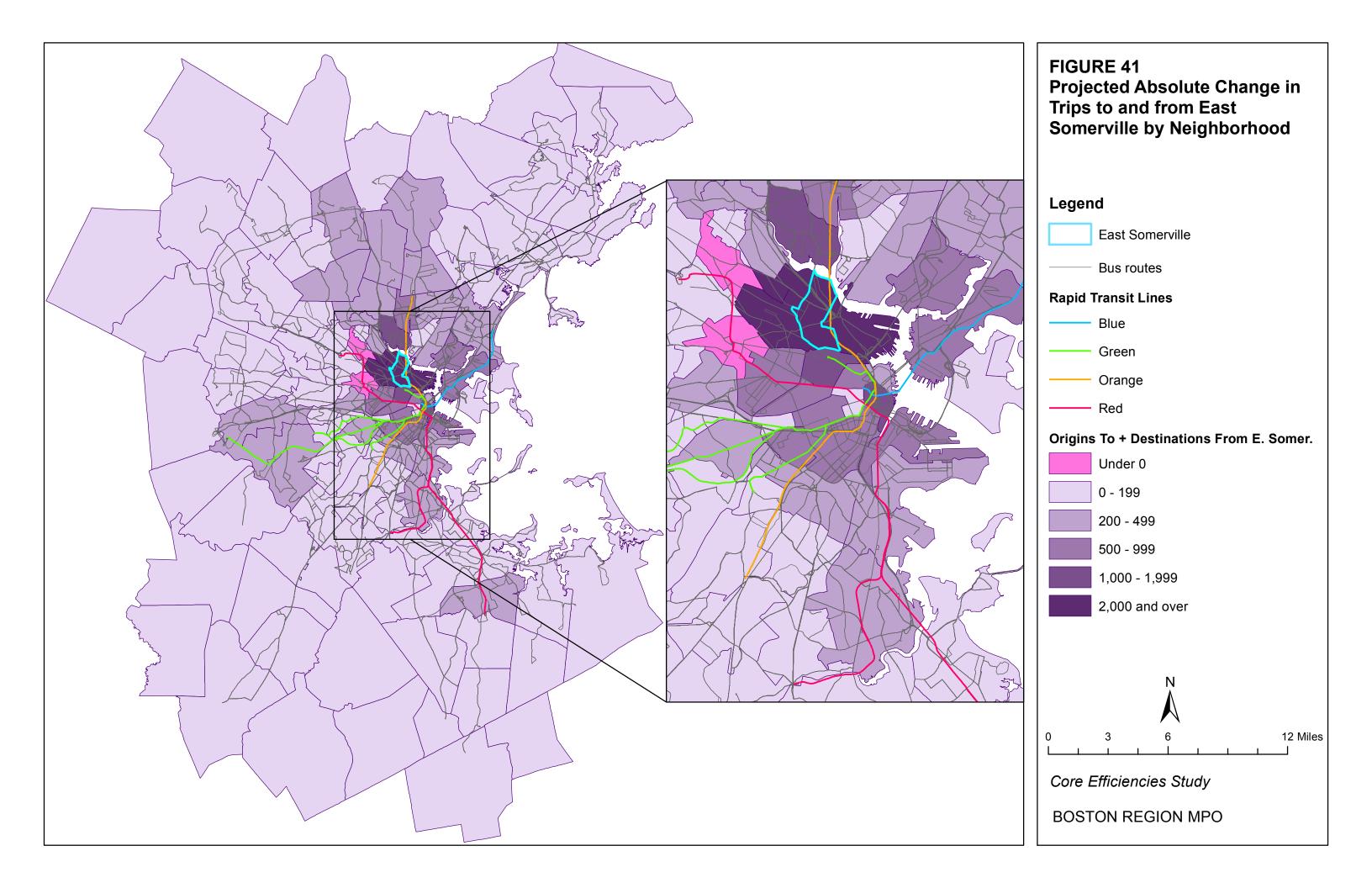
Core Efficiencies Study

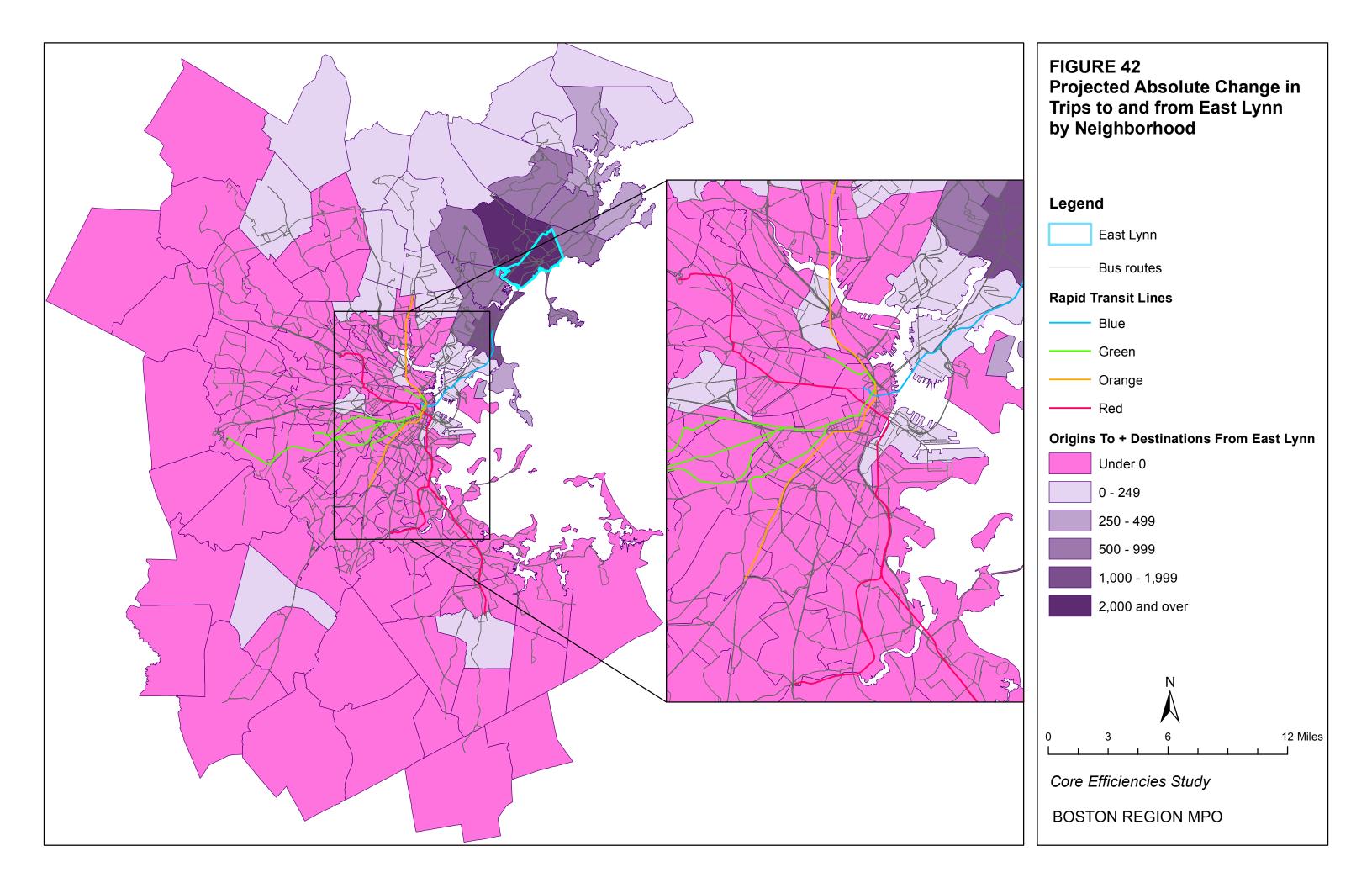
**BOSTON REGION MPO** 

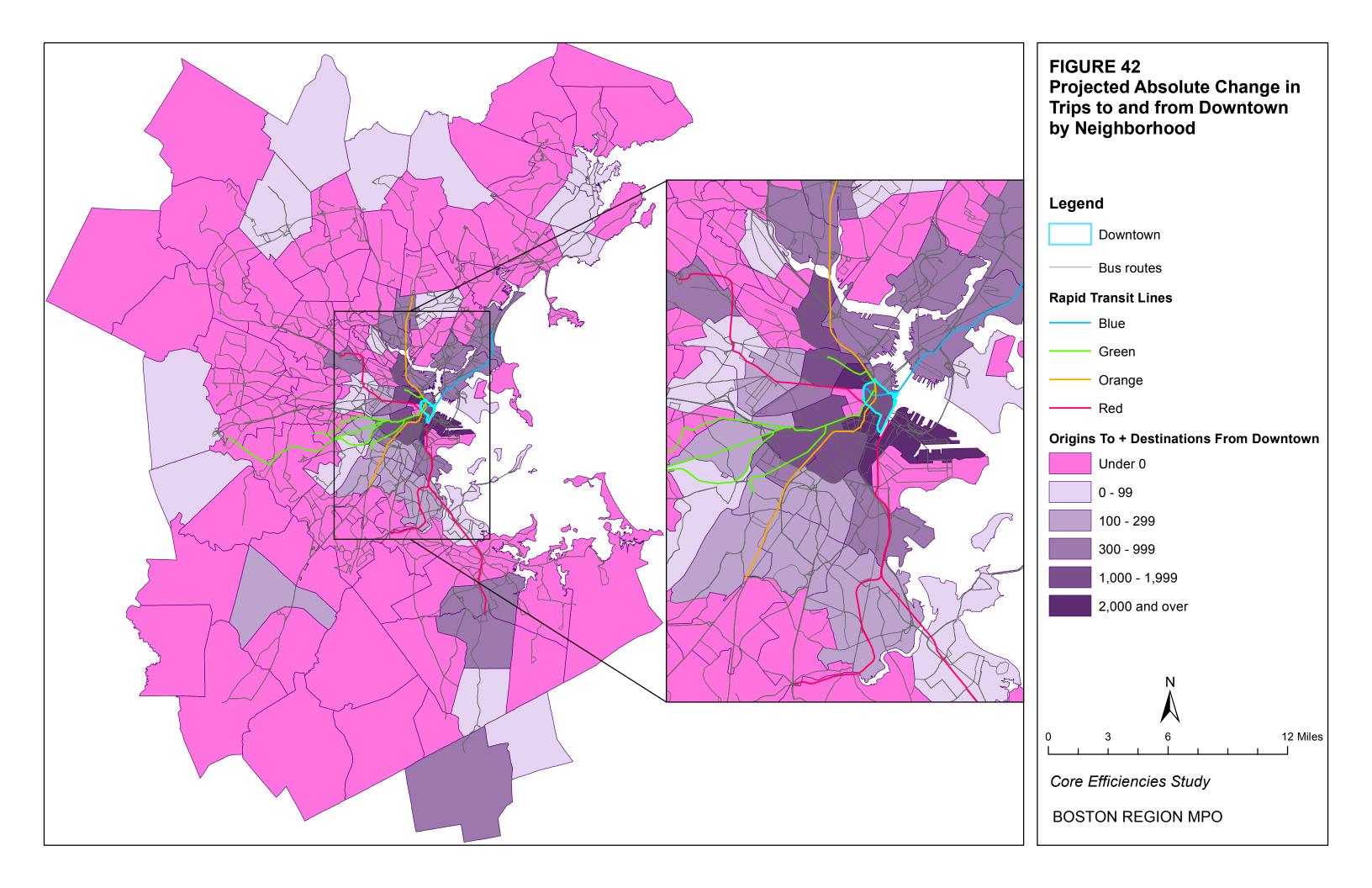


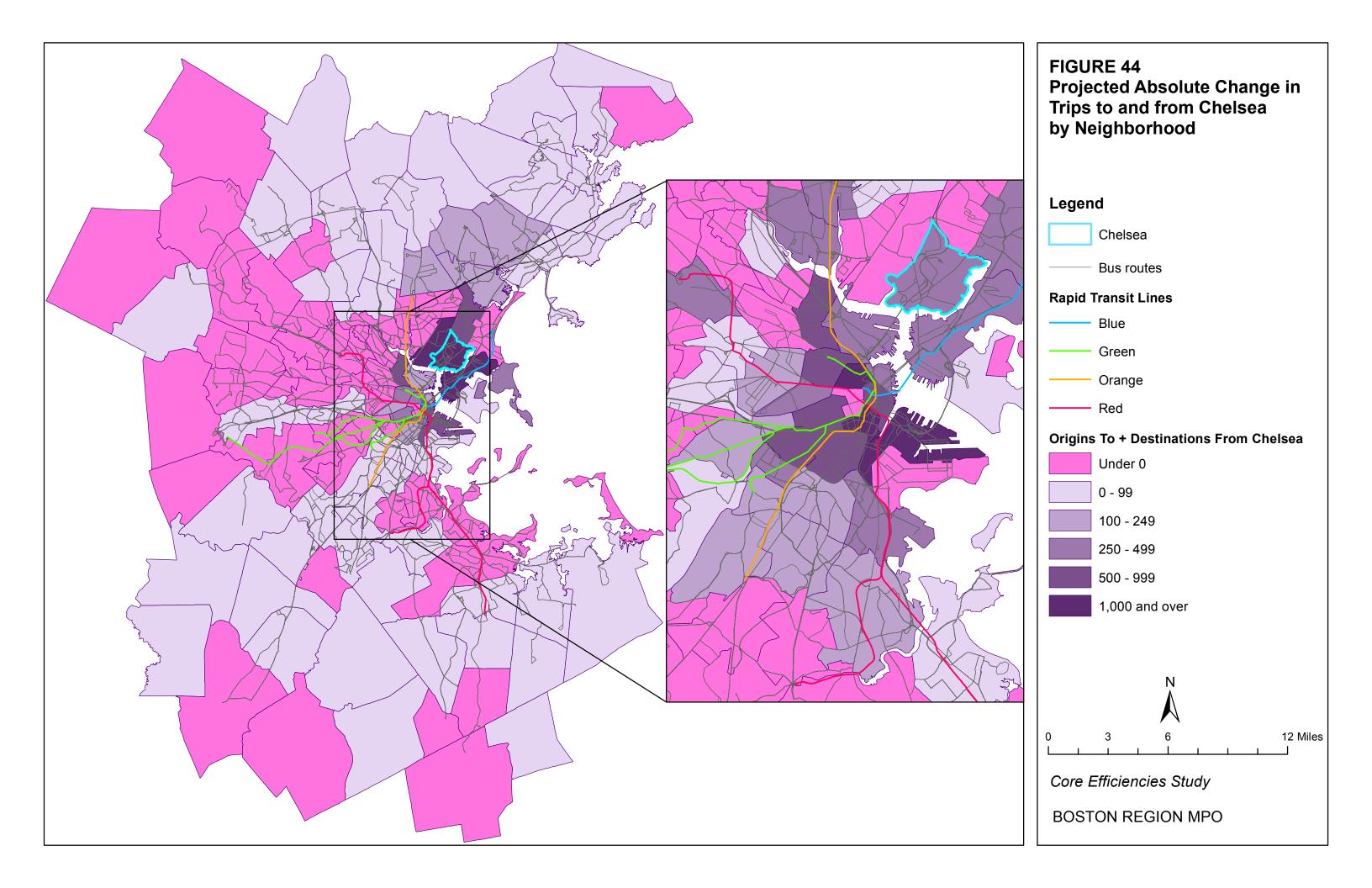


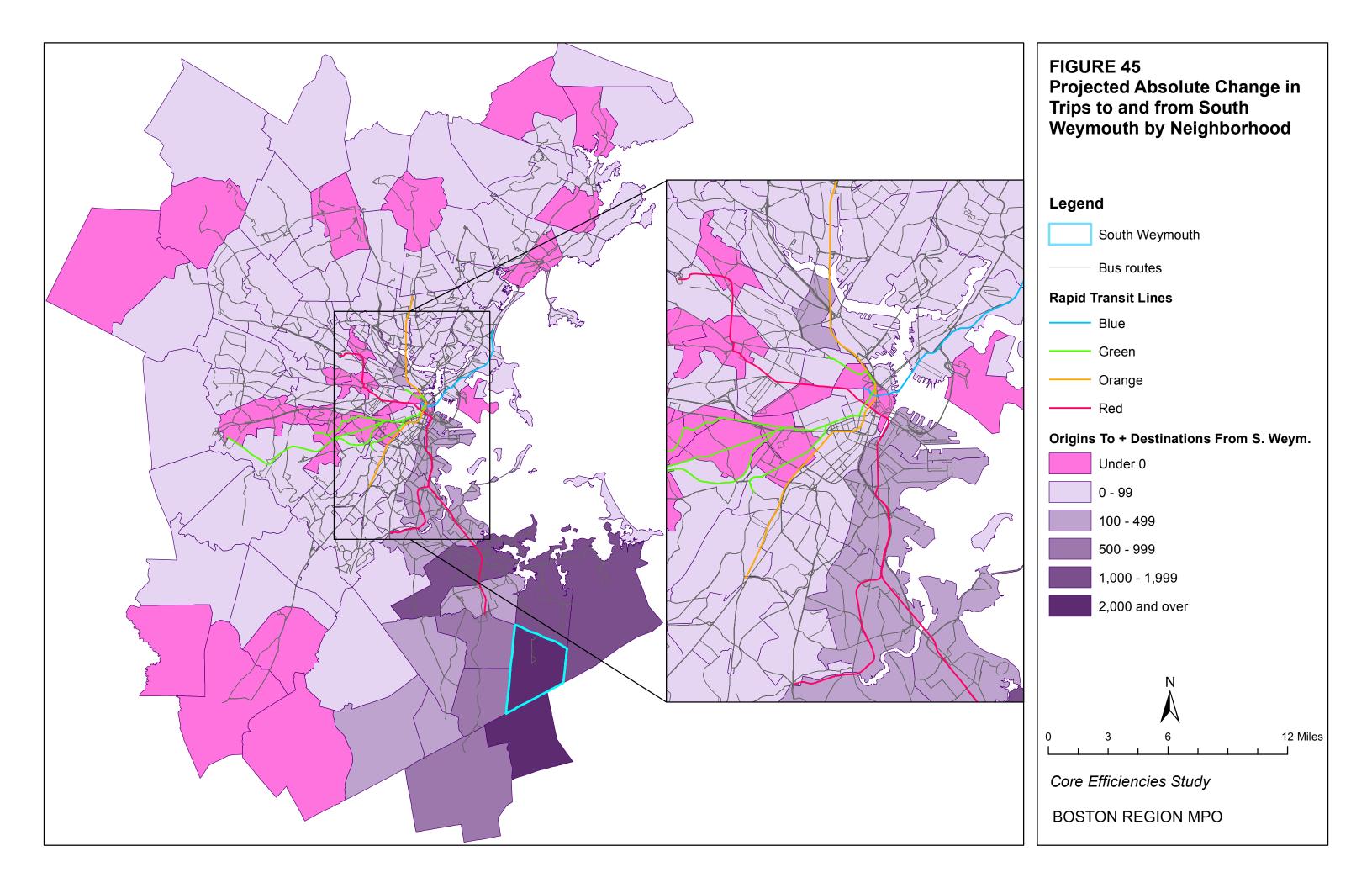


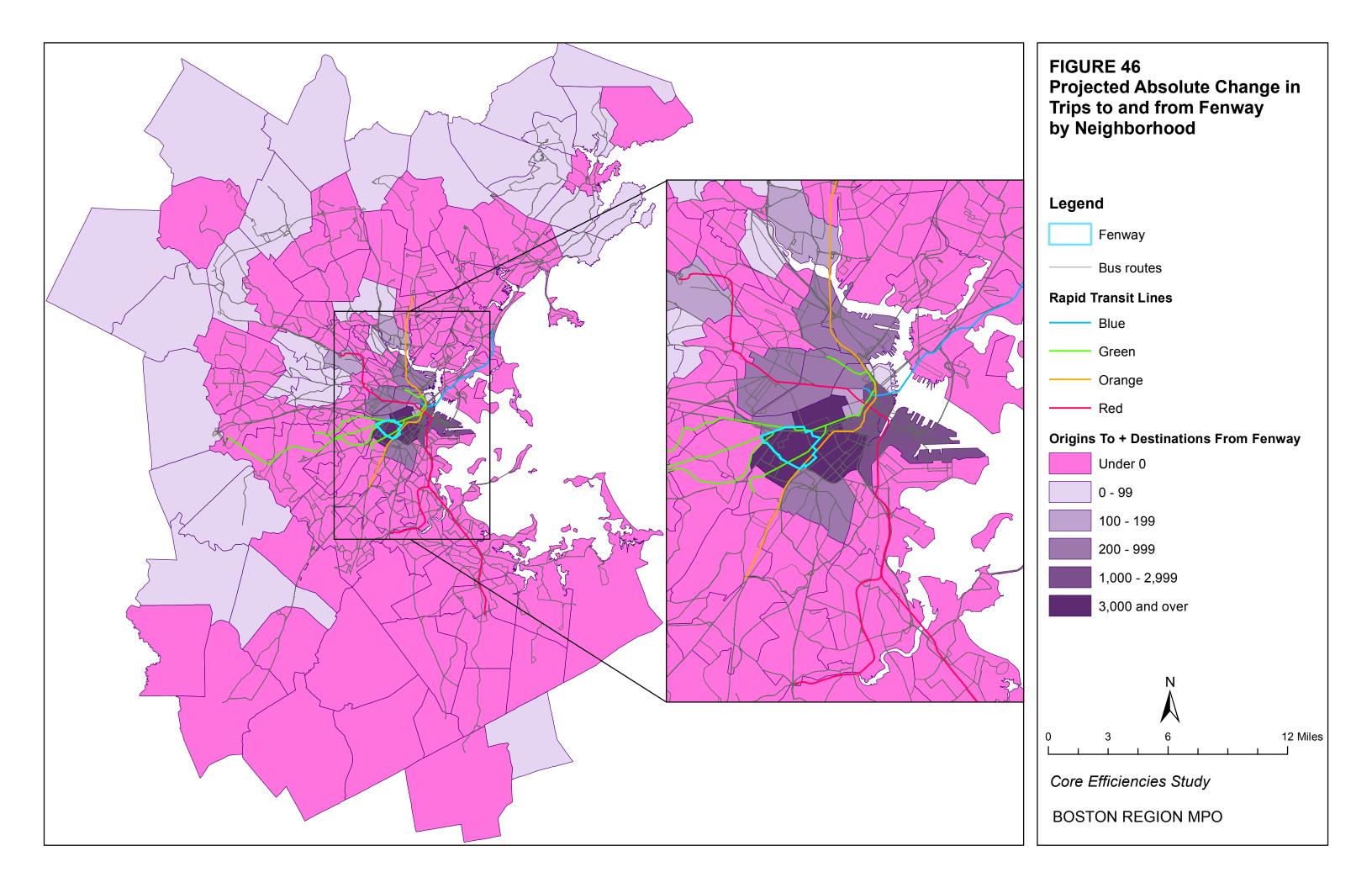


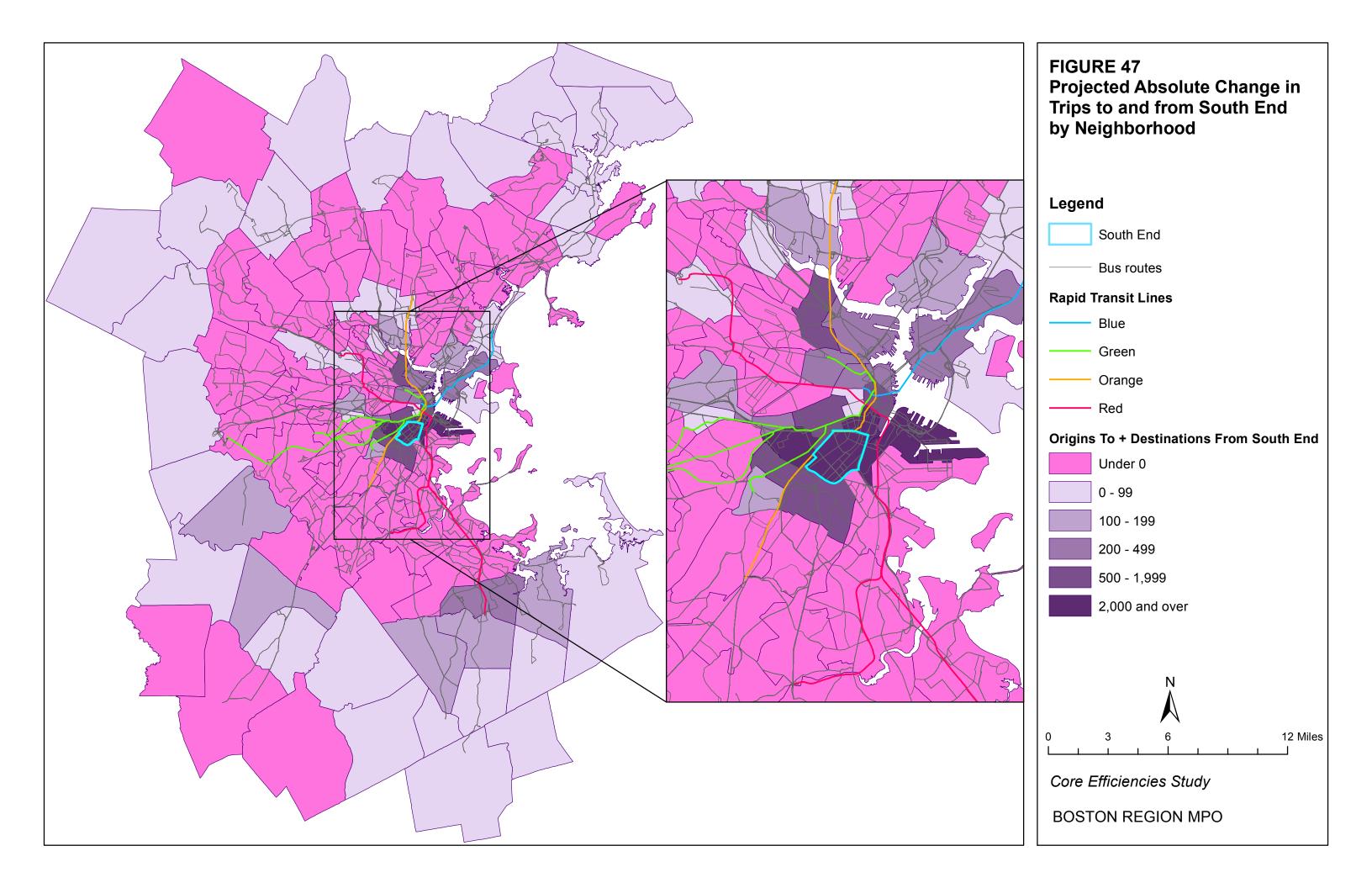


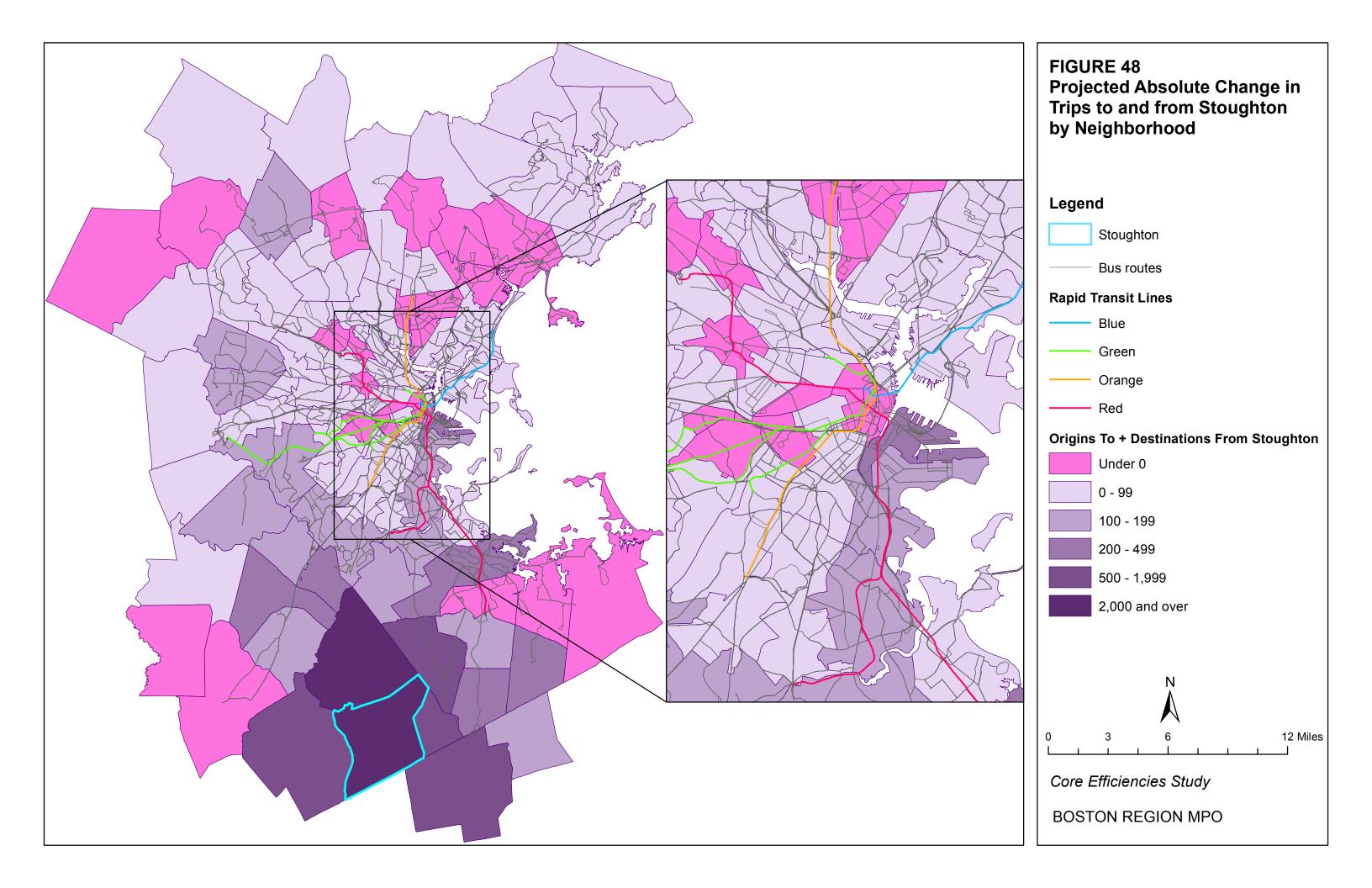


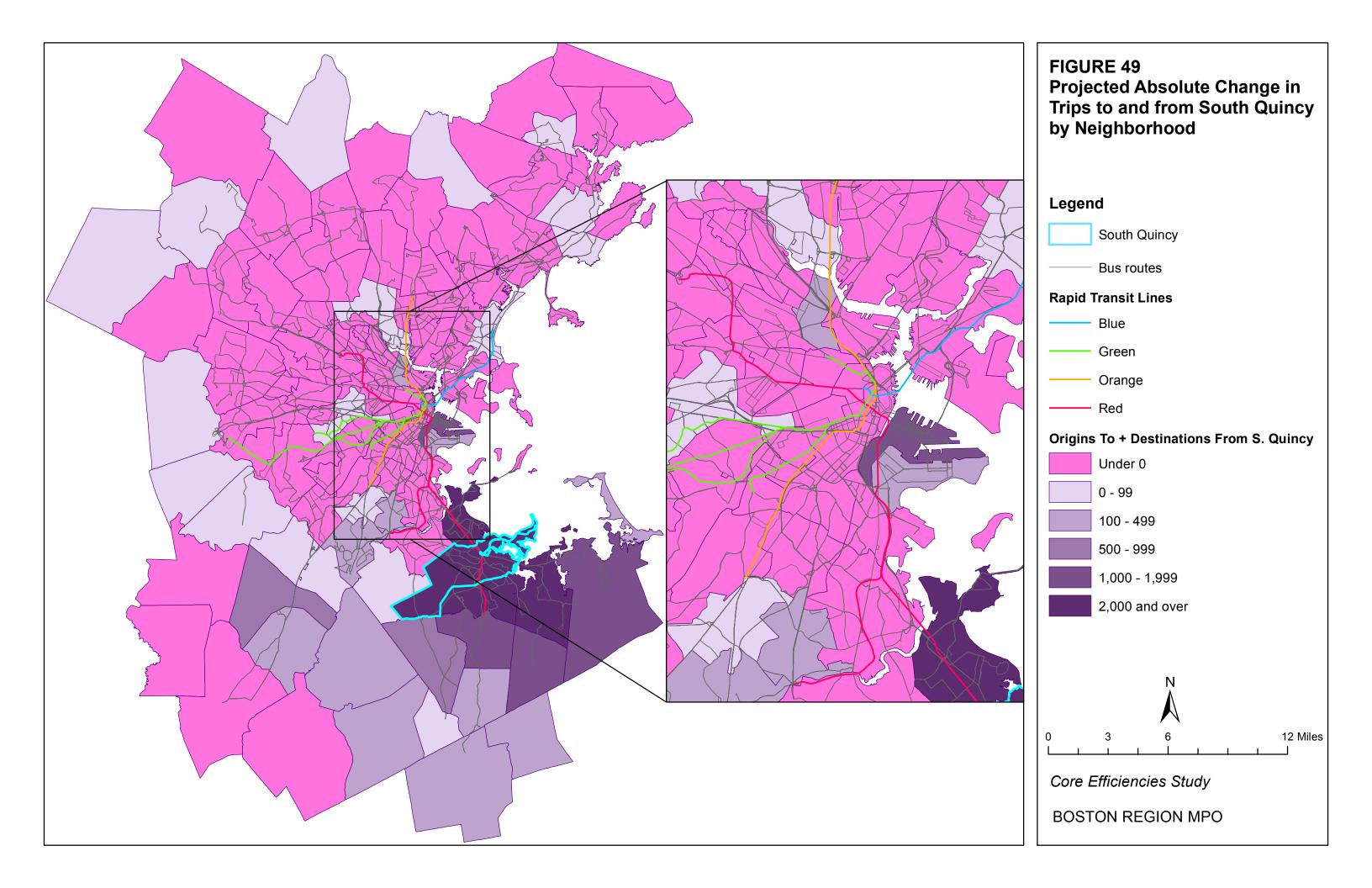


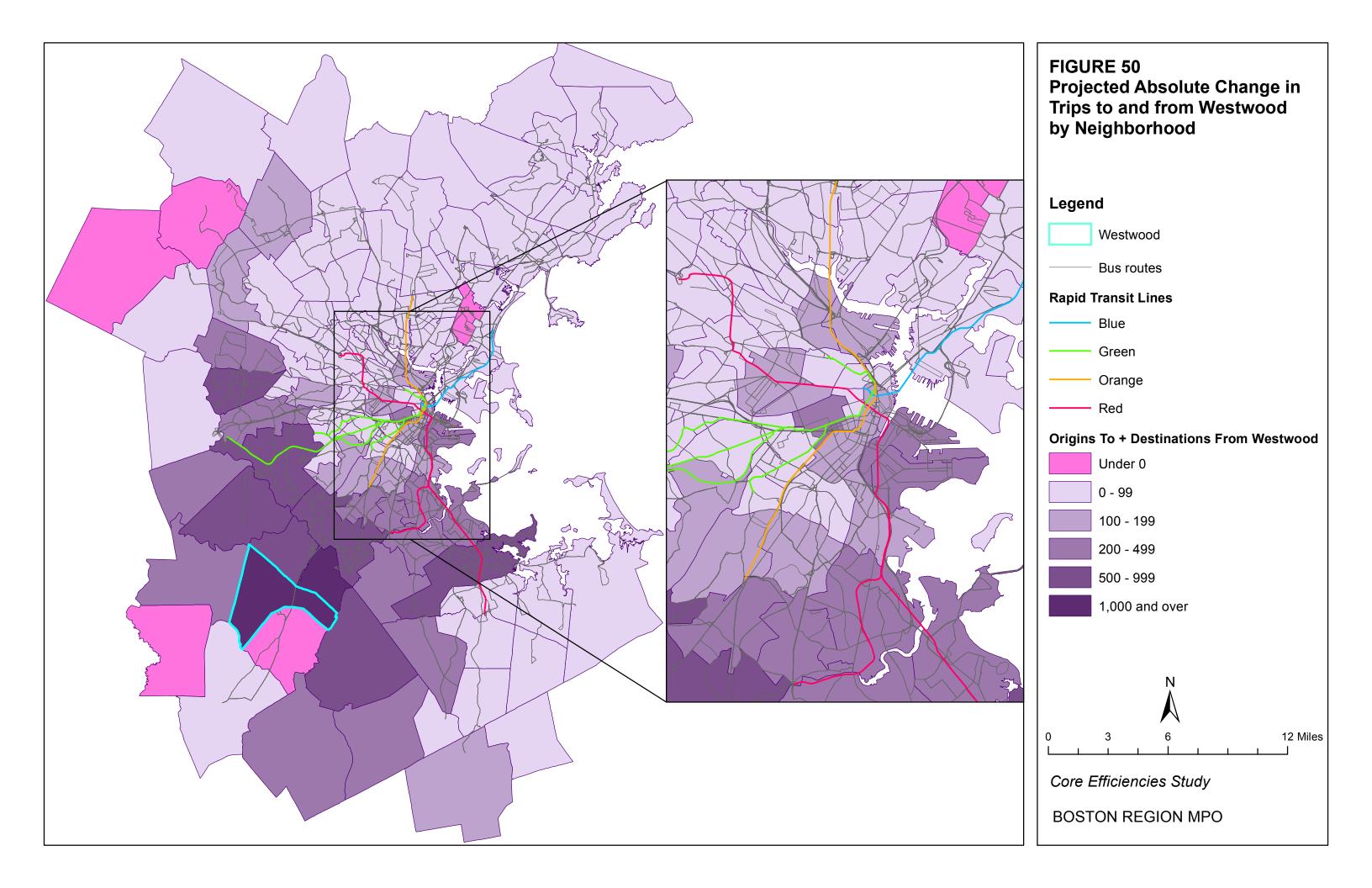


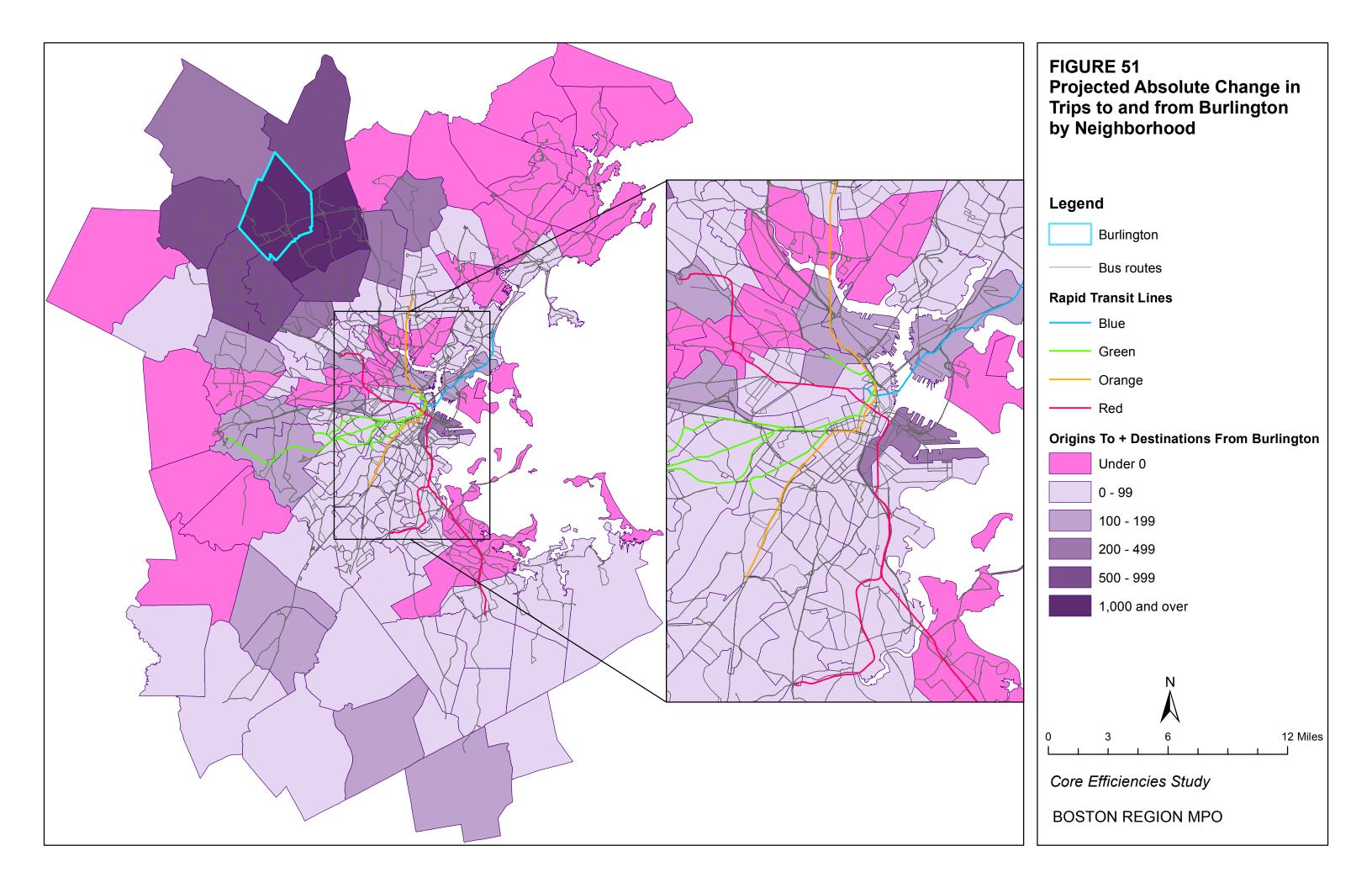


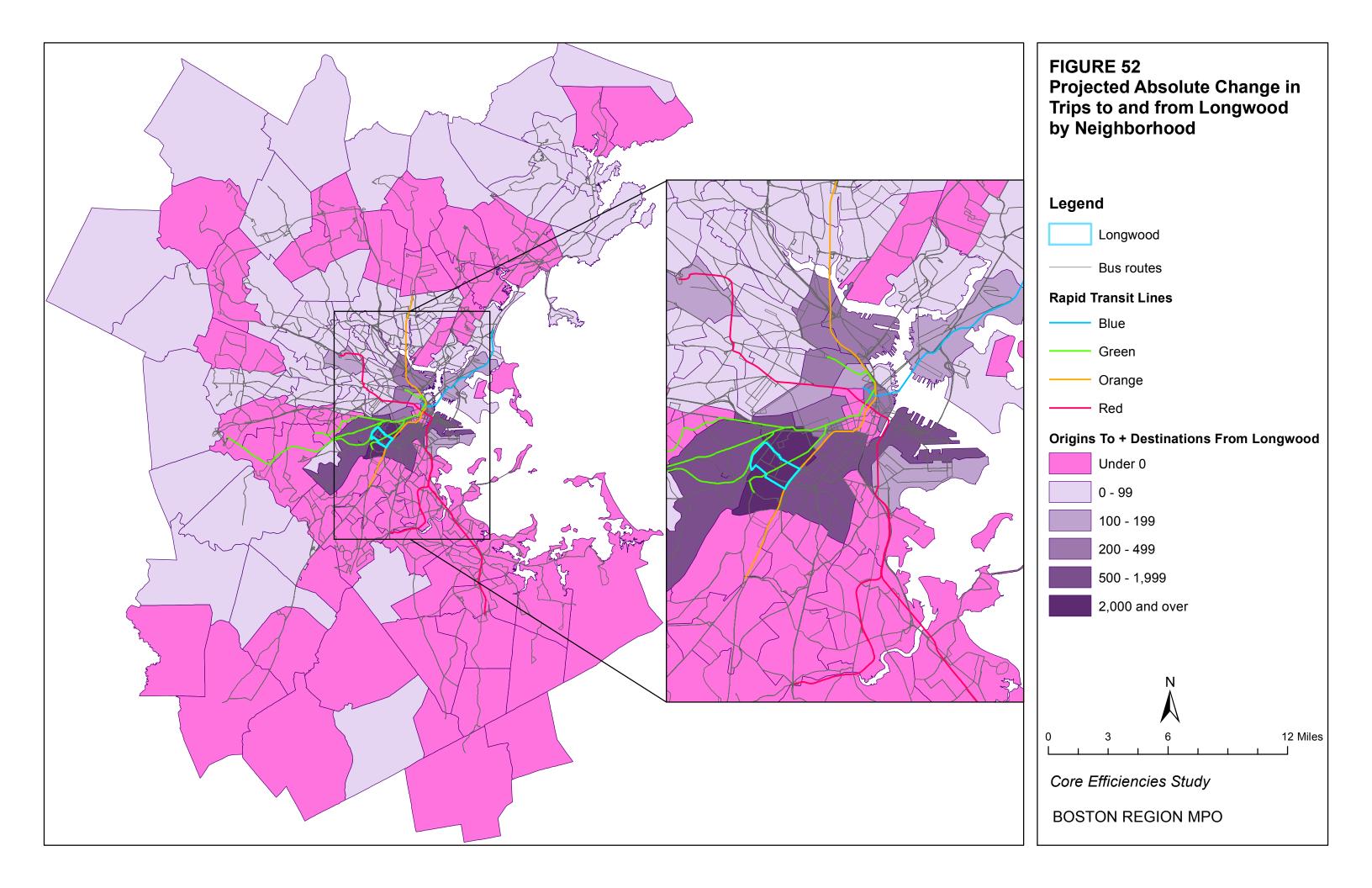












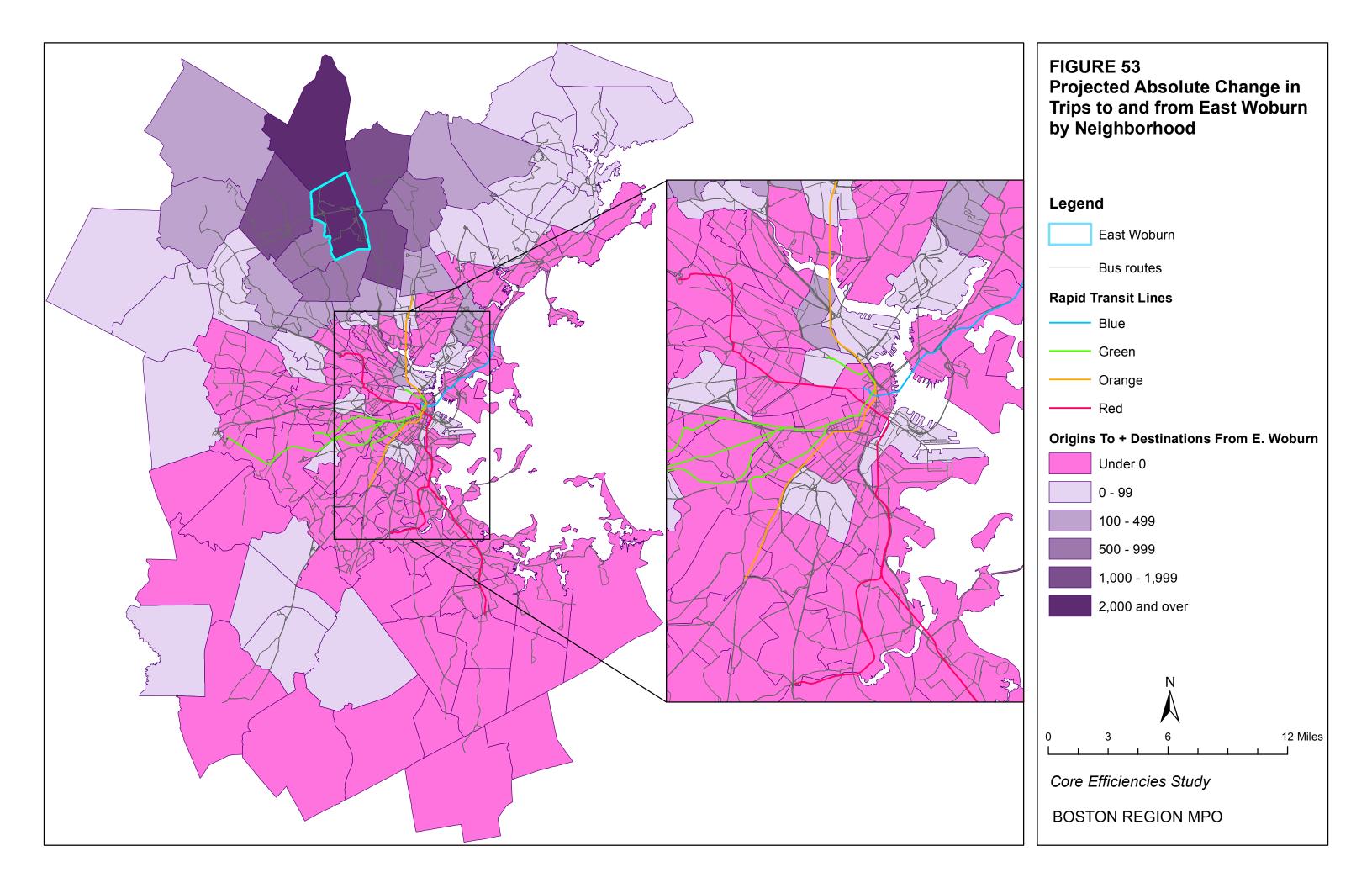


TABLE 55

Top 20 Projected Absolute Increases in Trips between Neighborhoods for Neighborhoods with the Top Projected Absolute Increases

Number and Percent Change in Trips (Origins plus Destinations)

Trips		rfront	Trips	China		Trips	East Can	nbridge	Trips		merville
between	# Chg.	% Chg.	between	# Chg.	% Chg.	between	# Chg.	% Chg.	between	# Chg.	% Chg.
Waterfront	22,762	198.4%	Downtown	10,931	82.2%	East Cambridge	11,416	64.0%	East Somerville	10,034	187.2%
Downtown	12,941	82.2%	Waterfront	5,503	198.4%	Charlestown	2,102	55.1%	Spring Hill	4,073	63.2%
Chinatown	5,503	82.5%	Chinatown	4,701	82.5%	West End	1,882	30.5%	Charlestown	3,672	126.4%
Back Bay	3,177	122.0%	Back Bay	3,880	122.0%	Kendall/MIT	1,795	15.7%	Winter Hill	2,247	70.0%
South End	2,701	81.3%	Fenway	2,568	79.9%	East Somerville	1,626	92.8%	East Cambridge	1,626	92.8%
South Boston	2,335	30.5%	South End	2,248	81.3%	Downtown	1,251	23.0%	East Medford	1,589	78.1%
North Dorchester	1,912	68.5%	West End	1,189	121.5%	Central Square	1,152	11.7%	Downtown	1,338	71.2%
West End	1,454	121.5%	East Cambridge	781	169.7%	Waterfront	877	169.7%	West Malden	939	43.3%
Kendall/MIT	1,436	126.5%	BU	781	86.3%	Spring Hill	826	17.5%	Central Square	765	28.4%
Fenway	1,383	79.9%	East Somerville	706	147.0%	Chinatown	781	30.3%	Waterfront	713	147.0%
South Dorchester	1,245	49.1%	North Dorchester	602	68.5%	Back Bay	644	20.1%	Chinatown	706	79.6%
South Quincy	1,055	51.8%	East Boston	599	51.4%	Fenway	419	19.7%	Back Bay	653	68.0%
North Braintree	1,022	112.7%	South Brookline	577	55.2%	South End	404	35.5%	East Boston	626	67.0%
North Quincy	995	55.3%	Chestnut Hill	505	38.5%	North Cambridge	333	33.3%	West End	591	82.1%
East Cambridge	877	169.7%	North End	463	77.9%	Chelsea	318	25.8%	Chelsea	585	31.6%
Longwood	868	96.5%	North Roxbury	449	72.8%	Longwood	292	26.9%	South End	556	87.5%
Central Square	824	51.3%	North Braintree	367	112.7%	North Allston	265	41.7%	Kendall/MIT	543	52.3%
North End	738	77.9%	Brockton	350	51.1%	East Medford	234	46.2%	Fenway	522	66.4%
East Somerville	713 699	147.0%	Charlestown	349	66.6%	North End	232	14.8%	North End	421	73.9%
North Roxbury	699	72.8%	Logan Airport	343	133.5%	Harvard Square	201	5.7%	Melrose	420	56.9%
Trips	East	Lynn	Trips	Dowr	ntown	Trips	Chel	sea	Trips	South W	eymouth
between	# Chg.	% Chg.	between	# Chg.	% Chg.	between	# Chg.	% Chg.	between	# Chg.	% Chg.
East Lynn	14,116	16.2%	Waterfront	12,941	82.2%	Chelsea	9,972	25.8%	South Weymouth	7,916	41.4%
West Lynn	3,110	9.6%	Chinatown	10,931	22.4%	East Boston	4,860	40.3%	Abington	2,730	44.5%
East Revere	1,548	16.9%	West End	2,895	16.2%	East Everett	3,165	25.6%	Hingham	1,678	20.3%
Swampscott	953	15.1%	Downtown	1,894	1.9%	Downtown	714	14.9%	North Weymouth	1,408	10.6%
North Saugus	945	19.0%	South End	1,492	13.6%	Waterfront	642	57.2%	South Quincy	1,315	31.5%
West Revere	903	20.7%	East Somerville	1,338	71.2%	East Somerville	585	31.6%	South Braintree	901	14.7%
South Salem	822	15.2%	East Cambridge	1,251	23.0%	West Revere	585	5.6%	Brockton	714	14.1%
South Saugus	774	14.4%	Back Bay	1,249	8.1%	West End	373	26.3%	Holbrook	582	20.5%
Nahant	592	21.2%	Fenway	1,143	19.6%	East Cambridge	318	25.8%	Randolph	356	12.4%
South Peabody	564	11.4%	North Braintree	856	42.6%	Chinatown	296	13.8%	Waterfront	346	81.6%
North Salem	378	12.0%	Brockton	765	26.5%	Back Bay	291	11.9%	North Quincy	285	20.2%
Winthrop	363	18.5%	Chelsea	714	14.9%	Winthrop	264	8.5%	North Braintree	235	4.5%
Marblehead	339	9.1%	East Boston	652	8.8%	North End	239	15.5%	Stoughton	226	21.8%
West Beverly	267	12.6%	Kendall/MIT	520	12.5%	Charlestown	235	8.7%	South Boston	163	59.8%
Melrose	247	12.8%	West Malden	495	18.1%	South End	164	11.3%	South Dorchester	143	15.4%
East Boston	245	9.8%	Longwood	474	19.4%	North Saugus	147	7.9%	North Dorchester	131	27.0%
Waterfront	209	24.0%	North End	453	2.4%	Kendall/MIT	135	6.3%	Avon	120	17.1%
North Peabody	208	16.2%	North Dorchester	448	9.6%	South Saugus	131	5.5%	North Milton	112	20.4%
Wakefield	203	9.3%	East Medford	369	26.0%	Melrose	119	6.6%	East Somerville	106	113.0%
Lynnfield	138	12.0%	East Revere	364	9.3%	West Lynn	100	5.7%	South End	83	26.3%
Trips	Fen	way	Trips	South	n End	Trips	Stoug	hton	Trips	South (	Ouincy
between	# Chg.	% Chg.	between	# Chg.	% Chg.	between	# Chg.	% Chg.	between	# Chg.	% Chg.
Fenway	7,094	18.3%	Fenway	4,361	33.7%	Stoughton	7,552	25.9%	South Quincy	7,306	9.0%
Longwood	6,505	24.1%	South End	4,026	9.6%	Canton	2,050	11.2%	North Braintree	3,676	16.5%
Longwood		27.170	South Life		81.3%					3,070	
South End		33 7%	Waterfront	2.701		Randolph	1 224	1 / / 1//	North Weymouth	3.016	23.0%
South End Back Bay	4,361	33.7%	Waterfront	2,701		Randolph Brockton	1,224	17.7%	North Ouincy	3,016	23.0%
Back Bay	4,361 3,391	15.4%	Chinatown	2,248	12.8%	Brockton	1,145	6.0%	North Quincy	2,033	7.1%
Back Bay Chinatown	4,361 3,391 2,568	15.4% 46.5%	Chinatown Longwood	2,248 1,941	12.8% 39.3%	Brockton Avon	1,145 914	6.0% 16.0%	North Quincy South Braintree	2,033 1,756	7.1% 26.5%
Back Bay Chinatown Waterfront	4,361 3,391 2,568 1,383	15.4% 46.5% 79.9%	Chinatown Longwood North Roxbury	2,248 1,941 1,635	12.8% 39.3% 23.8%	Brockton Avon Sharon	1,145 914 894	6.0% 16.0% 10.9%	North Quincy South Braintree Hingham	2,033 1,756 1,508	7.1% 26.5% 19.7%
Back Bay Chinatown Waterfront Downtown	4,361 3,391 2,568 1,383 1,143	15.4% 46.5% 79.9% 19.6%	Chinatown Longwood North Roxbury Downtown	2,248 1,941 1,635 1,492	12.8% 39.3% 23.8% 13.6%	Avon Sharon Westwood	1,145 914 894 475	6.0% 16.0% 10.9% 30.2%	North Quincy South Braintree Hingham South Weymouth	2,033 1,756 1,508 1,315	7.1% 26.5% 19.7% 31.5%
Back Bay Chinatown Waterfront Downtown BU	4,361 3,391 2,568 1,383 1,143 830	15.4% 46.5% 79.9% 19.6% 5.2%	Chinatown Longwood North Roxbury Downtown Back Bay	2,248 1,941 1,635 1,492 822	12.8% 39.3% 23.8% 13.6% 2.9%	Brockton Avon Sharon Westwood South Quincy	1,145 914 894 475 329	6.0% 16.0% 10.9% 30.2% 14.0%	North Quincy South Braintree Hingham South Weymouth Waterfront	2,033 1,756 1,508 1,315 1,055	7.1% 26.5% 19.7% 31.5% 51.8%
Back Bay Chinatown Waterfront Downtown	4,361 3,391 2,568 1,383 1,143 830 751	15.4% 46.5% 79.9% 19.6% 5.2% 9.0%	Chinatown Longwood North Roxbury Downtown	2,248 1,941 1,635 1,492	12.8% 39.3% 23.8% 13.6% 2.9% 87.5%	Avon Sharon Westwood	1,145 914 894 475 329 240	6.0% 16.0% 10.9% 30.2% 14.0% 63.4%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph	2,033 1,756 1,508 1,315 1,055 952	7.1% 26.5% 19.7% 31.5% 51.8% 17.1%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT	4,361 3,391 2,568 1,383 1,143 830 751 595	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville	2,248 1,941 1,635 1,492 822 556 449	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook	1,145 914 894 475 329 240 233	6.0% 16.0% 10.9% 30.2% 14.0% 63.4%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood	2,033 1,756 1,508 1,315 1,055 952 637	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville	4,361 3,391 2,568 1,383 1,143 830 751 595 522	15.4% 46.5% 79.9% 19.6% 5.2% 9.0%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End	2,248 1,941 1,635 1,492 822 556 449 418	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth	1,145 914 894 475 329 240 233 226	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington	2,033 1,756 1,508 1,315 1,055 952 637 380	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT	4,361 3,391 2,568 1,383 1,143 830 751 595	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston	2,248 1,941 1,635 1,492 822 556 449	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook	1,145 914 894 475 329 240 233	6.0% 16.0% 10.9% 30.2% 14.0% 63.4%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton	2,033 1,756 1,508 1,315 1,055 952 637	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge	2,248 1,941 1,635 1,492 822 556 449 418 404	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham	1,145 914 894 475 329 240 233 226 213	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington	2,033 1,756 1,508 1,315 1,055 952 637 380 329	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU	2,248 1,941 1,635 1,492 822 556 449 418 404 361	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park	1,145 914 894 475 329 240 233 226 213	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham	1,145 914 894 475 329 240 233 226 213 186 182	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Trips	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55 West	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Trips	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128 Longy	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Trips	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg.	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Trips between	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg.	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg.	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113 East W	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli # Chg.	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg. 6,505	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113 East W # Chg.	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739 1,701	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0% wood % Chg. 53.2% 40.3%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128 Longy # Chg. 6,505 4,593	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113 East W # Chg. 7,787 2,064	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739 1,701 886	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood % Chg. 53.2% 40.3% 32.4%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700 1,221	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128 Longy # Chg. 6,505 4,593 3,370	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3% 17.0%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739 1,701 886 869	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood % Chg. 53.2% 40.3% 32.4% 26.5%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700 1,221 799	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128 Longy # Chg. 6,505 4,593 3,370 1,941	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3% 17.0% 16.4%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739 1,701 886 869 843	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood % Chg. 53.2% 40.3% 32.4% 26.5% 42.3%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Wilmington	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700 1,221 799 747	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg. 6,505 4,593 3,370 1,941 1,309	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739 1,701 886 869 843 750	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood % Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700 1,221 799 747 678	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1% 15.9%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg. 6,505 4,593 3,370 1,941 1,309 1,039	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739 1,701 886 869 843 750 682	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood % Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5% 22.9%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700 1,221 799 747 678 669	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1% 15.9% 13.6%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg. 6,505 4,593 3,370 1,941 1,309 1,039 990	6.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3% 14.2%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993 936	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2% Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0% 7.9%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739 1,701 886 869 843 750 682 654	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood % Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5% 22.9% 26.3%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington Bedford	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700 1,221 799 747 678 669 556	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1% 15.9% 13.6% 7.5%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg. 6,505 4,593 3,370 1,941 1,309 1,039 990 868	6.0% 16.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  vood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3% 14.2% 96.5%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993 936 794	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0% 7.9% 6.3%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739 1,701 886 869 843 750 682 654 637	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood % Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5% 22.9% 26.3% 45.3%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington Bedford Stoneham	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700 1,221 799 747 678 669 556 319	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1% 15.9% 13.6% 7.5% 10.7%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg. 6,505 4,593 3,370 1,941 1,309 1,039 990 868 762	6.0% 16.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3% 14.2% 96.5% 8.8%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993 936 794 464	7.1% 26.5% 19.7% 31.5% 51.8% 17.19 45.39 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0% 7.9% 6.3% 13.1%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 555  West # Chg. 5,739 1,701 886 869 843 750 682 654 637 539	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood % Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5% 22.9% 26.3% 45.3% 96.8%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington Bedford Stoneham Billerica	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700 1,221 799 747 678 669 556 319 249	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 19.7% 17.0% 7.1% 15.9% 13.6% 7.5% 10.7% 1.2%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg. 6,505 4,593 3,370 1,941 1,309 1,039 990 868 762 474	6.0% 16.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3% 14.2% 96.5% 8.8% 19.4%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993 936 794 464 418	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0% 7.9% 6.3% 13.1% 9.4%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 555  West # Chg. 5,739 1,701 886 869 843 750 682 654 637 539 475	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood % Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5% 22.9% 26.3% 45.3% 96.8% 30.2%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington Bedford Stoneham Billerica West Arlington	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700 1,221 799 747 678 669 556 319 249 245	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1% 15.9% 13.6% 7.5% 10.7% 1.2% 6.8%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg. 6,505 4,593 3,370 1,941 1,309 1,039 990 868 762 474 301	6.0% 16.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3% 14.2% 96.5% 8.8% 19.4% 65.7%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993 936 794 464 418 364	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0% 7.9% 6.3% 13.1% 9.4% 15.5%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 555  West # Chg. 5,739 1,701 886 869 843 750 682 654 637 539 475 343	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5% 22.9% 26.3% 45.3% 96.8% 30.2% 65.8%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700 1,221 799 747 678 669 556 319 249 245 227	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1% 15.9% 13.6% 7.5% 10.7% 1.2% 6.8% 6.9%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg. 6,505 4,593 3,370 1,941 1,309 1,039 990 868 762 474 301 292	6.0% 16.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3% 14.2% 96.5% 8.8% 19.4% 65.7% 26.9%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993 936 794 464 418 364 274	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0% 7.9% 6.33% 13.1% 9.4% 15.5% 36.2%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 555  West # Chg. 5,739 1,701 886 869 843 750 682 654 637 539 475 343 326	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood 6 Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5% 22.9% 26.3% 45.3% 96.8% 30.2% 65.8% 48.5%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700 1,221 799 747 678 669 556 319 249 245 227 222	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1% 15.9% 13.6% 7.5% 10.7% 1.2% 6.8% 6.9% 50.1%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg. 6,505 4,593 3,370 1,941 1,309 1,039 990 868 762 474 301 292 261	6.0% 16.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3% 14.2% 96.5% 8.8% 19.4% 65.7% 26.9% 4.4%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993 936 794 464 418 364 274 272	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0% 7.9% 6.3% 13.1% 9.4% 15.5% 36.2% 18.2%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 555  West # Chg. 5,739 1,701 886 869 843 750 682 654 637 539 475 343 326 303	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood 6 Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5% 22.9% 26.3% 45.3% 96.8% 30.2% 65.8% 48.5% 22.1%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli: # Chg. 7,118 1,700 1,221 799 747 678 669 556 319 249 245 227 222 182	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1% 15.9% 13.6% 7.5% 10.7% 1.2% 6.8% 6.9% 50.1% 51.4%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg. 6,505 4,593 3,370 1,941 1,309 1,039 990 868 762 474 301 292 261 213	6.0% 16.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3% 14.2% 96.5% 8.8% 19.4% 65.7% 26.9% 4.4% 19.7%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993 936 794 464 418 364 274 272 216	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2% Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0% 7.9% 6.3% 13.1% 9.4% 15.5% 36.2% 18.2% 6.4%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739 1,701 886 869 843 750 682 654 637 539 475 343 326 303 284	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5% 22.9% 26.3% 45.3% 96.8% 30.2% 65.8% 48.5% 22.1% 72.3%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli # Chg. 7,118 1,700 1,221 799 747 678 669 556 319 249 245 227 222 182 181	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1% 15.9% 13.6% 7.5% 10.7% 1.2% 6.8% 6.9% 50.1% 51.4% 13.5%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longy # Chg. 6,505 4,593 3,370 1,941 1,309 1,039 990 868 762 474 301 292 261 213 172	6.0% 16.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3% 14.2% 96.5% 8.8% 19.4% 65.7% 26.9% 4.4% 19.7% 9.2%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993 936 794 464 418 364 274 272 216 159	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0% 7.9% 6.3% 13.1% 9.4% 15.5% 36.2% 18.2% 6.4% 12.7%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739 1,701 886 869 843 750 682 654 637 539 475 343 326 303 284 284	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5% 22.9% 26.3% 45.3% 96.8% 30.2% 65.8% 48.5% 22.1% 72.3% 21.6%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli # Chg. 7,118 1,700 1,221 799 747 678 669 556 319 249 245 227 222 182 181 180	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1% 15.9% 13.6% 7.5% 10.7% 1.2% 6.8% 6.9% 50.1% 51.4% 13.5% 15.8%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longv # Chg. 6,505 4,593 3,370 1,941 1,309 1,039 990 868 762 474 301 292 261 213 172 129	6.0% 16.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3% 14.2% 96.5% 8.8% 19.4% 65.7% 26.9% 4.4% 19.7% 9.2% 5.9%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993 936 794 464 418 364 274 272 216 159 152	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2% Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0% 7.9% 6.3% 13.1% 9.4% 15.5% 36.2% 18.2% 6.4% 12.7% 4.7%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739 1,701 886 869 843 750 682 654 637 539 475 343 326 303 284 284 275	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5% 22.9% 26.3% 45.3% 96.8% 30.2% 65.8% 48.5% 22.1% 72.3% 21.6% 42.3%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli # Chg. 7,118 1,700 1,221 799 747 678 669 556 319 249 245 227 222 182 181 180 166	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1% 15.9% 13.6% 7.5% 10.7% 1.2% 6.8% 6.9% 50.1% 51.4% 13.5% 15.8% 39.5%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longv # Chg. 6,505 4,593 3,370 1,941 1,309 1,039 990 868 762 474 301 292 261 213 172 129 124	6.0% 16.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3% 14.2% 96.5% 8.8% 19.4% 65.7% 26.9% 4.4% 19.7% 9.2% 5.9% 15.3%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993 936 794 464 418 364 274 272 216 159 152 127	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2%  Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0% 7.9% 6.3% 13.1% 9.4% 15.5% 36.2% 18.2% 6.4% 12.7% 4.7% 5.0%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay	4,361 3,391 2,568 1,383 1,143 830 751 595 522 481 419 294 200 123 115 102 66 55  West # Chg. 5,739 1,701 886 869 843 750 682 654 637 539 475 343 326 303 284 284	15.4% 46.5% 79.9% 19.6% 5.2% 9.0% 13.7% 66.4% 8.7% 19.7% 18.0% 11.1% 13.5% 11.2% 20.6% 8.8% 13.0%  wood Chg. 53.2% 40.3% 32.4% 26.5% 42.3% 16.5% 22.9% 26.3% 45.3% 96.8% 30.2% 65.8% 48.5% 22.1% 72.3% 21.6%	Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton	2,248 1,941 1,635 1,492 822 556 449 418 404 361 296 245 222 171 164 146 139  Burli # Chg. 7,118 1,700 1,221 799 747 678 669 556 319 249 245 227 222 182 181 180	12.8% 39.3% 23.8% 13.6% 2.9% 87.5% 20.4% 21.4% 35.5% 21.2% 31.0% 29.7% 16.7% 75.0% 11.3% 7.2% 33.1%  ngton % Chg. 12.4% 16.4% 19.7% 17.0% 7.1% 15.9% 13.6% 7.5% 10.7% 1.2% 6.8% 6.9% 50.1% 51.4% 13.5% 15.8%	Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston	1,145 914 894 475 329 240 233 226 213 186 182 162 151 145 137 128  Longv # Chg. 6,505 4,593 3,370 1,941 1,309 1,039 990 868 762 474 301 292 261 213 172 129	6.0% 16.0% 16.0% 10.9% 30.2% 14.0% 63.4% 12.7% 21.8% 18.1% 14.7% 46.1% 12.9% 3.5% 21.7% 20.3% 33.0% 51.6%  wood % Chg. 24.1% 9.5% 31.0% 39.3% 24.3% 11.3% 14.2% 96.5% 8.8% 19.4% 65.7% 26.9% 4.4% 19.7% 9.2% 5.9%	North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington	2,033 1,756 1,508 1,315 1,055 952 637 380 329 323 250 242 187 180 166 151 113  East W # Chg. 7,787 2,064 1,953 1,700 1,284 993 936 794 464 418 364 274 272 216 159 152	7.1% 26.5% 19.7% 31.5% 51.8% 17.1% 45.3% 25.5% 14.0% 7.7% 7.2% 14.9% 3.9% 8.4% 41.6% 3.5% 9.2% Voburn % Chg. 21.9% 42.3% 17.0% 16.4% 21.0% 11.0% 7.9% 6.3% 13.1% 9.4% 15.5% 36.2% 18.2% 6.4% 12.7% 4.7%

Spring Hill

88

10.4%

Waterfront

84

13.5%

240

Roslindale

21.2%

Charlestown

148

28.4%

## 3.5 Level-of-Service Characteristics

While the previous section of this report considered projected changes in the number of trips between neighborhoods, this section analyzes the existing characteristics of the level of transit service for these trips. The first characteristic considered is the frequency of vehicles (MBTA directly-operated bus, rapid transit, and commuter rail) serving each neighborhood and transit stop or station. Other transit trip characteristics that are considered are the transit fare, the walk time to transit from the origin and from transit to the destination, the in-vehicle transit travel time, the initial waiting time, the transfer waiting time, and the number of transfers. Each characteristic is taken from inputs to the Boston Region MPO travel demand model set. Finally, all of these characteristics are combined into a relative weighted cost index. These inputs are used to model the mode and path of each trip between two TAZs. The following sections will determine neighborhoods and neighborhood pairs where the existing characteristics of transit travel discourage transit as a mode choice.

## 3.5.1 Transit Vehicle Frequency

The frequency of transit service (vehicles per hour) on a route or line provides some indication as to the level of service. Figure 54 shows the hourly frequency of MBTA bus service by neighborhood and stop in the AM Peak period. Table 57 shows the top 20 neighborhoods and Table 58 shows the top 20 bus stops in terms of service frequency along with the MBTA bus routes that serve the respective neighborhood and stop. As shown by the figure and tables, there appears to be a general correlation between neighborhoods and bus stops with greater bus frequencies. These neighborhoods and stops are primarily located in the urban core but also in areas outside the core such as East Watertown and South Quincy. Most of the high-frequency bus stops are located either at rapid transit stations, express bus depots, or between Dudley and Ruggles Stations along Malcolm X Boulevard.

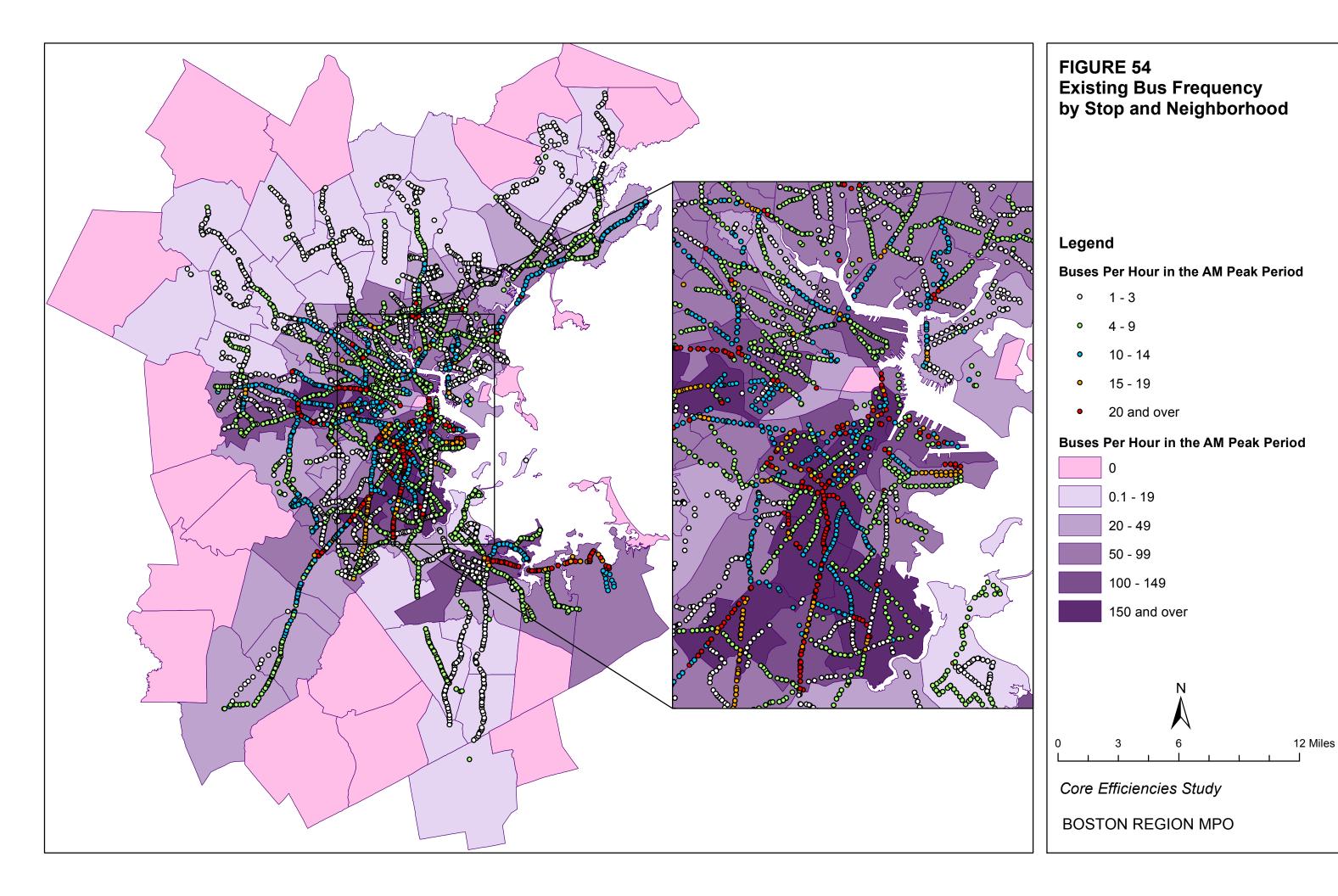
Figure 55 shows the hourly frequency of MBTA rapid transit service by neighborhood and station in the AM Peak period. Table 59 shows the top 20 neighborhoods in terms of service frequency along with the rapid transit stations that serve each respective neighborhood, and Table 60 shows the service frequency of all rapid transit stations (grouped by line when the service frequency at the corresponding stations is the same) and the rapid transit lines that service each respective station. As shown by the figure and tables, the highest rapid transit frequencies

CTPS

occur where multiple lines serve the same neighborhood or station. For instance, the Downtown and Beacon Hill neighborhoods contain the four transfer stations for the four subway lines while the Back Bay neighborhood contains three Green Line subway stations served by multiple Green Line branches. Of the neighborhoods or rapid transit stations that are served by only one line, the Blue Line has the highest hourly frequency.

Table 57
Neighborhoods by Existing AM Peak Bus Frequency (Vehicles per Hour)
(Top 20)

Najahbarbard Francisco Pautas Carring Najahbarbard								
Neighborhood	Frequency	Routes Serving Neighborhood						
Downtown	270.1	4, 11, 92, 93, 115, 352, 354, 424, 426, 428, 441, 442, 448, 449, 450, 455, 459, 500, 501, 504, 505, 553, 554, 556, 558, Silver Line-Waterfront, Silver Line-Washington						
North Roxbury	261.6	1, 8, 10, 14, 15, 19, 22, 23, 25, 28, 41, 42, 43, 44, 45, 47, 66, CT1, Silver Line-Washington						
Fenway	260.6	1, 8, 15, 19, 22, 23, 25, 28, 39, 43, 44, 45, 47, 55, 60, 65, CT1, CT2						
Roslindale	178.5	14, 21, 30, 31, 32, 34, 35, 36, 37, 38, 39, 40, 42, 50, 51						
South End	173.8	1, 8, 9, 10, 11, 19, 39, 43, 47, CT1, CT2						
South Dorchester	161.2	17, 18, 19, 21, 22, 23, 26, 27, 28, 29, 45, 201, 215, 240						
Chinatown	155.5	9, 11, 43, 55, 275, 500, 501, 504, 505, 553, 554, 556, 558, Silver Line-Washington						
North Allston	155.1	64, 66, 70, 86, 500, 501, 502, 503, 504, 505, 553, 554, 556, 558						
East Watertown	154.5	52, 57, 59, 70, 71, 73, 502, 504						
South Roxbury	153.9	14, 19, 22, 23, 25, 28, 29, 42, 44, 45, 48						
Harvard Square	148.0	1, 66, 68, 69, 71, 72, 73, 74, 75, 77, 78, 86, 96						
North Newton	145.1	52, 57, 59, 501, 502, 503, 504, 505, 553, 554, 556, 558						
Waterfront	136.6	4, 9, 11, 47, 448, 449, 459, Silver Line-Waterfront						
Mattapan	135.7	14, 21, 24, 26, 27, 28, 29, 30, 31, 33, 240, 245						
South Quincy	130.0	210, 211, 212, 214, 215, 216, 220, 222, 225, 230, 238, 245						
Back Bay	124.0	1, 9, 10, 39, 43, 55, 502, 503, CT1						
Central Square	105.2	1, 47, 64, 68, 69, 70, 83, 85, 91, CT1, CT2						
Longwood	104.6	8, 19, 39, 47, 60, 65, 66, CT2						
Charlestown	101.6	86, 89, 90, 91, 92, 93, 95, 101, 104, 105, 109, CT2						



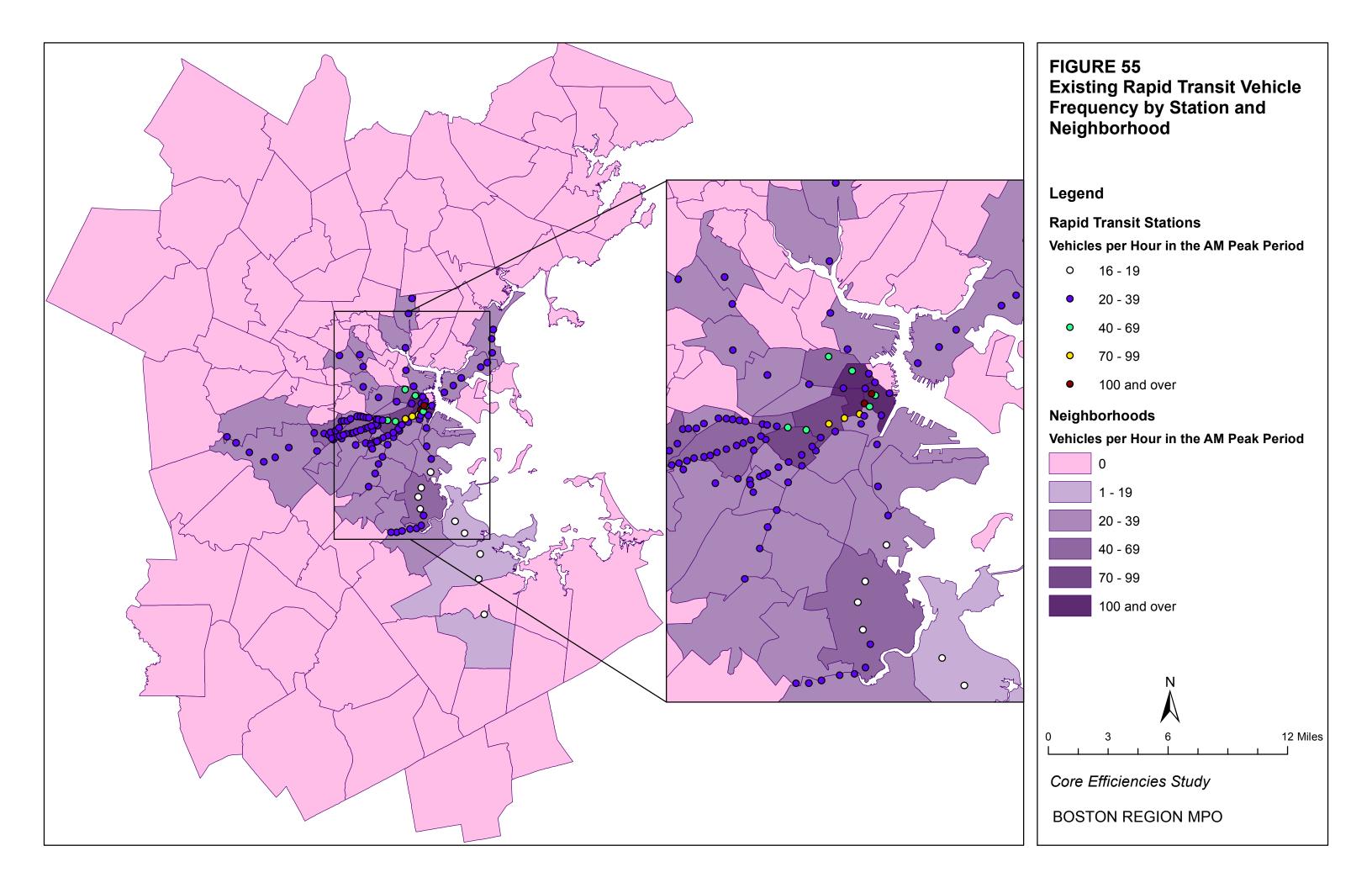


Table 58
MBTA Bus Stops by Existing AM Peak Bus Frequency (Vehicles per Hour) (Top 20)

Stop Description	Frequency	Routes Serving Stop
Dudley Station @ Ruggles Side	151.9	14, 15, 19, 23, 28, 41, 42, 44, 45, 66
Ashmont Station	97.1	18, 21, 22, 23, 26, 27, 215, 217, 240
Ruggles Station	92.8	8, 15, 19, 22, 23, 28, 44, 45, 47, CT2
Sullivan Station	87.0	86, 89, 90, 91, 92, 93, 95, 101, 104, 105, 109, CT2
Washington St @ Beacon St, Newton	82.5	52, 57, 502, 504, 553, 554, 555, 556, 558
400 Centre St, Newton	80.5	52, 57, 502, 504, 553, 554, 555, 556, 558
Watertown Yard	79.3	52, 57, 59, 502, 504
Forest Hills Station Upper Busway	76.4	30, 34, 35, 36, 37, 38, 40, 50, 51
Forest Hills Station Lower Busway	72.6	16, 21, 31, 32, 42
Mattapan Station	71.9	24, 27, 28, 29, 30, 31, 33, 245
Federal St @ Franklin St, Boston	70.8	500, 501, 504, 505, 553, 554, 555, 556, 558
Dudley Station @ Harvard Side	70.7	1, 8, 10, 47, Silver Line-Washington
St. James Ave @ Dartmouth St, Boston	67.3	9, 10, 39, 55, 502, 503, 504, 555
Malcolm X Blvd @ Shawmut Ave, Boston	64.9	14, 15, 19, 23, 25, 28, 41, 42, 44, 45, 66
Tremont St Opp. Prentiss St, Boston	60.5	15, 19, 22, 23, 25, 28, 29, 42, 44, 45
Malcolm X Blvd Opp. Madison Park School, Boston	60.5	10, 15, 19, 23, 25, 28, 42, 44, 45, 66
Malcolm X Blvd @ Madison Park HS, Boston	60.5	15, 19, 22, 23, 25, 28, 42, 44, 45, 66
Malcolm X Blvd @ O'Bryant HS, Boston	60.5	15, 19, 23, 25, 28, 42, 44, 45, 66
Malcolm X Blvd @ King St, Boston	60.5	15, 19, 23, 25, 28, 42, 44, 45, 66

Table 59
Neighborhoods by Existing AM Peak Rapid Transit Frequency
(Vehicles per Hour) (Top 20)

Neighborhood	Frequency	Stations Serving Neighborhood
Downtown	183.3	Aquarium, Bowdoin, Downtown Crossing, Government Center, South Station, State
Beacon Hill	122.3	Boylston, Park Street
West End	104.7	Charles, Haymarket, North Station, Science Park
Back Bay	92.3	Arlington, Copley, Prudential
Fenway	90.7	Fenway, Hynes Convention Center/ICA, Museum of Fine Arts, Northeastern, Symphony
BU	68.4	Blandford Street, BU Central, BU East, BU West, Kenmore, St. Paul St (B)
East Cambridge	48.0	Lechmere
North Brookline	44.0	Brandon Hall, Coolidge Corner, Dean Rd, Englewood Ave, Fairbanks St, Hawes St, Kent St, Longwood Ave, St. Mary's St, St. Paul St (C), Summit Ave, Tappan St, Washington Sq.
South Brighton	44.0	Allston St, Boston College, Chestnut Hill Ave, Chiswick Rd, Cleveland Circle, Mount Hood Rd, South St, Warren St, Washington St
South Dorchester	40.0	Ashmont, Butler, Cedar Grove, Fields Corner, Shawmut
East Boston	34.3	Airport, Maverick, Orient Heights, Wood Island
East Revere	34.3	Beachmont, Suffolk Downs, Revere Beach, Wonderland
Central Square	30.0	Central
Davis Square	30.0	Davis
Harvard Square	30.0	Harvard
Kendall/MIT	30.0	Kendall/MIT
North Cambridge	30.0	Alewife, Porter

Table 60
Rapid Transit Stations by Existing AM Peak Rapid Transit Frequency (Vehicles per Hour)

Station Description	Frequency	Lines Serving Station
Government Center	63.3	Blue, Green
Park Street	61.2	Green, Red
Arlington-Boylston-Copley	46.2	Green
Hynes Convention Center/ICA	33.3	Green
State	30.5	Blue, Orange
Downtown Crossing	28.3	Orange, Red
Lechmere & Science Park	24.0	Green
Kenmore	22.2	Green
Blue Line Stations	17.1	Blue
Red Line Stations	15.0	Red
Orange Line Stations	13.3	Orange
Green Line B, D, & E Surface	12.0	Green
Mattapan Line Stations	12.0	Mattapan
Green Line C Surface	10.0	Green
Red Line Ashmont/Braintree	8.0	Red
Government Center	63.3	Blue, Green
Park Street	61.2	Green, Red
Arlington-Boylston-Copley	46.2	Green
Hynes Convention Center/ICA	33.3	Green

Figure 56 shows the hourly frequency of MBTA commuter rail service by neighborhood and station in the AM Peak period. Table 61 shows the top 18 neighborhoods in terms of service frequency along with the stations that serve each respective neighborhood, and Table 62 shows the service frequency of the top 19 commuter rail stations and the lines that serve each respective station. As shown by the figure and tables, the highest commuter rail frequencies occur at the stations served by multiple lines and the neighborhoods served by these stations. South Station and North Station, as the two terminus stations for all south side and north side lines, respectively, and Back Bay, which is served by all south side lines except Fairmount and the Old Colony Lines, have the highest frequencies. Of the neighborhoods or commuter rail stations that are served by only one line, the Newburyport/Rockport Line has the highest hourly frequency.

Table 61
Neighborhoods by Existing AM Peak Commuter Rail Frequency
(Vehicles per Hour) (Top 18)

Neighborhood	Frequency	Stations Serving Neighborhood
Downtown	23.3	South Station
West End	18.0	North Station
South End	14.0	Back Bay
Hyde Park	8.0	Fairmount, Hyde Park, Readville
Westwood	7.0	Islington, Route 128
North Dorchester	5.7	JFK-UMass, Uphams Corner
Wilmington	5.3	North Wilmington, Wilmington
North Roxbury	5.0	Ruggles
North Salem	5.0	Salem
Chelsea	4.7	Chelsea
West Beverly	4.7	Beverly, North Beverly
East Woburn	4.7	Anderson/Woburn, Mishawum
Canton	4.0	Canton Center, Canton Junction
East Lynn	4.0	Lynn/Central Square, River Works
Swampscott	4.0	Swampscott
North Medford	3.7	West Medford
Reading	3.3	Reading

In summary, neighborhoods and stops/stations with greater frequencies of service are typically those that serve multiple transit routes or lines, such as the Downtown neighborhood, which is served by all four rapid transit lines, or Dudley Station, which is served by several bus routes.

Table 63 shows the existing frequencies of the three transit modes (MBTA bus, rapid transit, and commuter rail) for the 16 neighborhoods

with the top projected absolute increases in trips (Table 53). The bottom three rows of the table show the average, maximum, and minimum frequencies for each mode across all neighborhoods served by the respective mode. The second column under each mode shows the ranking percentile of each frequency for that mode (the percentage of all neighborhood frequencies that the individual neighborhood's frequency exceeds). As shown in the table, only three neighborhoods (Downtown, South End, and South Quincy) are served by all three transit modes. Downtown has the greatest frequency for each transit mode, placing it above 100 percent of all other neighborhood frequencies for each transit mode. Lower rapid transit frequencies (in the bottom 40 percent) typically have greater bus frequencies (in the top 20 percent). Note how, for each mode, the average for all neighborhoods lies in the top half of percentiles (64 percent for buses, 80 percent for rapid transit, and 71 percent for commuter rail) of all frequencies, indicating a greater number of neighborhoods with frequencies below the average and fewer neighborhoods with frequencies much greater than the average.

Table 62
Commuter Rail Stations by Existing AM Peak Commuter Rail Frequency
(Vehicles per Hour) (Top 19)

Stop Description	Frequency	Lines Serving Station
South Station	23.3	South Side Lines
North Station	18.0	North Side Lines
Back Bay	14.0	South Side Lines except Fairmount and Old Colony
Readville	5.3	Forge Park/I-495, Providence/Stoughton
Ruggles	5.0	Forge Park/I-495, Needham, Providence/Stoughton
Salem	5.0	Newburyport/Rockport
Chelsea	4.7	Newburyport/Rockport
Beverly	4.7	Newburyport/Rockport
Route 128	4.7	Providence/Stoughton
Anderson/Woburn	4.7	Lowell
Canton Junction	4.0	Providence/Stoughton
Lynn/Central Square	4.0	Newburyport/Rockport
Swampscott	4.0	Newburyport/Rockport
Winchester Center	4.0	Lowell
West Medford	3.7	Lowell
Wedgemere	3.7	Lowell
Reading	3.3	Haverhill
River Works	3.3	Newburyport/Rockport
Malden Center	3.3	Haverhill

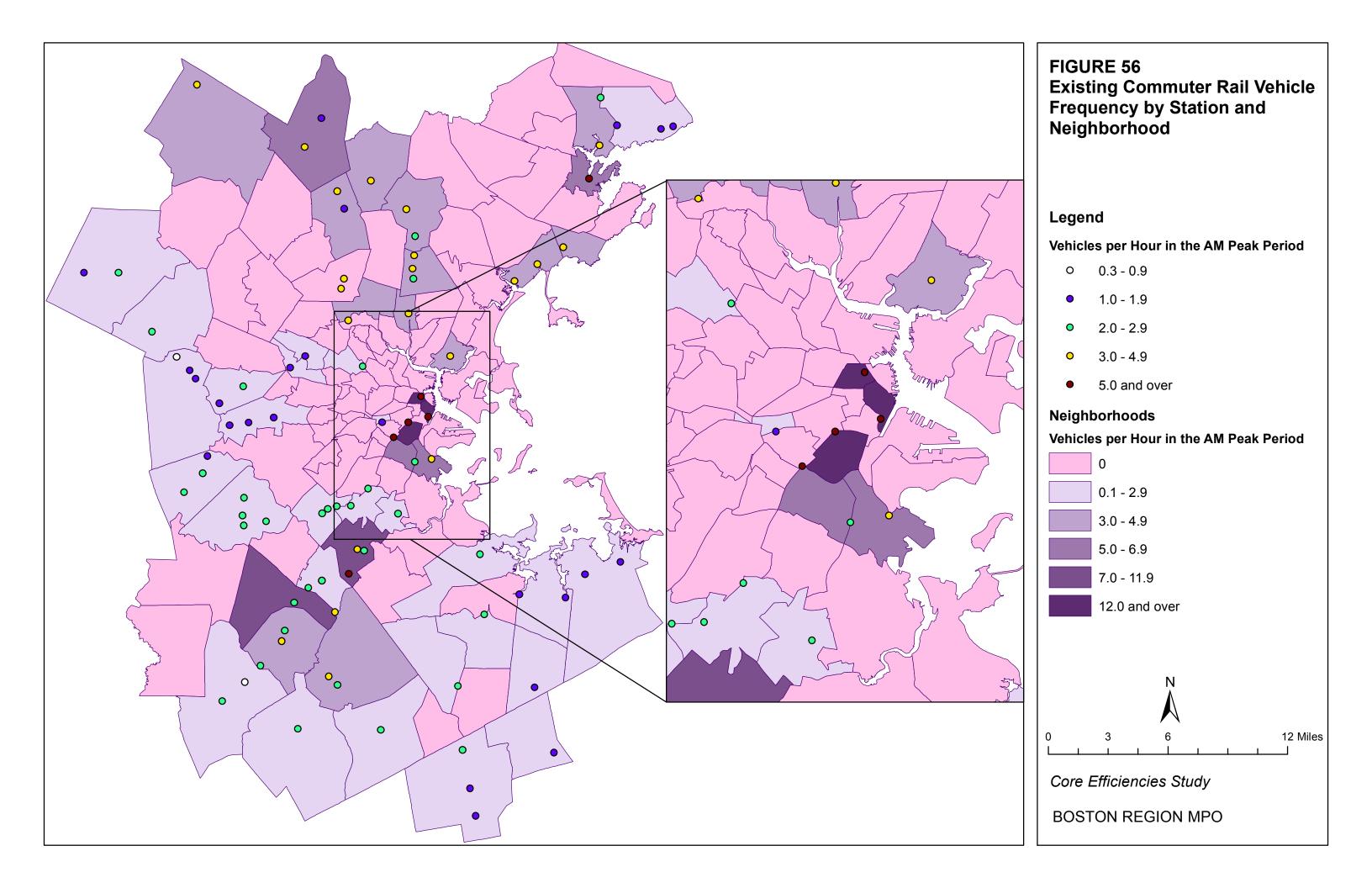


Table 63
AM Peak Transit Frequencies (Vehicle per Hour) and Ranking Percentiles\*
for Neighborhoods with the Top Projected Absolute Increases in Trips

	MBTA	Bus	Rapid <sup>7</sup>	<b>Fransit</b>	Commu	ter Rail
Neighborhood	Frequency	Ranking Percentile	Frequency	Ranking Percentile	Frequency	Ranking Percentile
Waterfront	136.6	89%	30.0	54%	-	-
Chinatown	155.5	94%	26.7	32%	-	-
East Cambridge	42.5	47%	48.0	85%	-	-
East Somerville	77.0	72%	-	-	-	-
East Lynn	60.0	63%	-	-	4.0	71%
Downtown	270.1	100%	183.3	100%	23.3	100%
Chelsea	51.4	51%	-	-	4.7	80%
South Weymouth	-	-	-	-	1.7	6%
Fenway	260.6	98%	90.7	90%	-	-
South End	173.8	96%	26.7	32%	14.0	96%
Stoughton	-	-	-	-	2.3	29%
South Quincy	130.0	87%	16.0	2%	2.3	33%
Westwood	24.0	39%	-	-	7.0	92%
Burlington	12.0	19%	-	-	-	-
Longwood	104.6	84%	24.0	10%	-	-
East Woburn	8.0	12%	-	-	4.7	78%
All Neighborhoods						
Average	61.3	64%	40.2	80%	4.0	71%
Maximum	270.1	100%	183.3	100%	23.3	100%
Minimum	2.0	0%	16.0	0%	1.3	0%

<sup>\*</sup>The ranking percentile represents the percentage of all neighborhood frequencies that the individual neighborhood's frequency exceeds.

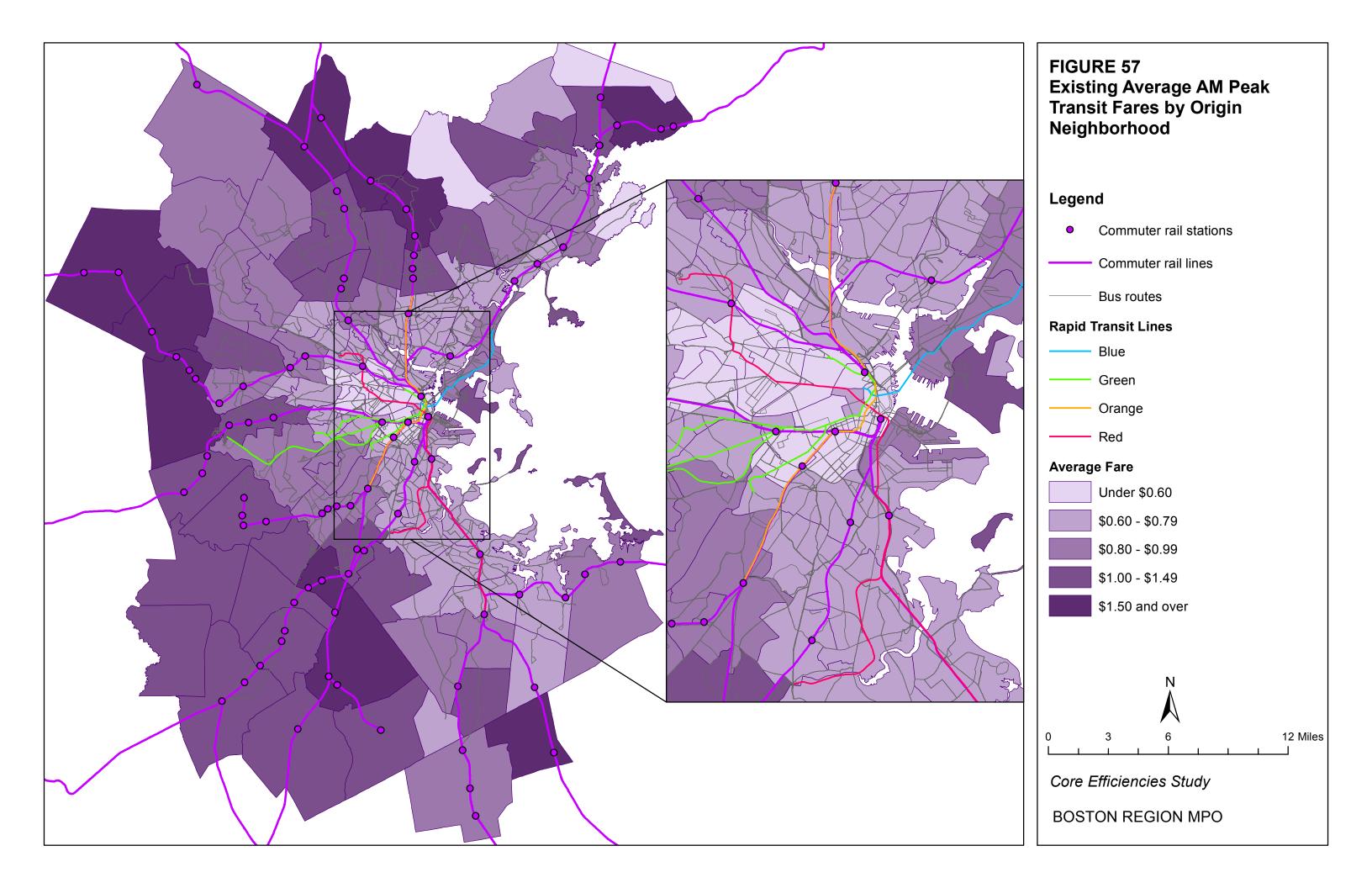
#### 3.5.2 Transit Fare

Transit fares are modeled by the Boston Region MPO travel demand model set as one of the "costs" incurred by a rider when taking a transit trip. Higher costs reduce the estimated number of trips. An average fare represents a trip cost (measured in terms of the transit fare) of all trips averaged over all riders, including both single-ride and pass trips. The average transit fare for each neighborhood equals the average of the respective neighborhood's transit fares between each of the other neighborhoods weighted by the number of existing trips between each neighborhood pair. For example, the average transit fare from Fenway to Longwood is \$0.65 while the average transit fare from Fenway to Downtown is \$1.03, and the number of existing trips from Fenway to the two destinations is 15,577 and 4,297, respectively. The weighted

average fare for origin trips from Fenway of these two neighborhoods pairs would therefore be \$0.73. The weighted average fare for origin trips from Fenway for all neighborhood pairs is \$0.60.

Figure 57 shows the distribution of existing average transit fares in the AM Peak time period for all trips with an origin in the respective neighborhood. Figure 58 does the same for destination neighborhoods. As seen in the figures, in terms of origins, the neighborhoods with the lowest average fares are primarily located in the urban core: Downtown, Longwood, Harvard Square, etc. Destination neighborhoods with the lowest category of average fares are fewer and are more widely distributed. Of the neighborhoods in the urban core, the Waterfront stands out as having a slightly greater average fare than its surrounding neighborhoods. While neighborhoods without rapid transit service might be expected to have the lowest average transit fares (such as areas of Roxbury, Dorchester, Somerville, and Chelsea), this does not appear to be the case, indicating that a significant number of these transit riders are likely transferring to rapid transit from buses, and thus paying the rapid transit fare. The lowest average transit fares are more likely caused by a greater percentage of riders using a pass, which typically has a much lower per-ride cost than a single-ride fare. The neighborhoods with the greatest average transit fares are primarily located outside of the urban core and appear to have some correlation with commuter rail service in the neighborhood or nearby.

Table 64 shows the existing average transit fares for each of the top 20 origin and destination neighborhoods in terms of their 2030 projected increases in origin and destination trips, respectively (Tables 48 and 49). A majority of origin neighborhoods have an average fare below the average for all neighborhoods (the neighborhood average of \$0.91 is greater than 66 percent of other neighborhoods' average fares), as do a greater number of neighborhoods in the table. Most of these neighborhoods are within the urban core. The neighborhoods in the table with the greatest average fares within the urban core are East Boston, the Waterfront, East Somerville, and Chelsea. For destination neighborhoods, most neighborhoods in the table also have an average fare below the average for all neighborhoods. Within the urban core, only the Waterfront and East Somerville neighborhoods have average fares greater than the average for all neighborhoods.



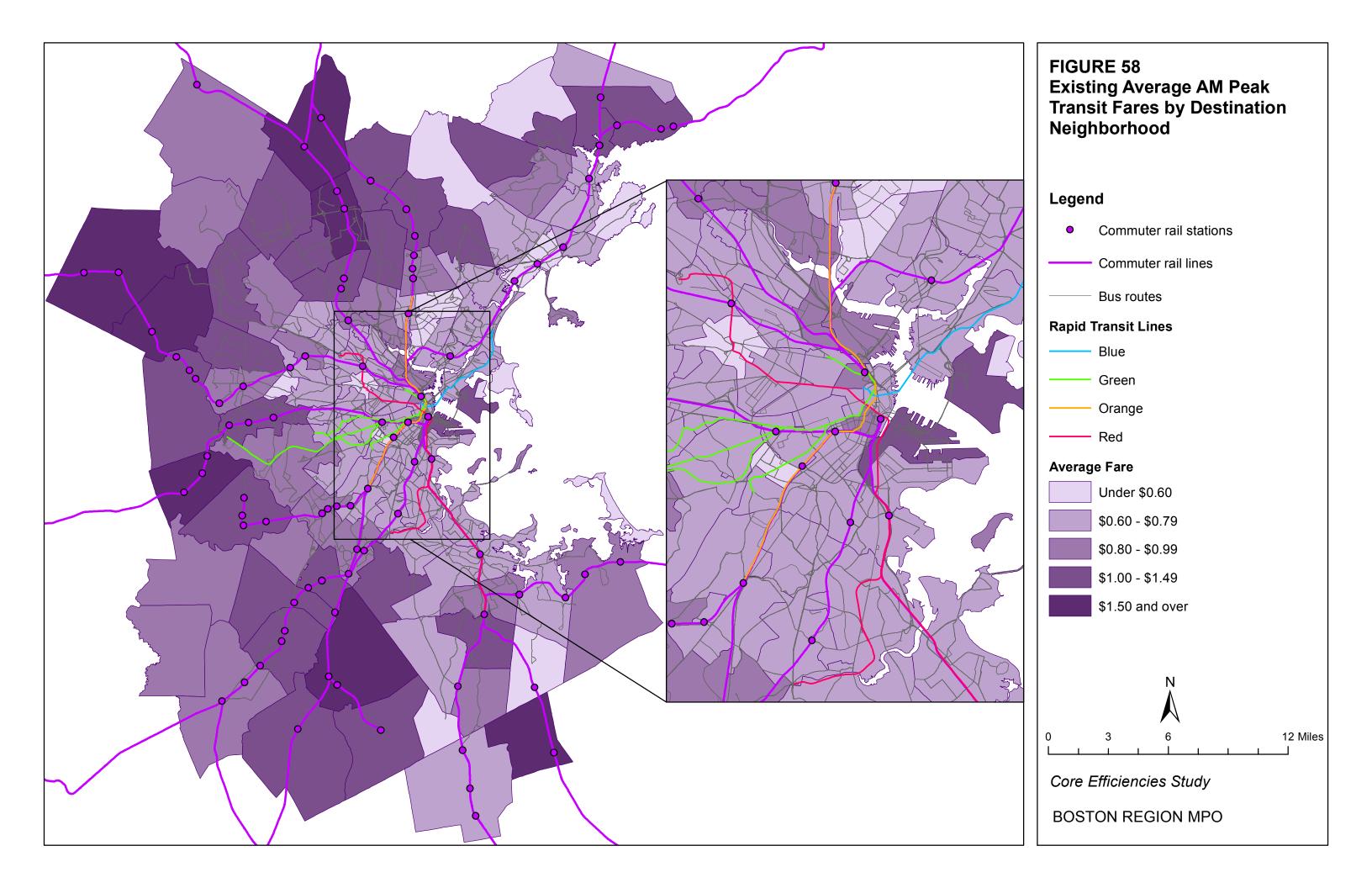


Table 64
Average AM Peak Transit Fares and Ranking Percentiles\* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations

Origin Neighborhood	Average Fare	Ranking Percentile	Destination Neighborhood	Average Fare	Ranking Percentile
Waterfront	\$0.82	52%	Waterfront	\$1.11	83%
Chinatown	\$0.52	5%	East Somerville	\$0.90	65%
East Cambridge	\$0.56	10%	East Cambridge	\$0.79	52%
East Somerville	\$0.78	45%	East Lynn	\$0.55	4%
East Lynn	\$0.64	19%	Downtown	\$0.79	51%
Downtown	\$0.36	1%	East Revere	\$0.66	21%
Brockton	\$0.91	65%	Chinatown	\$0.85	58%
Chelsea	\$0.76	43%	Westwood	\$1.22	87%
South Weymouth	\$0.62	17%	East Woburn	\$1.98	98%
Fenway	\$0.60	14%	South Quincy	\$0.74	41%
East Boston	\$0.84	56%	Longwood	\$0.58	9%
South End	\$0.45	4%	South Weymouth	\$0.51	2%
Stoughton	\$1.29	86%	Chelsea	\$0.71	29%
North Cambridge	\$0.69	26%	Stoughton	\$1.07	80%
South Quincy	\$0.72	35%	Burlington	\$1.01	77%
Westwood	\$1.10	75%	Fenway	\$0.71	33%
Hingham	\$0.88	62%	North Allston	\$0.77	47%
Burlington	\$0.82	52%	South End	\$0.70	27%
Longwood	\$0.40	2%	North Peabody	\$1.30	90%
East Woburn	\$1.35	89%	Needham	\$1.15	84%
All Neighborhoods			All Neighborhoods		
Average	\$0.91	66%	Average	\$0.88	64%
Maximum	\$2.31	100%	Maximum	\$2.47	100%
Minimum	\$0.18	0%	Minimum	\$0.16	0%

<sup>\*</sup>The ranking percentile represents the percentage of all neighborhood average fares that the individual neighborhood's average fare exceeds.

Table 65 shows the average fares for the top 20 neighborhood pairs in terms of the projected absolute increase in all trips (origins plus destinations) for each of the 16 neighborhoods with the top projected absolute increases in trips (Table 55). Neighborhoods that are closer to each other typically have lower average fares. In addition, for each neighborhood, for most of the pairs with the greatest projected increases in trips (appearing at the top of each list), the average fares lie within the bottom 10 percent of the average fares between all neighborhood pairs. For example, for the Waterfront neighborhood, the second largest projected increase in trips is between the Waterfront and

Downtown. This neighborhood pair has an average fare (for trips from the Waterfront to Downtown and from Downtown to the Waterfront) of \$0.47. This average fare exceeds only four percent of all average fares between the Waterfront and all other neighborhoods. Within the urban core, which is where most of the projected increase in trips is located, neighborhoods identified in Table 64 with greater average fares generally also have greater average fares in Table 65. Average fares for neighborhood pairs involving the Waterfront, East Boston, and East Somerville on average exceed \$1.00.

### 3.5.3 Access, Egress, and Transfer Walk Time

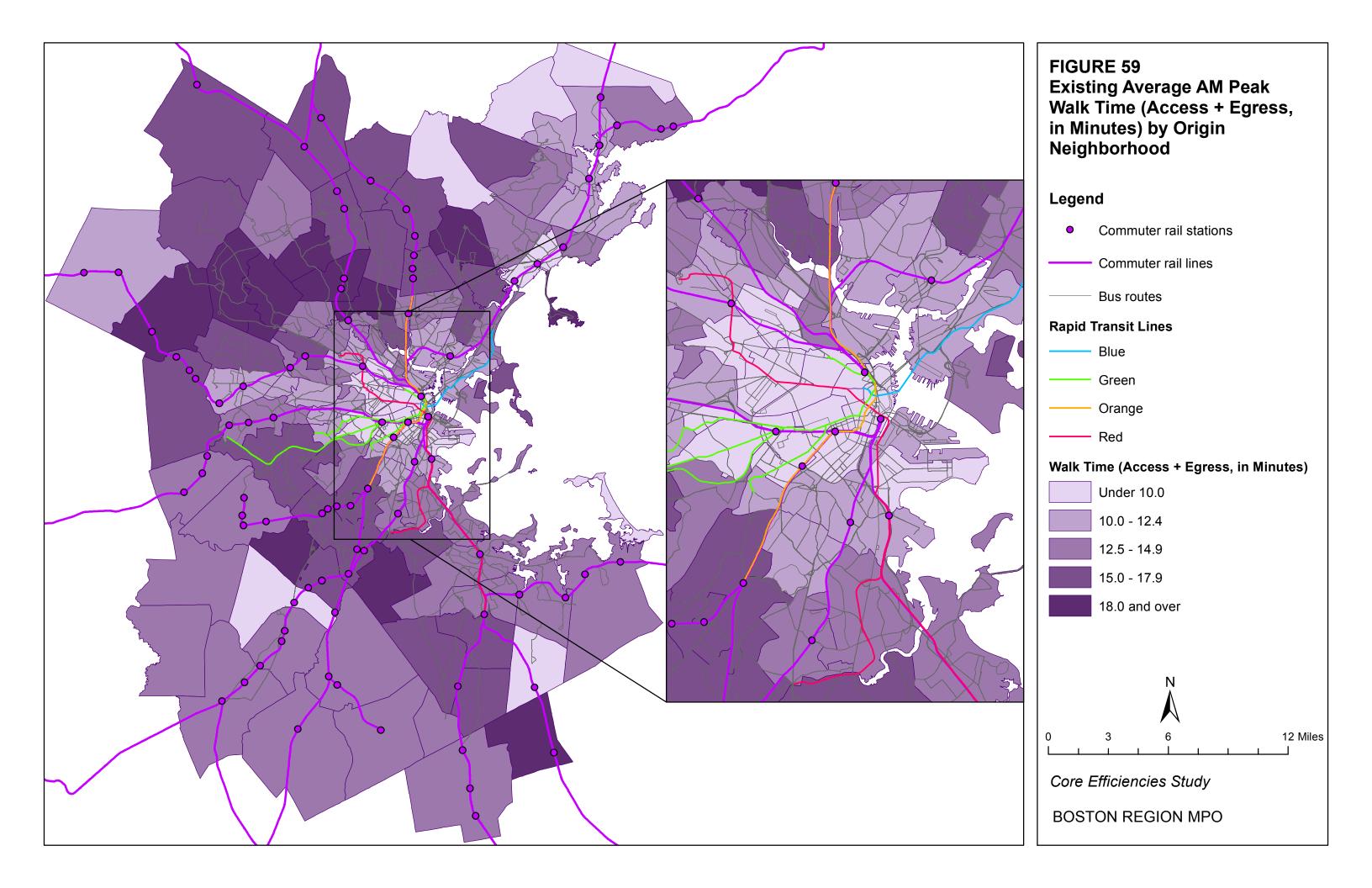
The walk time between a rider's origin or destination and where they board or alight transit, respectively, and the walk time between two transfer points is modeled by the Boston Region MPO travel demand model set as one of the "costs" incurred by a rider when taking a transit trip. Higher costs reduce the estimated number of trips. An average walk time represents the trip cost (measured in terms of the walk time) of all trips averaged over all riders. The average walk time for each neighborhood equals the average of the respective neighborhood's access plus egress walk times to and from transit for trips between all other neighborhoods weighted by the number of existing trips between each neighborhood pair. For example, the average walk time for transit trips from Fenway to Longwood is 1.67 minutes while the average walk time for transit trips from Fenway to Downtown is 1.90 minutes, and the number of existing trips from Fenway to the two destinations is 15,577 and 4,297, respectively. The weighted average walk time for origin trips from Fenway of these two neighborhoods pairs would therefore be 1.72 minutes. The weighted average walk time for origin trips from Fenway for all neighborhood pairs is 1.55 minutes.

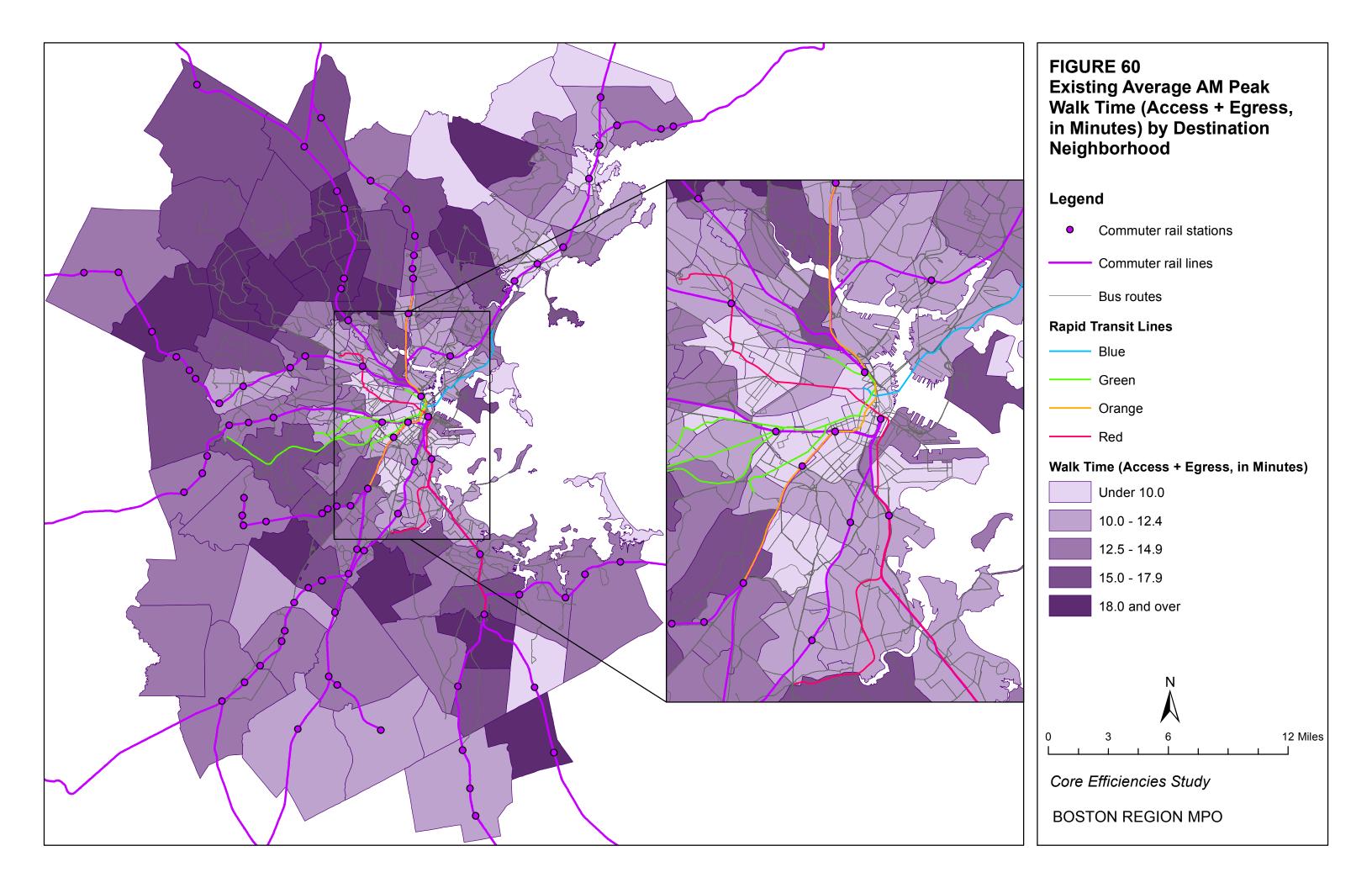
Figure 59 shows the distribution of existing average walk times for transit in the AM Peak time period for all trips with an origin in the respective neighborhood. Figure 60 does the same for destination neighborhoods. As seen in the figures, in terms of origins, the lowest average walk times are primarily located in the urban core in neighborhoods served by rapid transit: the downtown and Back Bay neighborhoods, where multiple lines are located in close proximity to each other, and Cambridge neighborhoods along the Red Line. Destination neighborhoods with the lowest average walk times are generally located in the same neighborhoods as for origins, but average walk times appear to be slightly less in some destination neighborhoods compared to origin neighborhoods, particularly in areas of Dorchester, Roxbury, and Roslindale. Of the neighborhoods in the urban core, the

# TABLE 65 Average AM Peak Transit Fares between Neighborhoods and Ranking Percentiles (Rank %)\* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips

West Beevery   S.1.95   22		Water	iront		Chinat	own		East Cam	bridge		East Son	nerville
December   1942												
Change   1972												
See Prof.   1176   1												
Saul F. M. 1910   500												
South Paul Paul Paul Paul Paul Paul Paul Paul				-								
Marchia   S. 12   17												
Seed Book   10												
Servey												
Social Processor   1,00   355												
Schol   1919												
Night Dimension							· ·					
Nich Gloringer   19.52   19.5												
Seed Early Seed   See												
Carriad Square   1909												
North End   3 - 34   Brockers   3 - 34   Bro	Longwood		28%	North Roxbury	\$0.85	7%	Longwood	\$1.00	23%	South End	\$1.03	30%
Seal Seal Content												
North Northern   1,00   54   1,00   54   1,00   1												
According   1.7												
Name												
This between   Mark   Mark   Chips between   Mark   Mar												
This between   Mark   Mark   Chips between   Mark   Mar												
Self York   Solid   One   Solid   One   Solid   Soli												
Month   Part												
East Moveme	•											
Semaphority   59.57   2%   Domentown   59.02   0%   Domentown   59.08   10%   North Worstrough   19.06   19.												
North Sengew 9 59.72 596 Sent Perfect 9 50.95 1196 Waterware 131.04 2296 South Sentence 140.72 596 South Sentence 140.72												
West Review   So 73   796	-											
South Sanges   So   7												
South Samples   So G   49												
Naham												
South Personal   Sout				-								
North School   13-19												
Western   St. 19   15%   Cheloacy   Mode   Mode   Western   Mode   Mod												
Marifician   S0.72	Winthrop	\$1.19	15%		\$0.88	6%		\$0.68	4%	North Braintree	\$0.62	3%
Melrose   S.2.1   67%   Vest Malden   S.1.02   26%   Sozul Iring   Sozul Iring   Sozul Drochester   S.0.9   21%   Vest Malden   S.1.02   Sozul Barrollo	Marblehead	\$0.72	6%	East Boston	\$1.13	48%	North End	\$0.74	6%	Stoughton	\$1.91	97%
Face   Part Botton												
Waterfront   S1.70   20%   North End   S0.23   2%   Sendall-MTT   S0.94   12%   Avon   50.89   10%   Waterfield   S7.74   81%   North Derivers   S1.10   4.9%   Mehrsse   S1.55   5.7%   North Million   50.57   9%   Waterfield   S7.74   81%   North Million   S1.75   9%   Mehrsse   S1.05   S0.95   North Million   S1.75   9%   Mehrsse   S1.05   S0.95   North Million   S1.13   3.7%   North Million   S1.75   9%   Mehrsse   S1.05   S0.95   North Million   S1.13   3.7%   North Million   S1.05   North Million   S1.05   S0.95   North Million   S1.05   North Mi												
North Perhaboly   Si,15   17%   North Dorcheter   Si,10   45%   South Saugus   51,72   62%   North Miltinon   50,75   59%   North Michael   Si,374   Silfs   East Mercined   Si,10   27%   Vest Lynn   52,97   53%   South End   51,04   33%   Average   Si,271   52%   Average   Si,65   63%   Average   Si,75   63%   South End   51,04   33%   Average   Si,75   63%   Av												
Wakerined    St.74   St.66   Isas Medired   St.15   4.9%   Melrose   St.55   56%   Isas Komerolle   St.15   57%   Isas Komerolle   St.16   6.9%   Average   St.76   6.9%   Average   St.76   6.9%   Average   St.76   6.9%   Average   St.76   6.9%   Average   St.77   6.9%												
Average   \$2.71   \$256   Average   \$1.65   \$88   Average   \$1.76   \$638   Average   \$2.71   \$008   Maximum   \$4.94   \$008   Maximum   \$4.97   \$008   Maximum   \$4.97   \$008   Maximum   \$4.76   \$1098   Maximum   \$4.76												
Maximum   Scop   100%   Max							-					
Minimum   Sp.07   Sp. Minimum   Sp.02   Sp. Minimum   Sp.01   Sp.0												
Page												
Trips between   Number   Rank %   Trips between   Number   Rank %   Rank %   South Femaxy   So.016   So.06   So.06   So.076   So.077   So.076   So.076   So.076   So.076   So.076   So.077	1/1111111111111111111111111111111111111	φσ.σ.,	0,0		Ψ0.02	0,0	.,	φσ.10	0,0	1/1111111111111111111111111111111111111	ψο.σε	0,0
Ferroay   Stoff   6   6   6   6   6   7   7												
Longswood   \$9.5 8   6%   South End   \$9.06   7%   Canton   \$9.92   4%   North Braininec   \$9.06   2%   South End   \$9.30   2%   Waterfront   \$1.06   7%   Bracklany   \$9.31   2%   North Wesprouth   \$9.72   5%   Back Bay   \$9.43   3%   Chinatown   \$3.49   5%   Bracklan   \$9.04   1%   South End   \$9.06   7%   Waterfront   \$1.13   50%   North Roxbury   \$9.30   2%   Sharon   \$9.08   3%   Inligham   \$9.02   8%   Waterfront   \$1.13   50%   North Roxbury   \$9.30   2%   Sharon   \$9.08   3%   Inligham   \$9.02   8%   BU   \$9.58   6%   Back Bay   \$9.19   1%   South Quincy   \$3.46   19%   South Westprouth   \$9.07   4%   Waterfront   \$1.95   5%   East Boston   \$1.23   5%   Holbrook   \$1.88   6%   Waterfront   \$3.09   39%   Randolph   \$1.15   49%   Kendall/MIT   \$9.155   5%   East Boston   \$1.22   5%   Holbrook   \$1.88   6%   Waterfront   \$3.09   39%   Randolph   \$3.15   87%   Kendall/MIT   \$9.155   5%   East Boston   \$1.22   5%   Holbrook   \$1.88   6%   Wetwood   \$3.01   87%   Kendall/MIT   \$9.155   5%   East Boston   \$1.22   5%   Holbrook   \$1.88   6%   Abington   \$3.21   87%   Kendall/MIT   \$9.155   5%   East Boston   \$1.22   5%   Holbrook   \$1.89   6%   Abington   \$3.21   87%   Kendall/MIT   \$9.155   5%   East Boston   \$1.22   5%   Konthology   \$9.90   Fact Carbotidge   \$9.09   27%   Fact Carbotidge   \$9.10   29%   BU   \$9.00   \$9.00   Fact Carbotidge   \$9.10   29%   BU   \$9.00   \$9.00   Fact Carbotidge   \$9.10   29%   BU   \$9.00   \$9.0												
South End   So.3   2%   Waterfront   So.6   7%   Randolph   So.6   2%   North Weymouth   So.7   5%   South Darward   So.5   5%   South Chinatown   So.7   21%   Longwood   So.7   9%   Avon   So.2   1%   South Braintee   So.9   6%   Waterfront   Sol.3   5%   South Weymouth   Sol.5   3%   So	Fansyay		Λ0/2	Fenway								
Back Bay         90.43         3%         Chinatown         90.49         5%         Brockton         90.43         2%         Outpott         30%         6%           Chinatown         80.13         50%         North Rorbury         90.3         2%         Sharon         80.68         3%         Hingham         80.92         8%           Downtown         51.03         34%         Downtown         90.95         19%         Westwood         \$2.37         5%         South William         \$0.96         7.4%           BU         50.88         6%         Back Bay         \$0.13         37%         Waterfront         \$3.36         19%         Waterfront         \$1.03         37%           Korth Roxbury         50.42         East Somerville         \$1.03         37%         Waterfront         \$1.04         \$3.64         \$1.09         \$1.01         \$3.05         \$7%           Kendall/MIT         \$1.06         \$1.06         \$1.07         \$1.07         \$4.05         South Worthout         \$1.01         \$3.64         \$2.96           Central Square         \$1.01         \$4.07         \$1.07         \$4.55         South Worthout         \$3.21         \$3.64         \$2.96           Kest Squa					40.00	()%				North Braintree		
Chinatown         S97         2 lys         Longwood         S9.7         9%         Avon         S9.24         1 lys         South Braintee         59.90         6%           Materfront         S1.13         S5%         Roth Robbary         S9.01         9%         Westwood         S2.37         9%         South Weymouth         50.67         4%           BU         S0.58         66         Back Back         Back         Sm.19         1.%         Sent Mounty         S3.36         39%         South Weymouth         50.67         4%           North Roxbury         S0.55         East Somerville         \$1.03         37%         West End         51.07         40%         South Weymouth         \$1.91         6%         Abington         \$2.51         80%           East Somerville         \$1.06         39%         Vest End         \$1.07         40%         South Weymouth         \$1.91         6%         Abington         \$2.51         80%           East Somerville         \$1.01         29%         BU         \$0.97         2.3%         Higher Park         \$3.19         4%         Abington         \$2.51         80%           East West Fand         \$1.06         \$1.06         \$1.07         4.4%	Longwood	\$0.58	6%	South End								
Materioral   S1.13   50%   North Rokury   S0.30   2%   Sharon   S0.68   3%   Hingham   S0.92   8%   Downtown   S1.03   34%   Downtown   S0.95   19%   Westwood   S2.37   3%   South Weynound   S0.97   43%   North Rokury   S0.42   2%   East Sourerville   S1.03   37%   Waterfront   S1.96   39%   Randolph   S1.15   43%   North Rokury   S0.42   2%   East Sourerville   S1.03   37%   Waterfront   S1.96   39%   Randolph   S1.15   43%   North Rokury   S1.05   5%   East Boston   S1.23   50%   Holbrook   S1.88   6%   Westwood   S2.05   87%   East Somerville   S1.00   33%   West Fad   S1.07   40%   South Weynouth   S1.88   6%   Westwood   S2.05   87%   Central Square   S1.01   25%   But   S0.99   27%   East Debam   S3.61   23%   Stoughton   S2.41   83%   Central Square   S1.01   24%   But   S0.97   22%   Hyde Fad   S1.01   25%   Stoughton   S2.41   83%   Charlestown   S1.07   44%   South Watham   S5.26   87%   Canton   S2.01   83%   North Cambridge   S1.01   22%   Westwood   S1.03   33%   Norwood   S4.66   80%   Brockton   S2.53   81%   North Cambridge   S1.01   22%   Westwood   S2.03   33%   Norwood   S4.66   80%   Brockton   S2.53   81%   North Cambridge   S1.01   22%   Westwood   S2.03   33%   Norwood   S4.66   80%   Brockton   S2.53   81%   East Watertown   S1.03   34%   Minimum   S4.04   80%   Wellesley   S3.24   89%   Randolph   S1.38   63%   South Buston   S3.41   30%   Hull   S2.61   84%   Wellesley   S3.64   89%   Randolph   S1.38   63%   South Buston   S3.04   30%   Hull   S2.61   84%   Westwood   S0.12   80%   Minimum   S5.17   100%   Maximum   S5.17   100%   Maximum   S6.04   80%   Minimum   S6.05   80%   Westwood   S0.12   80%   Minimum   S6.07   00%   Minimum   S6.07   10%   Minimum   S6.07   10%   Westwood   S0.12   80%   Minimum   S6.07   00%   Minimum   S6.07   10%   Minimum   S6.07   00%   Westwood   S0.12   80%   Minimum   S6.07   00%   Minimum   S6.07   10%   Minimum   S6.07   10%   Westwood   S0.12   80%   Minimum   S6.07   00%   Minimum   S6.07   10%   Minimum   S6.07   10%   Westwood   S0.12   80%	Longwood South End	\$0.58 \$0.30	6% 2%	South End Waterfront	\$0.66	7%	Randolph	\$0.66	2%	North Weymouth	\$0.72	5%
Downtown   S1.03   34%   Downtown   S0.95   19%   Westwood   S2.37   9%   South Weynouth   S0.67   4%   SBU   S0.58   6%   Bask Bay   S0.19   10%   South Ucyney   S3.64   19%   Waterfront   S1.99   43%   North Roxbury   S0.57   5%   Hast Boston   S1.23   50%   Holbrook   S1.88   6%   Westwood   S2.13   59%   Randolph   S1.15   49%   Rendall/MIT   S0.55   5%   Hast Boston   S1.23   50%   Holbrook   S1.88   6%   Westwood   S3.05   S3%	Longwood South End Back Bay	\$0.58 \$0.30 \$0.43	6% 2% 3%	South End Waterfront Chinatown	\$0.66 \$0.49	7% 5%	Randolph Brockton	\$0.66 \$0.43	2% 2%	North Weymouth North Quincy	\$0.72 \$0.65	5% 3%
BU	Longwood South End Back Bay Chinatown	\$0.58 \$0.30 \$0.43 \$0.97	6% 2% 3% 21%	South End Waterfront Chinatown Longwood	\$0.66 \$0.49 \$0.77	7% 5% 9%	Randolph Brockton Avon	\$0.66 \$0.43 \$0.24	2% 2% 1%	North Weymouth North Quincy South Braintree	\$0.72 \$0.65 \$0.90	5% 3% 6%
North Robury   Sol.2   2%   East Somerville   \$1.03   37%   Waterfront   \$3.96   \$3.9%   Randolph   \$1.15   49%   Rendall/MIT   \$0.55   5%   East Boston   \$1.23   \$5.5%   Holbrook   \$1.88   56%   Westwood   \$3.05   87%   East Somerville   \$1.07   40%   \$0.000   \$2.000   \$2.51   \$8.0%   \$2.51   \$2.0%   \$2.51   \$2.0%   \$2.50   \$2.0%   \$2.0%   \$2.50   \$2.0%	Longwood South End Back Bay Chinatown Waterfront	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13	6% 2% 3% 21% 50%	South End Waterfront Chinatown Longwood North Roxbury	\$0.66 \$0.49 \$0.77 \$0.30	7% 5% 9% 2%	Randolph Brockton Avon Sharon	\$0.66 \$0.43 \$0.24 \$0.68	2% 2% 1% 3%	North Weymouth North Quincy South Braintree Hingham	\$0.72 \$0.65 \$0.90 \$0.92	5% 3% 6% 8%
Earl MIMT	Longwood South End Back Bay Chinatown Waterfront Downtown	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03	6% 2% 3% 21% 50% 34%	South End Waterfront Chinatown Longwood North Roxbury Downtown	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95	7% 5% 9% 2% 19%	Randolph Brockton Avon Sharon Westwood	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37	2% 2% 1% 3% 9%	North Weymouth North Quincy South Braintree Hingham South Weymouth	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67	5% 3% 6% 8% 4%
Central Square   So.73   7%   Fast Cambridge   So.99   27%   Fast Decham   So.51   25%   Stoughton   So.46   92%   East Cambridge   So.10   29%   Bu   So.97   27%   Hyde Park   So.19   15%   Mattapan   So.51   55%   Mattapan   So.51   So.	Longwood South End Back Bay Chinatown Waterfront Downtown BU	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03	6% 2% 3% 21% 50% 34% 6%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95	7% 5% 9% 2% 19% 1%	Randolph Brockton Avon Sharon Westwood South Quincy	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46	2% 2% 1% 3% 9% 19%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09	5% 3% 6% 8% 4% 43%
Bast Cambridge	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42	6% 2% 3% 21% 50% 34% 6% 2%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03	7% 5% 9% 2% 19% 1% 37%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96	2% 2% 1% 3% 9% 19% 39%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15	5% 3% 6% 8% 4% 43% 49%
West End   S1.06   40%   Charlestown   S1.07   43%   South Matham   S5.26   87%   Canton   S2.61   83%   Charlestown   S1.07   43%   Abrington   S2.84   13%   Holbrook   S1.41   63%   North Cambridge   S1.00   26%   North End   S1.03   33%   Norwood   S4.66   80%   Brockton   S2.53   81%   Beacon Hill   S1.01   28%   Westwood   S2.13   73%   Norwood   S4.66   80%   Brockton   S2.53   81%   Beacon Hill   S1.01   28%   Westwood   S2.13   73%   Norwood   S4.67   82%   Norwood   S4.18   96%   S2.84   13%   Mission Hill   S0.94   18%   North Chelsea   S1.09   44%   North Dorthester   S3.74   25%   Hyde Park   S1.88   69%   North Outbeath   S6.26   83%   Norwood   S6.26   S6.26   Norwood   S6.26   S6.26   Norwood   S6.26   S6.26   Norwood   S6.26   North Rowtood   S6.26   N	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55	6% 2% 3% 21% 50% 34% 6% 2% 5%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23	7% 5% 9% 2% 19% 1% 37% 56%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88	2% 2% 1% 3% 9% 19% 39%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05	5% 3% 6% 8% 4% 43% 49% 87%
Charlestown   S1.07   43%   North Braintree   S1.07   43%   Abington   S2.84   13%   Holbrook   S1.41   63%	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99	7% 5% 9% 2% 19% 1% 37% 56% 40% 27%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61	2% 2% 1% 3% 9% 19% 39% 6% 6% 23%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46	5% 3% 6% 8% 4% 43% 49% 87% 80% 92%
North Cambridge   S1.00   26%   North End   S1.03   33%   Norwood   S4.66   80%   Brockton   S2.53   S1.96   Beacon Hill   S1.01   28%   Westwood   S2.13   73%   Noedham   S4.67   82%   Norwood   S4.18   96%   East Matertown   S1.06   40%   Chelsen   S1.09   418%   North Dorchester   S3.74   20%   Hyde Park   S1.88   65%   North Milling   S2.47   10%   East Somerville   S1.02   35%   Mission Hill   S0.94   18%   North Dorchester   S3.74   20%   Hyde Park   S1.88   65%   North Porchester   S3.74   20%   Hyde Park   S1.88   65%   North Bordinary   S3.54   100%   Maximum   S5.15   100%   Maximum   S5.16   20%   Burlington   S0.20   0%   Fenway   S0.58   5%   East Woburn   S0.23   0%   East Dealman   S0.76   5%   East Woburn   S0.93   20%   Mission Hill   S0.21   2%   Stoneham   S1.58   8%   North Bordinary   S0.77   10%   Burlington   S0.73   23%   North Maximum   S5.15   10%   Wilnington   S1.74   43%   South Brookline   S0.71   10%   Burlington   S0.73   23%   North Rosbury   S0.91   6%   Bedford   S0.96   2%   Waterfront   S1.08   50%   Burlington   S0.73   73%   North Rosbury   S0.91   6%   Bedford   S0.96   2%   Waterfront   S1.05   40%   Burlington   S1.28   43%   North Maximum   S1.63   S1.84   Maximum   S1.63   S1.84   Maximum   S1.63   S1.84   Maximum   S1.65   S3.86   North Maximum   S1.67   S0.86   S0.96	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91	5% 3% 6% 8% 4% 43% 49% 87% 80% 92% 7%
Beacon Hill         \$1.01         28%         Westwood         \$2.13         73%         Needham         \$4.67         \$2.96         Norwood         \$4.18         96%           East Medirord         \$1.03         35%         Mission Hill         \$0.94         18%         North Dorchester         \$3.74         25%         Hyde Park         \$1.88         69%           Wellesley         \$3.24         89%         Randolph         \$1.38         63%         South Boston         \$3.94         36%         Hyde Park         \$1.88         69%           Wellesley         \$3.24         89%         Randolph         \$1.38         63%         South Boston         \$3.94         36%         Hull         \$2.61         84%           Average         \$1.66         66%         Average         \$1.6         67%         Maximum         \$2.77         100%         Maximum         \$5.13         100%           Minimum         \$0.00         0%         Minimum         \$	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61	5% 3% 6% 8% 4% 43% 49% 87% 80% 92% 7% 83%
East Medford         \$1.06         40%         Chelsea         \$1.09         44%         South Miltion         \$2.47         10%         East Somerville         \$1.02         35%           East Watertown         \$1.03         35%         Mission Hill         \$9.4         48%         South Boston         \$3.34         25%         Hyde Park         \$1.88         69%           Wellesley         \$3.24         89%         Randolph         \$1.38         63%         South Boston         \$3.94         36%         Hull         \$2.61         84%           Average         \$1.66         60%         Average         \$1.67         67%         Average         \$4.03         40%         Average         \$1.66         67%           Maximum         \$5.16         10%         Maximum         \$5.17         10%         Maximum         \$5.10         0%           Minimum         \$0.06         0%         Minimum         \$5.06         0%         Minimum         \$5.06         0%         Minimum         \$5.01         \$6.0%         Minimum         \$5.06         \$6.0%         Minimum         \$5.00         \$6.0%         Minimum         \$5.00         \$6.0%         Minimum         \$5.00         \$6.0%         Minimum	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63%
East Watertown         \$1.03         \$3.5%         Mission Hill         \$0.94         1.8%         North Dorchester         \$3.74         25%         Hyde Park         \$1.88         69%           Wellesley         \$3.24         89%         Randolph         \$1.36         63%         South Boston         \$3.94         36%         Hull         \$2.61         84%           Average         \$1.66         66%         Average         \$1.67         67%         Average         \$4.03         36%         Hull         \$2.61         84%           Maximum         \$5.14         100%         Maximum         \$5.17         100%         Maximum         \$7.75         100%         Maximum         \$5.13         100%           Minimum         \$0.06         0%         Minimum         \$0.06         Minimum         \$5.06         Minimum         \$5.10         Minimum         \$5.10         Minimum         \$5.10         Minimum         \$5.10         Minimum         \$5.00         Minimum         \$5.10         Minimum         \$5.10         Minimum         \$5.00         Minimum         \$5.13         10%         Mumber         Rank %         Perhay         \$0.00         Minimum         \$0.00         Minimum         \$0.00         Min	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53	5% 3% 6% 8% 43% 49% 87% 80% 92% 7% 83% 63% 81%
Wellesley   S3.24   89%   Randolph   \$1.38   63%   South Boston   \$3.94   36%   Hull   \$2.61   84%   Average   \$1.66   66%   Average   \$1.67   67%   Average   \$4.03   40%   Average   \$1.66   67%   Average   \$1.67   67%   Maximum   \$5.7.7   100%   Maximum   \$5.13   100%   Minimum   \$5.14   100%   Maximum   \$5.17   100%   Maximum   \$5.7.7   100%   Maximum   \$5.15   100%   Minimum   \$5.06   0%   Minimum   \$5.16   0%   Minimum   \$5.06   0%   Minimum   \$5.15   0%   Minimum   \$5.16   1%   Minimum   \$5.17   1%   Minimum   \$5.18   1%   Minimum   \$5.17   1%   Minimum   \$5.17   1%   Minimum   \$5.18	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07 \$1.03 \$2.13	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18	5% 3% 6% 8% 43% 49% 87% 80% 92% 7% 83% 63% 81%
Average         \$1.66         66% Maximum         Average         \$1.67         67% Maximum         \$2.13         \$4.09% Maximum         \$2.13         \$1.09% Maximum         \$5.13         \$1.09% Minimum         \$0.05         \$0%         Minimum         \$0.05         \$0%           Westwood         \$0.12         0%         Burlington         \$0.20         0%         Fenway         \$0.58         \$5%         East Woburn         \$0.23         9%           Hyde Park         \$1.18         8%         West Woburn         \$0.59         2%         Mission Hill         \$0.21         2%         Stoneham         \$1.58         8%           West Dedham         \$0.62         28%         East Lexington         \$0.78         6%         South Brookline         \$0.71         10%         Burlington         \$2.77         32%           West Dedham         \$0.62         28%         East Lexington         \$0.78         6%         South Brookline         \$0.71         6%         Reading         \$3.44         69%           Caution         \$1.63         16% <td>Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford</td> <td>\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06</td> <td>6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40%</td> <td>South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea</td> <td>\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07 \$1.03 \$2.13 \$1.09</td> <td>7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73%</td> <td>Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton</td> <td>\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67</td> <td>2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82%</td> <td>North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville</td> <td>\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18</td> <td>5% 3% 6% 8% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96%</td>	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07 \$1.03 \$2.13 \$1.09	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18	5% 3% 6% 8% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96%
Maximum   S5.14   100%   Maximum   S5.17   100%   Maximum   S7.57   100%   Maximum   S5.13   100%   Minimum   S0.06   0%   Minimum   S0.06   0%   Minimum   S0.15   0%   Minimum   S0.07   32%   Minimum   S0.07   S7.77   32%   Minimum   S7.57	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69%
Minimum   So.06   O%   Minimum   So.06   O%   Minimum   So.06   O%   Minimum   So.05   O%   O%   O%   O%   O%   O%   O%   O	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69%
Prips between         Number Nank words         Prips between         Number Number Nank words         Trips between         Number Number Nank words         Trips between Number Nank words         Number Nank	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66	5% 3% 6% 8% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84%
Trips between         Number         Rank %         Trips between         Number         Rank %         Trips between         Number         Rank %           Westwood         \$0.12         0%         Burlington         \$0.20         0%         Fenway         \$0.58         5%         East Woburn         \$0.23         0%           East Dedham         \$0.76         5%         East Woburn         \$0.59         2%         Mission Hill         \$0.21         2%         Stoneham         \$1.58         8%           Hyde Park         \$1.18         8%         West Woburn         \$0.59         2%         Mission Hill         \$0.21         2%         Stoneham         \$1.58         8%           Needham         \$2.16         28%         East Lexington         \$0.78         6%         South Brookline         \$0.71         6%         Reading         \$3.34         69%           Canton         \$1.53         12%         Winchester         \$0.76         6%         North Brookline         \$0.16         1%         Wakefield         \$3.53         71%           South Newton         \$1.64         16%         West Lexington         \$0.94         15%         North Roxbury         \$0.47         4%         Winchester	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100%
Westwood         \$0.12         0%         Burlington         \$0.20         0%         Fenway         \$0.58         5%         East Woburn         \$0.23         0%           East Dedham         \$0.76         5%         East Woburn         \$0.93         14%         Longwood         \$0.01         0%         Wilmington         \$2.77         32%           Hyde Park         \$1.18         8%         West Woburn         \$0.59         2%         Mission Hill         \$0.21         2%         Stoneham         \$1.58         8%           Needham         \$2.16         28%         East Lexington         \$0.78         6%         South End         \$0.77         10%         Burlington         \$0.93         2%           West Dedham         \$0.62         4%         Wilmington         \$1.74         43%         South Brookline         \$0.71         6%         Reading         \$3.34         69%           Canton         \$1.53         12%         Winchester         \$0.76         6%         North Brookline         \$0.16         1%         Wakefield         \$3.34         69%           South Newton         \$1.64         16%         West Lexington         \$0.94         15%         North Roxbury         \$0.47	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100%
East Dedham         \$0.76         5%         East Woburn         \$0.93         14%         Longwood         \$0.01         0%         Wilmington         \$2.77         32%           Hyde Park         \$1.18         8%         West Woburn         \$0.59         2%         Mission Hill         \$0.21         2%         Stoneham         \$1.58         8%           Needham         \$2.16         28%         East Lexington         \$0.78         6%         South End         \$0.77         10%         Burlington         \$0.93         2%           West Dedham         \$0.62         4%         Wilmington         \$1.74         43%         South Brookline         \$0.71         6%         Reading         \$3.44         69%           Canton         \$1.53         12%         Winchester         \$0.76         6%         North Brookline         \$0.16         1%         Wakefield         \$3.53         71%           South Newton         \$1.64         16%         West Exington         \$0.94         15%         North Roxbury         \$0.47         4%         Winchester         \$0.94         3%           South Quincy         \$3.05         79%         Stoneham         \$1.62         33%         BU         \$0.71         <	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%
Hyde Park   \$1.18   8%   West Woburn   \$0.59   2%   Mission Hill   \$0.21   2%   Stoneham   \$1.58   8%     Needham   \$2.16   28%   East Lexington   \$0.78   6%   South End   \$0.77   10%   Burlington   \$0.93   2%     West Dedham   \$0.62   4%   Wilmington   \$1.74   43%   South Brookline   \$0.71   6%   Reading   \$3.44   69%     Canton   \$1.53   12%   Winchester   \$0.76   6%   North Brookline   \$0.16   1%   Wakefield   \$3.53   71%     South Newton   \$1.64   16%   West Lexington   \$0.94   15%   North Roxbury   \$0.47   4%   Winchester   \$0.94   3%     West Roxbury   \$0.91   6%   Bedford   \$0.69   2%   Waterfront   \$1.08   50%   West Woburn   \$0.59   1%     South Quincy   \$3.05   79%   Stoneham   \$1.62   33%   BU   \$0.71   6%   Billerica   \$1.90   13%     South Waltham   \$2.84   71%   Billerica   \$0.47   1%   Downtown   \$1.05   39%   Melrose   \$3.00   37%     Stoughton   \$2.37   35%   West Arlington   \$0.72   4%   East Somerville   \$1.05   40%   Bedford   \$1.65   9%     South Milton   \$1.63   15%   Waterfront   \$1.64   36%   Back Bay   \$0.99   30%   Lynnfield   \$1.28   4%     Wellesley   \$2.47   43%   East Somerville   \$1.41   25%   Charlestown   \$1.06   47%   East Lexington   \$1.48   6%     Randolph   \$2.57   50%   North Cambridge   \$0.90   11%   Kendall/MIT   \$0.83   16%   North Peabody   \$3.06   40%     Randolph   \$2.57   50%   North Newton   \$1.70   41%   East Boston   \$1.06   46%   North Medford   \$1.89   13%     Mattapan   \$1.36   10%   North Allston   \$1.03   19%   West End   \$1.06   46%   North Medford   \$1.89   13%     Waterfront   \$2.40   37%   South Newton   \$1.70   41%   East Boston   \$1.06   46%   North Medford   \$1.89   13%     Mattapan   \$1.36   10%   North Allston   \$1.03   19%   West End   \$1.06   46%   North Medford   \$1.89   13%     Mattapan   \$1.36   10%   North Mewton   \$1.70   41%   East Boston   \$1.06   46%   North Medford   \$1.89   13%     Mattapan   \$1.57   14%   Norwood   \$4.33   22%   North Cambridge   \$0.96   23%   North Medford   \$1.89   13%     Maximum   \$5.27   100%   Maximum   \$6.59   1	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum Trips between	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%
Needham         \$2.16         28%         East Lexington         \$0.78         6%         South End         \$0.77         10%         Burlington         \$0.93         2%           West Dedham         \$0.62         4%         Wilmington         \$1.74         43%         South Brookline         \$0.71         6%         Reading         \$3.44         69%           Canton         \$1.53         12%         Winchester         \$0.76         6%         North Brookline         \$0.16         1%         Wakefield         \$3.53         71%           South Newton         \$1.64         16%         West Lexington         \$0.94         15%         North Roxbury         \$0.47         4%         Winchester         \$0.94         3%           West Roxbury         \$0.91         6%         Bedford         \$0.69         2%         Waterfront         \$1.08         50%         West Woburn         \$0.59         1%           South Quincy         \$3.05         79%         Stoneham         \$1.62         33%         BU         \$0.71         6%         Billerica         \$1.90         13%           South Waltham         \$2.237         35%         West Arlington         \$0.72         4%         East Somerville         \$1.05<	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06 Longw	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wondows	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%
West Dedham         \$0.62         4%         Wilmington         \$1.74         43%         South Brookline         \$0.71         6%         Reading         \$3.44         69%           Canton         \$1.53         12%         Winchester         \$0.76         6%         North Brookline         \$0.16         1%         Wakefield         \$3.53         71%           South Newton         \$1.64         16%         West Lexington         \$0.94         15%         North Roxbury         \$0.47         4%         Winchester         \$0.94         3%           West Roxbury         \$0.91         6%         Bedford         \$0.69         2%         Waterfront         \$1.08         50%         West Woburn         \$0.59         1%           South Quincy         \$3.05         79%         Stoneham         \$1.62         33%         BU         \$0.71         6%         Billerica         \$1.90         13%           South Waltham         \$2.84         71%         Billerica         \$0.47         1%         Downtown         \$1.05         39%         Melrose         \$3.00         37%           Stouth Maltham         \$2.24         33%         West Arlington         \$0.47         4%         East Cambridge         \$1.00 <td>Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham</td> <td>\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06</td> <td>6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%</td> <td>South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn</td> <td>\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06 Burlin Number \$0.20 \$0.93</td> <td>7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%</td> <td>Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood</td> <td>\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06 Longw Number \$0.58 \$0.01</td> <td>2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%</td> <td>North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington</td> <td>\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77</td> <td>5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%  oburn Rank % 0% 32%</td>	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06 Burlin Number \$0.20 \$0.93	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06 Longw Number \$0.58 \$0.01	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%  oburn Rank % 0% 32%
Canton         \$1.53         12%         Winchester         \$0.76         6%         North Brookline         \$0.16         1%         Wakefield         \$3.53         71%           South Newton         \$1.64         16%         West Lexington         \$0.94         15%         North Roxbury         \$0.47         4%         Winchester         \$0.94         3%           West Roxbury         \$0.91         6%         Bedford         \$0.69         2%         Waterfront         \$1.08         50%         West Woburn         \$0.59         1%           South Quincy         \$3.05         79%         Stoneham         \$1.62         33%         BU         \$0.71         6%         Billerica         \$1.90         13%           South Waltham         \$2.84         71%         Billerica         \$0.47         1%         Downtown         \$1.05         39%         Melrose         \$3.00         37%           Stoughton         \$2.37         35%         West Arlington         \$0.72         4%         East Somerville         \$1.05         40%         Bedford         \$1.65         9%           North Waltham         \$3.21         81%         Waterfront         \$1.64         36%         Back Bay         \$0.99	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westv Number \$0.12 \$0.76 \$1.18	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0% gton Rank % 0% 14% 2%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06 Longw Number \$0.58 \$0.01 \$0.21	2% 2% 1% 3% 9% 199 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  cood Rank % 5% 0% 2%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58	5% 3% 6% 8% 4% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0burn Rank % 0% 32% 8%
South Newton         \$1.64         16%         West Lexington         \$0.94         15%         North Roxbury         \$0.47         4%         Winchester         \$0.94         3%           West Roxbury         \$0.91         6%         Bedford         \$0.69         2%         Waterfront         \$1.08         50%         West Woburn         \$0.59         1%           South Quincy         \$3.05         79%         Stoneham         \$1.62         33%         BU         \$0.71         6%         Billerica         \$1.90         13%           South Waltham         \$2.84         71%         Billerica         \$0.47         1%         Downtown         \$1.05         39%         Melrose         \$3.00         37%           Stoughton         \$2.37         35%         West Arlington         \$0.72         4%         East Somerville         \$1.05         40%         Bedford         \$1.65         9%           North Waltham         \$3.21         81%         Wakefield         \$3.32         83%         East Cambridge         \$1.00         33%         East Somerville         \$2.89         33%           South Milton         \$1.63         15%         Waterfront         \$1.64         36%         Back Bay         \$0.99	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westw Number \$0.12 \$0.76 \$1.18 \$2.16	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06 Longw Number \$0.58 \$0.01 \$0.21 \$0.77	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0burn Rank % 0% 32% 8% 2%
West Roxbury         \$0.91         6%         Bedford         \$0.69         2%         Waterfront         \$1.08         50%         West Woburn         \$0.59         1%           South Quincy         \$3.05         79%         Stoneham         \$1.62         33%         BU         \$0.71         6%         Billerica         \$1.90         13%           South Waltham         \$2.84         71%         Billerica         \$0.47         1%         Downtown         \$1.05         39%         Melrose         \$3.00         37%           Stoughton         \$2.37         35%         West Arlington         \$0.72         4%         East Somerville         \$1.05         40%         Bedford         \$1.65         9%           North Waltham         \$3.21         81%         Wakefield         \$3.32         83%         East Cambridge         \$1.00         33%         East Somerville         \$2.89         33%           South Milton         \$1.63         15%         Waterfront         \$1.64         36%         Back Bay         \$0.99         30%         Lynnfield         \$1.28         4%           Wellesley         \$2.47         43%         East Somerville         \$1.41         25%         Charlestown         \$1.06 <td>Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham</td> <td>\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62</td> <td>6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%</td> <td>South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington</td> <td>\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74</td> <td>7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43%</td> <td>Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline</td> <td>\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06 Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71</td> <td>2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 225% 36% 40% 100% 0%  cood Rank % 5% 0% 2% 10% 6%</td> <td>North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading</td> <td>\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44</td> <td>5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0% 0burn Rank % 0% 32% 8% 2% 69%</td>	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06 Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 225% 36% 40% 100% 0%  cood Rank % 5% 0% 2% 10% 6%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0% 0burn Rank % 0% 32% 8% 2% 69%
South Quincy         \$3.05         79%         Stoneham         \$1.62         33%         BU         \$0.71         6%         Billerica         \$1.90         13%           South Waltham         \$2.84         71%         Billerica         \$0.47         1%         Downtown         \$1.05         39%         Melrose         \$3.00         37%           Stoughton         \$2.37         35%         West Arlington         \$0.72         4%         East Somerville         \$1.05         40%         Bedford         \$1.65         9%           North Waltham         \$3.21         81%         Wakefield         \$3.32         83%         East Cambridge         \$1.00         33%         East Somerville         \$2.89         33%           South Milton         \$1.63         15%         Waterfront         \$1.64         36%         Back Bay         \$0.99         30%         Lynnfield         \$1.28         4%           Wellesley         \$2.47         43%         East Somerville         \$1.41         25%         Charlestown         \$1.06         47%         East Lexington         \$1.48         6%           Back Bay         \$2.04         23%         North Cambridge         \$0.90         11%         Kendall/MIT <td< td=""><td>Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton</td><td>\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53</td><td>6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%</td><td>South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester</td><td>\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06 Burlin Number \$0.20 \$0.78 \$1.74 \$0.76</td><td>7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43% 6%</td><td>Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline</td><td>\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06 Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71 \$0.16</td><td>2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  cood Rank % 5% 0% 2% 10% 6% 1%</td><td>North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield</td><td>\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53</td><td>5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%  oburn Rank % 0% 32% 8% 2% 69% 71%</td></td<>	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06 Burlin Number \$0.20 \$0.78 \$1.74 \$0.76	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43% 6%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06 Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71 \$0.16	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  cood Rank % 5% 0% 2% 10% 6% 1%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%  oburn Rank % 0% 32% 8% 2% 69% 71%
South Waltham         \$2.84         71%         Billerica         \$0.47         1%         Downtown         \$1.05         39%         Melrose         \$3.00         37%           Stoughton         \$2.37         35%         West Arlington         \$0.72         4%         East Somerville         \$1.05         40%         Bedford         \$1.65         9%           North Waltham         \$3.21         81%         Wakefield         \$3.32         83%         East Cambridge         \$1.00         33%         East Somerville         \$2.89         33%           South Milton         \$1.63         15%         Waterfront         \$1.64         36%         Back Bay         \$0.99         30%         Lynnfield         \$1.28         4%           Wellesley         \$2.47         43%         East Somerville         \$1.41         25%         Charlestown         \$1.06         47%         East Lexington         \$1.48         6%           Back Bay         \$2.04         23%         North Cambridge         \$0.90         11%         Kendall/MIT         \$0.83         16%         North Peabody         \$3.06         40%           Randolph         \$2.57         50%         North Allston         \$1.70         41%         East Boston </td <td>Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton</td> <td>\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64</td> <td>6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%</td> <td>South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington</td> <td>\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06 Burlin Number \$0.20 \$0.78 \$1.74 \$0.76 \$0.99</td> <td>7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton  Rank % 0% 14% 2% 6% 43% 6% 15%</td> <td>Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Brookline</td> <td>\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71 \$0.16 \$0.47</td> <td>2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  100% 0%  100% 0%</td> <td>North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester</td> <td>\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94</td> <td>5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%  oburn Rank % 0% 32% 8% 2% 69% 71% 3%</td>	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06 Burlin Number \$0.20 \$0.78 \$1.74 \$0.76 \$0.99	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton  Rank % 0% 14% 2% 6% 43% 6% 15%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Brookline	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71 \$0.16 \$0.47	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  100% 0%  100% 0%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%  oburn Rank % 0% 32% 8% 2% 69% 71% 3%
Stoughton         \$2.37         35%         West Arlington         \$0.72         4%         East Somerville         \$1.05         40%         Bedford         \$1.65         9%           North Waltham         \$3.21         81%         Wakefield         \$3.32         83%         East Cambridge         \$1.00         33%         East Somerville         \$2.89         33%           South Milton         \$1.63         15%         Waterfront         \$1.64         36%         Back Bay         \$0.99         30%         Lynnfield         \$1.28         4%           Wellesley         \$2.47         43%         East Somerville         \$1.41         25%         Charlestown         \$1.06         47%         East Lexington         \$1.48         6%           Back Bay         \$2.04         23%         North Cambridge         \$0.90         11%         Kendall/MIT         \$0.83         16%         North Peabody         \$3.06         40%           Randolph         \$2.57         50%         North Newton         \$1.70         41%         East Boston         \$1.09         52%         West Arlington         \$1.45         5%           Mattapan         \$1.36         10%         North Allston         \$1.03         19%         West	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westw Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Winchester West Lexington Bedford	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$0.69	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton  Rank % 0% 14% 2% 6% 43% 6% 15% 2%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.16 \$0.47 \$1.08	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  100% 0%  100% 0%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94 \$0.59	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%  oburn Rank % 0% 32% 8% 2% 69% 71% 3% 1%
South Milton         \$1.63         15%         Waterfront         \$1.64         36%         Back Bay         \$0.99         30%         Lynnfield         \$1.28         4%           Wellesley         \$2.47         43%         East Somerville         \$1.41         25%         Charlestown         \$1.06         47%         East Lexington         \$1.48         6%           Back Bay         \$2.04         23%         North Cambridge         \$0.90         11%         Kendall/MIT         \$0.83         16%         North Peabody         \$3.06         40%           Randolph         \$2.57         50%         North Newton         \$1.70         41%         East Boston         \$1.09         52%         West Arlington         \$1.45         5%           Mattapan         \$1.36         10%         North Allston         \$1.03         19%         West End         \$1.06         46%         North Medford         \$1.89         13%           Waterfront         \$2.40         37%         South Newton         \$1.85         48%         South Boston         \$1.01         35%         West Revere         \$3.02         38%           Sharon         \$1.57         14%         Norwood         \$4.33         92%         North Cambridge	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westw Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  wood Rank % 0% 5% 8% 4% 12% 16% 6% 79%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington Bedford Stoneham Billerica	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$0.69 \$1.62	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43% 6% 15% 2% 33%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.16 \$0.47 \$1.08 \$0.71	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  100% 0%  110% 0% 110% 0% 110% 0% 110%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94 \$0.59 \$1.90	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%  oburn Rank % 0% 32% 8% 2% 69% 71% 3% 1% 13%
Wellesley         \$2.47         43%         East Somerville         \$1.41         25%         Charlestown         \$1.06         47%         East Lexington         \$1.48         6%           Back Bay         \$2.04         23%         North Cambridge         \$0.90         11%         Kendall/MIT         \$0.83         16%         North Peabody         \$3.06         40%           Randolph         \$2.57         50%         North Newton         \$1.70         41%         East Boston         \$1.09         52%         West Arlington         \$1.45         5%           Mattapan         \$1.36         10%         North Allston         \$1.03         19%         West End         \$1.06         46%         North Medford         \$1.89         13%           Waterfront         \$2.40         37%         South Newton         \$1.85         48%         South Boston         \$1.01         35%         West Revere         \$3.02         38%           Sharon         \$1.57         14%         Norwood         \$4.33         92%         North Cambridge         \$0.96         28%         North Saugus         \$3.56         72%           Roslindale         \$0.97         7%         Charlestown         \$2.04         59%         Spring Hill	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Waltham	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westw Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84 \$2.37	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  Rank % 0% 5% 8% 4% 12% 16% 6% 79% 71%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington Bedford Stoneham Billerica West Arlington	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$0.69 \$1.62 \$0.47	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43% 6% 15% 2% 33% 1%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.16 \$0.47 \$1.08 \$0.71 \$1.05	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  Ood Rank % 5% 0% 2% 10% 6% 1% 4% 50% 6% 39%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East W. Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94 \$0.59 \$1.90 \$3.00 \$1.65	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%  Oburn Rank % 0% 32% 8% 2% 69% 71% 3% 1% 13% 37%
Back Bay         \$2.04         23%         North Cambridge         \$0.90         \$11%         Kendall/MIT         \$0.83         \$16%         North Peabody         \$3.06         \$40%           Randolph         \$2.57         50%         North Newton         \$1.70         \$41%         East Boston         \$1.09         \$52%         West Arlington         \$1.45         \$5%           Mattapan         \$1.36         \$10%         North Allston         \$1.03         \$19%         West End         \$1.06         \$46%         North Medford         \$1.89         \$13%           Waterfront         \$2.40         37%         South Newton         \$1.85         \$48%         South Boston         \$1.01         35%         West Revere         \$3.02         38%           Sharon         \$1.57         \$14%         Norwood         \$4.33         \$92%         North Cambridge         \$0.96         \$28%         North Saugus         \$3.56         \$72%           Roslindale         \$0.97         7%         Charlestown         \$2.04         \$59%         Spring Hill         \$0.92         24%         Waterfront         \$2.96         35%           Average         \$2.53         \$49%         Average         \$2.15         \$65%         Averag	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Waltham Stoughton North Waltham	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06  Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84 \$2.37 \$3.21	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  **Vood  **Rank % 0% 5% 8% 4% 12% 16% 6% 79% 71% 35% 81%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$0.69 \$1.62 \$0.47 \$0.72 \$3.32	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton  Rank % 0% 14% 2% 6% 43% 6% 15% 2% 33% 1% 4% 83%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.16 \$0.47 \$1.08 \$0.71 \$1.05 \$1.05	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  cood  Rank % 5% 0% 2% 10% 6% 1% 4% 50% 6% 39% 40% 33%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East W. Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94 \$0.59 \$1.90 \$3.00 \$1.65 \$2.89	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0%  Oburn Rank % 0% 32% 8% 2% 69% 71% 3% 11% 13% 37% 9% 33%
Randolph         \$2.57         50%         North Newton         \$1.70         41%         East Boston         \$1.09         52%         West Arlington         \$1.45         5%           Mattapan         \$1.36         10%         North Allston         \$1.03         19%         West End         \$1.06         46%         North Medford         \$1.89         13%           Waterfront         \$2.40         37%         South Newton         \$1.85         48%         South Boston         \$1.01         35%         West Revere         \$3.02         38%           Sharon         \$1.57         14%         Norwood         \$4.33         92%         North Cambridge         \$0.96         28%         North Saugus         \$3.56         72%           Roslindale         \$0.97         7%         Charlestown         \$2.04         59%         Spring Hill         \$0.92         24%         Waterfront         \$2.96         35%           Average         \$2.53         49%         Average         \$2.15         65%         Average         \$1.66         67%         Average         \$3.25         55%           Maximum         \$5.27         100%         Maximum         \$6.59         10%         Maximum         \$5.13	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Waltham Stoughton North Waltham South Milton	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06  Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84 \$2.37 \$3.21 \$1.63	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  wood Rank % 0% 5% 8% 4% 12% 16% 6% 79% 71% 35% 81% 15%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$0.69 \$1.62 \$0.47 \$0.72 \$3.32 \$1.64	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton  Rank % 0% 14% 2% 6% 43% 6% 15% 2% 33% 1% 4% 83% 36%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.16 \$0.47 \$1.08 \$0.71 \$1.05 \$1.05 \$1.00 \$0.99	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  Cood Rank % 5% 0% 2% 10% 6% 1% 4% 50% 6% 39% 40% 33% 30%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East W. Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94 \$0.59 \$1.90 \$3.00 \$1.65 \$2.89 \$1.28	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0burn Rank % 0% 32% 8% 2% 69% 71% 3% 11% 13% 37% 9% 33% 4%
Mattapan         \$1.36         10%         North Allston         \$1.03         19%         West End         \$1.06         46%         North Medford         \$1.89         13%           Waterfront         \$2.40         37%         South Newton         \$1.85         48%         South Boston         \$1.01         35%         West Revere         \$3.02         38%           Sharon         \$1.57         14%         Norwood         \$4.33         92%         North Cambridge         \$0.96         28%         North Saugus         \$3.56         72%           Roslindale         \$0.97         7%         Charlestown         \$2.04         59%         Spring Hill         \$0.92         24%         Waterfront         \$2.96         35%           Average         \$2.53         49%         Average         \$2.15         65%         Average         \$1.66         67%         Average         \$3.25         55%           Maximum         \$5.27         100%         Maximum         \$6.59         100%         Maximum         \$5.13         100%         Maximum         \$6.67         100%           Minimum         \$0.12         0%         Minimum         \$0.20         0%         Minimum         \$0.01         0%	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Waltham Stoughton North Waltham South Milton Wellesley	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06  Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84 \$2.37 \$3.21 \$1.63 \$2.47	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  Rank % 0% 5% 8% 4% 12% 16% 6% 79% 71% 35% 81% 15% 43%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Wilmington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$0.69 \$1.62 \$0.47 \$0.72 \$3.32 \$1.64 \$1.41	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton  Rank % 0% 14% 2% 6% 43% 6% 15% 2% 33% 1% 4% 83% 36% 25%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.16 \$0.47 \$1.08 \$0.71 \$1.05 \$1.00 \$0.99 \$1.06	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  Cood  Rank % 5% 0% 2% 10% 6% 1% 4% 50% 6% 39% 40% 33% 30% 47%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East W. Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94 \$0.59 \$1.90 \$1.65 \$2.89 \$1.28 \$1.28	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0burn Rank % 0% 32% 8% 2% 69% 71% 3% 11% 13% 37% 9% 33% 4% 6%
Waterfront         \$2.40         37%         South Newton         \$1.85         48%         South Boston         \$1.01         35%         West Revere         \$3.02         38%           Sharon         \$1.57         14%         Norwood         \$4.33         92%         North Cambridge         \$0.96         28%         North Saugus         \$3.56         72%           Roslindale         \$0.97         7%         Charlestown         \$2.04         59%         Spring Hill         \$0.92         24%         Waterfront         \$2.96         35%           Average         \$2.53         49%         Average         \$2.15         65%         Average         \$1.66         67%         Average         \$3.25         55%           Maximum         \$5.27         100%         Maximum         \$6.59         100%         Maximum         \$5.13         100%         Maximum         \$6.67         100%           Minimum         \$0.12         0%         Minimum         \$0.20         0%         Minimum         \$0.01         0%         Minimum         \$0.23         0%	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Waltham Stoughton North Waltham Stouth Milton Wellesley Back Bay	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84 \$2.37 \$3.21 \$1.63 \$2.47 \$2.04	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  Rank % 0% 5% 8% 4% 12% 16% 6% 79% 71% 35% 81% 15% 43% 23%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$0.69 \$1.62 \$0.47 \$0.72 \$3.32 \$1.64 \$1.41 \$0.90	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43% 6% 15% 2% 33% 1% 4% 83% 36% 25% 11%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71 \$0.16 \$0.47 \$1.08 \$0.71 \$1.05 \$1.00 \$0.99 \$1.06 \$0.83	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  Ood Rank % 5% 0% 2% 10% 6% 1% 4% 50% 6% 39% 40% 33% 30% 47% 16%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94 \$0.59 \$1.90 \$1.65 \$2.89 \$1.28 \$1.48 \$3.06	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0burn Rank % 0% 32% 8% 2% 69% 71% 3% 11% 13% 37% 9% 33% 4% 6% 40%
Sharon         \$1.57         14%         Norwood         \$4.33         92%         North Cambridge         \$0.96         28%         North Saugus         \$3.56         72%           Roslindale         \$0.97         7%         Charlestown         \$2.04         59%         Spring Hill         \$0.92         24%         Waterfront         \$2.96         35%           Average         \$2.53         49%         Average         \$2.15         65%         Average         \$1.66         67%         Average         \$3.25         55%           Maximum         \$5.27         100%         Maximum         \$6.59         100%         Maximum         \$5.13         100%         Maximum         \$6.67         100%           Minimum         \$0.12         0%         Minimum         \$0.20         0%         Minimum         \$0.01         0%         Minimum         \$0.23         0%	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Waltham Stoughton North Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84 \$2.37 \$3.21 \$1.63 \$2.47 \$2.04 \$2.57	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  Rank % 0% 5% 8% 28% 4% 12% 16% 6% 79% 71% 35% 81% 15% 43% 23% 50%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$1.62 \$0.47 \$0.72 \$3.32 \$1.64 \$1.41 \$0.90 \$1.70	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton  Rank % 0% 14% 2% 6% 43% 6% 15% 2% 33% 1% 4% 83% 36% 25% 11% 41%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South Brookline North Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.16 \$0.47 \$1.08 \$0.71 \$1.05 \$1.00 \$0.99 \$1.06 \$0.83 \$1.09	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  Ood Rank % 5% 0% 2% 10% 6% 1% 4% 50% 6% 39% 40% 33% 30% 47% 16% 52%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94 \$0.59 \$1.90 \$1.65 \$2.89 \$1.28 \$1.48 \$3.06 \$1.45	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0burn Rank % 0% 32% 8% 2% 69% 71% 3% 11% 13% 37% 9% 33% 4% 6% 40% 5%
Roslindale         \$0.97         7%         Charlestown         \$2.04         59%         Spring Hill         \$0.92         24%         Waterfront         \$2.96         35%           Average         \$2.53         49%         Average         \$2.15         65%         Average         \$1.66         67%         Average         \$3.25         55%           Maximum         \$5.27         100%         Maximum         \$6.59         100%         Maximum         \$5.13         100%         Maximum         \$6.67         100%           Minimum         \$0.12         0%         Minimum         \$0.20         0%         Minimum         \$0.01         0%         Minimum         \$0.23         0%	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Waltham Stoughton North Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84 \$2.37 \$3.21 \$1.63 \$2.47 \$2.04 \$2.57 \$1.36	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  wood Rank % 0% 5% 8% 4% 12% 16% 6% 79% 71% 35% 81% 15% 43% 23% 50% 10%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$0.69 \$1.62 \$0.47 \$0.72 \$3.32 \$1.64 \$1.41 \$0.90 \$1.70 \$1.03	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43% 6% 15% 2% 33% 1% 44% 83% 36% 25% 11% 41% 19%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71 \$0.16 \$0.47 \$1.08 \$0.71 \$1.05 \$1.00 \$0.99 \$1.06 \$0.83 \$1.09 \$1.06	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  Ood Rank % 5% 0% 2% 10% 6% 1% 4% 50% 6% 39% 40% 33% 30% 47% 16% 52% 46%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94 \$0.59 \$1.90 \$1.65 \$2.89 \$1.28 \$1.48 \$3.06 \$1.45 \$1.89	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0burn Rank % 0% 32% 8% 2% 69% 71% 3% 11% 13% 37% 9% 33% 4% 6% 40% 5% 13%
Average         \$2.53         49%         Average         \$2.15         65%         Average         \$1.66         67%         Average         \$3.25         55%           Maximum         \$5.27         100%         Maximum         \$6.59         100%         Maximum         \$5.13         100%         Maximum         \$6.67         100%           Minimum         \$0.12         0%         Minimum         \$0.20         0%         Minimum         \$0.01         0%         Minimum         \$0.23         0%	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Waltham Stoughton North Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06 Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84 \$2.37 \$3.21 \$1.63 \$2.47 \$2.04 \$2.57 \$1.36 \$2.40	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  wood Rank % 0% 5% 8% 4% 12% 16% 6% 79% 71% 35% 81% 15% 43% 23% 50% 10% 37%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$0.69 \$1.62 \$0.47 \$0.72 \$3.32 \$1.64 \$1.41 \$0.90 \$1.70 \$1.03 \$1.85	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43% 6% 15% 2% 33% 11% 44% 83% 36% 25% 11% 41% 19% 48%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End South Boston	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71 \$0.16 \$0.47 \$1.08 \$0.71 \$1.05 \$1.00 \$0.99 \$1.06 \$0.83 \$1.09 \$1.06 \$1.01	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  Oodd Rank % 5% 0% 2% 11% 6% 1% 4% 50% 6% 39% 40% 33% 30% 47% 16% 52% 46% 35%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.93 \$1.90 \$1	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0burn Rank % 0% 32% 8% 2% 69% 71% 3% 1% 13% 37% 9% 33% 4% 6% 40% 5% 13% 38%
Maximum         \$5.27         100%         Maximum         \$6.59         100%         Maximum         \$5.13         100%         Maximum         \$6.67         100%           Minimum         \$0.12         0%         Minimum         \$0.20         0%         Minimum         \$0.01         0%         Minimum         \$0.23         0%	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Waltham Stoughton North Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06  Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84 \$2.37 \$3.21 \$1.63 \$2.47 \$2.04 \$2.57 \$1.36 \$2.40 \$1.57	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  wood Rank % 0% 5% 8% 28% 4% 12% 16% 6% 79% 71% 35% 81% 15% 43% 23% 50% 10% 37% 14%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Wilmington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton Norwood	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$0.69 \$1.62 \$0.47 \$0.72 \$3.32 \$1.64 \$1.41 \$0.90 \$1.70 \$1.03 \$1.85 \$4.33	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43% 6% 15% 2% 33% 11% 4% 83% 36% 25% 11% 41% 19% 48% 92%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston North Cambridge	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71 \$0.16 \$0.47 \$1.08 \$0.71 \$1.05 \$1.05 \$1.00 \$0.99 \$1.06 \$0.83 \$1.09 \$1.06 \$1.01 \$0.96	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  Ood Rank % 5% 0% 2% 10% 6% 1% 4% 50% 6% 39% 40% 33% 30% 47% 16% 52% 46% 35% 28%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.93 \$1.90 \$1	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0burn Rank % 0% 32% 8% 2% 69% 71% 33% 1% 13% 37% 9% 33% 4% 6% 40% 5% 13% 38% 72%
Minimum         \$0.12         0%         Minimum         \$0.20         0%         Minimum         \$0.01         0%         Minimum         \$0.23         0%	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon Roslindale	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06  Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84 \$2.37 \$3.21 \$1.63 \$2.47 \$2.04 \$2.57 \$1.36 \$2.40 \$1.57 \$0.97	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  wood Rank % 0% 5% 8% 28% 4% 12% 16% 6% 79% 71% 35% 81% 15% 43% 23% 50% 10% 37% 14% 7%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton Norwood Charlestown	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$1.38 \$1.67 \$1.74 \$0.76 \$0.94 \$1.74 \$0.76 \$0.94 \$1.74 \$0.76 \$0.94 \$1.74 \$0.76 \$0.94 \$0.97 \$1.74 \$0.76 \$0.94 \$0.97 \$1.74 \$0.76 \$0.94 \$0.97 \$1.74 \$0.76 \$0.94 \$0.99 \$1.62 \$0.97 \$1.62 \$0.97 \$1.62 \$0.97 \$1.62 \$0.97 \$1.63 \$1.64 \$1.64	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43% 6% 15% 2% 33% 1% 4% 83% 36% 25% 11% 41% 19% 48% 92% 59%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Cambridge Back Bay Charlestown Kendall/MIT East Boston North Cambridge Spring Hill	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71 \$0.16 \$0.47 \$1.08 \$0.71 \$1.05 \$1.00 \$0.99 \$1.06 \$0.83 \$1.09 \$1.06 \$0.92	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  cood Rank % 5% 0% 2% 10% 6% 1% 4% 50% 6% 39% 40% 33% 30% 47% 16% 52% 46% 35% 28% 24%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Revere North Saugus Waterfront	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94 \$0.59 \$1.90 \$1.48 \$1.58 \$1	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0burn Rank % 0% 32% 8% 2% 69% 71% 33% 1% 13% 37% 9% 33% 4% 6% 40% 5% 13% 38% 72% 35%
	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon Roslindale Average	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06  Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84 \$2.37 \$3.21 \$1.63 \$2.47 \$2.04 \$2.57 \$1.36 \$2.40 \$1.57 \$0.97 \$2.53	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  wood Rank % 0% 5% 8% 28% 4% 12% 16% 6% 79% 71% 35% 81% 15% 43% 23% 50% 10% 37% 14% 7% 49%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton Norwood Charlestown Average	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$0.69 \$1.62 \$0.47 \$0.72 \$3.32 \$1.64 \$1.41 \$0.90 \$1.70 \$1.03 \$1.85 \$4.33 \$2.04 \$2.15	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43% 6% 15% 2% 6% 43% 6% 11% 41% 19% 48% 92% 59% 65%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Cambridge Back Bay Charlestown Kendall/MIT East Boston North Cambridge Spring Hill Average	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71 \$0.16 \$0.47 \$1.08 \$0.71 \$1.05 \$1.00 \$0.99 \$1.06 \$0.83 \$1.09 \$1.06 \$0.92 \$1.66	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  Ood Rank % 5% 0% 2% 10% 6% 39% 40% 33% 30% 47% 16% 52% 46% 35% 28% 24% 67%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus Waterfront Average	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East Wo Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94 \$0.59 \$1.90 \$1.48 \$1.59 \$1.58 \$1.59 \$1.58 \$1	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0burn Rank % 0% 32% 8% 2% 69% 71% 33% 1% 13% 37% 9% 33% 4% 6% 40% 5% 13% 38% 72% 35% 55%
	Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon Roslindale Average Maximum	\$0.58 \$0.30 \$0.43 \$0.97 \$1.13 \$1.03 \$0.58 \$0.42 \$0.55 \$1.06 \$0.73 \$1.01 \$1.06 \$1.07 \$1.00 \$1.01 \$1.06 \$1.03 \$3.24 \$1.66 \$5.14 \$0.06  Westv Number \$0.12 \$0.76 \$1.18 \$2.16 \$0.62 \$1.53 \$1.64 \$0.91 \$3.05 \$2.84 \$2.37 \$3.21 \$1.63 \$2.47 \$2.04 \$2.57 \$1.36 \$2.40 \$1.57 \$0.97 \$2.53 \$5.27	6% 2% 3% 21% 50% 34% 6% 2% 5% 39% 7% 29% 40% 43% 26% 28% 40% 35% 89% 66% 100% 0%  wood Rank % 0% 5% 8% 28% 4% 12% 16% 6% 79% 71% 35% 81% 15% 43% 23% 50% 10% 37% 14% 7% 49% 100%	South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington East Somerville North Cambridge North Newton North Allston South Newton Norwood Charlestown Average Maximum Average Maximum	\$0.66 \$0.49 \$0.77 \$0.30 \$0.95 \$0.19 \$1.03 \$1.23 \$1.07 \$0.99 \$0.97 \$1.07 \$1.07 \$1.03 \$2.13 \$1.09 \$0.94 \$1.38 \$1.67 \$5.17 \$0.06  Burlin Number \$0.20 \$0.93 \$0.59 \$0.78 \$1.74 \$0.76 \$0.94 \$1.38 \$1.67 \$1.74 \$0.76 \$0.94 \$1.74 \$0.76 \$0.94 \$1.74 \$0.76 \$0.94 \$1.74 \$0.76 \$0.94 \$0.76 \$0.94 \$0.97 \$1.74 \$0.76 \$0.94 \$0.97 \$1.74 \$0.76 \$0.94 \$0.97 \$1.79 \$1.70 \$1.85 \$1.85 \$4.33 \$2.04 \$2.15 \$6.59	7% 5% 9% 2% 19% 1% 37% 56% 40% 27% 23% 44% 43% 33% 73% 44% 18% 63% 67% 100% 0%  gton Rank % 0% 14% 2% 6% 43% 6% 15% 2% 6% 43% 6% 11% 41% 19% 48% 92% 59% 65% 100%	Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Cambridge Back Bay Charlestown Kendall/MIT East Boston North Cambridge Spring Hill Average Maximum	\$0.66 \$0.43 \$0.24 \$0.68 \$2.37 \$3.46 \$3.96 \$1.88 \$1.91 \$3.61 \$3.19 \$5.26 \$2.84 \$4.66 \$4.67 \$2.47 \$3.74 \$3.94 \$4.03 \$7.57 \$0.06  Longw Number \$0.58 \$0.01 \$0.21 \$0.77 \$0.71 \$0.16 \$0.47 \$1.08 \$0.71 \$1.05 \$1.00 \$0.99 \$1.06 \$0.83 \$1.09 \$1.06 \$0.92 \$1.66 \$5.13	2% 2% 1% 3% 9% 19% 39% 6% 6% 23% 15% 87% 13% 80% 82% 10% 25% 36% 40% 100% 0%  cood Rank % 5% 0% 2% 10% 6% 1% 4% 50% 6% 39% 40% 33% 30% 47% 16% 52% 46% 35% 28% 24% 67% 100%	North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus Waterfront Average Maximum	\$0.72 \$0.65 \$0.90 \$0.92 \$0.67 \$1.09 \$1.15 \$3.05 \$2.51 \$3.46 \$0.91 \$2.61 \$1.41 \$2.53 \$4.18 \$1.02 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15 East W. Number \$0.23 \$2.77 \$1.58 \$0.93 \$3.44 \$3.53 \$0.94 \$0.59 \$1.90 \$1.48 \$1.92 \$1.88 \$2.61 \$1.66 \$5.13 \$0.15	5% 3% 6% 8% 44% 43% 49% 87% 80% 92% 7% 83% 63% 81% 96% 35% 69% 84% 67% 100% 0% 0  oburn Rank % 0% 32% 8% 2% 69% 71% 33% 13% 37% 9% 33% 44% 6% 40% 5% 13% 38% 72% 35% 55% 100%

<sup>\*</sup>The ranking percentile (Rank %) represents the percentage of all average fares between neighborhood pairs that the individual neighborhood pair's average fare exceeds.





destinations of the Waterfront and East Somerville stand out as having slightly greater average walk times than their surrounding neighborhoods. Lower average walk times appear to be generally correlated with the presence of rapid transit service, while neighborhoods with only bus service have slightly greater average walk times. The neighborhoods with the greatest average walk times are primarily located outside of the urban core and are served by buses.

Table 66 shows the existing average access, egress, and transfer walk times for each of the 20 origin and destination neighborhoods with the highest projected increases in origin and destination trips, respectively (Tables 48 and 49). A greater number of the origin neighborhoods in the table have an average walk time below the average for all neighborhoods (12.92 minutes). Most of these neighborhoods are within the urban core. East Somerville is the only origin neighborhood in the table within the urban core that has an average walk time greater than the average for all origin neighborhoods. Other origin urban-core neighborhoods in the table that have relatively long average walk times are East Boston, Chelsea, North Cambridge, and the Waterfront. A greater number of destination neighborhoods in the table also have an average walk time below the average for all destination neighborhoods (13.01 minutes). Within the urban core, only the Waterfront and East Somerville destination neighborhoods have average walk times that are greater than the average for all destination neighborhoods.

Using the 16 neighborhoods with the highest projected absolute increases in trips (shown in Table 55), Table 67 shows the average access, egress, and transfer walk times for the 20 neighborhood pairs with the highest projected absolute increase in all trips (origins plus destinations). Neighborhoods that are closer to each other typically have shorter average walk times. In addition, for each neighborhood in the urban core, most of the neighborhood pairs with the largest projected increases in trips (appearing at the top of each list) have average walk times that lie within the bottom 10 percent of the average walk times for trips between all neighborhood pairs. For example, for the Waterfront neighborhood, the second largest projected increase in trips is between the Waterfront and Downtown. This neighborhood pair has an average walk time (for trips from the Waterfront to Downtown and from Downtown to the Waterfront) of 4.39 minutes. This average walk time exceeds only two percent of all average walk times between the Waterfront and all other neighborhoods. Within the urban core, which is where most of the projected increase in trips is located, neighborhoods identified in Table 66 with longer average walk times generally also have longer average walk times in Table 67. Average

walk times for trips between neighborhood pairs involving Chelsea, East Cambridge, East Somerville, and the Waterfront, exceed 18 minutes.

Table 66
Average AM Peak Walk Times and Ranking Percentiles\* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations

Origin Neighborhood	Average Walk Time	Ranking Percentile	Destination Neighborhood	Average Walk Time	Ranking Percentile
Waterfront	10.27	21%	Waterfront	13.80	60%
Chinatown	5.32	5%	East Somerville	15.03	72%
East Cambridge	7.35	11%	East Cambridge	10.12	18%
East Somerville	13.09	48%	East Lynn	7.71	4%
East Lynn	8.52	15%	Downtown	8.40	9%
Downtown	3.53	2%	East Revere	12.78	52%
Brockton	12.56	41%	Chinatown	8.38	8%
Chelsea	11.64	30%	Westwood	10.87	26%
South Weymouth	8.13	13%	East Woburn	18.36	92%
Fenway	7.62	12%	South Quincy	12.76	50%
East Boston	11.83	33%	Longwood	7.18	3%
South End	5.89	6%	South Weymouth	7.10	2%
Stoughton	13.45	52%	Chelsea	10.69	25%
North Cambridge	11.21	27%	Stoughton	12.35	43%
South Quincy	12.69	43%	Burlington	15.90	76%
Westwood	8.84	17%	Fenway	9.29	13%
Hingham	14.41	63%	North Allston	12.52	47%
Burlington	14.07	60%	South End	8.55	10%
Longwood	5.13	3%	North Peabody	18.16	90%
East Woburn	15.71	77%	Needham	13.78	59%
All Neighborhoods			All Neighborhoods		
Average	12.92	44%	Average	13.01	52%
Maximum	22.48	100%	Maximum	22.48	100%
Minimum	2.53	0%	Minimum	1.18	0%

<sup>\*</sup>The ranking percentile represents the percentage of all neighborhood average walk times that the individual neighborhood's average walk time exceeds.

# TABLE 67 Average AM Peak Walk Time for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)\* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips

Wing to   1.0	Trips between	Number Vater	Rank %	Trips between	Number	Rank %	Trips between	East Car Number	mbridge Rank %	Trips between	East Son Number	merville Rank %
Charles		1.40						0.10				0%
Solid See   1,52   1,12   1												1%
Sect   Part												
Small Flower   1.57   2.00												
West Fig.   1.75   1.												
Small-Difference												
France   15   5   5   5   5   5   5   5   5												
Some Discrete   19.50   4.15												
No.												
North   14.0										-		
Face Lamberger   1.23   2.89   Seria Entite   4.85   1.15   Seria Consecuted   1.15   1.15   1.15   Seria Consecuted   1.15   1.15   1.15   Seria Consecuted   1.15												
Company   1.55   1.58												
Night field Sementing 19 22 2 409 North field Sementing 19 22 2 409 North field Sementing 19 22 409 North field Sementing 19 23 1209 North field Sementing 19 23 1209 North field Sementing 19 25 1009 North field Sementing 19 25 100												
Face   Part												
No.   Section   19.7   19.9												
Average   15   2   20   20   20   20   20   20   20												
Maximum   1948												
Page												
The partners   Versile   Early   The partners   Same   Versile   The partners   Same   The partners   The pa	Minimum	1.40	0%	Minimum	0.25	0%	Minimum	0.03	0%	Minimum	0.10	0%
Fast 2 pm   1.14		East 1	Lynn		Dowr	ntown		Che	lsea		South W	eymouth
West Function   G.54   156   Chainteners   2.90   256   East Botton   1.100   875   Abaggaro   1.288   70.07   2016   Tear Florent   1.104   177   Tear Florent   1.005   2017												
Seal Move   16.66   1696   Seal End   3.02   796   Seal Enverte   1.173   796   Northworth   3.02   2.05   Northworth   3.02	•											
Semanticis   12-76   500   Seminford   19-15   19-1	•											
North Sangery 2.10 549												
Month Salem   12.12   2796   East Sammarille   14.98   2016   Park Sammarille   13.52   978   Month Salem   13.5	North Saugus	23.10	54%	South End	10.13	11%	Waterfront	21.49	48%	South Quincy	12.05	81%
South Samples	West Revere	22.12	47%		14.98	40%		21.45	48%	South Braintree	13.52	97%
Salam         25,66         60%         Fermony         1.12         3.14         1.78         Lead Cambridge         1.74         274         Randscipt         1.23         1.20         1												
South Problemy   20-13   37%   North Brainatre   71-48   67%   Chaintown   12-01   97%   Note NearCont   9-13   27%   North Stafen   72-34   72%   Chebra   72-34												
North Saders												
Marthelical   2019   39%   Fast Brauon   1.44   1.69%   Average   2.577   8.9%   Kondalb Mrt   1.26%   2.9%   Charles come   1.38   59%   Soughton   7.14   1.09%   Marthelical   1.26%   2.9%   Charles come   1.417   1.69%   Sough December   7.14   1.09%   Marthelical   1.26%   2.9%   Charles come   1.417   1.69%   Sough December   7.14   1.09%   Marthelical   2.9%   Sough December   7.14   1.09%   Marthelical   2.9%   Sough December   7.14   1.09%   Marthelical   2.9%   Sough December   7.14   2.0%   Marthelical   2.0%   Marth	·	19.29	27%	Brockton	23.24	98%	Back Bay	12.34	10%			
West Beverly   25.77   83%   Mean   Mean   13.87   27%   Mean   Mean   13.87   27%   Mean   Mean   13.87   27%   Mean   Mean   Mean   13.87   27%   Mean												
Melrone   21 99												
Sate Boston   19-4   29%   North North   17%   17%   North Naugus   28-85   8-79   North Dorchaser   9-43   29.78   North Petadoly   24-18   67%   North Dorchaser   15-88   29%   South Stagus   25-40   8-19   North Million   12-01   8-98   North Petadoly   24-18   67%   North Dorchaser   15-88   29%   South Stagus   25-40   8-19   North Million   12-01   8-98   North Petadoly   24-18   67%   North Million   12-01   8-98   North Petadoly   24-18   15-9   Sate Meering   13-9   North Million   12-01   8-98   North Markinstam   24-25   10-98   Maximum   24-33   10-98   Maximum   13-9   North Million   10-10   10-10   Minimum   13-4   19%   Minimum   24-33   10-98   Maximum   13-9   North Million   10-10   10-10   Minimum   13-4   19%   Minimum   24-33   10-98   Minimum   13-9   North Minimum   10-10   10-10   Minimum   13-4   19%   Minimum   24-33   10-98   Minimum   13-9   North Minimum   10-10   10-10   North Minimum   13-4   19%   Minimum   24-33   10-98   Minimum   13-9   North Minimum   10-10   10-10   North Minimum   13-4   19%   North Minimum   13-9   North M												
North Perbody												
Waterield   23.51   59%   East Medford   10.26   49%   Medrose   23.11   65%   East Somewille   12.18   87%   Average   21.44   43%   Average   13.32   44%   Average   20.41   49%   Average   10.32   42%   Average   21.44   43%   Average   10.32   42%   Average   43.64   43%   Average   43.64   43.6												
	•											
Average   21.44   43%   Average   15.32   44%   Average   20.41   40%   Average   10.32   42%   Maximum   24.53   10%   Maximum   24.53   10%   Maximum   24.53   00%   Maximum   24.54   00%   Max												
Minimum	<del>-</del>											
Page												
Trips between   Number   Rank %   Trips between   Number   Rank %   Rank %   Trips between   Number   Rank %   Romeword   O.8	Minimum	1.34	0%	Minimum	0.15	0%	Minimum	1.39	0%	Minimum	0.78	0%
Ferrorgy   0.78   0.78   0.78   Ferrorgy   4.06   2%   Stoughtun   2.46   0%   South Guinty   3.56   0.78		Fen	way		South	n End		Stoug	ghton		South	Quincy
Longwood   5,91   5%   South Find   0.86   0.96   Canton   17.88   10%   North Rraintee   15.26   7%   South Ead   4.06   4.0												Rank %
South End   4.06   1%   Waterfront   9.79   9%   Randolph   15.16   7%   North Weymouth   20.77   31%   Chinattown   10.10   9%   Longwood   10.30   11%   Avon   9.47   2%   South Braintree   22.72   46%   Waterfront   16.76   33%   North Korbary   5.12   3%   South Starintree   22.72   46%   Materfront   16.76   33%   North Korbary   5.12   3%   Sharon   14.45   6%   Hingham   21.24   36%   Downtown   11.25   11%   Downtown   10.13   10%   Westwood   16.75   8%   South Weymouth   12.05   33%   South Weymouth   12.05   33%   South Starintree   22.72   46%   South Starintree   22.72   46%   South Starintree   23.71   South Westwood   17.46   16%   South Meanth   23.72   South Westwood   17.46   16%   South Meanth   23.72   South Westwood   17.46   16%   South Meanth   24.73   South Westwood   17.46   16%   South Westwood   18.12   South Westwood   18.13   South Westwood   18.12   South Westwood   18.12   South Westwood   18.13   South Westwood   18.12   South Westwood   18.13   South Westwood   18.13   South Westwood   18.13   South Westwood   18.13   South Westwood   18.14   South Westw												
Back Bagy         4.10         2%         Chinatown         5.35         4%         Brackton         18.92         14%         North Quincy         14.50         6%           Chinatown         10.76         39%         North Roxbury         5.12         3%         Sharon         14.45         6%         Hingham         21.24         36%           Downtuwn         11.25         11%         Downtuwn         1.13         11%         Westwood         16.75         6%         Back Bay         2.19         1%         South Quincy         23.31         52%         Waterfront         18.45         18%           North Roxbury         7.26         6%         East Somerville         11.45         28%         Hubrouck         20.55         21%         Westwood         17.46         16%           East Somerville         18.40         55%         West End         10.88         35%         West End         10.88         35%         West End         10.88         23%         South Water         23.31         22%         Canton         12.74         11.76         4%         South Water         22.37         37%         South Water         22.01         37%         South Water         22.01         37%         Sou												
Marchine  1.67   39%   North Roxbury   5.12   34%   Sharon   14.45   6%   Hingham   21.24   36%   Downtown   11.25   11%   Downtown   12.27   11%   Downtown   12.28   12.28   Downtown   12.28   12.28   Downtown   12.28   Downtown   12.29   Downtown   12.29   Downtown   12.29   Downtown   12.2								18.92			14.56	
Downtown   1.25   11%   Downtown   10.13   10%   Westwood   16.75   8%   South Weymouth   12.05   3.78									2%			
BU			30%	North Roxbury	5.12	3%						
North Robury   7,26   6%   East Somerville   17.15   49%   Waterfront   23.86   59%   Randolph   22.50   45%   Kendali/MIT   5.81   4%   East Boston   14.52   23%   Holbrook   20.55   21%   Westwood   17.46   16%   East Somerville   18.40   53%   West Fad   10.68   13%   South Weymouth   10.94   3%   Abington   31.27   99%   East Cambridge   11.94   11.42   14%   Hyde Park   25.09   80%   Mattapan   22.42   44%   Westwood   17.46   16%   East Cambridge   10.87   21%   BU   11.42   14%   Hyde Park   25.09   80%   Mattapan   22.42   44%   Westwood   17.46   17%   North Earth   16.35   40%   South Waltham   22.01   37%   Canton   17.51   17%   Charlestown   16.35   40%   South Waltham   22.01   37%   Canton   17.51   17%   Charlestown   16.35   40%   South Waltham   22.01   37%   Canton   17.51   17%   Charlestown   16.35   40%   South Waltham   22.01   37%   Canton   17.51   17%   Charlestown   16.35   40%   South Waltham   22.01   37%   Canton   17.51   17%   Charlestown   16.35   40%   South Waltham   22.01   37%   Canton   17.51   17%   Charlestown   16.35   40%   South Waltham   22.01   37%   Canton   27.36   47%   Canton   27.37   47%   Canton   27.37   17%   Westwood   13.13   20%   Needbam   23.55   54%   Norwood   27.98   91%   Statistical   19.88   40%   Average   14.17   25%   South Hillon   25.57   79%   Fast Somerwille   24.82   6.5%   Average   25.07   41%   Average   25.07   41%   Average   16.49   40%   Average   22.19   44%   Average   22.32   43%   Average   22.32   43%   Average   22.34   43%   Average   22.34   43%   Average   22.34   43%   Average   22.34   43%   Average   22.35   Aver				Downtown		100%						
East Somerville			11%		10.13		Westwood	16.75	8%	South Weymouth	12.05	3%
Central Square         11.94         16%         East Cambridge         14.69         29%         East Definan         24.73         72%         Stoughton         23.31         52%           East Cambridge         13.79         21%         BU         11.42         14%         Hyde Park         22.01         37%         Canton         17.51         17%           Charlestown         10.90         40%         North End         12.42         17%         Norwood         22.01         37%         Canton         17.51         17%           North Cambridge         16.99         40%         North End         12.42         17%         Norwood         27.91         97%         Brockton         23.1         75%           Beacon Hill         12.77         17%         Westwood         13.3         20%         Norwood         27.91         97%         East Somerville         20.72         97%           East Mediroth         19.88         40%         Mesterow         14.14         2.25%         South Milton         23.55         54%         Hull         6.65         17%           Wellesley         23.07         37%         Maximum         27.15         29% Hull         6.25         14% <t< td=""><td></td><td>6.31</td><td>11% 6%</td><td>Back Bay</td><td>10.13 2.19</td><td>1%</td><td>Westwood South Quincy</td><td>16.75 23.31</td><td>8% 52%</td><td>South Weymouth Waterfront</td><td>12.05 18.45</td><td>3% 18%</td></t<>		6.31	11% 6%	Back Bay	10.13 2.19	1%	Westwood South Quincy	16.75 23.31	8% 52%	South Weymouth Waterfront	12.05 18.45	3% 18%
East Cambridge		6.31 7.26 5.81	11% 6% 6% 4%	Back Bay East Somerville East Boston	10.13 2.19 17.15 14.52	1% 49% 28%	Westwood South Quincy Waterfront Holbrook	16.75 23.31 23.86 20.55	8% 52% 59% 21%	South Weymouth Waterfront Randolph Westwood	12.05 18.45 22.50 17.46	3% 18% 45% 16%
West Find   10.87   10%   Charlestown   16.90   40%   North Braintree   16.86   45%   Abington   22.01   37%   Canton   17.51   17%   North Cambridge   16.69   37%   North End   12.42   17%   Norwood   27.91   97%   Brockton   22.13   37%   Statistical   12.77   17%   Westwood   13.13   20%   Noeth Braintree   18.44   12%   Morwood   27.91   97%   Brockton   26.13   75%   Beacon Hill   12.77   17%   Westwood   13.13   20%   Noeth Braintree   16.85   40%   Morwood   27.91   97%   Brockton   26.13   75%   East Medrord   19.88   71%   Chelsea   14.17   25%   South Milton   25.07   79%   East Somerville   26.17   76%   East Medrord   19.88   40%   Average   16.49   40%   Average   16.49   40%   Average   16.49   40%   Average   22.19   44%   Average   22.32   43%   Maximum   27.74   100%   Maximum   27.30   100%   Maximum   27.40   100%   Maximum   3.127   100%   Maximum   3.56   0%   Minimum   0.78   0%   Minimum   0.86   0%   Minimum   0.78   0%   Minimum   0.86   0%   Minimum   0.78   0%   Minimum   0.86   0%   Minimu	East Somerville	6.31 7.26 5.81 18.40	11% 6% 6% 4% 53%	Back Bay East Somerville East Boston West End	10.13 2.19 17.15 14.52 10.68	1% 49% 28% 13%	Westwood South Quincy Waterfront Holbrook South Weymouth	16.75 23.31 23.86 20.55 10.94	8% 52% 59% 21% 3%	South Weymouth Waterfront Randolph Westwood Abington	12.05 18.45 22.50 17.46 31.27	3% 18% 45% 16% 99%
Charlestown   16.99	East Somerville Central Square	6.31 7.26 5.81 18.40 11.94	11% 6% 6% 4% 53% 16%	Back Bay East Somerville East Boston West End East Cambridge	10.13 2.19 17.15 14.52 10.68 14.69	1% 49% 28% 13% 29%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham	16.75 23.31 23.86 20.55 10.94 24.73	8% 52% 59% 21% 3% 72%	South Weymouth Waterfront Randolph Westwood Abington Stoughton	12.05 18.45 22.50 17.46 31.27 23.31	3% 18% 45% 16% 99% 52%
Beacon Hill         12.77         17%         Westwood         13.13         20%         Needham         23.55         54%         Norwood         27.98         91%           East Watertown         16.97         41%         Mission Hill         14.60         29%         North Dorchester         18.44         12%         Hyde Park         24.82         65%           Wellesley         23.07         95%         Randolph         19.18         66%         South Boston         21.15         29%         Hull         6.56         15%           Average         16.88         40%         Average         16.97         40%         Average         22.19         44%         Average         22.30         13%         40%         Average         22.19         44%         Average         22.31         43%         Maximum         30.00         10%         Maximum         31.27         100%         Maximum         23.07         9%         Minimum         3.86         0%         Minimum         3.60         0%	East Somerville Central Square East Cambridge	6.31 7.26 5.81 18.40 11.94 13.79	11% 6% 6% 4% 53% 16% 21%	Back Bay East Somerville East Boston West End East Cambridge BU	10.13 2.19 17.15 14.52 10.68 14.69 11.42	1% 49% 28% 13% 29% 14%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park	16.75 23.31 23.86 20.55 10.94 24.73 25.09	8% 52% 59% 21% 3% 72% 80%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan	12.05 18.45 22.50 17.46 31.27 23.31 22.42	3% 18% 45% 16% 99% 52% 44%
East Medford         19.88         71%         Chelsea         14.17         25%         South Milton         25.07         79%         East Somerville         26.17         76%           East Watertown         16.97         41%         Mission Hill         14.60         29%         North Dorrchest         18.44         12%         Hyde Park         24.82         65%           Wellesley         23.07         95%         Randolph         19.18         68%         South Boston         21.15         29%         Hull         6.65         15%           Average         16.88         40%         Average         16.49         40%         Average         22.19         44%         Average         22.32         43%           Maximum         27.74         100%         Minimum         0.86         0%         Minimum         3.00         Minimum         3.00         Minimum         3.00         Minimum         3.50         0%           Westwood         0.89         0%         Burlington         6.02         0%         Fenway         5.91         4%         East Woburn         8.06         0%           East Dedham         11.90         17%         East Woburn         2.50         45%	East Somerville Central Square East Cambridge West End	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90	11% 6% 6% 4% 53% 16% 21% 10% 40%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86	1% 49% 28% 13% 29% 14% 40% 45%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60	8% 52% 59% 21% 3% 72% 80% 37% 44%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76	3% 18% 45% 16% 99% 52% 44% 17% 47%
East Watertown   16.97	East Somerville Central Square East Cambridge West End Charlestown North Cambridge	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69	11% 6% 6% 4% 53% 16% 21% 10% 40% 37%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42	1% 49% 28% 13% 29% 14% 40% 45% 17%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91	8% 52% 59% 21% 3% 72% 80% 37% 44% 97%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13	3% 18% 45% 16% 99% 52% 44% 17% 47%
Wellesley   23.07   95%   Randolph   19.18   68%   South Boston   21.15   29%   Hull   6.56   19%   Average   16.49   40%   Average   22.19   44%   Average   22.32   43%   Average   22.74   100%   Maximum   27.74   100%   Maximum   27.73   100%   Minimum   0.78   0%   Minimum   0.86   0%   Minimum   0.246   0%   Minimum   31.27   100%   Minimum   0.78   0%   Minimum   0.86   0%   Minimum   0.246   0%   Minimum   3.56   0%   Minimum   0.78   0%   Minimum   0.86   0%   Minimum	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69	11% 6% 6% 4% 53% 16% 21% 10% 40% 37%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13	1% 49% 28% 13% 29% 14% 40% 45% 17% 20%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98	3% 18% 45% 16% 99% 52% 44% 17% 47% 91%
Average         16.88         40%         Average         16.49         40%         Average         22.19         44%         Average         23.23         43%           Maximum         27.74         100%         Maximum         27.30         100%         Maximum         30.00         100%         Maximum         31.27         100%           Minimum         0.78         0%         Minimum         0.86         0%         Minimum         2.46         0%         Minimum         31.27         100%           Westwood         0.89         0%         Burlington         6.02         0%         Fenway         5.91         4%         East Woburn         5.06         0%           Hyde Park         16.56         64%         West Woburn         16.87         7%         Mission Hill         2.63         2%         Stoneham         22.70         25%           West Dedham         11.90         17%         East Lexington         19.11         25%         South Brookline         10.30         12%         Stoneham         22.50         35%           West Dedham         11.90         17%         Willinington         19.84         29%         South Brookline         10.30         12%         B	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91%
Minimum   Mi	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65%
Westwood         Number Nank (Mestwood)         Rank (Mestwood)         Trips between (Mumber Nank (Mestwood)         Trips between (Mestwood)         Number (Mestwood)         Rank (Mestwood)         S.91         4%         East Woburn (Mestwood)         5.06         0%           Hyde Park (Mestwood)         10.56         64%         West Woburn (16.87)         7%         Minsion Hill (Mestwood)         2.9         Stoneham (10.30)         12%         Stoneham (20.70)         21%           Needham (12.47)         19%         East Lexington (19.11)         25%         South End (10.30)         12%         Burlington (22.50)         33%           West Dedham (11.90)         17%         Wilmington (19.84)         29%         South Brookline (10.05)         10%         Reading (22.50)         33%           Canton (10.69)         9%         Winchester (24.00)         56%         North Brookline (2.35)         19%         Wakefield (25.90)         67%           South Newton (14.72)         40%         West Lexington (21.84)         40%         North Roxbury (11.84)         7.17         5%         Winchester (	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 65% 1%
Trips between         Number         Rank %         Trips between         Number         Rank %         Trips between         Number         Rank %           Westwood         0.89         0%         Burlington         6.02         0%         Fenway         5.91         4%         East Woburn         5.06         0%           East Dedham         11.90         17%         East Woburn         12.35         45%         Longwood         0.10         0%         Wilmington         21.23         25%           Hyde Park         16.56         64%         West Woburn         16.87         7%         Mission Hill         2.63         2%         Stoneham         20.70         21%           West Dedham         11.90         17%         Wilmington         19.81         25%         South Brookline         10.05         10%         Reading         24.97         59%           Canton         10.69         9%         Winchester         24.00         56%         North Brookline         2.35         1%         Wakefield         25.90         67%           South Newton         14.72         40%         West Lexington         21.19         36%         Waterfront         15.51         40%         Winchester	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 65% 14% 43%
Westwood         0.89         0%         Burlington         6.02         0%         Fenway         5.91         4%         East Woburn         5.06         0%           East Dedham         11.90         17%         East Woburn         22.50         45%         Longwood         0.10         0%         Wilmington         21.23         25%           Hyde Park         16.56         64%         West Woburn         16.87         7%         Mission Hill         2.63         2%         Stoneham         20.70         21%           Needham         11.90         17%         Wilmington         19.84         29%         South Brookline         10.05         10%         Reading         24.97         59%           Canton         10.69         9%         Winchester         24.00         56%         North Brookline         10.05         10%         Reading         24.97         59%           South Newton         14.72         40%         West Lexington         21.84         40%         North Roxbury         7.17         5%         Winchester         21.82         29%           South Duincy         17.46         75%         Stoneham         29.45         92%         Waterfront         15.51         4	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 65% 14%
East Dedham         11.90         17%         East Woburn         22.50         45%         Longwood         0.10         0%         Wilmington         21.23         25%           Hyde Park         16.56         64%         West Woburn         16.87         7%         Mission Hill         2.63         2%         Stoneham         20.70         21%           Needham         11.90         17%         Wilmington         19.84         29%         South End         10.30         12%         Burlington         22.50         33%           West Dedham         11.90         17%         Wilmington         19.84         29%         South Brookline         10.05         10%         Reading         24.97         59%           Canton         10.69         9%         Winchester         24.00         56%         North Brookline         2.35         1%         Wakefield         25.90         67%           South Newton         14.72         40%         West Lexington         21.84         40%         North Roxbury         7.17         5%         Winchester         21.82         29%           South Quincy         17.46         75%         Stoneham         29.45         92%         BU         7.45         <	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 65% 1% 43% 100% 0%
Hyde Park         16.56         64%         West Woburn         16.87         7%         Mission Hill         2.63         2%         Stoneham         20.70         21%           Needham         12.47         19%         East Lexington         19.11         25%         South End         10.30         12%         Burlington         22.50         33%           West Dedham         11.90         17%         Wilmington         19.84         29%         South Brookline         10.05         10%         Reading         24.97         59%           Canton         10.69         9%         Winchester         24.00         56%         North Brookline         2.35         1%         Wakefield         25.90         67%           South West Roxbury         15.07         44%         Bedford         21.19         36%         Waterfront         15.51         40%         West Woburn         14.93         5%           South Quincy         17.46         75%         Stoneham         29.45         92%         BU         7.45         6%         Billerica         23.57         44%           South Waltham         11.64         14%         Billerica         19.88         30%         Downtown         10.74	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum Trips between	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum Trips between	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 68% 40% 100% 0%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0% wood Rank %	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum Trips between	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W. Number	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 10% 0%  Voburn Rank %
Needham         12.47         19%         East Lexington         19.11         25%         South End         10.30         12%         Burlington         22.50         33%           West Dedham         11.90         17%         Wilmington         19.84         29%         South Brookline         10.05         10%         Reading         24.97         59%           Conton         10.69         9%         Winchester         24.00         56%         North Brookline         2.35         1%         Wakefield         25.00         67%           South Newton         14.72         40%         West Lexington         21.84         40%         North Roxbury         7.17         5%         Winchester         21.82         29%           West Roxbury         15.07         44%         Bedford         21.19         36%         Waterfront         15.51         40%         West Woburn         14.93         5%           South Quincy         17.46         75%         Stoneham         29.45         92%         BU         7.45         6%         Billerica         23.57         44%           South Waltham         11.64         14%         Billerica         19.88         30%         Downtown         10.74	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West Number 0.89	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 68% 40% 100% 0%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 72% 44% 100% 0% wood Rank % 4%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W. Number 5.06	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 10% 0%  Voburn Rank % 0%
Canton         10.69         9%         Winchester         24.00         56%         North Brookline         2.35         1%         Wakefield         25.90         67%           South Newton         14.72         40%         West Lexington         21.84         40%         North Roxbury         7.17         5%         Winchester         21.82         29%           West Roxbury         15.07         44%         Bedford         21.19         36%         Waterfront         15.51         40%         West Word         14.93         5%           South Quincy         17.46         75%         Stoneham         29.45         92%         BU         7.45         6%         Billerica         23.57         44%           South Waltham         11.64         14%         Billerica         19.88         30%         Downtown         10.74         14%         Melrose         25.49         63%           Stoughton         16.75         67%         West Arlington         20.95         35%         East Combridge         13.12         25%         East Somerville         24.15         48%           North Maltham         15.66         52%         Wakefield         27.37         85%         East Cambridge         13.1	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West Number 0.89 11.90	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 68% 40% 100% 0%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23	3% 18% 45% 16% 99% 52% 444% 17% 47% 75% 91% 65% 100% 0%  Voburn  Rank % 0% 25%
South Newton         14.72         40%         West Lexington         21.84         40%         North Roxbury         7.17         5%         Winchester         21.82         29%           West Roxbury         15.07         44%         Bedford         21.19         36%         Waterfront         15.51         40%         West Woburn         14.93         5%           South Quincy         17.46         75%         Stoneham         29.45         92%         BU         7.45         6%         Billerica         23.57         44%           South Waltham         11.64         14%         Billerica         19.88         30%         Downtown         10.74         14%         Melrose         25.49         63%           Stoughton         16.75         67%         West Arlington         20.95         35%         East Somerville         16.17         45%         Bedford         24.15         48%           North Waltham         15.66         52%         Wakefield         27.37         85%         East Cambridge         13.12         25%         East Somerville         23.47         42%           South Milton         20.78         98%         Waterfront         21.69         38%         Back Bay         1	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West Number 0.89 11.90 16.56 12.47	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 0% 17% 64% 19%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 68% 40% 100% 0%  Rank % 0% 45% 7% 25%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 44% 100% 0% wood Rank % 4% 0% 2% 12%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50	3% 18% 45% 16% 99% 52% 444% 17% 47% 75% 91% 65% 100% 0% Voburn Rank % 0% 25% 21% 33%
West Roxbury         15.07         44%         Bedford         21.19         36%         Waterfront         15.51         40%         West Woburn         14.93         5%           South Quincy         17.46         75%         Stoneham         29.45         92%         BU         7.45         6%         Billerica         23.57         44%           South Waltham         11.64         14%         Billerica         19.88         30%         Downtown         10.74         14%         Melrose         25.49         63%           Stoughton         16.75         67%         West Arlington         20.95         35%         East Somerville         16.17         45%         Bedford         24.15         48%           North Waltham         15.66         52%         Wakefield         27.37         85%         East Cambridge         13.12         25%         East Somerville         24.15         42%           South Milton         20.78         98%         Waterfront         21.69         38%         Back Bay         10.05         11%         Lynnfield         9.77         2%           Wellesley         12.65         21%         East Somerville         20.17         32%         Charlestown         15.44<	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West  Number 0.89 11.90 16.56 12.47 11.90	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 41% 95% 40% 100% 0%  wood  Rank % 0% 17% 64% 19% 17%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  Rank % 0% 45% 7% 25% 29%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0% wood Rank % 4% 0% 2% 12% 10%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 1% 43% 100% 0% Voburn Rank % 0% 25% 21% 33% 59%
South Quincy         17.46         75%         Stoneham         29.45         92%         BU         7.45         6%         Billerica         23.57         44%           South Waltham         11.64         14%         Billerica         19.88         30%         Downtown         10.74         14%         Melrose         25.49         63%           Stoughton         16.75         67%         West Arlington         20.95         35%         East Somerville         16.17         45%         Bedford         24.15         48%           North Waltham         15.66         52%         Wakefield         27.37         85%         East Cambridge         13.12         25%         East Somerville         24.15         48%           North Milton         20.78         98%         Waterfront         21.69         38%         Back Bay         10.05         11%         Lynnfield         9.77         2%           Wellesley         12.65         21%         East Somerville         20.17         32%         Charlestown         15.44         40%         East Lexington         24.57         53%           Back Bay         11.34         13%         North Cambridge         19.07         23%         Kendall/MIT         <	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West: Number 0.89 11.90 16.56 12.47 11.90 10.69	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 0% 17% 64% 19% 17% 9%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  Mark % 0% 45% 7% 25% 29% 56%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  Wood Rank % 4% 0% 2% 12% 10% 10% 1%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W. Number 5.06 21.23 20.70 22.50 24.97 25.90	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 1% 43% 100% 0%  Voburn Rank % 0% 25% 21% 33% 59% 67%
South Waltham         11.64         14%         Billerica         19.88         30%         Downtown         10.74         14%         Melrose         25.49         63%           Stoughton         16.75         67%         West Arlington         20.95         35%         East Somerville         16.17         45%         Bedford         24.15         48%           North Waltham         15.66         52%         Wakefield         27.37         85%         East Cambridge         13.12         25%         East Somerville         23.47         42%           South Milton         20.78         98%         Waterfront         21.69         38%         Back Bay         10.05         11%         Lynnfield         9.77         2%           Wellesley         12.65         21%         East Somerville         20.17         32%         Charlestown         15.44         40%         East Lexington         24.57         53%           Back Bay         11.34         13%         North Cambridge         19.07         23%         Kendall/MIT         15.95         44%         North Peabody         24.30         48%           Randolph         17.55         75%         North Allston         18.54         17%         West End </td <td>East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton</td> <td>6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72</td> <td>11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%</td> <td>Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington</td> <td>10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84</td> <td>1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  Rank % 0% 45% 7% 25% 29% 56% 40%</td> <td>Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury</td> <td>16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17</td> <td>8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  Wood Rank % 4% 0% 2% 12% 10% 11% 5%</td> <td>South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester</td> <td>12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82</td> <td>3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 1% 43% 100% Woburn Rank % 0% 25% 21% 33% 59% 67% 29%</td>	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  Rank % 0% 45% 7% 25% 29% 56% 40%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  Wood Rank % 4% 0% 2% 12% 10% 11% 5%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 1% 43% 100% Woburn Rank % 0% 25% 21% 33% 59% 67% 29%
North Waltham         15.66         52%         Wakefield         27.37         85%         East Cambridge         13.12         25%         East Somerville         23.47         42%           South Milton         20.78         98%         Waterfront         21.69         38%         Back Bay         10.05         11%         Lynnfield         9.77         2%           Wellesley         12.65         21%         East Somerville         20.17         32%         Charlestown         15.44         40%         East Lexington         24.57         53%           Back Bay         11.34         13%         North Cambridge         19.07         23%         Kendall/MIT         15.95         44%         North Peabody         24.30         48%           Randolph         17.55         75%         North Newton         24.38         57%         East Boston         15.31         38%         West Arlington         23.99         46%           Mattapan         16.05         56%         North Allston         18.54         17%         West End         10.05         10%         North Medford         26.10         70%           Waterfront         14.25         35%         South Newton         26.51         78%         Sout	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 0% 17% 64% 19% 17% 9% 40% 40% 44%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  Rank % 0% 45% 7% 25% 29% 56% 40% 36%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  wood Rank % 4% 0% 2% 12% 10% 1% 5% 40%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 1% 43% 100% 0%  Voburn Rank % 0% 25% 21% 33% 59% 67% 29% 5%
South Milton         20.78         98%         Waterfront         21.69         38%         Back Bay         10.05         11%         Lynnfield         9.77         2%           Wellesley         12.65         21%         East Somerville         20.17         32%         Charlestown         15.44         40%         East Lexington         24.57         53%           Back Bay         11.34         13%         North Cambridge         19.07         23%         Kendall/MIT         15.95         44%         North Peabody         24.30         48%           Randolph         17.55         75%         North Newton         24.38         57%         East Boston         15.31         38%         West Arlington         23.99         46%           Mattapan         16.05         56%         North Allston         18.54         17%         West End         10.05         10%         North Medford         26.10         70%           Waterfront         14.25         35%         South Newton         26.51         78%         South Boston         13.10         25%         West Revere         24.36         50%           Sharon         12.84         24%         Norwood         27.30         83%         North Cambridge <td>East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham</td> <td>6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West: Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07 17.46 11.64</td> <td>11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 0% 17% 64% 19% 40% 40% 40% 44% 75% 14%</td> <td>Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica</td> <td>10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19 29.45 19.88</td> <td>1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  Rank % 0% 45% 7% 25% 29% 56% 40% 36% 92% 30%</td> <td>Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown</td> <td>16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51 7.45 10.74</td> <td>8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  Wood Rank % 4% 0% 2% 12% 10% 1% 5% 40% 6% 14%</td> <td>South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose</td> <td>12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93 23.57 25.49</td> <td>3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 65% 1% 43% 100%  Woburn Rank % 25% 21% 33% 59% 67% 29% 5% 44% 63%</td>	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West: Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07 17.46 11.64	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 0% 17% 64% 19% 40% 40% 40% 44% 75% 14%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19 29.45 19.88	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  Rank % 0% 45% 7% 25% 29% 56% 40% 36% 92% 30%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51 7.45 10.74	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  Wood Rank % 4% 0% 2% 12% 10% 1% 5% 40% 6% 14%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93 23.57 25.49	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 65% 1% 43% 100%  Woburn Rank % 25% 21% 33% 59% 67% 29% 5% 44% 63%
Wellesley         12.65         21%         East Somerville         20.17         32%         Charlestown         15.44         40%         East Lexington         24.57         53%           Back Bay         11.34         13%         North Cambridge         19.07         23%         Kendall/MIT         15.95         44%         North Peabody         24.30         48%           Randolph         17.55         75%         North Newton         24.38         57%         East Boston         15.31         38%         West Arlington         23.99         46%           Mattapan         16.05         56%         North Allston         18.54         17%         West End         10.05         10%         North Medford         26.10         70%           Waterfront         14.25         35%         South Newton         26.51         78%         South Boston         13.10         25%         West Revere         24.36         50%           Sharon         12.84         24%         Norwood         27.30         83%         North Cambridge         14.98         33%         North Saugus         27.56         87%           Roslindale         15.26         49%         Charlestown         20.86         34%         Average<	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West  Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07 17.46 11.64 16.75	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 0% 17% 64% 19% 17% 9% 40% 44% 75% 14% 67%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19 29.45 19.88 20.95	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  Rank % 0% 45% 7% 25% 29% 56% 40% 36% 92% 30% 35%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51 7.45 10.74 16.17	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  Wood Rank % 4% 0% 2% 12% 10% 1% 5% 40% 6% 14% 45%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93 23.57 25.49 24.15	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 65% 1% 43% 100% 0%  Voburn Rank % 25% 21% 33% 59% 67% 29% 5% 44% 63% 48%
Back Bay         11.34         13%         North Cambridge         19.07         23%         Kendall/MIT         15.95         44%         North Peabody         24.30         48%           Randolph         17.55         75%         North Newton         24.38         57%         East Boston         15.31         38%         West Arlington         23.99         46%           Mattapan         16.05         56%         North Allston         18.54         17%         West End         10.05         10%         North Medford         26.10         70%           Waterfront         14.25         35%         South Newton         26.51         78%         South Boston         13.10         25%         West Revere         24.36         50%           Sharon         12.84         24%         Norwood         27.30         83%         North Cambridge         14.98         33%         North Saugus         27.56         87%           Roslindale         15.26         49%         Charlestown         20.86         34%         Spring Hill         15.05         34%         Waterfront         25.49         64%           Average         15.05         44%         Average         22.60         48%         Average         <	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Waltham Stoughton North Waltham	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West  Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07 17.46 11.64 16.75 15.66	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 17% 64% 19% 17% 40% 40% 40% 44% 75% 14% 67% 52%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19 29.45 19.88 20.95 27.37	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  Rank % 0% 45% 25% 29% 56% 40% 36% 92% 30% 35% 85%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51 7.45 10.74 16.17 13.12	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  wood Rank % 2% 12% 10% 1% 5% 40% 6% 14% 45% 25%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93 23.57 25.49 24.15 23.47	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 1% 43% 100% 0%  Voburn Rank % 25% 21% 33% 59% 67% 29% 5% 44% 63% 48% 48%
Randolph         17.55         75%         North Newton         24.38         57%         East Boston         15.31         38%         West Arlington         23.99         46%           Mattapan         16.05         56%         North Allston         18.54         17%         West End         10.05         10%         North Medford         26.10         70%           Waterfront         14.25         35%         South Newton         26.51         78%         South Boston         13.10         25%         West Revere         24.36         50%           Sharon         12.84         24%         Norwood         27.30         83%         North Cambridge         14.98         33%         North Saugus         27.56         87%           Roslindale         15.26         49%         Charlestown         20.86         34%         Spring Hill         15.05         34%         Waterfront         25.49         64%           Average         15.05         44%         Average         22.60         48%         Average         15.91         44%         Average         23.48         43%           Maximum         22.71         100%         Maximum         31.49         100%         Maximum         25.00	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West  Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07 17.46 11.64 16.75 15.66 20.78	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 17% 64% 19% 17% 40% 44% 75% 14% 67% 52% 98%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19 29.45 19.88 20.95 27.37 21.69	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  Rank % 0% 45% 25% 29% 56% 40% 36% 92% 30% 35% 85% 38%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51 7.45 10.74 16.17 13.12 10.05	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  wood Rank % 4% 0% 2% 12% 10% 1% 5% 40% 6% 14% 45% 25% 11%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93 23.57 25.49 24.15 23.47 9.77	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 65% 1% 43% 100% 0% Voburn Rank % 25% 21% 33% 59% 67% 29% 44% 63% 48% 48% 42%
Waterfront         14.25         35%         South Newton         26.51         78%         South Boston         13.10         25%         West Revere         24.36         50%           Sharon         12.84         24%         Norwood         27.30         83%         North Cambridge         14.98         33%         North Saugus         27.56         87%           Roslindale         15.26         49%         Charlestown         20.86         34%         Spring Hill         15.05         34%         Waterfront         25.49         64%           Average         15.05         44%         Average         22.60         48%         Average         15.91         44%         Average         23.48         43%           Maximum         22.71         100%         Maximum         31.49         100%         Maximum         25.00         100%         Maximum         37.72         100%           Minimum         0.89         0%         Minimum         6.02         0%         Minimum         0.10         0%         Minimum         5.06         0%	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West  Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07 17.46 11.64 16.75 15.66 20.78 12.65	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 17% 64% 19% 17% 64% 19% 40% 17% 52% 98% 21%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19 29.45 19.88 20.95 27.37 21.69 20.17	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  Rank % 0% 45% 25% 29% 56% 40% 36% 36% 92% 30% 35% 85% 38% 32%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51 7.45 10.74 16.17 13.12 10.05 15.44	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  wood Rank % 4% 0% 2% 12% 10% 1% 5% 40% 6% 14% 45% 25% 11% 40%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93 23.57 25.49 24.15 23.47 9.77 24.57	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 1% 43% 100%  Voburn Rank % 25% 21% 33% 59% 67% 29% 54% 44% 63% 48% 42% 53%
Sharon         12.84         24%         Norwood         27.30         83%         North Cambridge         14.98         33%         North Saugus         27.56         87%           Roslindale         15.26         49%         Charlestown         20.86         34%         Spring Hill         15.05         34%         Waterfront         25.49         64%           Average         15.05         44%         Average         22.60         48%         Average         15.91         44%         Average         23.48         43%           Maximum         22.71         100%         Maximum         31.49         100%         Maximum         25.00         100%         Maximum         37.72         100%           Minimum         0.89         0%         Minimum         6.02         0%         Minimum         0.10         0%         Minimum         5.06         0%	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07 17.46 11.64 16.75 15.66 20.78 12.65 11.34 17.55	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 0% 17% 64% 19% 40% 40% 40% 40% 40% 40% 40% 40% 40% 40	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19 29.45 19.88 20.95 27.37 21.69 20.17 19.07 24.38	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  mgton Rank % 0% 45% 7% 25% 29% 56% 40% 36% 92% 30% 35% 85% 38% 32% 23% 57%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51 7.45 10.74 16.17 13.12 10.05 15.44 15.95 15.31	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  wood Rank % 4% 0% 2% 12% 10% 14% 40% 44% 38%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93 23.57 25.49 24.15 23.47 9.77 24.57 24.30 23.99	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 100% 0%  Voburn Rank % 0% 25% 21% 33% 59% 67% 29% 5% 44% 63% 48% 42% 2% 53% 48% 46%
Roslindale         15.26         49%         Charlestown         20.86         34%         Spring Hill         15.05         34%         Waterfront         25.49         64%           Average         15.05         44%         Average         22.60         48%         Average         15.91         44%         Average         23.48         43%           Maximum         22.71         100%         Maximum         31.49         100%         Maximum         25.00         100%         Maximum         37.72         100%           Minimum         0.89         0%         Minimum         6.02         0%         Minimum         0.10         0%         Minimum         5.06         0%	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07 17.46 11.64 16.75 15.66 20.78 12.65 11.34 17.55 16.05	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 0% 17% 64% 19% 40% 40% 40% 40% 40% 40% 40% 40% 40% 40	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19 29.45 19.88 20.95 27.37 21.69 20.17 19.07 24.38 18.54	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  mgton Rank % 0% 45% 7% 25% 29% 56% 40% 36% 92% 30% 35% 85% 38% 32% 23% 57% 17%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51 7.45 10.74 16.17 13.12 10.05 15.44 15.95 15.31 10.05	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  wood Rank % 4% 0% 2% 12% 10% 6% 14% 45% 25% 11% 40% 44% 38% 10%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93 23.57 25.49 24.15 23.47 9.77 24.57 24.30 23.99 26.10	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 100% 0%  Voburn Rank % 0% 25% 21% 33% 59% 67% 29% 5% 44% 63% 48% 42% 2% 53% 48% 46% 70%
Average         15.05         44%         Average         22.60         48%         Average         15.91         44%         Average         23.48         43%           Maximum         22.71         100%         Maximum         31.49         100%         Maximum         25.00         100%         Maximum         37.72         100%           Minimum         0.89         0%         Minimum         6.02         0%         Minimum         0.10         0%         Minimum         5.06         0%	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07 17.46 11.64 16.75 15.66 20.78 12.65 11.34 17.55 16.05 14.25	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 0% 17% 64% 19% 17% 64% 19% 17% 64% 19% 17% 56% 35%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton South Newton	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19 29.45 19.88 20.95 27.37 21.69 20.17 19.07 24.38 18.54 26.51	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  mgton Rank % 0% 45% 7% 25% 29% 56% 40% 36% 92% 30% 35% 85% 38% 32% 23% 57% 17% 78%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End South Boston	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51 7.45 10.74 16.17 13.12 10.05 15.44 15.95 15.31 10.05 13.10	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  wood Rank % 4% 0% 2% 12% 10% 1% 5% 40% 6% 14% 45% 25% 11% 40% 44% 38% 10% 25%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Revere	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93 23.57 25.49 24.15 23.47 9.77 24.57 24.30 23.99 26.10 24.36	3% 18% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 65% 100% 0% Voburn Rank % 0% 25% 21% 33% 59% 67% 29% 44% 63% 48% 42% 2% 53% 48% 46% 70% 50%
Minimum         0.89         0%         Minimum         6.02         0%         Minimum         0.10         0%         Minimum         5.06         0%	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07 17.46 11.64 16.75 15.66 20.78 12.65 11.34 17.55 16.05 14.25 12.84	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 0% 17% 64% 19% 17% 64% 19% 17% 54% 56% 35% 24%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton Norwood	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19 29.45 19.88 20.95 27.37 21.69 20.17 19.07 24.38 18.54 26.51 27.30	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  mgton Rank % 0% 45% 7% 25% 29% 56% 40% 36% 92% 30% 35% 85% 38% 32% 23% 57% 17% 78% 83%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End South Boston North Cambridge	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51 7.45 10.74 16.17 13.12 10.05 15.44 15.95 15.31 10.05 13.10 14.98	8% 52% 59% 21% 3% 72% 80% 37,6 44% 97% 54% 79% 12% 29% 44% 100% 0%  wood Rank % 4% 0% 2% 12% 10% 1% 5% 40% 6% 14% 45% 25% 11% 40% 44% 38% 10% 25% 33%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93 23.57 25.49 24.15 23.47 9.77 24.57 24.30 23.99 26.10 24.36 27.56	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 65% 100% 0% Voburn Rank % 0% 25% 21% 33% 59% 67% 29% 5% 44% 63% 48% 42% 2% 53% 48% 46% 70%
	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon Roslindale Average	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07 17.46 11.64 16.75 15.66 20.78 12.65 11.34 17.55 16.05 14.25 12.84 15.26 15.05	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 0% 17% 64% 19% 17% 64% 19% 17% 52% 98% 21% 13% 75% 56% 35% 24% 49%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton Norwood Charlestown Average	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19 29.45 19.88 20.95 27.37 21.69 20.17 19.07 24.38 18.54 26.51 27.30 20.86 22.60	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100% 0%  Ington Rank % 0% 45% 7% 25% 29% 56% 40% 36% 92% 30% 35% 85% 38% 32% 57% 17% 78% 83% 34%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston North Cambridge Spring Hill Average	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51 7.45 10.74 16.17 13.12 10.05 15.44 15.95 15.31 10.05 13.10 14.98 15.05 15.91	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  wood Rank % 4% 0% 2% 12% 10% 14% 45% 25% 11% 40% 44% 38% 10% 25% 33% 34%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus Waterfront Average	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93 23.57 25.49 24.15 23.47 9.77 24.57 24.30 23.99 26.10 24.36 27.56 25.49	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 100% 0% Voburn Rank % 0% 25% 21% 33% 59% 44% 63% 44% 63% 48% 42% 53% 48% 46% 70% 50% 87%
The state of the s	East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon Roslindale Average Maximum	6.31 7.26 5.81 18.40 11.94 13.79 10.87 16.90 16.69 12.77 19.88 16.97 23.07 16.88 27.74 0.78  West  Number 0.89 11.90 16.56 12.47 11.90 10.69 14.72 15.07 17.46 11.64 16.75 15.66 20.78 12.65 11.34 17.55 16.05 14.25 12.84 15.26 15.05 22.71	11% 6% 6% 4% 53% 16% 21% 10% 40% 37% 17% 71% 41% 95% 40% 100% 0%  wood Rank % 0% 17% 64% 19% 44% 75% 14% 67% 52% 98% 21% 13% 75% 56% 35% 24% 49% 44% 100%	Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton Norwood Charlestown Average Maximum	10.13 2.19 17.15 14.52 10.68 14.69 11.42 16.35 16.86 12.42 13.13 14.17 14.60 19.18 16.49 27.30 0.86  Burlin Number 6.02 22.50 16.87 19.11 19.84 24.00 21.84 21.19 29.45 19.88 20.95 27.37 21.69 20.17 19.07 24.38 18.54 26.51 27.30 20.86 22.60 31.49	1% 49% 28% 13% 29% 14% 40% 45% 17% 20% 25% 29% 68% 40% 100%  0%  Mark % 7% 25% 29% 56% 40% 36% 92% 30% 35% 85% 38% 32% 23% 57% 17% 78% 83% 34% 48% 100%	Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston North Cambridge Spring Hill Average Maximum	16.75 23.31 23.86 20.55 10.94 24.73 25.09 22.01 22.60 27.91 23.55 25.07 18.44 21.15 22.19 30.00 2.46  Long Number 5.91 0.10 2.63 10.30 10.05 2.35 7.17 15.51 7.45 10.74 16.17 13.12 10.05 15.44 15.95 15.31 10.05 13.10 14.98 15.05 15.91 25.00	8% 52% 59% 21% 3% 72% 80% 37% 44% 97% 54% 79% 12% 29% 44% 100% 0%  wood Rank % 4% 0% 2% 12% 10% 14% 45% 25% 11% 40% 44% 38% 10% 25% 33% 34% 44% 100%	South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus Waterfront Average Maximum	12.05 18.45 22.50 17.46 31.27 23.31 22.42 17.51 22.76 26.13 27.98 26.17 24.82 6.56 22.32 31.27 3.56  East W Number 5.06 21.23 20.70 22.50 24.97 25.90 21.82 14.93 23.57 25.49 24.15 23.47 9.77 24.57 24.30 23.99 26.10 24.36 27.56 25.49 23.48 37.72	3% 18% 45% 16% 99% 52% 44% 17% 47% 75% 91% 76% 65% 10% 0%  Voburn  Rank % 0% 25% 21% 33% 59% 67% 29% 5% 44% 63% 48% 42% 53% 48% 46% 70% 50% 87% 64% 43% 100%

<sup>\*</sup>The ranking percentile (Rank %) represents the percentage of all average walk times for trips between neighborhood pairs that the individual neighborhood pair's average walk time exceeds.

#### 3.5.4 In-Vehicle Travel Time

The in-vehicle travel time (that is, the time that elapses between when the rider boards and alights the transit vehicle) is modeled by the Boston Region MPO travel demand model set as one of the "costs" incurred by a rider when taking a transit trip. Higher costs reduce the estimated number of trips. An average travel time represents the trip cost (measured in terms of in-vehicle travel time) of all trips averaged over all riders. The average travel time for each neighborhood equals the average of the respective neighborhood's travel time between all other neighborhoods weighted by the number of existing trips between each neighborhood pair. For example, the average in-vehicle travel time for transit trips from Fenway to Longwood is 2.38 minutes while the average travel time from Fenway to Downtown is 9.41 minutes, and the number of existing trips from Fenway to the two destinations is 15,577 and 4,297, respectively. The weighted average in-vehicle travel time for origin trips from Fenway of these two neighborhoods pairs would therefore be 3.90 minutes. The weighted average in-vehicle travel time for origin trips from Fenway for all neighborhood pairs is 6.41 minutes.

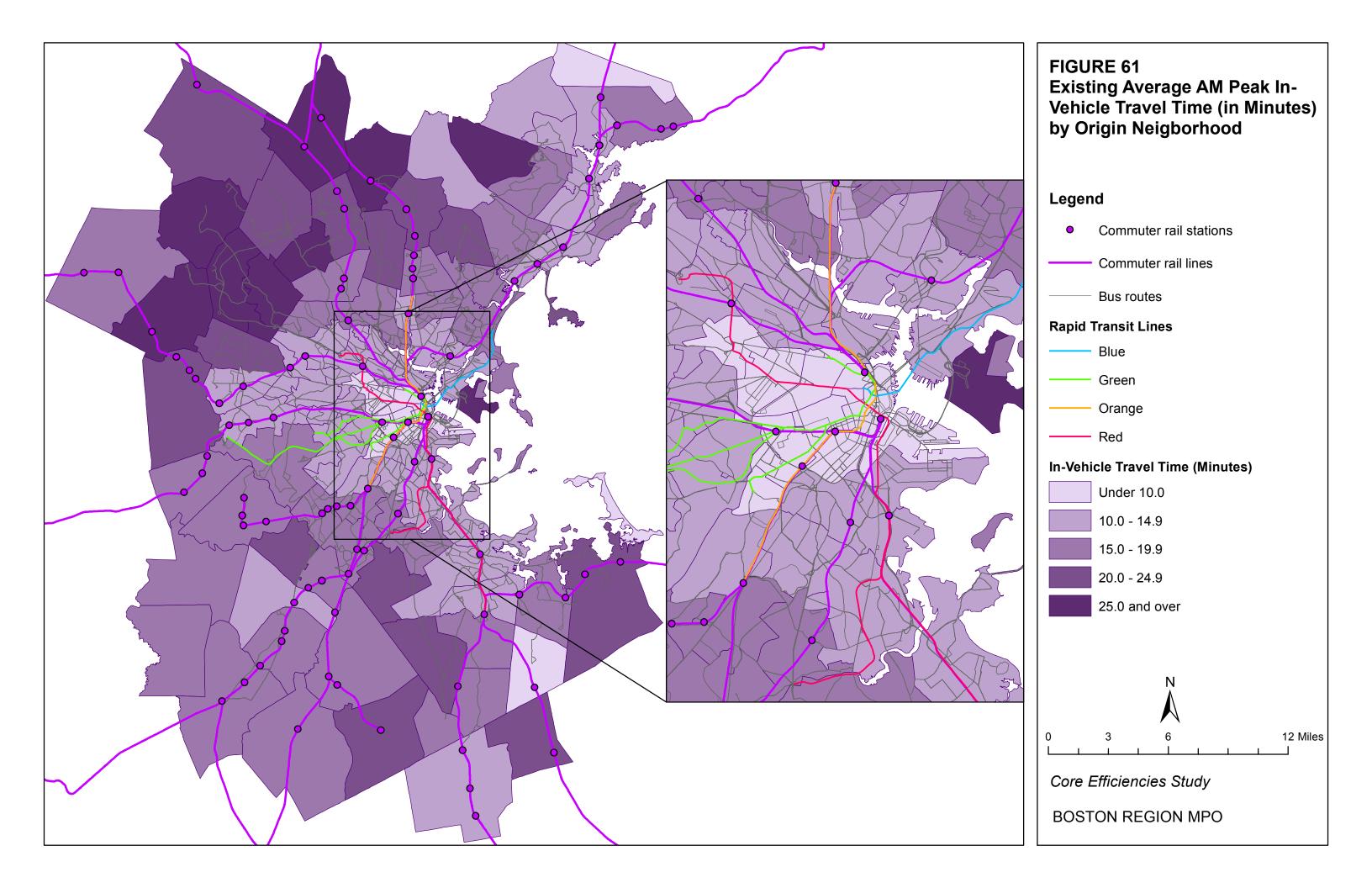
Figure 61 shows the distribution of existing average in-vehicle travel times on transit in the AM Peak time period for all trips with an origin in the respective neighborhood. Figure 62 does the same for destination neighborhoods. As seen in the figures, in terms of origins, the lowest average travel times are primarily located in the urban core in neighborhoods served by rapid transit: the Downtown and Back Bay neighborhoods, where multiple lines are located in close proximity to each other, and Cambridge neighborhoods along the Red Line. Destination neighborhoods with the lowest category of average travel times are generally located in the same neighborhoods, but average travel times do appear to be slightly less in other destination neighborhoods, particularly in areas of Dorchester and Roxbury. This likely reflects the pattern of AM peak trips destined primarily for downtown locations. While large numbers of origins in Dorchester and Roxbury increase crowding and increase travel times, fewer destinations facilitate faster transit trips. During the AM Peak travel period, in which most trips are destined for downtown Boston, lower invehicle travel times appear to be correlated both with the distance from the downtown as well as the type of transit mode serving the neighborhood. While neighborhoods outside the urban core generally have greater average in-vehicle travel times, neighborhoods served by commuter rail generally have lower average travel times compared to neighborhoods served only by buses.

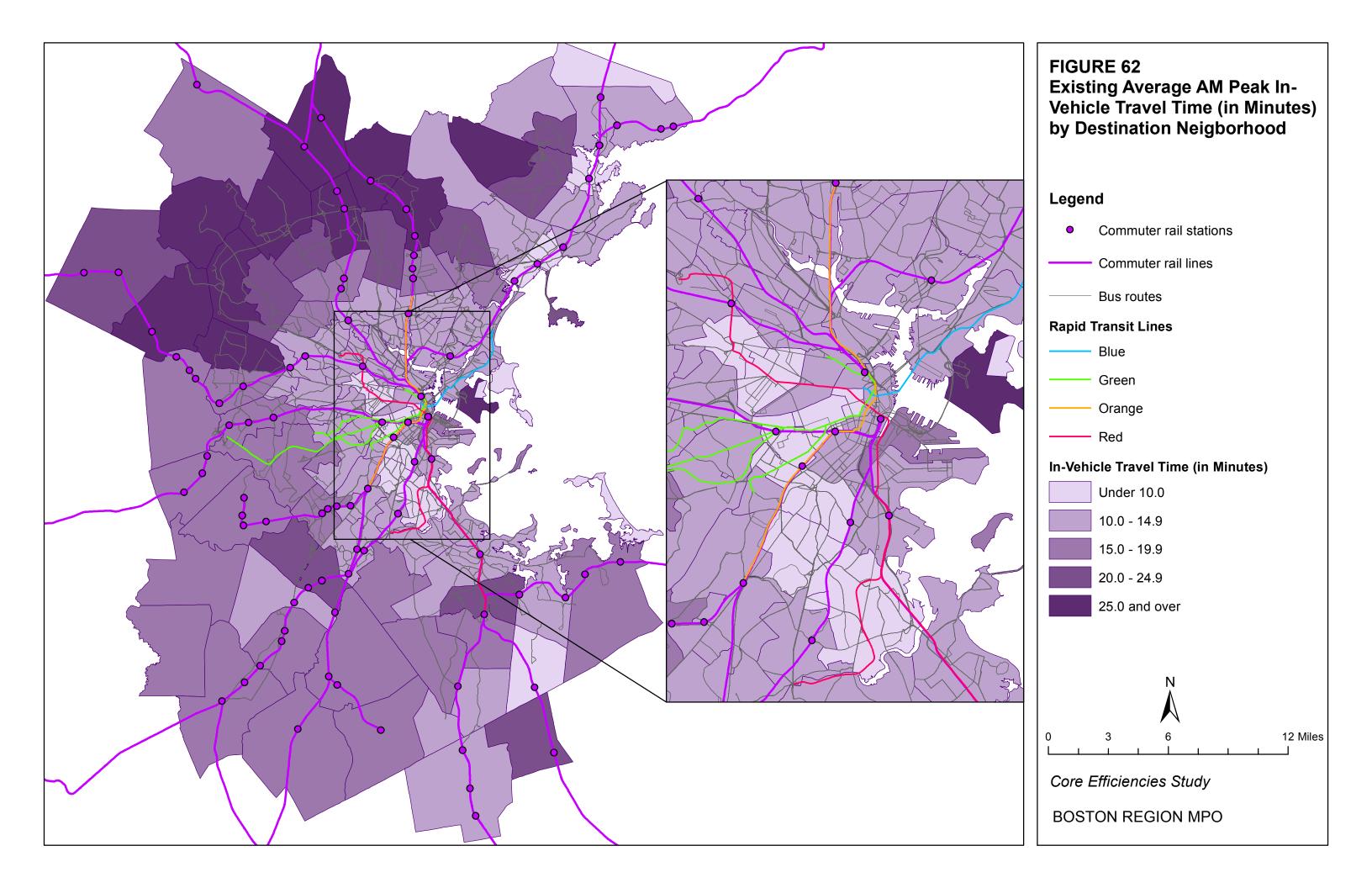
Table 68 shows the existing average in-vehicle transit travel times for each of the top 20 origin and destination neighborhoods in terms of their projected increases in origin and destination trips, respectively (Tables 48 and 49). A majority of origin neighborhoods have an average travel time below the average for all neighborhoods (the neighborhood average of 15.40 minutes is greater than 55 percent of other neighborhoods' average travel times), as do a greater number of neighborhoods in the table. Most of these neighborhoods are within the urban core. The neighborhoods in the table with the greatest average in-vehicle travel times within the urban core are Chelsea, East Somerville, and East Boston. For destination neighborhoods, most

Table 68
Average AM Peak In-Vehicle Travel Times and Ranking Percentiles\* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations

Origin Neighborhood	Average Travel Time	Ranking Percentile	Destination Neighborhood	Average Travel Time	Ranking Percentile
Waterfront	1.47	10%	Waterfront	3.07	44%
Chinatown	1.00	2%	East Somerville	3.17	45%
East Cambridge	1.29	6%	East Cambridge	2.39	20%
East Somerville	2.45	30%	East Lynn	2.51	21%
East Lynn	2.39	29%	Downtown	2.12	6%
Downtown	0.73	0%	East Revere	3.29	48%
Brockton	3.99	67%	Chinatown	2.13	9%
Chelsea	2.27	24%	Westwood	3.33	49%
South Weymouth	2.81	39%	East Woburn	5.87	92%
Fenway	1.55	12%	South Quincy	3.29	48%
East Boston	1.56	13%	Longwood	1.77	2%
South End	1.34	9%	South Weymouth	2.18	10%
Stoughton	8.16	97%	Chelsea	2.56	24%
North Cambridge	2.22	21%	Stoughton	4.83	80%
South Quincy	2.96	45%	Burlington	5.38	87%
Westwood	2.95	44%	Fenway	2.00	4%
Hingham	3.66	60%	North Allston	2.93	38%
Burlington	4.64	75%	South End	2.22	13%
Longwood	1.24	6%	North Peabody	5.35	86%
East Woburn	6.90	90%	Needham	3.81	63%
All Neighborhoods			All Neighborhoods		
Average	3.66	60%	Average	3.61	59%
Maximum	9.02	100%	Maximum	9.03	100%
Minimum	0.73	0%	Minimum	0.24	0%

<sup>\*</sup>The ranking percentile represents the percentage of all neighborhood average in-vehicle travel times that the individual neighborhood's average in-vehicle travel time exceeds.





neighborhoods in the table also have an average walk time below the average for all neighborhoods. Within the urban core, only the Waterfront has an average travel time greater than the average for all neighborhoods. Other destination neighborhoods with larger average travel times are North Allston and East Somerville.

Table 69 shows the average in-vehicle transit travel times for the top 20 neighborhood pairs in terms of the projected absolute increase in all trips (origins plus destinations) for each of the 16 neighborhoods with the top projected absolute increases in trips (Table 55). Neighborhoods that are closer to each other typically have lower average travel times. In addition, for each neighborhood, for most of the pairs with the greatest projected increases in trips (appearing at the top of each list), the average travel times lie within the bottom 10 percent of the average travel times for trips between all neighborhood pairs. For example, for the Waterfront neighborhood, the second largest projected increase in trips is between the Waterfront and Downtown. This neighborhood pair has an average travel time (for trips from the Waterfront to Downtown and from Downtown to the Waterfront) of 1.66 minutes. This average travel time exceeds only one percent of all average travel times between the Waterfront and all other neighborhoods. Within the urban core, which is where most of the projected increase in trips is located. neighborhoods identified in Table 68 with greater average travel times generally also have greater average travel times in Table 69. Average walk times for trips between neighborhood pairs involving the Waterfront, East Somerville, North Dorchester, and Charlestown on average exceed 15 minutes.

## 3.5.5 Initial Waiting Time

The initial waiting time where the rider boards the transit vehicle is modeled by the Boston Region MPO travel demand model set as one of the "costs" incurred by a rider when taking a transit trip. Higher costs reduce the estimated number of trips. An average initial waiting time represents the trip cost (measured in terms of the initial waiting time) of all trips averaged over all riders. The average initial waiting time for each neighborhood equals the average of the respective neighborhood's initial waiting time for transit trips between all other neighborhoods weighted by the number of existing trips between each neighborhood pair. For example, the average initial waiting time for transit trips from Fenway to Longwood is 2.38 minutes while the average initial waiting time from Fenway to Downtown is 9.41 minutes, and the number of existing trips from Fenway to the two destinations is 15,577 and 4,297, respectively. The weighted average initial waiting

time for origin trips from Fenway of these two neighborhoods pairs would therefore be 3.90 minutes. The weighted average initial waiting time for origin trips from Fenway for all neighborhood pairs is 6.41 minutes.

Figure 63 shows the distribution of existing average initial waiting times on transit in the AM Peak time period for all trips with an origin in the respective neighborhood. Figure 64 does the same for destination neighborhoods. As seen in the figures, in terms of origins, the lowest average initial waiting times are primarily located in the urban core in neighborhoods served by rapid transit: the Downtown and Back Bay neighborhoods, where multiple lines are located in close proximity to each other, and Cambridge neighborhoods along the Red Line. Destination neighborhoods with the lowest category of average initial waiting times are generally located in the same neighborhoods, but average initial waiting times do appear to be slightly less in other destination neighborhoods, particularly in areas of Dorchester and Roxbury. Lower average initial waiting times do appear to be generally correlated with the distance of the neighborhood from downtown Boston. The neighborhoods with the greatest average initial waiting times are primarily located in the northern suburbs of Boston.

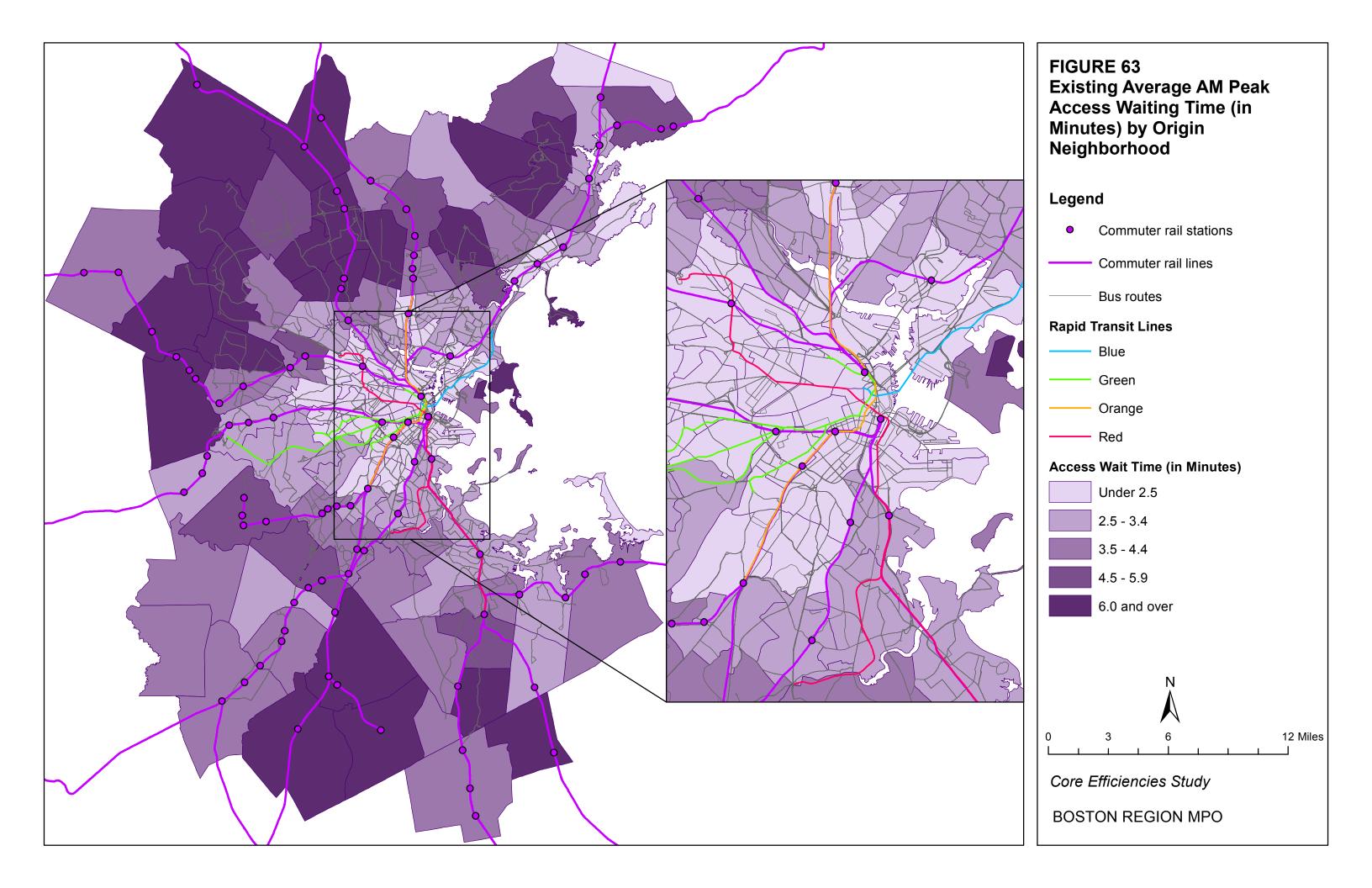
Table 70 shows the existing average initial transit waiting times for each of the top 20 origin and destination neighborhoods in terms of their projected increases in origin and destination trips, respectively (Tables 48 and 49). A majority of origin neighborhoods have an average initial waiting time below the average for all neighborhoods (the neighborhood average of 3.66 minutes is greater than 60 percent of other neighborhoods' average travel times), as do a greater number of neighborhoods in the table. Most of these neighborhoods are within the urban core. The neighborhoods in the table with the greatest average initial waiting times within the urban core are East Somerville, Chelsea, and North Cambridge. For destination neighborhoods, most neighborhoods in the table also have an average initial waiting time below the average for all neighborhoods. Within the urban core, destination neighborhoods with the largest average initial waiting times are East Revere, East Somerville, and the Waterfront.

		rfront		China			East Car			East So	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Waterfront Downtown	0.47 1.66	0%_ 1%	Downtown Waterfront	1.01 2.30	1% 3%	East Cambridge Charlestown	0.03 1.53	3%	East Somerville Spring Hill	0.03 1.58	0% 1%
Chinatown	2.30	2%	Chinatown	0.07	0%	West End	1.16	2%	Charlestown	2.02	2%
Back Bay	7.97	7%	Back Bay	1.94	2%	Kendall/MIT	0.04	1%	Winter Hill	1.87	2%
South End	6.18	6%	Fenway	6.08	7%	East Somerville	4.24	6%	East Cambridge	4.24	3%
South Boston	2.98	2%	South End	4.22	5%	Downtown	5.50	7%	East Medford	6.14	5%
North Dorchester	9.16	10%	West End	4.68	6%	Central Square	1.51	2%	Downtown	7.45	7%
West End	6.10	5%	East Cambridge BU	7.54 7.72	9%	Waterfront	9.32	11%	West Malden	7.19 8.99	6%
Kendall/MIT Fenway	8.62 12.57	8% 16%	East Somerville	10.27	10%	Spring Hill Chinatown	5.47 7.54	6%	Central Square Waterfront	13.26	9% 17%
South Dorchester	14.81	18%	North Dorchester	10.27	15%	Back Bay	10.05	12%	Chinatown	10.27	11%
South Quincy	22.64	40%	East Boston	8.87	12%	Fenway	14.47	17%	Back Bay	13.22	17%
North Braintree	32.69	64%	South Brookline	15.21	25%	South End	14.55	18%	East Boston	13.32	18%
North Quincy	11.52	13%	Chestnut Hill	20.31	41%	North Cambridge	14.82	21%	West End	6.38	6%
East Cambridge	9.32	10%	North End	4.11	4%	Chelsea	16.43	24%	Chelsea	16.12	23%
Longwood	16.48	21%	North Roxbury	11.27	16%	Longwood	19.90	34%	South End	16.22	24%
Central Square North End	11.42 3.32	12% 3%	North Braintree Brockton	31.61 36.16	67% 77%	North Allston East Medford	13.16 13.51	14% 15%	Kendall/MIT Fenway	12.96 16.11	15% 22%
East Somerville	13.26	17%	Charlestown	8.34	10%	North End	4.02	5%	North End	5.31	4%
North Roxbury	12.03	14%	Logan Airport	14.49	21%	Harvard Square	8.36	9%	Melrose	17.03	27%
Average	27.50	55%	Average	24.78	56%	Average	26.57	51%	Average	27.57	51%
Maximum	61.56	100%	Maximum	59.61	100%	Maximum	61.93	100%	Maximum	61.94	100%
Minimum	0.47	0%	Minimum	0.07	0%	Minimum	0.03	0%	Minimum	0.03	0%
	East	Lynn		Down	town		Cho	1500		South W	eymouth
Trips between	Number	Rank %	Trips between	Number Number	Rank %	Trips between	Che Number	Rank %	Trips between	Number	eymoutn Rank %
East Lynn	0.58	0%	Waterfront	1.66	4%	Chelsea	0.63	0%	South Weymouth	0.68	0%
West Lynn	2.70	1%	Chinatown	1.00	2%	East Boston	7.64	2%	Abington	7.78	5%
East Revere	14.14	7%	West End	1.27	3%	East Everett	1.75	1%	Hingham	13.28	18%
Swampscott	6.09	2%	Downtown	0.05	0%	Downtown	14.68	12%	North Weymouth	7.20	2%
North Saugus	14.40	9%	South End	8.68	12%	Waterfront	18.31	20%	South Quincy	7.62	4%
West Revere	15.11	10%	East Somerville	7.45	10%	East Somerville	16.12	15%	South Braintree	9.90	9%
South Salem South Saugus	12.28 13.83	5% 6%	East Cambridge Back Bay	5.50 4.87	6% 5%	West Revere West End	5.13 14.00	2% 10%	Brockton Holbrook	14.60 10.73	25% 10%
South Saugus Nahant	13.83	6%	Fenway	9.05	13%	East Cambridge	16.43	16%	Randolph	15.23	30%
South Peabody	20.73	14%	North Braintree	29.88	64%	Chinatown	18.24	19%	Waterfront	12.47	15%
North Salem	14.23	8%	Brockton	36.20	77%	Back Bay	20.64	23%	North Quincy	8.18	6%
Winthrop	21.87	15%	Chelsea	14.68	25%	Winthrop	12.82	8%	North Braintree	6.33	2%
Marblehead	18.91	13%	East Boston	5.38	6%	North End	14.15	11%	Stoughton	23.66	86%
West Beverly	14.95	10%	Kendall/MIT	5.55	7%	Charlestown	11.08	5%	South Boston	9.72	8%
Melrose East Boston	39.36	37%	West Malden	13.62	20%	South End	25.67	34%	South Dorchester	12.69 12.27	16%
Waterfront	25.06 40.76	17% 37%	Longwood North End	13.61 0.54	19% 1%	North Saugus Kendall/MIT	28.71 20.95	39% 24%	North Dorchester Avon	13.46	14% 21%
North Peabody	50.07	63%	North Dorchester	9.92	13%	South Saugus	24.86	32%	North Milton	12.15	13%
Wakefield	45.63	52%	East Medford	12.88	18%	Melrose	28.02	38%	East Somerville	14.82	29%
Lynnfield	10.99	3%	East Revere	15.46	29%	West Lynn	17.59	18%	South End	13.41	19%
Average	43.56	47%	Average	24.41	54%	Average	31.92	53%	Average	17.90	52%
Marrimanna	92 27	1000/									1000/
Maximum Minimum	83.37 0.58	100%	Maximum Minimum	54.94 0.05	100%	Maximum Minimum	67.18 0.63	100%	Maximum Minimum	49.24 0.68	100%
Minimum	0.58	0%	Maximum Minimum	54.94 0.05	0%	Maximum Minimum	67.18 0.63	100%	Maximum Minimum	49.24 0.68	100%
	0.58 Fen	0% way	Minimum	0.05 South	0% End	Minimum	0.63 Stoug	0%	Minimum	0.68 South	0% Quincy
Minimum Trips between	0.58 Fen Number	way Rank %	Minimum  Trips between	0.05  South Number	0% End Rank %	Minimum  Trips between	0.63 Stoug	ghton Rank %	Minimum  Trips between	O.68  South One Number	0% Quincy Rank %
Minimum  Trips between  Fenway	0.58  Fen Number 0.12	0%  way  Rank % 0%	Minimum  Trips between Fenway	0.05  South Number 2.29	0% End Rank % 2%	Minimum  Trips between  Stoughton	0.63  Stoug Number 1.65	0% ghton Rank % 0%	Minimum  Trips between  South Quincy	0.68  South Number 1.46	0% Quincy Rank %
Minimum  Trips between  Fenway  Longwood	0.58  Fen Number 0.12 2.10	0%  way  Rank % 0% 2%	Minimum  Trips between Fenway South End	0.05  South Number 2.29 0.36	0% End Rank % 2% 0%	Minimum  Trips between  Stoughton  Canton	0.63  Stoug  Number  1.65  7.64	0%  ghton  Rank %  0%  1%	Minimum  Trips between  South Quincy  North Braintree	0.68  South (  Number 1.46 8.74	Quincy Rank % 0%
Minimum  Trips between  Fenway  Longwood  South End	0.58  Fen Number 0.12 2.10 2.29	0%  way  Rank % 0% 2% 3%	Trips between Fenway South End Waterfront	0.05 South Number 2.29 0.36 6.18	0% End Rank % 2% 0% 5%	Minimum  Trips between  Stoughton  Canton  Randolph	0.63  Stoug  Number  1.65  7.64  37.63	0% ghton Rank % 0%	Trips between South Quincy North Braintree North Weymouth	0.68  South Number 1.46 8.74 14.56	0%  Quincy  Rank % 0% 2% 4%
Minimum  Trips between  Fenway  Longwood  South End  Back Bay	0.58  Fen Number 0.12 2.10	0%  way  Rank % 0% 2%	Minimum  Trips between Fenway South End	0.05  South Number 2.29 0.36	0% End Rank % 2% 0%	Minimum  Trips between  Stoughton  Canton	0.63  Stoug  Number  1.65  7.64	0%  ghton  Rank % 0% 1% 20%	Minimum  Trips between  South Quincy  North Braintree	0.68  South (  Number 1.46 8.74	0%  Quincy  Rank % 0% 2% 4%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57	0%  way  Rank % 0% 2% 3% 2%	Trips between Fenway South End Waterfront Chinatown	0.05 South Number 2.29 0.36 6.18 4.22 6.49 2.01	0%  End Rank % 2% 0% 5% 4% 6% 2%	Minimum  Trips between Stoughton Canton Randolph Brockton	0.63  Stoug Number 1.65 7.64 37.63 22.65 15.72 11.08	0%  Septon  Rank % 0% 1% 20% 4% 3% 2%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham	Number 1.46 8.74 14.56 6.56 16.02 23.82	0%  Quincy  Rank % 0% 2% 4% 1% 6% 14%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57 9.05	0%  way  Rank % 0% 2% 3% 2% 6% 17% 12%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68	0%  End Rank % 2% 0% 5% 4% 6% 2% 8%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood	0.63  Stoug Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55	0%  Septon  Rank % 0% 1% 20% 4% 3% 2% 6%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth	0.68  South ( Number 1.46 8.74 14.56 6.56 16.02 23.82 7.62	0%  Quincy  Rank % 0% 2% 4% 1% 6% 14%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51	0%  way  Rank % 0% 2% 3% 2% 6% 17% 12% 1%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46	0%  End Rank % 2% 0% 5% 4% 6% 2% 8% 1%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy	0.63  Stoug Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53	0%  Septon  Rank % 0% 1% 20% 4% 3% 2% 6% 56%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront	0.68  South ( Number 1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64	Quincy  Rank %  0%  2%  4%  1%  6%  14%  2%  11%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72	0%  way  Rank % 0% 2% 3% 2% 6% 17% 12% 1% 4%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22	0%  End Rank % 2% 0% 5% 4% 6% 2% 8% 1% 21%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront	0.63  Stoug  Number  1.65  7.64  37.63  22.65  15.72  11.08  28.55  50.53  42.81	0%  Sphton  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph	0.68  South 6  Number  1.46  8.74  14.56  6.56  16.02  23.82  7.62  22.64  28.10	0%  Quincy  Rank % 0% 2% 4% 1% 6% 14% 2% 11% 21%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92	0%  way  Rank % 0% 2% 3% 2% 6% 17% 12% 1% 4% 5%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87	0%  End Rank % 2% 0% 5% 4% 6% 2% 8% 1% 21% 25%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook	0.63  Stoug  Number  1.65  7.64  37.63  22.65  15.72  11.08  28.55  50.53  42.81  37.88	9hton Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood	0.68  South 6  Number  1.46  8.74  14.56  6.56  16.02  23.82  7.62  22.64  28.10  33.55	0%  Quincy  Rank % 0% 2% 4% 1% 6% 14% 2% 11% 21% 33%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11	0%  way  Rank % 0% 2% 3% 6% 17% 12% 1% 4% 5% 24%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56	0%  End  Rank %  2%  0%  5%  4%  6%  2%  8%  1%  21%  25%  15%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront	0.63  Stoug  Number  1.65  7.64  37.63  22.65  15.72  11.08  28.55  50.53  42.81  37.88  23.66	0%  Shton  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington	0.68  South 6  Number  1.46  8.74  14.56  6.56  16.02  23.82  7.62  22.64  28.10  33.55  26.26	0%  Quincy  Rank % 0% 2% 4% 1% 6% 14% 2% 11% 21% 33% 18%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92	0%  way  Rank % 0% 2% 3% 2% 6% 17% 12% 1% 4% 5%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87	0%  End Rank % 2% 0% 5% 4% 6% 2% 8% 1% 21% 25%	Minimum  Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth	0.63  Stoug  Number  1.65  7.64  37.63  22.65  15.72  11.08  28.55  50.53  42.81  37.88	9hton Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood	0.68  South 6  Number  1.46  8.74  14.56  6.56  16.02  23.82  7.62  22.64  28.10  33.55	0%  Quincy  Rank % 0% 2% 4% 19% 6% 14% 22% 11% 21% 33% 18% 70%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29	0%  way  Rank %  0%  2%  3%  6%  17%  12%  4%  5%  24%  9%  21%  16%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79	0%  End  Rank % 0% 5% 4% 6% 22% 8% 11% 21% 25% 15% 18% 10% 19%	Minimum  Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham	0.63  Stoug  Number  1.65  7.64  37.63  22.65  15.72  11.08  28.55  50.53  42.81  37.88  23.66  42.34  32.33  67.14	0%  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton	0.68  South 6  Number  1.46  8.74  14.56  6.56  16.02  23.82  7.62  22.64  28.10  33.55  26.26  50.53	0%  Quincy  Rank % 0% 2% 4% 19% 6% 14% 29% 11% 21% 33% 18% 70%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36	0%  way  Rank %  2%  3%  6%  17%  12%  4%  5%  24%  9%  21%  16%  20%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37	0%  End  Rank % 0% 5% 4% 6% 22% 8% 11% 21% 25% 15% 18% 10% 19% 59%	Minimum  Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington	0.63  Stoug  Number  1.65  7.64  37.63  22.65  15.72  11.08  28.55  50.53  42.81  37.88  23.66  42.34  32.33  67.14  46.18	0%  Sphton  Rank %  0%  1%  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook	0.68  South 6  Number  1.46  8.74  14.56  6.56  16.02  23.82  7.62  22.64  28.10  33.55  26.26  50.53  22.75  30.79  21.74	0%  Quincy  Rank % 0% 2% 4% 19% 6% 14% 29% 118% 70% 12% 29% 10%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58	0%  way  Rank %  2%  3%  2%  6%  17%  12%  4%  5%  24%  9%  21%  16%  20%  41%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44	0%  End  Rank % 0% 5% 4% 6% 22% 8% 11% 21% 25% 15% 18% 10% 19% 59% 13%	Minimum  Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood	0.63  Stoug  Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23	0%  Sphton  Rank %  0%  1%  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton	0.68  South 6  Number  1.46  8.74  14.56  6.56  16.02  23.82  7.62  22.64  28.10  33.55  26.26  50.53  22.75  30.79  21.74  28.44	0%  Quincy  Rank % 0% 2% 4% 19% 6% 14% 29% 118% 70% 12% 29% 10% 22%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78	0%  way  Rank %  0%  2%  3%  6%  17%  12%  4%  5%  24%  9%  21%  16%  20%  41%  11%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23%	Minimum  Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham	0.63  Stoug  Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12	0%  Sphton  Rank %  0%  1%  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%  71%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood	0.68  South 6  Number  1.46  8.74  14.56  6.56  16.02  23.82  7.62  22.64  28.10  33.55  26.26  50.53  22.75  30.79  21.74  28.44  49.86	0%  Quincy  Rank % 0% 2% 4% 19% 6% 144% 29% 118% 70% 12% 29% 10% 22% 68%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83	0%  Way  Rank %  0%  2%  3%  6%  17%  12%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48%	Minimum  Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton	0.63  Stoug  Number  1.65  7.64  37.63  22.65  15.72  11.08  28.55  50.53  42.81  37.88  23.66  42.34  32.33  67.14  46.18  61.23  59.12  37.21	0%  Sphton  Rank %  0%  1%  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%  71%  18%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville	0.68  South 6  Number  1.46  8.74  14.56  6.56  16.02  23.82  7.62  22.64  28.10  33.55  26.26  50.53  22.75  30.79  21.74  28.44  49.86  32.33	0%  Rank % 0% 2% 4% 19% 6% 14% 21% 33% 18% 70% 12% 29% 10% 22% 68% 33%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33	0%  Way  Rank %  0%  2%  3%  6%  17%  12%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill	South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11%	Minimum  Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester	0.63  Stoug  Number  1.65  7.64  37.63  22.65  15.72  11.08  28.55  50.53  42.81  37.88  23.66  42.34  32.33  67.14  46.18  61.23  59.12  37.21  34.59	0%  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 42% 74% 71% 18% 12%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood	0.68  South 6  Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09	0%  Quincy  Rank % 0% 2% 4% 19% 6% 144% 21% 33% 188% 70% 12% 29% 10% 22% 68% 33% 31%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20	0%  Way  Rank %  0%  2%  3%  6%  17%  12%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48%	Minimum  Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton	0.63  Stoug  Number  1.65  7.64  37.63  22.65  15.72  11.08  28.55  50.53  42.81  37.88  23.66  42.34  32.33  67.14  46.18  61.23  59.12  37.21	0%  Sphton  Rank %  0%  1%  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%  71%  18%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average	0.68  South 6  Number  1.46  8.74  14.56  6.56  16.02  23.82  7.62  22.64  28.10  33.55  26.26  50.53  22.75  30.79  21.74  28.44  49.86  32.33	0%  Rank % 0% 2% 4% 1% 6% 14% 21% 33% 18% 70% 12% 68% 33% 31% 5%
	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68	0%  Way  Rank % 0% 2% 3% 6% 17% 12% 1% 4% 5% 24% 9% 21% 16% 20% 41% 11% 37% 40% 60% 55% 100%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14	0%  End  Rank %  2%  0%  5%  4%  6%  2%  8%  1%  21%  25%  15%  18%  10%  19%  59%  13%  23%  48%  11%  76%  53%  100%	Minimum  Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston	0.63  Stoug Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35	0%  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 85% 42% 74% 71% 18% 12% 36% 56% 100%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull	0.68  South 6  Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56	0%  Quincy  Rank %  0%  2%  4%  11%  6%  14%  21%  33%  18%  70%  12%  29%  10%  55%  51%  100%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20	0%  Way  Rank % 0% 2% 3% 6% 17% 12% 1% 4% 5% 24% 9% 21% 16% 20% 41% 11% 37% 40% 60% 55%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92	0%  End  Rank %  2%  0%  5%  4%  6%  2%  8%  1%  21%  25%  15%  18%  10%  19%  59%  13%  23%  48%  11%  76%  53%	Minimum  Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average	0.63  Stoug  Number  1.65  7.64  37.63  22.65  15.72  11.08  28.55  50.53  42.81  37.88  23.66  42.34  32.33  67.14  46.18  61.23  59.12  37.21  34.59  45.14  50.22	0%  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 85% 42% 74% 71% 18% 12% 36% 56%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average	0.68  South 6  Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18	0%  Quincy  Rank % 0% 2% 4% 11% 6% 144% 21% 33% 188% 70% 12% 68% 33% 31% 5% 51%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12	0%  way  Rank % 0% 2% 3% 2% 6% 17% 12% 1% 4% 5% 24% 9% 21% 16% 20% 41% 11% 37% 40% 60% 55% 100% 0%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36	0%  End  Rank % 2% 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum	0.63  Stoug Number  1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65	0%  Sphton  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 42% 74% 71% 18% 12% 36% 56% 100% 0%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum	0.68  South Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46	0%  Rank % 0% 2% 4% 11% 6% 14% 21% 33% 188% 70% 12% 68% 33% 55% 51% 100% 0%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West	0%  way  Rank % 0% 2% 3% 2% 6% 17% 12% 1% 4% 5% 24% 9% 21% 16% 20% 41% 11% 37% 40% 60% 55% 100% 0%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlin	0%  End  Rank % 2% 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%	Minimum  Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum	0.63  Stoug Number  1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long	0%  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 42% 74% 71% 18% 12% 36% 56% 100% 0%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum	0.68  South 6  Number  1.46  8.74  14.56  6.56  16.02  23.82  7.62  22.64  28.10  33.55  26.26  50.53  22.75  30.79  21.74  28.44  49.86  32.33  32.09  15.86  42.18  82.56  1.46  East W	0%  Rank % 0% 2% 4% 1% 6% 14% 21% 33% 18% 70% 12% 68% 33% 55% 51% 100% 0%  Voburn
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12	0%  way  Rank % 0% 2% 3% 2% 6% 17% 12% 1% 4% 5% 24% 9% 21% 16% 20% 41% 11% 37% 40% 60% 55% 100% 0%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36	0%  End  Rank % 2% 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum	0.63  Stoug Number  1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65	0%  Sphton  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 42% 74% 71% 18% 12% 36% 56% 100% 0%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum	0.68  South Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46	0%  Rank % 0% 2% 4% 11% 6% 14% 21% 33% 18% 70% 12% 68% 33% 55% 51% 100% 0%  Voburn Rank %
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number	0%  way  Rank % 0% 2% 3% 2% 6% 17% 12% 1% 4% 5% 24% 9% 21% 16% 20% 41% 11% 37% 40% 60% 55% 100% 0%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlin Number	0%  End  Rank % 2% 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum	0.63  Stoug Number  1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number	0%  Sphton  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 85% 42% 74% 71% 18% 12% 36% 56% 100% 0%  wood  Rank %	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum	0.68  South of Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W	0%  Rank % 0% 2% 4% 11% 6% 14% 21% 33% 18% 70% 12% 688% 33% 31% 55% 51% 100% 0%  Voburn  Rank % 0%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37	0%  way  Rank %  0%  2%  3%  2%  6%  17%  12%  1%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%	Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn	South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlir Number 1.97 21.41 9.58	0%  End  Rank % 2% 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25	0%  Sphton  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 85% 42% 74% 71% 18% 12% 36% 56% 100% 0%  wood  Rank % 3%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham	0.68  South Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96	0%  Quincy  Rank % 0% 2% 4% 11% 6% 14% 21% 33% 18% 70% 12% 51% 100% 55% 51% 100% 0% Voburn  Rank % 0% 24%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82	0%  way  Rank %  0%  2%  3%  6%  17%  12%  1%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%  wood  Rank %  0%  2%  6%  44%	Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington	South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlir Number 1.97 21.41 9.58 35.21	0%  End  Rank %  2%  0%  5%  4%  6%  21%  25%  15%  18%  10%  19%  59%  13%  23%  48%  11%  76%  53%  100%  0%  Rank %  0%  4%  1%  13%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49	0%  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 85% 42% 74% 71% 18% 12% 36% 56% 100% 0%  wood  Rank % 3% 0% 1% 6%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington	0.68  South Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41	0%  Quincy  Rank % 0% 2% 4% 11% 6% 14% 21% 33% 18% 70% 12% 29% 100% 51% 100% 0% Voburn  Rank % 0% 24% 10% 4%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32	0%  way  Rank %  0%  2%  3%  6%  17%  12%  1%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%  wood  Rank %  0%  2%  6%  44%  3%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington	South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlir Number 1.97 21.41 9.58 35.21 44.93	0%  End  Rank %  2%  0%  5%  4%  6%  21%  25%  15%  18%  10%  19%  59%  13%  23%  48%  11%  76%  53%  100%  0%  Rank %  0%  4%  1%  13%  28%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84	0%  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 85% 42% 74% 71% 18% 12% 36% 56% 100% 0%  wood Rank % 3% 0% 1% 6% 5%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading	0.68  South Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82	0%  Quincy  Rank % 0% 2% 4% 11% 6% 14% 21% 33% 18% 70% 12% 29% 10% 55% 51% 100% 0% Voburn  Rank % 0% 24% 10% 4% 59%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63	0%  Way  Rank %  0%  2%  3%  6%  17%  12%  1%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  wood  Rank %  0%  2%  6%  44%  3%  10%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester	South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlir Number 1.97 21.41 9.58 35.21 44.93 18.04	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%  Rank % 0% 4% 11% 13% 28% 2%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27	0%  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 85% 42% 74% 71% 18% 12% 36% 56% 100% 0%  wood Rank % 3% 0% 1% 6% 5% 2%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield	Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82 48.85	0%  Quincy  Rank % 0% 2% 4% 11% 6% 14% 21% 33% 18% 70% 12% 29% 10% 55%  Voburn  Rank % 0% 24% 10% 4% 59% 55%
Minimum  Frips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Frips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number  1.08 6.52 13.37 25.82 8.32 14.63 24.64	0%  Way  Rank %  0%  2%  3%  6%  17%  12%  1%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%  Wood  Rank %  0%  2%  6%  44%  3%  10%  39%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Winchester West Lexington	South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlin Number 1.97 21.41 9.58 35.21 44.93 18.04 52.02	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%  Rank % 0% 4% 11% 13% 28% 24% 41%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59	0%  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 85% 42% 74% 71% 18% 12% 36% 56% 100% 0%  wood Rank % 3% 0% 1% 6% 5% 2% 4%	Minimum  Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester	0.68  South 6  Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82 48.85 9.50	0%  Quincy  Rank % 0% 2% 4% 11% 6% 14% 29% 11% 21% 33% 18% 70% 12% 688 33% 31% 55% 100% 0% Voburn  Rank % 0% 24% 10% 4% 59% 55% 2%
Minimum  Frips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Frips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15	0%  Way  Rank %  0%  2%  3%  6%  17%  12%  1%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%  Wood  Rank %  0%  2%  6%  44%  3%  10%  39%  6%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Winchester West Lexington Bedford	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlin Number 1.97 21.41 9.58 35.21 44.93 18.04 52.02 31.83	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%  Rank % 0% 4% 11% 13% 28% 2% 41% 11%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48	0%  Sphton  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 85% 42% 74% 71% 18% 12% 36% 56% 100% 0%  wood  Rank % 3% 0% 1% 6% 5% 2% 4% 22%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn	0.68  South 6  Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82 48.85 9.50 7.97	0%  Quincy  Rank % 0% 2% 4% 11% 6% 14% 21% 33% 18% 70% 12% 29% 100% 22% 68% 33% 311% 55% 51% 100% 0% Voburn  Rank % 0% 24% 10% 4% 59% 55% 2% 11%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number  1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15 33.55	0%  Way  Rank %  0%  2%  3%  6%  17%  12%  1%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%  Wood  Rank %  0%  2%  6%  44%  3%  10%  39%  6%  67%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlin Number 1.97 21.41 9.58 35.21 44.93 18.04 52.02 31.83 46.44	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%  Rank % 0% 4% 11% 13% 28% 2% 41% 11% 30%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48 1.30	0%  Sphton  Rank %  0%  1%  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%  71%  18%  12%  36%  56%  100%  0%  wood  Rank %  3%  0%  1%  6%  5%  2%  4%  22%  2%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica	0.68  South 6  Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82 48.85 9.50 7.97 29.85	0%  Quincy  Rank % 0% 2% 4% 11% 6% 14% 21% 33% 18% 70% 12% 29% 10% 22% 68% 33% 31% 55% 100% 0% Voburn  Rank % 0% 24% 10% 4% 59% 55% 2% 11%
Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15 33.55 31.43	0%  Way  Rank %  0%  2%  3%  6%  17%  12%  1%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%  Wood  Rank %  0%  2%  6%  44%  3%  10%  39%  6%  67%  61%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Winchester West Lexington Bedford Stoneham Billerica	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlin Number 1.97 21.41 9.58 35.21 44.93 18.04 52.02 31.83 46.44 11.71	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%  Megton Rank % 0% 4% 1% 13% 28% 24% 41% 11% 30% 2%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48 1.30 13.61	0%  Rank % 0% 1% 20% 4% 3% 6% 56% 31% 21% 5% 29% 8% 85% 42% 74% 71% 18% 12% 36% 56% 100% 0%  wood Rank % 3% 0% 1% 6% 5% 2% 4% 2% 2% 2% 17%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose	0.68  South 6  Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82 48.85 9.50 7.97 29.85 41.96	0%  Quincy  Rank % 0% 2% 4% 11% 6% 14% 21% 33% 18% 70% 12% 29% 10% 22% 68% 33% 31% 55% 51% 100% 0%  Voburn  Rank % 0% 24% 10% 4% 59% 55% 2% 11% 33% 39%
Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15 33.55 31.43 28.55	0%  Way  Rank %  0%  2%  3%  6%  17%  12%  1%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%  Wood  Rank %  0%  2%  6%  44%  3%  10%  39%  6%  67%	Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Winchester West Lexington Bedford Stoneham Billerica West Arlington	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlin Number 1.97 21.41 9.58 35.21 44.93 18.04 52.02 31.83 46.44 11.71 25.79	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%  Magton  Rank % 0% 4% 1% 13% 28% 24% 41% 11% 30% 2% 6%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48 1.30 13.61 19.46	0%  Rank % 0% 1% 20% 4% 3% 2% 6% 56% 31% 21% 5% 29% 8% 85% 42% 74% 71% 18% 12% 36% 56% 100% 0%  wood Rank % 3% 0% 1% 6% 5% 2% 4% 22% 2% 17% 29%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford	Number 1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82 48.85 9.50 7.97 29.85 41.96 51.22	0%  Quincy  Rank % 0% 2% 4% 11% 6% 14% 21% 33% 18% 70% 12% 29% 100% 22% 68% 33% 311% 55% 0% 0% Voburn  Rank % 0% 24% 10% 4% 59% 55% 2% 13% 39% 57%
Minimum  Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15 33.55 31.43	0%  Way  Rank %  0%  2%  3%  6%  17%  12%  1%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%  Wood  Rank %  0%  2%  6%  44%  3%  10%  39%  6%  67%  61%  52%	Minimum  Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Winchester West Lexington Bedford Stoneham Billerica	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlin Number 1.97 21.41 9.58 35.21 44.93 18.04 52.02 31.83 46.44 11.71	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%  Megton Rank % 0% 4% 1% 13% 28% 24% 41% 11% 30% 2%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48 1.30 13.61	0%  Rank % 0% 1% 20% 4% 3% 6% 56% 31% 21% 5% 29% 8% 85% 42% 74% 71% 18% 12% 36% 56% 100% 0%  wood Rank % 3% 0% 1% 6% 5% 2% 4% 2% 2% 2% 17%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose	0.68  South 6  Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82 48.85 9.50 7.97 29.85 41.96	09  Quincy  Rank 9 09 29 49 19 69 149 219 219 219 229 689 339 319 559 100 09  Voburn  Rank 9 09 249 109 249 109 249 109 259 109 27 28 88 88 88 88 88 88 88 88 88 88 88 88
Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15 33.55 31.43 28.55 37.97 21.03 25.93	0%  Way  Rank %  0%  2%  6%  17%  12%  1%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%  Wood  Rank %  0%  2%  6%  44%  3%  10%  39%  6%  67%  61%  52%  74%	Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield	South   Number   2.29   0.36   6.18   4.22   6.49   2.01   8.68   1.46   16.22   17.87   11.56   14.55   9.55   14.79   30.37   10.44   16.72   25.67   9.79   38.89   27.92   66.14   0.36   Burlin   Number   1.97   21.41   9.58   35.21   44.93   18.04   52.02   31.83   46.44   11.71   25.79   71.33	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%  Magton  Rank % 0% 4% 1% 13% 28% 24% 41% 11% 30% 2% 6% 71%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48 1.30 13.61 19.46 19.90 7.71 18.95	0%  Sphton  Rank %  0%  1%  20%  4%  3%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%  71%  18%  12%  36%  56%  100%  0%  wood  Rank %  0%  1%  6%  5%  2%  4%  2%  2%  2%  2%  17%  29%  29%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville	0.68  South 6  Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82 48.85 9.50 7.97 29.85 41.96 51.22 34.54 23.01 39.18	09  Quincy  Rank 9 09 29 49 19 69 149 219 219 219 229 689 339 319 559 100 09  Voburn  Rank 9 09 249 109 249 109 249 109 259 79 79
Frips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15 33.55 31.43 28.55 37.97 21.03 25.93 15.08	0%  way  Rank %  0%  2%  6%  17%  12%  1%  44%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%  wood  Rank %  0%  2%  6%  44%  3%  10%  39%  6%  67%  61%  52%  74%  29%  44%  11%	Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge	0.05  South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlin Number 1.97 21.41 9.58 35.21 44.93 18.04 52.02 31.83 46.44 11.71 25.79 71.33 51.29 47.56 29.40	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%  Rank % 0% 4% 11% 30% 28% 41% 11% 30% 28% 41% 11% 30% 28% 66% 71% 39% 33% 8%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48 1.30 13.61 19.46 19.90 7.71 18.95 5.67	0%  Rank %  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%  71%  18%  12%  36%  56%  100%  0%  wood  Rank %  3%  0%  1%  6%  5%  2%  4%  2%  2%  2%  17%  29%  29%  7%  29%  6%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody	0.68  South 6  Number  1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82 48.85 9.50 7.97 29.85 41.96 51.22 34.54 23.01 39.18 73.94	0%  Quincy  Rank % 0% 2% 4% 19% 6% 14% 29% 11% 21% 33% 188% 70% 22% 68% 33% 31% 5% 51% 100% 0% Voburn  Rank % 0% 24% 10% 55% 24% 13% 35% 55% 21% 7% 30% 97%
Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15 33.55 31.43 28.55 37.97 21.03 25.93 15.08 44.61	0%  way  Rank %  0%  2%  3%  6%  17%  12%  1%  44%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%  wood  Rank %  0%  2%  6%  44%  3%  10%  39%  6%  67%  61%  52%  74%  29%  44%  11%  90%	Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton	South   Number   2.29   0.36   6.18   4.22   6.49   2.01   8.68   1.46   16.22   17.87   11.56   14.55   9.55   14.79   30.37   10.44   16.72   25.67   9.79   38.89   27.92   66.14   0.36   Burlin   Number   1.97   21.41   9.58   35.21   44.93   18.04   52.02   31.83   46.44   11.71   25.79   71.33   51.29   47.56   29.40   49.76   49.76   1.97   29.40   49.76	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%  Rank % 0% 4% 11% 30% 28% 41% 11% 30% 28% 41% 11% 30% 28% 41% 30% 28% 41% 30% 33% 8% 37%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48 1.30 13.61 19.46 19.90 7.71 18.95 5.67 21.23	0%  Shton  Rank %  0%  1%  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%  71%  18%  12%  36%  56%  100%  0%  wood  Rank %  3%  0%  1%  6%  5%  2%  4%  2%  2%  2%  17%  29%  29%  7%  29%  6%  32%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington	South 6 Number 1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82 48.85 9.50 7.97 29.85 41.96 51.22 34.54 23.01 39.18 73.94 22.95	O%  Quincy  Rank %  2%  4%  19%  6%  14%  21%  33%  18%  70%  12%  68%  33%  31%  5%  51%  100%  Voburn  Rank %  0%  24%  10%  4%  59%  13%  39%  57%  21%  30%  97%  6%
Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15 33.55 31.43 28.55 37.97 21.03 25.93 15.08 44.61 21.40	0%  way  Rank %  0%  2%  3%  6%  17%  12%  1%  4%  5%  24%  9%  21%  16%  20%  41%  11%  37%  40%  60%  55%  100%  0%  wood  Rank %  0%  2%  6%  44%  3%  10%  39%  66%  67%  61%  52%  74%  29%  44%  11%  90%  31%	Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston	South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlin Number 1.97 21.41 9.58 35.21 44.93 18.04 52.02 31.83 46.44 11.71 25.79 71.33 51.29 47.56 29.40 49.76 42.71	0%  End  Rank % 0% 5% 4% 6% 2% 8% 1% 21% 25% 15% 18% 10% 19% 59% 13% 23% 48% 11% 76% 53% 100% 0%  Rank % 0% 4% 11% 30% 28% 41% 11% 30% 28% 41% 30% 24% 66% 71% 39% 33% 8% 37% 22%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48 1.30 13.61 19.46 19.90 7.71 18.95 5.67 21.23 16.17	0%  Rank %  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%  71%  18%  12%  36%  56%  100%  0%  wood  Rank %  3%  0%  1%  6%  5%  22%  4%  22%  27%  4%  29%  4%  22%  27%  4%  29%  4%  22%  27%  29%  4%  22%  27%  29%  4%  22%  27%  29%  4%  22%  27%  29%  4%  22%  27%  29%  4%  22%  27%  29%  25%  6%  32%  21%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford	South 6 Number 1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82 48.85 9.50 7.97 29.85 41.96 51.22 34.54 23.01 39.18 73.94 22.95 23.26	0%  Quincy  Rank % 0% 2% 4% 19% 6% 14% 29% 11% 21% 33% 188% 70% 22% 68% 33% 31% 5% 51% 100% 0%  Voburn  Rank % 0% 24% 10% 4% 59% 13% 35% 55% 21% 7% 30% 97% 68%
Arips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham Stoughton Wellesley Back Bay Randolph Mattapan Waterfront	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15 33.55 31.43 28.55 37.97 21.03 25.93 15.08 44.61 21.40 19.56	0%  way  Rank % 0% 2% 3% 6% 17% 12% 1% 44% 5% 24% 9% 21% 16% 20% 41% 11% 37% 40% 60% 55% 100% 0%  wood  Rank % 0% 2% 6% 44% 10% 39% 66% 67% 61% 52% 74% 29% 44% 11% 90% 31% 23%	Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton	South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlin Number 1.97 21.41 9.58 35.21 44.93 18.04 52.02 31.83 46.44 11.71 25.79 71.33 51.29 47.56 29.40 49.76 42.71 69.15	End   Rank %   2%   0%   5%   4%   6%   21%   25%   15%   18%   10%   19%   59%   13%   23%   48%   11%   76%   53%   100%   0%   100%   0%   100%   0%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South Brookline North Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End South Boston	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48 1.30 13.61 19.46 19.90 7.71 18.95 5.67 21.23 16.17 24.16	0%  Rank %  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%  71%  18%  12%  36%  56%  100%  0%  wood  Rank %  3%  0%  1%  6%  5%  29%  4%  29%  4%  29%  7%  29%  29%  7%  29%  29%  7%  29%  29	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere	South 6 Number 1.46 8.74 14.56 6.56 16.02 23.82 7.62 22.64 28.10 33.55 26.26 50.53 22.75 30.79 21.74 28.44 49.86 32.33 32.09 15.86 42.18 82.56 1.46  East W Number 3.31 35.45 23.96 21.41 51.82 48.85 9.50 7.97 29.85 41.96 51.22 34.54 23.01 39.18 73.94 22.95 23.26 53.07	0%  Quincy  Rank % 0% 2% 4% 19% 6% 14% 21% 33% 188% 70% 12% 68% 33% 31% 5% 51% 100% 0%  Voburn  Rank % 0% 24% 10% 4% 59% 13% 35% 55% 21% 77% 30% 97% 68% 8% 60%
Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15 33.55 31.43 28.55 37.97 21.03 25.93 15.08 44.61 21.40 19.56 18.33	0%  way  Rank % 0% 2% 3% 6% 17% 12% 1% 44% 5% 24% 9% 21% 16% 20% 41% 11% 37% 40% 60% 55% 100% 0%  wood  Rank % 0% 2% 6% 44% 10% 39% 66% 67% 61% 52% 74% 29% 44% 11% 90% 31% 23% 18%	Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Wilmington Wilmington Wilmington Wilmington Wilmington Wilmington Wilmington East Lexington Wilmington Wilmington Winchester West Arlington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton Norwood	South   Number   2.29   0.36   6.18   4.22   6.49   2.01   8.68   1.46   16.22   17.87   11.56   14.55   9.55   14.79   30.37   10.44   16.72   25.67   9.79   38.89   27.92   66.14   0.36   Burlin   Number   1.97   21.41   9.58   35.21   44.93   18.04   52.02   31.83   46.44   11.71   25.79   71.33   51.29   47.56   29.40   49.76   42.71   69.15   74.51	End   Rank %   2%   6%   1%   13%   28%   21%   13%   28%   24%   11%   30%   28%   24%   33%   8%   37%   22%   70%   76%   76%   10%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End South Boston North Cambridge	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48 1.30 13.61 19.46 19.90 7.71 18.95 5.67 21.23 16.17 24.16 23.10	0%  Rank %  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%  71%  18%  12%  36%  56%  100%  0%  wood  Rank %  3%  0%  1%  6%  5%  22%  4%  22%  27%  4%  29%  29%  7%  29%  29%  7%  29%  29%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Revere North Saugus	Number   1.46   8.74   14.56   6.56   16.02   23.82   7.62   22.64   28.10   33.55   26.26   50.53   22.75   30.79   21.74   28.44   49.86   32.33   32.09   15.86   42.18   82.56   1.46     East W   Number   3.31   35.45   23.96   21.41   51.82   48.85   9.50   7.97   29.85   41.96   51.22   34.54   23.01   39.18   73.94   22.95   23.26   53.07   60.97   60.97	O%  Quincy  Rank %  0%  2%  4%  1%  6%  14%  21%  33%  18%  70%  22%  68%  33%  31%  5%  51%  100%  0%  Voburn  Rank %  0%  24%  10%  24%  10%  59%  55%  2%  1%  13%  39%  57%  21%  7%  30%  97%  6%  8%  60%  75%
Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon Roslindale	0.58  Fen Number 0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15 33.55 31.43 28.55 37.97 21.03 25.93 15.08 44.61 21.40 19.56 18.33 14.96	0%  way  Rank % 0% 2% 3% 6% 17% 12% 1% 44% 5% 24% 9% 21% 16% 20% 41% 11% 37% 40% 60% 55% 100% 0%  wood  Rank % 0% 2% 6% 44% 10% 5% 67% 61% 52% 74% 29% 44% 11% 90% 31% 23% 18% 10%	Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton Norwood Charlestown	South Number 2.29 0.36 6.18 4.22 6.49 2.01 8.68 1.46 16.22 17.87 11.56 14.55 9.55 14.79 30.37 10.44 16.72 25.67 9.79 38.89 27.92 66.14 0.36  Burlin Number 1.97 21.41 9.58 35.21 44.93 18.04 52.02 31.83 46.44 11.71 25.79 71.33 51.29 47.56 29.40 49.76 42.71 69.15 74.51 51.30	End   Rank %   2%   6%   11%   13%   28%   21%   13%   22%   70%   76%   40%   10%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston North Cambridge Spring Hill	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48 1.30 13.61 19.46 19.90 7.71 18.95 5.67 21.23 16.17 24.16 23.10 24.21	0%  Rank %  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%  71%  18%  12%  36%  56%  100%  0%  wood  Rank %  0%  1%  6%  5%  22%  4%  22%  2%  17%  29%  29%  7%  29%  29%  7%  29%  30%  31%  32%  31%  31%  32%  32%  33%  34%  34%  34%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus Waterfront	Number   1.46   8.74   14.56   6.56   16.02   23.82   7.62   22.64   28.10   33.55   26.26   50.53   22.75   30.79   21.74   28.44   49.86   32.33   32.09   15.86   42.18   82.56   1.46     East W   Number   3.31   35.45   23.96   21.41   51.82   48.85   9.50   7.97   29.85   41.96   51.22   34.54   23.01   39.18   73.94   22.95   23.26   53.07   60.97   37.68	0%  Quincy  Rank % 0% 2% 4% 11% 6% 144% 21% 33% 188% 70% 129% 10% 22% 68% 33% 311% 5% 51% 100% 0% Voburn  Rank % 0% 244% 110% 59% 55% 21% 77% 30% 97% 68% 88% 60% 75% 28%
Trips between Fenway Longwood South End Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon	0.58  Fen Number  0.12 2.10 2.29 1.70 6.08 12.57 9.05 1.51 2.72 5.92 16.11 7.55 14.47 11.29 14.36 22.58 8.78 20.83 22.33 29.74 27.20 64.68 0.12  West Number 1.08 6.52 13.37 25.82 8.32 14.63 24.64 14.15 33.55 31.43 28.55 37.97 21.03 25.93 15.08 44.61 21.40 19.56 18.33	0%  way  Rank % 0% 2% 3% 6% 17% 12% 1% 44% 5% 24% 9% 21% 16% 20% 41% 11% 37% 40% 60% 55% 100% 0%  wood  Rank % 0% 2% 6% 44% 10% 39% 66% 67% 61% 52% 74% 29% 44% 11% 90% 31% 23% 18%	Trips between Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Wilmington Wilmington Wilmington Wilmington Wilmington Wilmington Wilmington East Lexington Wilmington Wilmington Winchester West Arlington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton Norwood	South   Number   2.29   0.36   6.18   4.22   6.49   2.01   8.68   1.46   16.22   17.87   11.56   14.55   9.55   14.79   30.37   10.44   16.72   25.67   9.79   38.89   27.92   66.14   0.36   Burlin   Number   1.97   21.41   9.58   35.21   44.93   18.04   52.02   31.83   46.44   11.71   25.79   71.33   51.29   47.56   29.40   49.76   42.71   69.15   74.51	End   Rank %   2%   6%   1%   13%   28%   21%   13%   28%   24%   11%   30%   28%   24%   33%   8%   37%   22%   70%   76%   76%   10%	Trips between Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End South Boston North Cambridge	Number 1.65 7.64 37.63 22.65 15.72 11.08 28.55 50.53 42.81 37.88 23.66 42.34 32.33 67.14 46.18 61.23 59.12 37.21 34.59 45.14 50.22 98.35 1.65  Long Number 2.10 0.00 1.25 6.49 3.84 1.27 2.59 16.48 1.30 13.61 19.46 19.90 7.71 18.95 5.67 21.23 16.17 24.16 23.10	0%  Rank %  20%  4%  3%  2%  6%  56%  31%  21%  5%  29%  8%  85%  42%  74%  71%  18%  12%  36%  56%  100%  0%  wood  Rank %  3%  0%  1%  6%  5%  22%  4%  22%  27%  4%  29%  29%  7%  29%  29%  7%  29%  29%	Trips between South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Revere North Saugus	Number   1.46   8.74   14.56   6.56   16.02   23.82   7.62   22.64   28.10   33.55   26.26   50.53   22.75   30.79   21.74   28.44   49.86   32.33   32.09   15.86   42.18   82.56   1.46     East W   Number   3.31   35.45   23.96   21.41   51.82   48.85   9.50   7.97   29.85   41.96   51.22   34.54   23.01   39.18   73.94   22.95   23.26   53.07   60.97   60.97	0%  Rank % 0% 2% 4% 11% 6% 14% 21% 33% 18% 70% 12% 68% 33% 55% 51% 100% 0%

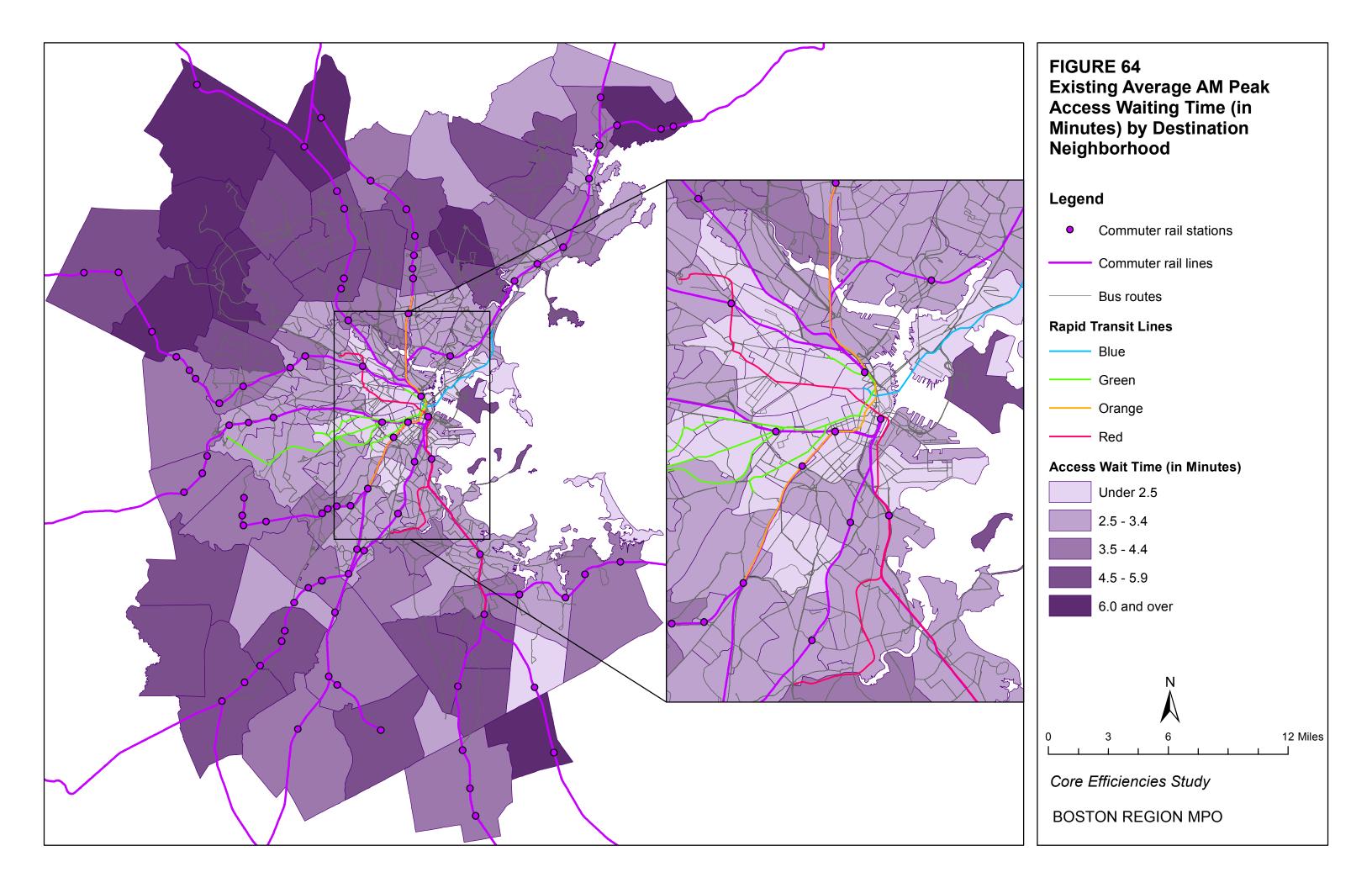
 $<sup>*</sup>The\ ranking\ percentile\ (Rank\ \%)\ represents\ the\ percentage\ of\ all\ average\ in\ vehicle\ travel\ times\ for\ trips\ between\ neighborhood\ pairs\ that\ the\ individual\ neighborhood\ pair's\ average$ 

 $travel\ time\ exceeds.$ 

This page intentionally left blank.



This page intentionally left blank.



This page intentionally left blank.

Table 70
Average AM Peak Initial Waiting Times and Ranking Percentiles\* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations

Origin Neighborhood	Average Wait Time	Ranking Percentile	Destination Neighborhood	Average Wait Time	Ranking Percentile
Waterfront	9.94	15%	Waterfront	15.69	64%
Chinatown	4.50	2%	East Somerville	14.58	58%
East Cambridge	7.29	11%	East Cambridge	11.48	31%
East Somerville	12.24	28%	East Lynn	7.44	3%
East Lynn	10.79	18%	Downtown	10.39	17%
Downtown	3.14	0%	East Revere	12.58	46%
Brockton	12.59	33%	Chinatown	10.02	13%
Chelsea	13.70	40%	Westwood	14.69	60%
South Weymouth	8.89	13%	East Woburn	26.74	94%
Fenway	6.41	8%	South Quincy	13.29	49%
East Boston	11.91	26%	Longwood	7.94	4%
South End	6.01	7%	South Weymouth	6.17	2%
Stoughton	21.36	85%	Chelsea	10.17	15%
North Cambridge	11.72	25%	Stoughton	17.08	72%
South Quincy	14.50	45%	Burlington	25.55	91%
Westwood	12.06	27%	Fenway	8.92	6%
Hingham	22.57	88%	North Allston	14.63	59%
Burlington	21.61	86%	South End	10.12	14%
Longwood	4.81	5%	North Peabody	39.50	99%
East Woburn	24.84	91%	Needham	19.24	79%
All Neighborhoods			All Neighborhoods		
Average	15.40	55%	Average	15.11	62%
Maximum	36.92	100%	Maximum	39.50	100%
Minimum	3.14	0%	Minimum	2.86	0%

<sup>\*</sup>The ranking percentile represents the percentage of all neighborhood average initial waiting times that the individual neighborhood's average initial waiting time exceeds.

Table 71 shows the average initial transit waiting times for the top 20 neighborhood pairs in terms of the projected absolute increase in all trips (origins plus destinations) for each of the 16 neighborhoods with the top projected absolute increases in trips (Table 55). Neighborhoods that are closer to each other typically have lower average initial waiting times. In addition, for each neighborhood lying in the urban core, for most of the pairs with the greatest projected increases in trips (appearing at the top of each list), the average initial waiting times lie within the bottom 10 percent of the average travel times for trips between all neighborhood pairs. For example, for the Waterfront

**CTPS** 

neighborhood, the second largest projected increase in trips is between the Waterfront and Downtown. This neighborhood pair has an average initial waiting time (for trips from the Waterfront to Downtown and from Downtown to the Waterfront) of 0.73 minutes. This average initial waiting time exceeds only one percent of all average initial waiting times for trips between the Waterfront and all other neighborhoods. Within the urban core, which is where most of the projected increase in trips is located, neighborhoods identified in Table 70 with greater average initial waiting times generally also have greater average initial waiting times in Table 71. Average initial waiting times for trips between neighborhood pairs involving North Dorchester, North Cambridge, South Boston, and Waterfront on average exceed 3 minutes.

#### 3.5.6 Number of Transfers

The number of transfers a rider takes between where they board and alight transit is modeled by the Boston Region MPO travel demand model set as one of the "costs" incurred by a rider when taking a transit trip. Higher costs reduce the estimated number of trips. An average transfer rate represents the trip cost (measured in terms of the number of transfers) of all trips averaged over all riders. The average transfer rate for each neighborhood equals the average of the respective neighborhood's number of transfers for transit trips between all other neighborhoods weighted by the number of existing trips between each neighborhood pair. A transfer rate of 1.0 indicates one transfer per trip. Transfer rates below 1.0 indicate that, on average, some trips require transfers and some trips do not. Transfer rates above 1.0 indicate that, on average, each trip has at least one transfer and some trips have more than one transfer. For example, the average transfer rate for transit trips from Fenway to Longwood is 0.01 transfers per trip while the average travel time from Fenway to Downtown is 0.09 transfers per trip, and the number of existing trips from Fenway to the two destinations is 15,577 and 4,297, respectively. The weighted average transfer rate for origin trips from Fenway of these two neighborhoods pairs would therefore be 0.03 transfers per trip. The weighted average transfer rate for origin trips from Fenway for all neighborhood pairs is 0.20 transfers per trip.

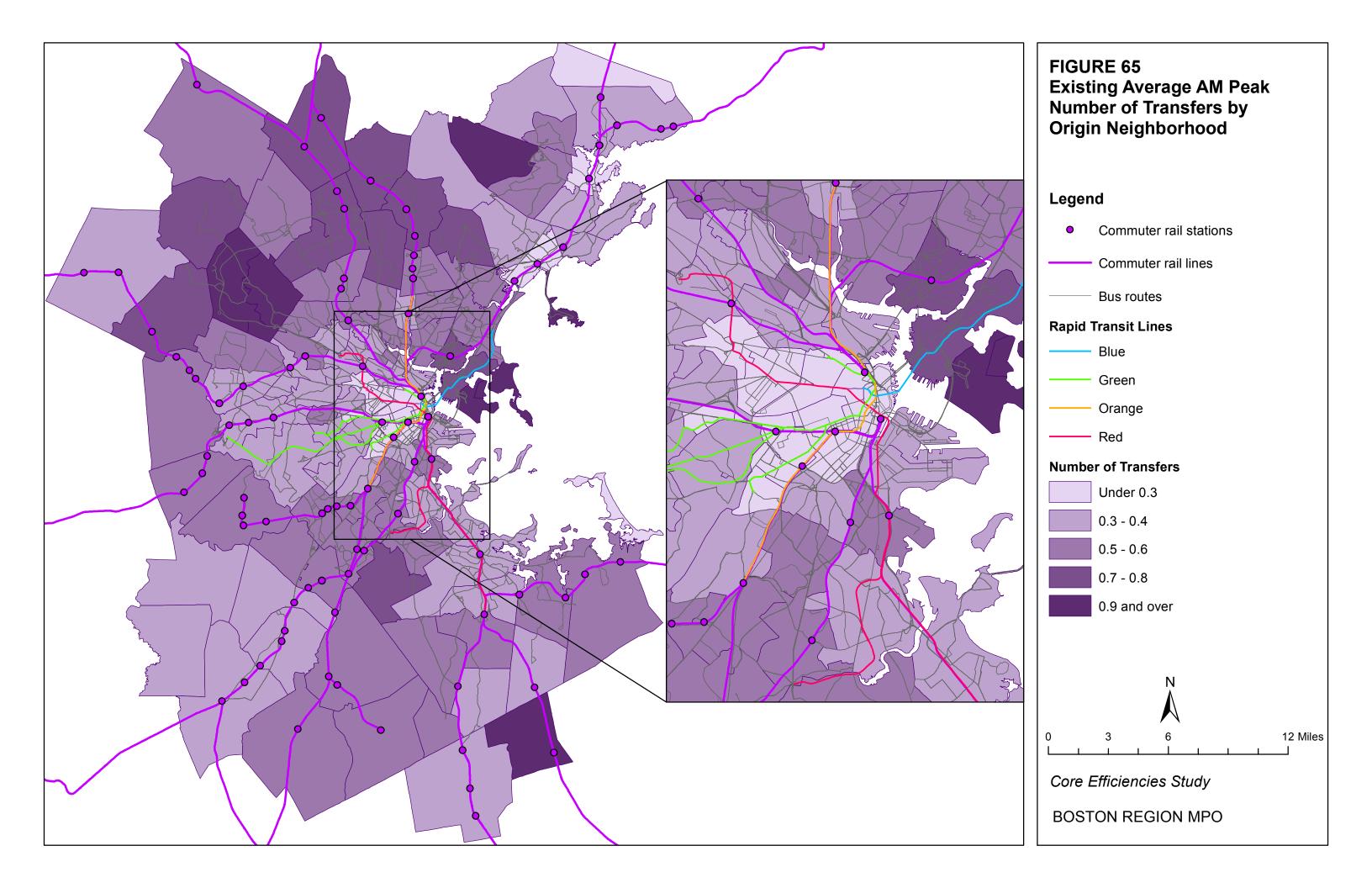
Figure 65 shows the distribution of existing average transfer rates on transit in the AM Peak time period for all trips with an origin in the respective neighborhood. Figure 66 does the same for destination neighborhoods. As seen in the figures, in terms of origins, the lowest transfer rates are primarily located in the urban core in neighborhoods served by rapid transit: the downtown and Back Bay neighborhoods,

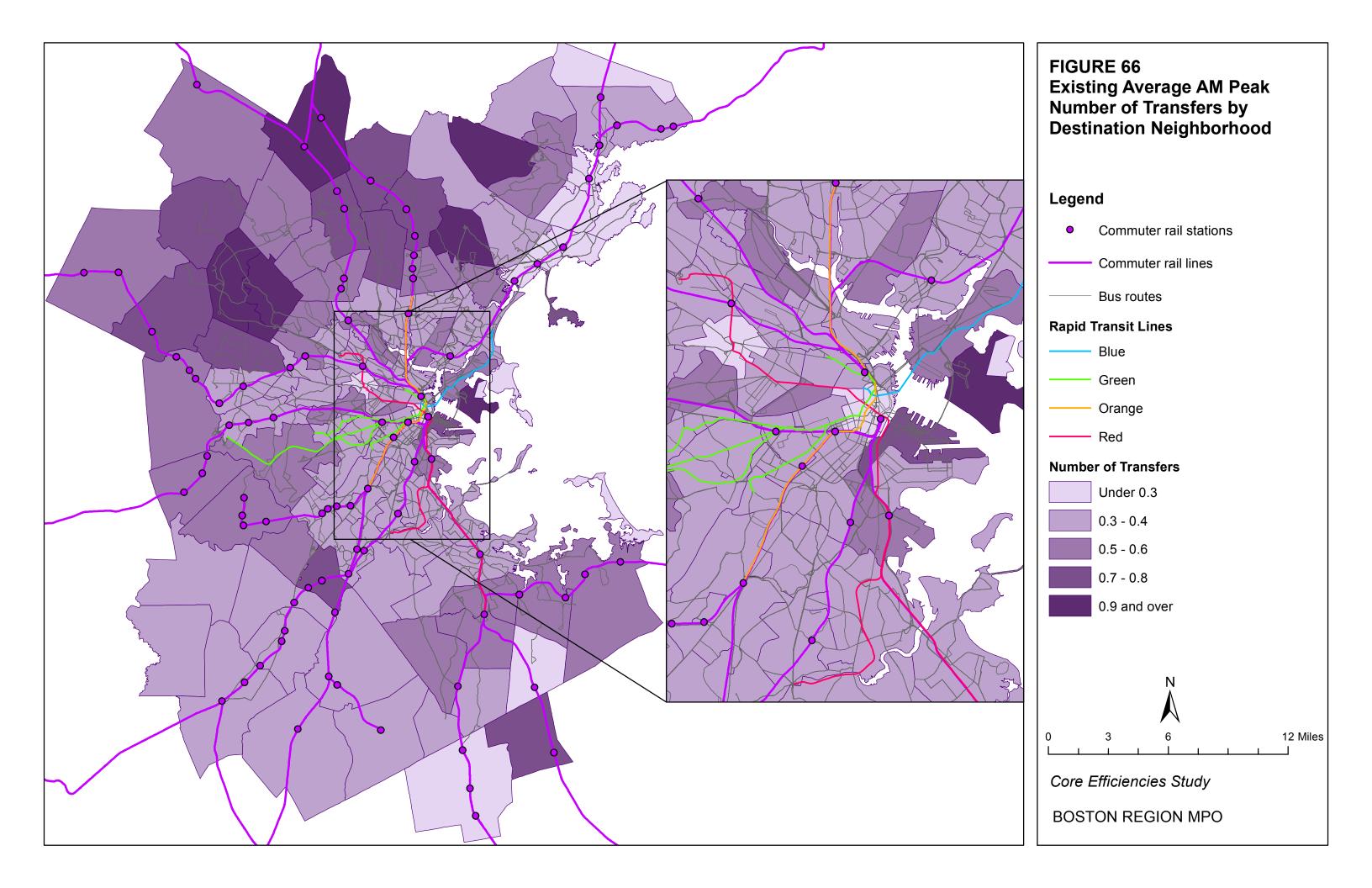
TABLE 71
Average AM Peak Initial Waiting Time for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)\* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips

		erfront		China			East Ca			East Sor	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Waterfront Downtown	0.21 0.73	0% 1%	Downtown Waterfront	0.51 1.04	1% 4%	East Cambridge Charlestown	0.03	1% 2%	East Somerville Spring Hill	0.03	0% 1%
Chinatown	1.04	2%	Chinatown	0.04	0%	West End	1.00	3%	Charlestown	1.00	2%
Back Bay	1.57	6%	Back Bay	0.82	2%	Kendall/MIT	0.02	0%	Winter Hill	1.14	3%
South End	1.53	5%	Fenway	1.88	7%	East Somerville	2.15	7%	East Cambridge	2.15	5%
South Boston	1.42	3%_	South End	1.52	5%_	Downtown	2.43	13%	East Medford	2.02	4%
North Dorchester West End	3.03 1.88	40%	West End East Cambridge	2.10	12% 19%	Central Square Waterfront	1.11 2.18	<u>4%</u> 8%	Downtown West Malden	2.45 2.47	13%
Kendall/MIT	1.88	7% 10%	BU	1.54	6%	Spring Hill	3.07	34%	Central Square	3.59	42%
Fenway	1.95	9%	East Somerville	2.45	21%	Chinatown	2.39	12%	Waterfront	2.31	10%
South Dorchester		52%	North Dorchester	3.42	43%	Back Bay	2.26	10%	Chinatown	2.45	12%
South Quincy	4.23	56%	East Boston	1.98	9%	Fenway	2.27	11%	Back Bay	2.24	8%
North Braintree	4.23	57%	South Brookline	2.64	29%	South End	2.48	16%	East Boston	2.15	69
North Quincy East Cambridge	3.55 2.18	45%	Chestnut Hill North End	2.50 2.26	26% 17%	North Cambridge Chelsea	2.75 2.63	25% 21%	West End Chelsea	2.55 2.73	20% 25%
Longwood	2.18	16%	North Roxbury	2.26	37%	Longwood	2.59	20%	South End	2.73	15%
Central Square	2.09	12%	North Braintree	4.20	57%	North Allston	3.41	40%	Kendall/MIT	3.44	379
North End	1.43	4%	Brockton	8.52	90%	East Medford	2.99	33%	Fenway	2.29	10%
East Somerville	2.31	18%	Charlestown	2.83	37%	North End	2.45	13%	North End	2.47	14%
North Roxbury	3.48	43%	Logan Airport	2.43	20%	Harvard Square	4.52	62%	Melrose	3.25	36%
Average Maximum	4.45 12.12	61% 100%	Average Maximum	4.49 12.92	63% 100%	Average Maximum	4.39 11.19	60% 100%	Average Maximum	4.18 9.77	56% 100%
Minimum	0.21	0%	Minimum	0.04	0%	Minimum	0.02	0%	Minimum	0.03	0%
	0.21	070	TVIIIIIIIIII	0.01	070	171111111111111	0.02	070	TYTHIH THE	0.05	070
		Lynn		Down				elsea		South W	eymouth
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
East Lynn	0.42	0%	Waterfront	0.73	3%	Chelsea	0.45	0%	South Weymouth	0.18	0%
West Lynn East Revere	2.19 6.04	2% 74%	Chinatown West End	0.51 0.95	1% 4%	East Boston East Everett	2.69 0.80	27% 1%	Abington Hingham	6.21 2.42	98%
East Revere Swampscott	3.72	21%	Downtown	0.95	0%	Downtown	2.50	20%	North Weymouth	2.42	23% 13%
North Saugus	7.06	90%	South End	2.31	13%	Waterfront	2.30	17%	South Quincy	3.25	66%
West Revere	5.26	61%	East Somerville	2.45	17%	East Somerville	2.73	31%	South Braintree	4.83	97%
South Salem	5.98	73%	East Cambridge	2.43	17%	West Revere	2.30	11%	Brockton	6.30	99%
South Saugus	5.84	72%	Back Bay	1.07	6%	West End	3.04	38%	Holbrook	5.20	98%
Nahant	9.76	98%	Fenway	1.91	7%	East Cambridge	2.63	24%	Randolph	4.47	94%
South Peabody	9.28	97%	North Braintree	4.72	61%	Chinatown  Rack Bay	2.14	3%	Waterfront North Quincy	3.73	85% 67%
North Salem Winthrop	6.76 8.48	85% 95%	Brockton Chelsea	8.41 2.50	86% 22%	Back Bay Winthrop	2.16 7.24	93%	North Quincy North Braintree	3.27 4.50	67% 96%
Marblehead	4.21	39%	East Boston	2.03	9%	North End	2.48	19%	Stoughton	4.39	92%
West Beverly	6.95	87%	Kendall/MIT	2.14	10%	Charlestown	3.58	49%	South Boston	2.14	12%
Melrose	6.30	78%	West Malden	2.50	23%	South End	2.29	10%	South Dorchester	2.69	36%
East Boston	4.11	35%	Longwood	2.35	16%	North Saugus	6.46	87%	North Dorchester	2.95	46%
Waterfront	5.84	71%	North End	0.51	2%	Kendall/MIT	2.18	6%	Avon	3.53	78%
North Peabody	8.91	96%	North Dorchester	3.60	43%	South Saugus	5.45	75%	North Milton	3.06	56%
Wakefield Lynnfield	5.71 5.03	67% 56%	East Medford	3.54	42% 10%	Melrose West Lynn	4.69 6.50	67%	East Somerville South End	3.03	50%
Average	5.05	58%	East Revere Average	2.07 4.70	61%	West Lynn Average	4.08	88% 59%	Average	2.98	86% 48%
Maximum	12.03	100%	Maximum	14.15	100%	Maximum	10.59	100%	Maximum	6.30	100%
Minimum	0.42	0%	Minimum	0.05	0%	Minimum	0.45	0%	Minimum	0.18	0%
Tring hatuyaan	Number	way Rank %	Tring hotyyoon	South Number	Rank %	Tring hotyyoon	Number Number	ghton Rank %	Tring hotayoon	South O Number	Quincy Rank %
Trips between Fenway	0.16	0%	Trips between Fenway	0.98	2%	Trips between Stoughton	2.04	1%	Trips between South Quincy	0.82	0%
Longwood	1.52	6%	South End	0.24	0%	Canton	9.40	52%	North Braintree	4.15	47%
South End	0.98	2%	Waterfront	1.53	5%	Randolph	9.39	51%	North Weymouth	4.74	63%
Back Bay	0.76	1%_	Chinatown	1.52	4%	Brockton	10.16	67%	North Quincy	3.41	17%
Chinatown	1.88	6%	Longwood	2.36	12%	Avon	5.61	6%	South Braintree	6.33	83%
Waterfront Downtown	1.95 1.91	8% 7%	North Roxbury Downtown	1.21 2.31	3% 10%	Sharon Westwood	7.97 8.73	23% 40%	Hingham South Weymouth	5.95 3.25	75% 12%
BU	0.99	2%	Back Bay	0.53	1%	South Quincy	8.73	39%	Waterfront	4.23	52%
North Roxbury	1.36	5%	East Somerville	2.47	16%	Waterfront	12.09	94%	Randolph	7.13	88%
Kendall/MIT	1.34	4%	East Boston	2.08	6%	Holbrook	9.31	49%	Westwood	4.55	62%
East Somerville	2.29	17%	West End	2.41	13%	South Weymouth	4.39	2%	Abington	9.00	98%
Central Square	4.15	58%	East Cambridge	2.48	18%	East Dedham	10.66	76%	Stoughton	8.73	96%
East Cambridge	2.27	14%	BU	2.09	6%	Hyde Park	8.38	31%	Mattapan	7.63	91%
West End Charlestown	2.15	11%	Charlestown North Braintree	2.85	31% 65%	South Waltham	10.39 10.91	69%	Canton Holbrook	5.06 8.32	69%
North Cambridge	2.63 2.86	26% 35%	North Braintree  North End	4.69 2.49	19%	Abington Norwood	10.91	81% 73%	Brockton	8.32 8.84	94% 97%
Beacon Hill	2.07	10%	Westwood	3.93	50%	Needham	11.56	85%	Norwood	5.60	71%
East Medford	2.80	33%	Chelsea	2.29	9%	South Milton	8.27	29%	East Somerville	3.51	22%
East Watertown	3.24	40%	Mission Hill	2.48	17%	North Dorchester	9.35	50%	Hyde Park	7.95	92%
Wellesley	4.21	60%	Randolph	4.01	52%	South Boston	8.28	29%	Hull	2.30	1%
Average	4.41	65%	Average	4.50	63%	Average	9.19	48%	Average	4.77	64%
Maximum Minimum	12.99 0.16	100%	Maximum	12.55 0.24	100%	Maximum Minimum	14.60 1.97	100%	Maximum	9.82 0.82	100%
Minimum	0.16	υ%	Minimum	0.24	U%	лупппппппп	1.9/	υ%	Minimum	0.82	0%
	West	wood		Burli	ngton		Long	wood		East W	Voburn
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Westwood	0.29	0%	Burlington	1.68	1%	Fenway	1.52	4%	East Woburn	2.53	1%
East Dedham	5.39	88%	East Woburn	9.29	90%	Longwood	0.03	0%	Wilmington	10.70	95%
Hyde Park	5.74	90%	West Woburn	5.46	52%	Mission Hill	0.58	1%	Stoneham	7.87	70%
Needham West Dedham	4.71	75%	East Lexington	4.75	34%	South Brookline	2.36	13%	Burlington	9.29	83%
West Dedham Canton	3.89 4.14	57% 66%	Wilmington Winchester	9.87 8.27	94%	South Brookline North Brookline	1.85 0.66	5% 	Reading Wakefield	8.07 8.27	71% 73%
	3.54	44%	West Lexington	8.27	83%	North Roxbury	1.50	3%	Winchester	10.68	94%
South Newton	4.98	82%	Bedford	8.83	87%	Waterfront	2.25	10%	West Woburn	6.64	50%
		73%	Stoneham	9.44	90%	BU	2.38	14%	Billerica	9.80	90%
West Roxbury	4.55	28%	Billerica	9.80	93%	Downtown	2.35	12%	Melrose	7.77	69%
West Roxbury South Quincy South Waltham	3.18		West Arlington	5.43	51%	East Somerville	2.44	16%	Bedford	11.14	96%
West Roxbury South Quincy South Waltham Stoughton	3.18 8.73	99%			720/	East Cambridge	2.59	21%	East Somerville	5.97	36%
West Roxbury South Quincy South Waltham Stoughton North Waltham	3.18 8.73 5.10	99% 83%	Wakefield	6.76	73%				· And the second second	-	6%
West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton	3.18 8.73 5.10 4.89	99% 83% 80%	Wakefield Waterfront	3.69	10%	Back Bay	2.34	11%	Lynnfield	3.69	
West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley	3.18 8.73 5.10 4.89 3.19	99% 83% 80% 29%	Wakefield Waterfront East Somerville	3.69 5.66	10% 57%	Back Bay Charlestown	2.34 2.78	27%	East Lexington	6.65	51%
West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay	3.18 8.73 5.10 4.89 3.19 4.06	99% 83% 80% 29% 63%	Wakefield Waterfront East Somerville North Cambridge	3.69 5.66 6.02	10% 57% 62%	Back Bay Charlestown Kendall/MIT	2.34 2.78 2.88	27% 29%	East Lexington North Peabody	6.65 9.21	51% 83%
West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph	3.18 8.73 5.10 4.89 3.19 4.06 4.02	99% 83% 80% 29% 63% 63%	Wakefield Waterfront East Somerville North Cambridge North Newton	3.69 5.66 6.02 8.41	10% 57% 62% 85%	Back Bay Charlestown Kendall/MIT East Boston	2.34 2.78 2.88 2.17	27% 29% 7%	East Lexington North Peabody West Arlington	6.65 9.21 6.57	51% 83% 47%
West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan	3.18 8.73 5.10 4.89 3.19 4.06	99% 83% 80% 29% 63%	Wakefield Waterfront East Somerville North Cambridge	3.69 5.66 6.02	10% 57% 62%	Back Bay Charlestown Kendall/MIT	2.34 2.78 2.88	27% 29%	East Lexington North Peabody	6.65 9.21	51% 83% 47% 92%
West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon	3.18 8.73 5.10 4.89 3.19 4.06 4.02 3.81	99% 83% 80% 29% 63% 63% 53%	Wakefield Waterfront East Somerville North Cambridge North Newton North Allston	3.69 5.66 6.02 8.41 5.18	10% 57% 62% 85% 44%	Back Bay Charlestown Kendall/MIT East Boston West End	2.34 2.78 2.88 2.17 2.47	27% 29% 7% 17%	East Lexington North Peabody West Arlington North Medford	6.65 9.21 6.57 10.21	51% 83% 47% 92% 22%
South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon Roslindale	3.18 8.73 5.10 4.89 3.19 4.06 4.02 3.81 4.08 5.85 6.27	99% 83% 80% 29% 63% 63% 53% 64% 93%	Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton Norwood Charlestown	3.69 5.66 6.02 8.41 5.18 5.35 5.07 4.67	10% 57% 62% 85% 44% 48% 40% 31%	Back Bay Charlestown Kendall/MIT East Boston West End South Boston North Cambridge Spring Hill	2.34 2.78 2.88 2.17 2.47 2.41 4.45 3.58	27% 29% 7% 17% 15% 59% 43%	East Lexington North Peabody West Arlington North Medford West Revere North Saugus Waterfront	6.65 9.21 6.57 10.21 5.13 9.00 6.70	51% 83% 47% 92% 22% 79% 52%
West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon Roslindale Average	3.18 8.73 5.10 4.89 3.19 4.06 4.02 3.81 4.08 5.85 6.27 3.90	99% 83% 80% 29% 63% 63% 53% 64% 93% 96% 59%	Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton Norwood Charlestown Average	3.69 5.66 6.02 8.41 5.18 5.35 5.07 4.67 5.93	10% 57% 62% 85% 44% 48% 40% 31% 61%	Back Bay Charlestown Kendall/MIT East Boston West End South Boston North Cambridge Spring Hill Average	2.34 2.78 2.88 2.17 2.47 2.41 4.45 3.58 4.58	27% 29% 7% 17% 15% 59% 43% 62%	East Lexington North Peabody West Arlington North Medford West Revere North Saugus Waterfront Average	6.65 9.21 6.57 10.21 5.13 9.00 6.70 6.89	51% 83% 47% 92% 22% 79% 52% 55%
West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon	3.18 8.73 5.10 4.89 3.19 4.06 4.02 3.81 4.08 5.85 6.27	99% 83% 80% 29% 63% 63% 53% 64% 93%	Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton Norwood Charlestown	3.69 5.66 6.02 8.41 5.18 5.35 5.07 4.67	10% 57% 62% 85% 44% 48% 40% 31%	Back Bay Charlestown Kendall/MIT East Boston West End South Boston North Cambridge Spring Hill	2.34 2.78 2.88 2.17 2.47 2.41 4.45 3.58	27% 29% 7% 17% 15% 59% 43%	East Lexington North Peabody West Arlington North Medford West Revere North Saugus Waterfront	6.65 9.21 6.57 10.21 5.13 9.00 6.70	51% 83% 47% 92% 22% 79% 52%

<sup>\*</sup>The ranking percentile (Rank %) represents the percentage of all average initial waiting times for trips between neighborhood pairs that the individual neighborhood pair's average initial waiting time argueds

 $waiting\ time\ exceeds.$ 





where multiple lines are located in close proximity to each other, and Cambridge neighborhoods along the Red Line. Destination neighborhoods with the lowest category of average transfer rates are limited to two locations with a significant number of destinations: downtown Boston (neighborhoods of Downtown, Chinatown, and Beacon Hill) and Harvard Square. For these destinations, trips are likely destined for locations within walking distance of rapid transit stations. Riders can take any one of the four rapid transit lines to access downtown Boston and most riders using the Red Line or riding a bus to access Harvard Square appear to start their trip on the same vehicle. Outside the urban core, the greater transfer rates in the northern suburbs compared to the south likely reflect the smaller percentage of North Side commuter rail riders who can walk to their final destination from North Station compared to South Side commuter rail riders at South Station, and must transfer to rapid transit.

Table 72 shows the existing average initial transit transfer rates for each of the top 20 origin and destination neighborhoods in terms of their projected increases in origin and destination trips, respectively (Tables 48 and 49). A slight majority of origin neighborhoods have an average transfer rate below the average for all neighborhoods (the neighborhood average of 0.50 transfers per trip is greater than 52 percent of other neighborhoods' average transfer rates), as do a greater number of neighborhoods in the table. Most of these neighborhoods are within the urban core. East Boston and Chelsea are the only origin neighborhoods in the table within the urban core with average transfer rates greater than the average for all neighborhoods. For destination neighborhoods, most neighborhoods in the table also have an average transfer rate below the average for all neighborhoods. Within the urban core, only the Waterfront and North Allston neighborhoods have average transfer rates greater than the average for all neighborhoods.

Table 73 shows the average transit transfer rates for the top 20 neighborhood pairs in terms of the projected absolute increase in all trips (origins plus destinations) for each of the 16 neighborhoods with the top projected absolute increases in trips (Table 55). Neighborhoods that are closer to each other typically have lower average transfer rates. In addition, for each neighborhood lying in the urban core, for most of the pairs with the greatest projected increases in trips (appearing at the top of each list), the average transfer rates lie within the bottom 10 percent of the average transfer rates for trips between all neighborhood pairs. For example, for the Waterfront neighborhood, the second largest projected increase in trips is between the Waterfront and Downtown. This neighborhood pair has an average transfer rate (for trips from the

CTPS 273

Table 72
Average AM Peak Transfer Rates and Ranking Percentiles\* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations

Origin Neighborhood	Average Transfers	Ranking Percentile	Destination Neighborhood	Average Transfers	Ranking Percentile
Waterfront	0.42	35%	Waterfront	0.73	87%
Chinatown	0.10	2%	East Somerville	0.48	58%
East Cambridge	0.25	12%	East Cambridge	0.41	42%
East Somerville	0.39	30%	East Lynn	0.17	2%
East Lynn	0.27	13%	Downtown	0.20	3%
Downtown	0.05	0%	East Revere	0.37	28%
Brockton	0.31	18%	Chinatown	0.28	8%
Chelsea	0.70	86%	Westwood	0.49	60%
South Weymouth	0.42	36%	East Woburn	0.83	92%
Fenway	0.20	8%	South Quincy	0.40	38%
East Boston	0.71	87%	Longwood	0.31	11%
South End	0.22	9%	South Weymouth	0.27	6%
Stoughton	0.56	66%	Chelsea	0.44	45%
North Cambridge	0.31	17%	Stoughton	0.45	51%
South Quincy	0.49	50%	Burlington	0.66	85%
Westwood	0.33	21%	Fenway	0.31	13%
Hingham	0.61	74%	North Allston	0.53	67%
Burlington	0.61	75%	South End	0.44	46%
Longwood	0.18	6%	North Peabody	1.07	98%
East Woburn	0.78	90%	Needham	0.56	71%
All Neighborhoods			All Neighborhoods		
Average	0.50	52%	Average	0.49	61%
Maximum	1.31	100%	Maximum	1.28	100%
Minimum	0.05	0%	Minimum	0.12	0%

<sup>\*</sup>The ranking percentile represents the percentage of all neighborhood average transfer rates that the individual neighborhood's average transfer rate exceeds.

Waterfront to Downtown and from Downtown to the Waterfront) of 0.60 transfers per trip. This average transfer rate exceeds only one percent of all average transfer rates for trips between the Waterfront and all other neighborhoods. Within the urban core, which is where most of the projected increase in trips is located, neighborhoods identified in Table 72 with greater average transfer rates generally also have greater average transfer rates in Table 73. Average transfer rates for trips between neighborhood pairs involving Chelsea, the Waterfront, East Boston, and East Somerville on average exceed a transfer rate of 0.70 transfers per trip.

TABLE 73

Average AM Peak Transfer Rates for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)\* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips

		rfront		China			East Car				merville
Trips between	Number 0.02	Rank %	Trips between	Number	Rank %	Trips between	Number 0.00	Rank %	Trips between	Number 0.00	Rank %
Waterfront Downtown	0.02	0% 1%	Downtown Waterfront	0.01	2% 11%	East Cambridge Charlestown	0.00	0% 10%	East Somerville Spring Hill	0.00	0% 2%
Chinatown	0.07	2%	Chinatown	0.00	0%	West End	0.01	2%	Charlestown	0.03	3%
Back Bay	0.71	21%	Back Bay	0.00	2%	Kendall/MIT	0.00	1%	Winter Hill	0.00	1%
outh End	0.51	12%	Fenway	0.04	7%	East Somerville	0.31	15%	East Cambridge	0.31	15%
South Boston	0.06	2%	South End	0.00	1%	Downtown	0.05	6%	East Medford	0.10	9%
North Dorchester West End	0.73 0.53	24%	West End East Cambridge	0.18	19% 13%	Central Square Waterfront	0.03 0.82	6% 	Downtown West Malden	0.14	10% 7%
Kendall/MIT	0.33	13% 7%	BU	0.11	3%	Spring Hill	0.82	29%	Central Square	0.08	179
Fenway	1.12	48%	East Somerville	0.14	17%	Chinatown	0.11	9%	Waterfront	1.14	71%
South Dorchester	0.55	15%	North Dorchester	0.62	48%	Back Bay	0.23	13%	Chinatown	0.14	119
South Quincy	0.93	38%	East Boston	0.94	66%	Fenway	0.44	19%	Back Bay	0.55	249
North Braintree	1.18	54%	South Brookline	0.07	10%	South End	0.56	23%	East Boston	1.12	64%
North Quincy	0.34	6%	Chestnut Hill	0.03	4%	North Cambridge	0.18	11%	West End	0.33	169
East Cambridge	0.82 1.45	30%	North End	0.05	9%	Chelsea	1.05	56%	Chelsea	0.95	429
Longwood Central Square	0.55	71% 16%	North Roxbury North Braintree	0.24	21% 67%	Longwood North Allston	0.26	13% 24%	South End Kendall/MIT	0.59 0.74	279 319
North End	0.33	4%	Brockton	0.93	21%	East Medford	1.24	69%	Fenway	0.74	239
East Somerville	1.14	49%	Charlestown	0.21	20%	North End	0.05	7%	North End	0.10	109
North Roxbury	0.91	36%	Logan Airport	1.22	81%	Harvard Square	0.02	4%	Melrose	0.75	339
Average	1.15	50%	Average	0.71	52%	Average	0.97	37%	Average	0.94	419
Maximum	2.68	100%	Maximum	2.02	100%	Maximum	2.06	100%	Maximum	2.20	1009
Ainimum	0.02	0%	Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.00	09
	East	Lynn		Down	town		Che	lsea		South W	eymouth
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
East Lynn	0.00	0%	Waterfront	0.06	10%	Chelsea	0.00	0%	South Weymouth	0.05	09
West Lynn	0.02	1%	Chinatown	0.01	3%	East Boston	0.15	9%	Abington	0.35	29
East Revere	0.19	10%	West End	0.00	2%	East Everett	0.00	1%	Hingham	0.48	17%
Swampscott	0.04	2%	Downtown	0.00	0%	Downtown	0.72	18%	North Weymouth	0.41	89
Vorth Saugus Vest Revere	0.37	17%	South End East Somerville	0.24	30% 21%	Waterfront East Somerville	1.58 0.95	46% 21%	South Quincy South Braintree	0.43	109
South Salem	0.08	<del>4%</del> 3%	East Somerville East Cambridge	0.14	6%	West Revere	0.95	4%	Brockton	0.46	139 619
South Saugus	0.03	12%	Back Bay	0.05	7%	West Revere West End	0.02	8%	Holbrook	0.73	219
Vahant	0.24	13%	Fenway	0.08	13%	East Cambridge	1.05	25%	Randolph	0.80	759
outh Peabody	0.16	7%	North Braintree	0.50	51%	Chinatown	1.28	34%	Waterfront	0.44	109
North Salem	0.02	2%	Brockton	0.22	29%	Back Bay	1.45	41%	North Quincy	0.46	139
Winthrop	1.22	31%	Chelsea	0.72	67%	Winthrop	0.71	17%	North Braintree	0.37	59
Marblehead	0.10	5%	East Boston	0.06	10%	North End	0.10	5%	Stoughton	0.58	319
West Beverly Melrose	0.19 1.34	9% 39%	Kendall/MIT West Malden	0.09	15% 6%	Charlestown South End	0.13 1.92	7% 60%	South Boston South Dorchester	0.41	79 379
East Boston	0.70	20%	Longwood	0.04	23%	North Saugus	1.38	37%	North Dorchester	0.58	309
Vaterfront	0.96	25%	North End	0.00	2%	Kendall/MIT	2.31	84%	Avon	0.76	679
North Peabody	1.04	26%	North Dorchester	0.29	35%	South Saugus	1.13	29%	North Milton	0.66	469
Wakefield	1.30	37%	East Medford	0.32	37%	Melrose	1.33	36%	East Somerville	0.60	339
ynnfield	0.19	10%	East Revere	0.06	9%	West Lynn	0.73	19%	South End	0.63	429
Average	1.51	44%	Average	0.52	55%	Average	1.56	45%	Average	0.67	489
Maximum Minimum	3.30 0.00	100%	Maximum Minimum	1.98 0.00	100%	Maximum Minimum	3.42 0.00	100% 0%	Maximum Minimum	1.57 0.05	100%
- Iviiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiii	0.00	070	William	0.00	070	William	0.00	070	William	0.03	070
	Fen	way		South	End		Stoug	ghton		South	Quincy
Γrips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Fenway	0.01	1%	Fenway	0.06	2%	Stoughton	0.00	0%	South Quincy	0.02	0%
Longwood	0.01	2%	South End	0.00	0%	Canton	0.08	1%	North Braintree	0.16	19
South End Back Bay	0.06	5% 0%	Waterfront Chinatown	0.51	15% 1%	Randolph Brockton	1.32 0.61	41% 6%	North Weymouth North Quincy	0.24	39 29
Chinatown	0.00	3%	Longwood	0.00	9%	Avon	0.64	6%	South Braintree	0.22	59
Vaterfront	1.12	56%	North Roxbury	0.03	2%	Sharon	0.30	2%	Hingham	0.42	69
Downtown	0.08	7%	Downtown	0.24	6%	Westwood	0.68	8%	South Weymouth	0.43	69
BU	0.03	2%	Back Bay	0.07	3%	South Quincy	1.38	48%	Waterfront	0.93	249
North Roxbury	0.09	8%	East Somerville	0.59	22%	Waterfront	0.72	10%	Randolph	0.60	139
Kendall/MIT	0.44	19%	East Boston	1.72	83%	Holbrook	1.33	42%	Westwood	1.27	349
East Somerville	0.55	23%	West End	0.66	28%	South Weymouth	0.58	5%	Abington	1.20	339
Central Square East Cambridge	0.07	6% 18%	East Cambridge BU	0.56 0.52	21% 17%	East Dedham Hyde Park	1.29 0.80	40% 12%	Stoughton  Mattapan	1.38 0.87	399 209
Vest End	0.44	22%	Charlestown	0.52	29%	South Waltham	1.35	45%	Canton	1.02	209
Charlestown	0.59	26%	North Braintree	1.46	64%	Abington	1.18	30%	Holbrook	0.29	49
North Cambridge	1.04	50%	North End	0.51	16%	Norwood	1.46	51%	Brockton	0.67	169
Beacon Hill	0.19	11%	Westwood	0.54	18%	Needham	1.45	50%	Norwood	1.64	719
East Medford	0.70	33%	Chelsea	1.92	88%	South Milton	0.92	13%	East Somerville	1.39	409
East Watertown	0.84	39%	Mission Hill	0.26	8%	North Dorchester	1.13	25%	Hyde Park	1.16	319
Wellesley	0.82 1.03	38%	Randolph	1.67	80% 54%	South Boston	1.11	21% 52%	Hull	0.64 1.44	159 459
Average Maximum	2.60	49% 100%	Average Maximum	1.13 2.71	54% 100%	Average Maximum	1.47 3.32	100%	Average Maximum	3.49	1009
Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.02	0%
	3.00	570			570			570		5.52	
		wood		Burlin			Long			East V	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Westwood	0.04	0%	Burlington	0.06	1%	Fenway	0.01	1%	East Woburn	0.09	0%
East Dedham	0.20	6%	East Woburn	0.93	16%	Longwood Mission Hill	0.00	0%	Wilmington	0.84	14%
Hyde Park Needham	0.36	10%	West Woburn East Lexington	0.06	2% 13%	Mission Hill South End	0.02	14%	Stoneham Burlington	0.67	109 189
Vest Dedham	0.67	5%	Wilmington	1.07	20%	South Brookline	0.33	14% 3%	Reading	1.17	269
Canton	0.20	11%	Winchester	0.24	3%	North Brookline	0.04	2%	Wakefield	1.17	339
Junion	0.98	45%	West Lexington	1.04	19%	North Roxbury	0.17	7%	Winchester	0.19	29
	0.34	9%	Bedford	0.64	9%	Waterfront	1.45	71%	West Woburn	0.21	39
outh Newton		65%	Stoneham	1.57	43%	BU	0.11	6%	Billerica	1.30	359
outh Newton Vest Roxbury Jouth Quincy	1.27		Billerica	0.15	2%	Downtown	0.15	6%	Melrose	1.20	289
outh Newton Vest Roxbury outh Quincy outh Waltham	0.90	42%			6%	East Somerville	0.87	33%	Bedford	2.37	989
South Newton West Roxbury South Quincy South Waltham Stoughton	0.90 0.68	21%	West Arlington	0.49		_ ~	0.00	120/	East Somerville	1.04	219
South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham	0.90 0.68 1.06	21% 50%	Wakefield	2.17	80%	East Cambridge	0.26	13%			
outh Newton Vest Roxbury Outh Quincy Outh Waltham Stoughton North Waltham	0.90 0.68 1.06 0.81	21% 50% 32%	Wakefield Waterfront	2.17 1.54	80% 40%	Back Bay	0.06	4%	Lynnfield	0.75	
South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley	0.90 0.68 1.06 0.81 0.78	21% 50% 32% 28%	Wakefield Waterfront East Somerville	2.17 1.54 1.34	80% 40% 34%	Back Bay Charlestown	0.06 0.73	4% 23%	Lynnfield East Lexington	0.75 2.33	979
South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay	0.90 0.68 1.06 0.81 0.78 0.29	21% 50% 32% 28% 7%	Wakefield Waterfront East Somerville North Cambridge	2.17 1.54 1.34 0.29	80% 40% 34% 4%	Back Bay Charlestown Kendall/MIT	0.06 0.73 0.39	4% 23% 16%	Lynnfield East Lexington North Peabody	0.75 2.33 1.83	979 749
South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph	0.90 0.68 1.06 0.81 0.78 0.29 1.60	21% 50% 32% 28% 7% 93%	Wakefield Waterfront East Somerville North Cambridge North Newton	2.17 1.54 1.34 0.29 1.29	80% 40% 34% 4% 33%	Back Bay Charlestown Kendall/MIT East Boston	0.06 0.73 0.39 1.07	4% 23% 16% 44%	Lynnfield East Lexington North Peabody West Arlington	0.75 2.33 1.83 1.50	979 749 509
South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan	0.90 0.68 1.06 0.81 0.78 0.29	21% 50% 32% 28% 7%	Wakefield Waterfront East Somerville North Cambridge	2.17 1.54 1.34 0.29	80% 40% 34% 4%	Back Bay Charlestown Kendall/MIT	0.06 0.73 0.39	4% 23% 16%	Lynnfield East Lexington North Peabody	0.75 2.33 1.83	979 749 509 79
South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront	0.90 0.68 1.06 0.81 0.78 0.29 1.60 0.73	21% 50% 32% 28% 7% 93% 24%	Wakefield Waterfront East Somerville North Cambridge North Newton North Allston	2.17 1.54 1.34 0.29 1.29 1.93	80% 40% 34% 4% 33% 64%	Back Bay Charlestown Kendall/MIT East Boston West End	0.06 0.73 0.39 1.07 0.46	4% 23% 16% 44% 18%	Lynnfield East Lexington North Peabody West Arlington North Medford	0.75 2.33 1.83 1.50 0.44	97% 74% 50% 7% 39%
South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon	0.90 0.68 1.06 0.81 0.78 0.29 1.60 0.73 0.47 0.53 0.18	21% 50% 32% 28% 7% 93% 24% 12%	Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton Norwood Charlestown	2.17 1.54 1.34 0.29 1.29 1.93 1.70	80% 40% 34% 4% 33% 64% 55%	Back Bay Charlestown Kendall/MIT East Boston West End South Boston	0.06 0.73 0.39 1.07 0.46 1.16	4% 23% 16% 44% 18% 54%	Lynnfield East Lexington North Peabody West Arlington North Medford West Revere	0.75 2.33 1.83 1.50 0.44 1.37	979 749 509 79 399 839
South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon Roslindale Average	0.90 0.68 1.06 0.81 0.78 0.29 1.60 0.73 0.47 0.53 0.18 1.03	21% 50% 32% 28% 7% 93% 24% 12% 13% 4% 50%	Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton Norwood Charlestown Average	2.17 1.54 1.34 0.29 1.29 1.93 1.70 1.89 1.58	80% 40% 34% 4% 33% 64% 55% 62% 44%	Back Bay Charlestown Kendall/MIT East Boston West End South Boston North Cambridge Spring Hill Average	0.06 0.73 0.39 1.07 0.46 1.16 1.03 0.92	4% 23% 16% 44% 18% 54% 40% 34% 48%	Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus Waterfront Average	0.75 2.33 1.83 1.50 0.44 1.37 1.97 1.29 1.43	979 749 509 79 399 839 349 499
South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon Roslindale Average Maximum Minimum	0.90 0.68 1.06 0.81 0.78 0.29 1.60 0.73 0.47 0.53 0.18	21% 50% 32% 28% 7% 93% 24% 12% 13% 4%	Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton Norwood Charlestown	2.17 1.54 1.34 0.29 1.29 1.93 1.70 1.89 1.58	80% 40% 34% 4% 33% 64% 55% 62% 44%	Back Bay Charlestown Kendall/MIT East Boston West End South Boston North Cambridge Spring Hill	0.06 0.73 0.39 1.07 0.46 1.16 1.03	4% 23% 16% 44% 18% 54% 40% 34%	Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus Waterfront	0.75 2.33 1.83 1.50 0.44 1.37 1.97 1.29	11% 97% 74% 50% 7% 39% 83% 34% 49% 100%

<sup>\*</sup>The ranking percentile (Rank %) represents the percentage of all average transfer rates for trips between neighborhood pairs that the individual neighborhood pair's average transfer rate exceeds.

### 3.5.7 Transfer Waiting Time

The transfer waiting time where the rider transfers between two transit vehicles is modeled by the Boston Region MPO travel demand model set as one of the "costs" incurred by a rider when taking a transit trip. Higher costs reduce the estimated number of trips. An average transfer waiting time represents the trip cost (measured in terms of the transfer waiting time) of all trips averaged over all riders. This time is averaged over all trips, regardless of whether or not a transfer occurs. Therefore, trips without transfers would have a transfer waiting time of zero minutes. The average transfer waiting time for each neighborhood equals the average of the respective neighborhood's transfer waiting time for transit trips between all other neighborhoods weighted by the number of existing trips between each neighborhood pair. For example, the average transfer waiting time for transit trips from Fenway to Longwood is 0.04 minutes while the average transfer waiting time from Fenway to Downtown is 0.19 minutes, and the number of existing trips from Fenway to the two destinations is 15,577 and 4,297, respectively. The weighted average transfer waiting time for origin trips from Fenway of these two neighborhoods pairs would therefore be 0.07 minutes. The weighted average transfer waiting time for origin trips from Fenway for all neighborhood pairs is 0.71 minutes.

Figure 67 shows the distribution of existing average transfer waiting times on transit in the AM Peak time period for all trips with an origin in the respective neighborhood. Figure 68 does the same for destination neighborhoods. As seen in the figures, in terms of origins, the lowest average transfer waiting times characterize almost the entire urban core in neighborhoods served by rapid transit. Destination neighborhoods with the lowest category of average transfer waiting times are generally located in the same neighborhoods. Lower average transfer waiting times do appear to be generally correlated with the distance of the neighborhood from downtown Boston. The neighborhoods with the greatest average initial waiting times are primarily located in the northern suburbs of Boston. Similar to the average transfer rate, the greater average transfer times in the northern suburbs compared to the south likely reflect the smaller percentage of North Side commuter rail riders who can walk to their final destination from North Station compared to South Side commuter rail riders at South Station, and must transfer to rapid transit.

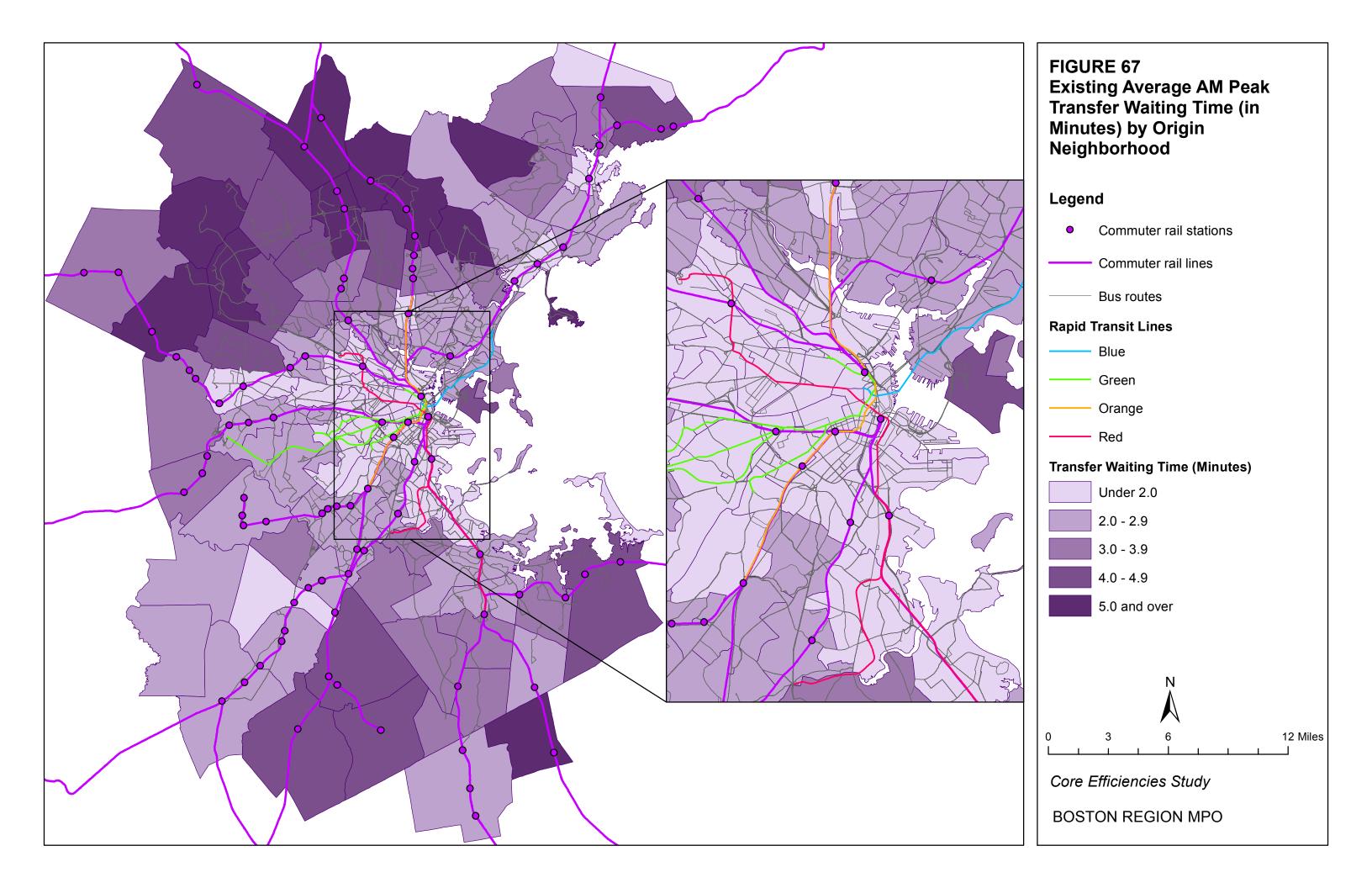
Table 74 shows the existing average transit transfer waiting times for each of the top 20 origin and destination neighborhoods in terms of their projected increases in origin and destination trips, respectively (Tables 48 and 49). A majority of origin neighborhoods have an average

transfer waiting time below the average for all neighborhoods (the neighborhood average of 2.75 minutes is greater than 60 percent of other neighborhoods' average travel times), as do a greater number of neighborhoods in the table. Most of these neighborhoods are within the urban core. The neighborhoods in the table with the greatest average transfer waiting times within the urban core are Chelsea, East Boston, and East Somerville. For destination neighborhoods, most neighborhoods also have an average transfer waiting time below the average for all neighborhoods. Within the urban core, destination neighborhoods in the table with the largest average transfer waiting times are North Allston, Waterfront, and Chelsea.

Table 74
Average AM Peak Transfer Waiting Times and Ranking Percentiles\* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations

Origin Neighborhood	Average Wait Time	Ranking Percentile	Destination Neighborhood	Average Wait Time	Ranking Percentile
Waterfront	1.59	21%	Waterfront	1.66	39%
Chinatown	0.42	2%	East Somerville	1.42	29%
East Cambridge	1.07	11%	East Cambridge	1.09	14%
East Somerville	1.78	25%	East Lynn	1.04	13%
East Lynn	1.32	16%	Downtown	0.54	2%
Downtown	0.26	0%	East Revere	1.03	12%
Brockton	2.48	51%	Chinatown	0.61	2%
Chelsea	2.36	47%	Westwood	3.75	73%
South Weymouth	2.67	56%	East Woburn	6.46	91%
Fenway	0.71	6%	South Quincy	1.86	45%
East Boston	2.18	39%	Longwood	0.75	6%
South End	0.74	7%	South Weymouth	4.47	82%
Stoughton	4.10	83%	Chelsea	1.56	33%
North Cambridge	1.36	17%	Stoughton	3.88	75%
South Quincy	2.45	50%	Burlington	3.57	69%
Westwood	1.99	34%	Fenway	0.71	5%
Hingham	4.08	83%	North Allston	1.75	42%
Burlington	4.19	84%	South End	1.27	24%
Longwood	0.65	6%	North Peabody	11.26	98%
East Woburn	5.43	94%	Needham	4.00	78%
All Neighborhoods			All Neighborhoods		
Average	2.75	60%	Average	2.94	63%
Maximum	8.59	100%	Maximum	15.50	100%
Minimum	0.26	0%	Minimum	0.27	0%

<sup>\*</sup>The ranking percentile represents the percentage of all neighborhood average transfer waiting times that the individual neighborhood's average transfer waiting time exceeds.



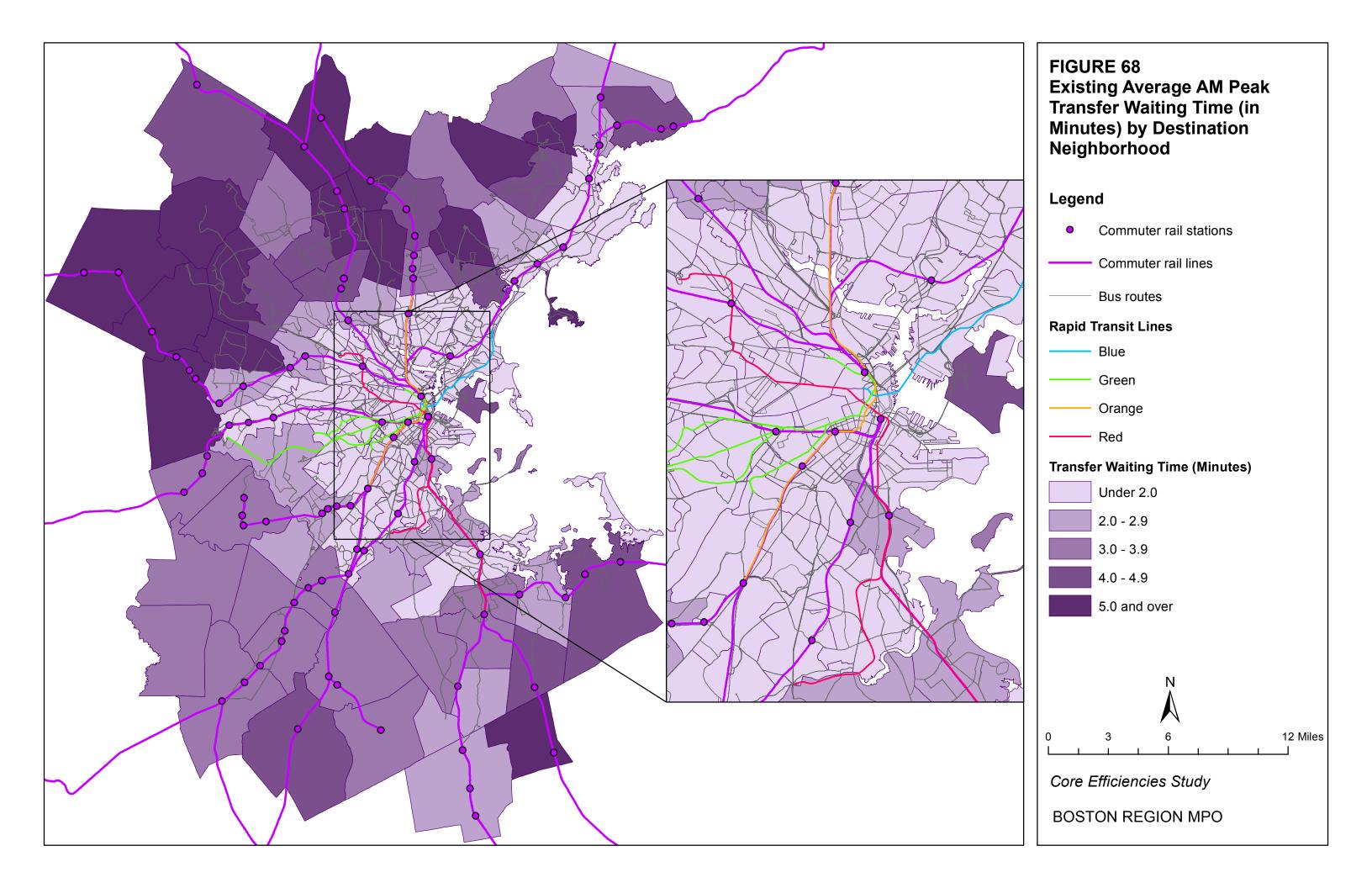


Table 75 shows the average transfer waiting times for the top 20 neighborhood pairs in terms of the projected absolute increase in all trips (origins plus destinations) for each of the 16 neighborhoods with the top projected absolute increases in trips (Table 55). Neighborhoods that are closer to each other typically have lower average transfer waiting times. In addition, for each neighborhood lying in the urban core, for most of the pairs with the greatest projected increases in trips (appearing at the top of each list), the average transfer waiting times lie within the bottom 10 percent of the average transfer waiting times for trips between all neighborhood pairs. For example, for the Waterfront neighborhood, the second largest projected increase in trips is between the Waterfront and Downtown. This neighborhood pair has an average transfer waiting time (for trips from the Waterfront to Downtown and from Downtown to the Waterfront) of 0.11 minutes. This average transfer waiting time exceeds only one percent of all average transfer waiting times for trips between the Waterfront and all other neighborhoods. Within the urban core, which is where most of the projected increase in trips is located, neighborhoods identified in Table 74 with greater average travel times generally also have greater average travel times in Table 75. Average transfer waiting times for trips between neighborhood pairs involving North Allston, South Boston, and North Dorchester on average exceed 3.5 minutes.

#### 3.5.8 Total Transit Cost Index

The various transit costs modeled by the Boston Region MPO travel demand model set (transit fare, walk time, in-vehicle travel time, initial waiting time, number of transfers, and transfer waiting time) are combined by the model to represent a "cost" incurred by a rider when taking a transit trip. This is the only cost that is used by the model to estimate the trip mode and path. Higher costs reduce the estimated number of trips. Unlike its various components, the total transit cost does not have any real-world relevance in terms of its absolute values. Rather, it equals a weighted sum of the various costs converted into time-based values. The transit fare is divided by the model's value of time (\$18.92 per hour) to obtain a time-based cost that is equivalent to the other modeled costs. The number of transfers is multiplied by a "transfer penalty" of 2.5 minutes per transfer. In addition, every bus boarding is given a 7.0 minute "bus boarding penalty" that increases the relative cost for bus trips (reflecting, in essence, how the various waiting and traveling costs on buses are perceived as more costly than those on other modes). In terms of the weights used by the model, the costs associated with walking or waiting (walk time, initial waiting time, and

CTPS

transfer waiting time) are valued at twice the other costs. The formula for calculating the total transit cost would therefore equal the following:

```
Total Transit Cost = (Transit Fare / $18.92) + (2 x Walk Time) +
In-Vehicle Travel Time + (2 x Initial Waiting Time) +
(2.5 x Number of Transfers) + (2 x Transfer Waiting Time) +
(7.0 x Number of Bus Boardings)
```

Since the total transit cost does not represent any real value, the figures presented in this analysis represent the ratio of each individual neighborhood pair's total transit cost to the average total transit cost for all neighborhood pairs. In this way, the total transit cost index indicates not just the relative size of one neighborhood pair's total transit cost to another's, but also the relative size compared to the average of all neighborhood pairs. Ratios above 1.0 represent total transit costs greater than the average; ratios below 1.0 represent total transit costs less than the average.

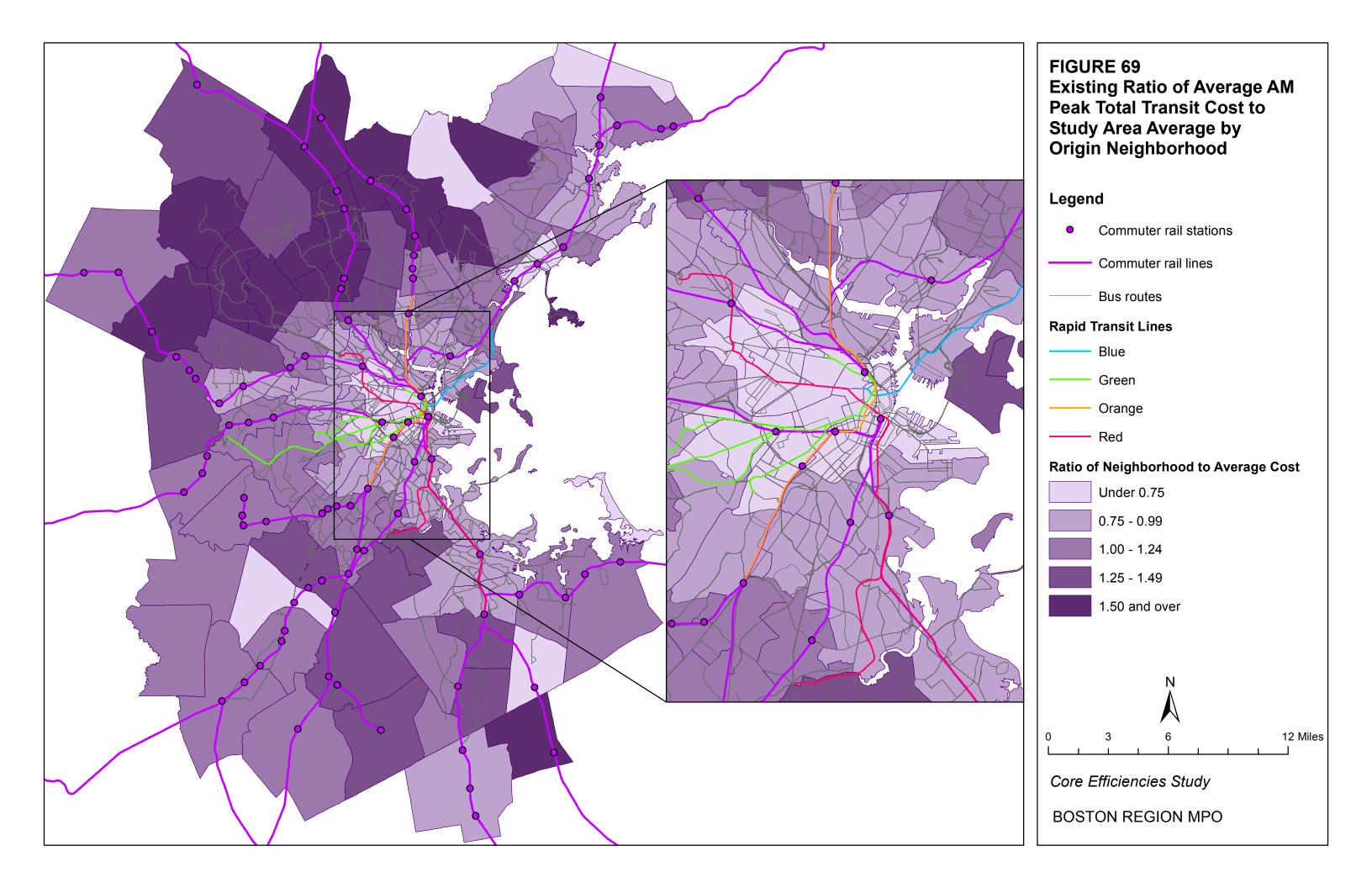
The average total transit cost index for each neighborhood equals the average of the respective neighborhood's cost index for transit trips between all other neighborhoods weighted by the number of existing trips between each neighborhood pair. For example, the average cost index for transit trips from Fenway to Longwood is 0.19 minutes while the average transfer waiting time from Fenway to Downtown is 0.34, and the number of existing trips from Fenway to the two destinations is 15,577 and 4,297, respectively. The weighted average cost index for origin trips from Fenway of these two neighborhoods pairs would therefore be 0.22. The weighted average cost index for origin trips from Fenway for all neighborhood pairs is 0.51.

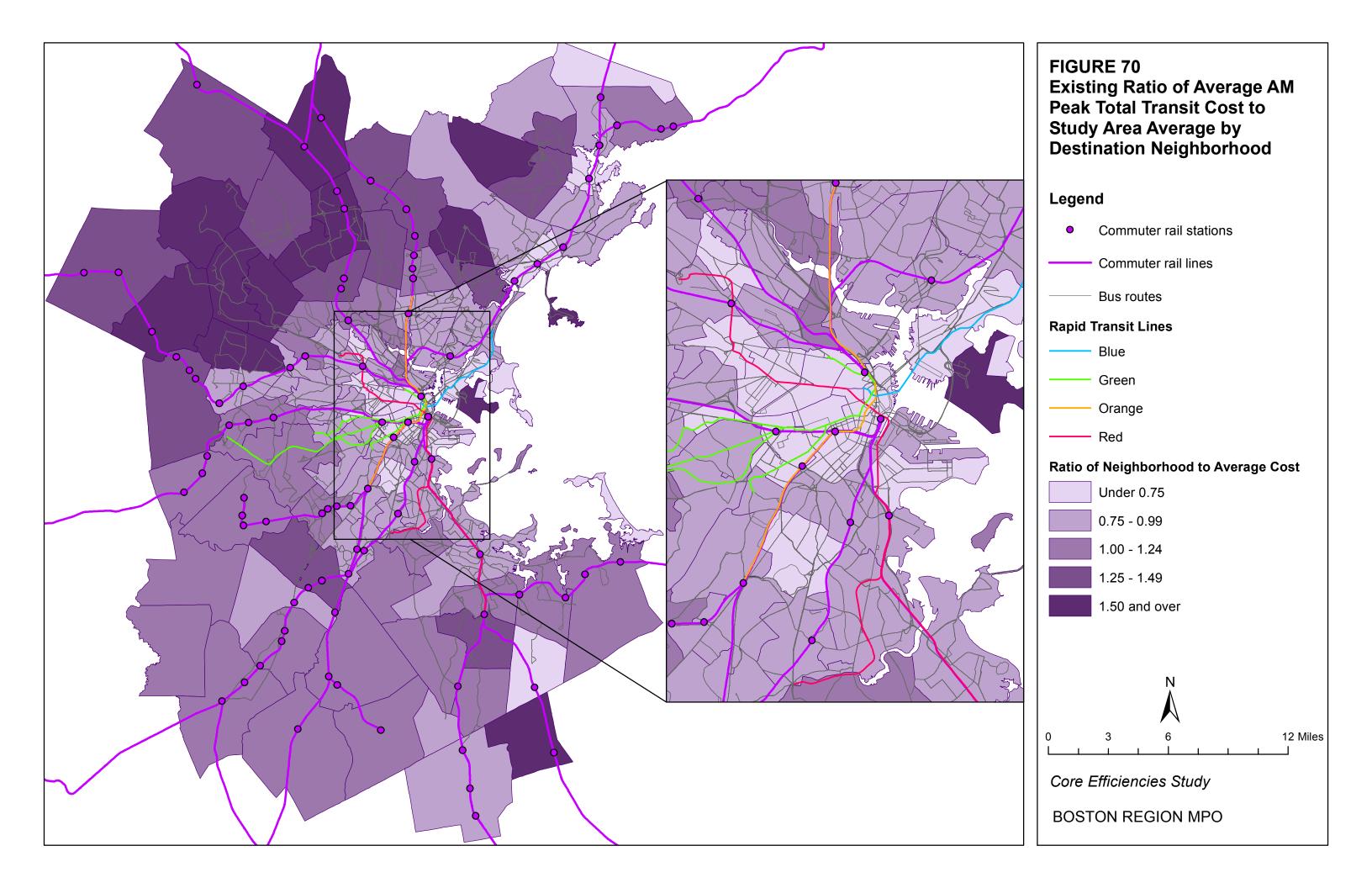
Figure 69 shows the distribution of the index of existing average total costs on transit in the AM Peak time period for all trips with an origin in the respective neighborhood. Figure 70 does the same for destination neighborhoods. As the total transit cost represents the combination of the various individual transit costs, the patterns shown in Figures 57 through 68 are reflected in Figures 69 and 70. In terms of origins, the lowest category of average costs characterizes almost the entire urban core in neighborhoods served by rapid transit. Destination neighborhoods with the lowest category of average costs are generally located in the same neighborhoods. Lower average costs do appear to be generally correlated with the distance of the neighborhood from downtown Boston. The neighborhoods with the greatest average costs are primarily located in the northern suburbs of Boston. As with some of the individual transit costs, the smaller percentage of North Side commuter rail riders who can walk to their final destination from North

Trips between	Wate			China			East Car				merville
	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Waterfront Downtown	0.04	0% 1%	Downtown Waterfront	0.01	2% 10%	East Cambridge Charlestown	0.00	0% 11%	East Somerville Spring Hill	0.00	0% 2%
Chinatown	0.11	2%	Chinatown	0.12	0%	West End	0.42	2%	Charlestown	0.04	3%
Back Bay	1.19	12%	Back Bay	0.01	1%	Kendall/MIT	0.01	1%	Winter Hill	0.00	1%
South End	1.13	10%	Fenway	0.08	7%	East Somerville	0.76	14%	East Cambridge	0.76	14%
South Boston	0.11	2%	South End	0.01	2%	Downtown	0.10	6%	East Medford	0.29	8%
North Dorchester	1.73	17%	West End	0.29	16%	Central Square	0.08	6%	Downtown	0.34	10%
West End	1.04	9%	East Cambridge BU	0.19	13%	Waterfront	1.69	22%	West Malden	0.22	6%
Kendall/MIT Fenway	0.85 2.27	5% 24%	East Somerville	0.04	4% 18%	Spring Hill Chinatown	0.03	2% 8%	Central Square Waterfront	1.01 2.48	17% 33%
South Dorchester	1.28	15%	North Dorchester	1.52	42%	Back Bay	0.19	10%	Chinatown	0.34	10%
South Quincy	3.06	52%	East Boston	1.15	33%	Fenway	0.85	16%	Back Bay	0.97	17%
North Braintree	5.14	82%	South Brookline	0.19	13%	South End	1.39	19%	East Boston	2.69	34%
North Quincy	0.86	6%	Chestnut Hill	0.07	6%	North Cambridge	0.51	12%	West End	0.81	16%
East Cambridge	1.69	17%	North End	0.08	8%	Chelsea	2.71	39%	Chelsea	2.68	33%
Longwood	2.78	44%	North Roxbury	0.56	20%	Longwood	0.55	13%	South End	1.49	24%
Central Square North End	1.02 0.62	7% 3%	North Braintree Brockton	3.99 1.61	89%_ 44%	North Allston East Medford	2.12 3.30	25% 45%	Kendall/MIT Fenway	1.74 1.19	26% 22%
East Somerville	2.48	33%	Charlestown	0.63	21%	North End	0.11	7%	North End	0.29	9%
North Roxbury	2.46	31%	Logan Airport	3.11	72%	Harvard Square	0.05	4%	Melrose	2.95	42%
Average	3.51	60%	Average	2.24	58%	Average	3.54	50%	Average	4.11	56%
Maximum	13.19	100%	Maximum	10.36	100%	Maximum	12.10	100%	Maximum	14.25	100%
Minimum	0.04	0%	Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.00	0%
	Г.,	т		Ъ	4		Cl	1		C 4 W	
Fring hotswoon	Number East	Lynn Rank %	Tring hotsygon	Number Number	Rank %	Tring hotwoon	Che Number	Rank %	Tring hatwaan		eymouth
Frips between East Lynn	0.01	0%	Trips between Waterfront	0.11	10%	Trips between Chelsea	0.00	0%	Trips between South Weymouth	Number 0.50	Rank %
East Lynn West Lynn	0.01	1%	Chinatown	0.11	3%	East Boston	0.00		Abington Abington	5.22	58%
East Revere	0.09	8%	West End	0.01	2%	East Everett	0.42	1%	Hingham	5.16	56%
Swampscott	0.86	2%	Downtown	0.00	0%	Downtown	1.53	12%	North Weymouth	3.46	27%
North Saugus	3.32	21%	South End	0.55	30%	Waterfront	3.72	25%	South Quincy	3.92	349
West Revere	0.38	4%	East Somerville	0.34	23%	East Somerville	2.68	17%	South Braintree	3.69	30%
South Salem	0.31	3%	East Cambridge	0.10	8%	West Revere	0.11	4%	Brockton	11.43	99%
South Saugus	2.22	14%	Back Bay	0.06	5%	West End	0.30	6%	Holbrook	7.30	92%
Nahant	2.32	15%	Fenway	0.17	13%	East Cambridge	2.71	17%	Randolph	9.84	98%
South Peabody	1.23	10%	North Braintree	2.73	80%	Chinatown	2.75	18%	Waterfront	1.77	2%
North Salem	0.17	2%	Brockton	1.64	52%	Back Bay	2.89	19%	North Quincy	3.92	35%
Winthrop	5.70	34%	Chelsea	1.53	49%	Winthrop	2.37	15%	North Braintree	2.80	11%
Marblehead West Beverly	0.53 1.88	6% 13%	East Boston Kendall/MIT	0.11	11%	North End Charlestown	0.23	5% 6%	Stoughton South Boston	8.05 3.17	95% 14%
Melrose	9.77	71%	West Malden	0.17	6%	South End	4.41	29%	South Dorchester	5.51	65%
East Boston	2.88	17%	Longwood	0.10	20%	North Saugus	9.25	82%	North Dorchester	3.66	29%
Waterfront	3.23	21%	North End	0.01	2%	Kendall/MIT	5.14	40%	Avon	8.68	96%
North Peabody	9.60	71%	North Dorchester	0.82	33%	South Saugus	7.14	63%	North Milton	6.29	80%
Wakefield	10.59	79%	East Medford	0.95	35%	Melrose	6.01	48%	East Somerville	3.34	21%
Lynnfield	1.53	10%	East Revere	0.11	10%	West Lynn	4.07	26%	South End	2.94	13%
Average	7.39	49%	Average	1.75	56%	Average	6.24	52%	Average	4.89	48%
Maximum	19.60	100%	Maximum	8.33	100%	Maximum	18.41 0.00	100%	Maximum	11.43 0.50	100%
Minimum	0.01	0%	Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.30	0%
	Fen	wav		South	End		Stoug	hton		South	Quincy
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Fenway	0.01	1%	Fenway	0.15	3%_	Stoughton	0.00	0%_	South Quincy	0.08	0%
Longwood	0.03	2%	South End	0.00	0%	Canton	1.08	1%	North Braintree	0.69	1%
South End	0.15	50/	Waterfront	1.13	11%	Randolph	8.38	31%	North Weymouth	0.95	2%
	0.15	5%	CIL I		1%		3.47	2%	North Quincy		
Back Bay	0.00	0%	Chinatown	0.01	On/	Brockton		C0/	C 41- D : 4	0.96	
Back Bay Chinatown	0.00	0% 3%	Longwood	0.87	8%	Avon	3.97	6%	South Braintree	1.39	4%
Back Bay Chinatown Waterfront	0.00 0.08 2.27	0% 3% 34%	Longwood North Roxbury	0.87 0.08	2%	Avon Sharon	3.97 3.53	4%	Hingham	1.39 3.02	4% 13%
Back Bay Chinatown Waterfront Downtown	0.00 0.08 2.27 0.17	0% 3% 34% 6%	North Roxbury Downtown	0.87 0.08 0.55	2% 4%	Avon Sharon Westwood	3.97 3.53 7.01	4% 16%	Hingham South Weymouth	1.39 3.02 3.92	4% 13% 21%
Back Bay Chinatown Waterfront Downtown BU	0.00 0.08 2.27 0.17 0.07	0% 3% 34% 6% 2%	Longwood North Roxbury Downtown Back Bay	0.87 0.08 0.55 0.10	2% 4% 2%	Avon Sharon Westwood South Quincy	3.97 3.53 7.01 8.78	4% 16% 33%	Hingham South Weymouth Waterfront	1.39 3.02 3.92 3.06	4% 13% 21% 14%
Back Bay Chinatown Waterfront Downtown BU North Roxbury	0.00 0.08 2.27 0.17 0.07 0.20	0% 3% 34% 6% 2% 8%	North Roxbury Downtown	0.87 0.08 0.55 0.10 1.49	2% 4% 2% 17%	Avon Sharon Westwood South Quincy Waterfront	3.97 3.53 7.01 8.78 4.28	4% 16% 33% 7%	Hingham South Weymouth Waterfront Randolph	1.39 3.02 3.92 3.06 4.35	4% 13% 21% 14% 25%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT	0.00 0.08 2.27 0.17 0.07	0% 3% 34% 6% 2%	Longwood North Roxbury Downtown Back Bay East Somerville	0.87 0.08 0.55 0.10	2% 4% 2%	Avon Sharon Westwood South Quincy	3.97 3.53 7.01 8.78	4% 16% 33%	Hingham South Weymouth Waterfront	1.39 3.02 3.92 3.06	4% 13% 21% 14% 25% 66%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16	0% 3% 34% 6% 2% 8% 17%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston	0.87 0.08 0.55 0.10 1.49 2.84	2% 4% 2% 17% 36%	Avon Sharon Westwood South Quincy Waterfront Holbrook	3.97 3.53 7.01 8.78 4.28 9.06	4% 16% 33% 7% 37%	Hingham South Weymouth Waterfront Randolph Westwood	1.39 3.02 3.92 3.06 4.35 7.90	4% 13% 21% 14% 25% 66% 93%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT Bast Somerville Central Square East Cambridge	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85	0% 3% 34% 6% 2% 8% 17% 20% 6% 16%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17	2% 4% 2% 17% 36% 19% 15%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88	4% 16% 33% 7% 37% 24% 60% 34%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84	4% 13% 21% 14% 25% 66% 93% 72% 44%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83	2% 4% 2% 17% 36% 19% 15% 12% 21%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95	4% 16% 33% 7% 37% 24% 60% 34% 69%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37	4% 13% 21% 14% 25% 66% 93% 72% 44% 52%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29	2% 4% 2% 17% 36% 19% 15% 12% 21%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94	4% 16% 33% 7% 37% 24% 60% 34% 69% 87%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37	4% 13% 21% 14% 25% 66% 93% 72% 44% 52%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62	4% 13% 21% 14% 25% 66% 93% 72% 44% 52% 5% 29%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46	4% 13% 21% 14% 25% 66% 93% 72% 44% 52% 5% 29% 84%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94	4% 13% 21% 14% 25% 66% 93% 72% 44% 52% 5% 29% 84% 32%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91	4% 13% 21% 14% 25% 66% 93% 72% 44% 52% 5% 29% 844% 32% 58%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94	4% 13% 21% 14% 25% 66% 93% 72% 44% 52% 58% 29% 844% 32% 58% 16%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61% 7%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47	4% 13% 21% 24% 25% 66% 93% 72% 44% 52% 58% 29% 84% 32% 58% 16%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94	2% 4% 2% 17% 36% 19% 15% 21% 90% 13% 42% 61% 7% 88% 57%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84	4% 13% 21% 14% 25% 66% 93% 72% 44% 52% 58% 29% 844% 32% 58% 16% 58%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00	2% 4% 2% 17% 36% 19% 15% 21% 90% 13% 42% 61% 7% 88% 57% 100%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08	4% 13% 21% 14% 25% 66% 93% 72% 44% 52% 5% 29% 84% 32% 58% 16% 58% 100%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00 West	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin	2% 4% 2% 17% 36% 19% 15% 12% 90% 13% 42% 61% 7% 88% 57% 100% 0%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08 East V	4% 13% 21% 144% 25% 66% 93% 72% 44% 52% 5% 29% 844% 32% 58% 100% 0% Voburn
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum Trips between	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum Trips between	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61% 7% 88% 57% 100% 0%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum Trips between	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V	4% 13% 21% 144% 25% 66% 93% 72% 44% 52% 58% 29% 844% 32% 58% 100% 0% Voburn Rank %
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61% 7% 88% 57% 100% 0%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86	4% 13% 21% 144% 25% 66% 93% 72% 44% 52% 58% 29% 844% 32% 58% 100% 0% Voburn Rank %
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61% 7% 88% 57% 100% 0%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.00	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93	4% 13% 21% 144% 25% 66% 93% 72% 444% 522% 59% 844% 32% 58% 100% 0% Voburn Rank % 2% 76%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61% 7% 88% 57% 100% 0%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86	4% 13% 21% 14% 25% 66% 93% 72% 44% 52% 5% 29% 84% 32% 58% 100% 0% Voburn Rank % 2% 76% 16%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47	2% 4% 2% 17% 36% 19% 15% 12% 90% 13% 42% 61% 7% 88% 57% 100% 0%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.00 0.05	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44	4% 13% 21% 14% 25% 66% 93% 72% 44% 52% 5% 29% 84% 32% 58% 100% 0% Voburn Rank % 2% 76% 16% 39%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78	2% 4% 2% 17% 36% 19% 15% 12% 90% 13% 42% 61% 7% 88% 57% 100% 0%  mgton Rank % 0% 55% 2% 19%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.00 0.05 0.87 0.10 0.08	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05	49 139 219 149 259 669 939 729 449 529 59 299 8449 329 589 1009 09  Voburn Rank 9 29 769 399 569
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  wood Rank % 0% 7% 15% 48% 6%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61% 7% 88% 57% 100% 0%  Rank % 0% 55% 2% 19% 89% 6% 37%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.00 0.05 0.87 0.10 0.08 0.36	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  wood Rank % 1% 0% 2% 14% 3% 2% 7%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92	49 139 219 149 259 669 939 729 449 529 59 299 8449 329 589 1009 Voburn Rank 9 29 769 399 569
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 544% 100% 0%  Wood Rank % 0% 7% 15% 48% 6% 21% 39% 11%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington Bedford	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61% 7% 88% 57% 100% 0%  Rank % 0% 55% 2% 19% 89% 6% 37% 31%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.05 0.87 0.10 0.08 0.36 2.78	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  Wood Rank % 1% 0% 2% 14% 3% 2% 7% 35%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15	49 139 219 149 259 669 939 729 449 529 849 329 889 169 589 1009 Woburn Rank 9 29 769 169 399 569 559 49
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  Wood Rank % 0% 7% 15% 48% 6% 21% 39% 11% 72%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61% 7% 88% 57% 100% 0%  mgton Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.05 0.87 0.10 0.08 0.36 2.78 0.30	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  Wood Rank % 1% 0% 2% 14% 3% 2% 7% 35% 6%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17	49 139 219 149 259 669 939 729 449 529 849 329 889 169 09 Woburn Rank 9 769 169 399 569 559 49 59 839
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90 5.71	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  wood Rank % 0% 7% 15% 48% 6% 21% 39% 11% 72% 43%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlir Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38 1.44	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61% 7% 88% 57% 100% 0%  mgton Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73% 2%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.05 0.87 0.10 0.08 0.36 2.78 0.30 0.28	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  wood Rank % 1% 0% 2% 14% 3% 2% 7% 35% 6% 6%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17 8.17	49 139 219 149 259 669 939 729 449 529 849 329 889 169 09 Voburn Rank 9 769 169 399 569 559 49 59 839 439
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Frips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90 5.71 7.01	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  Wood Rank % 0% 7% 15% 48% 6% 21% 39% 11% 72% 43% 60%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38 1.44 3.17	2% 4% 2% 17% 36% 19% 15% 12% 90% 13% 42% 61% 7% 88% 57% 100% 0%  Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73% 2% 9%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.05 0.87 0.10 0.08 0.36 2.78 0.30 0.28 2.35	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  wood Rank % 1% 0% 2% 14% 3% 2% 7% 35% 6% 6% 6% 28%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17 8.17 19.68	49 139 219 149 259 669 939 729 449 529 849 329 589 169 589 1009 Voburn Rank 9 769 399 569 559 49 399 569 579 889 889 889 889 889 889
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90 5.71 7.01 10.92	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  Wood Rank % 0% 7% 15% 48% 6% 21% 39% 11% 72% 43% 60% 94%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38 1.44 3.17 9.08	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61% 7% 88% 57% 100% 0%  Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73% 2% 9% 70%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.05 0.87 0.10 0.08 0.36 2.78 0.30 0.28 2.35 0.55	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  Wood Rank % 1% 2% 7% 35% 6% 6% 6% 28% 11%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17 8.17 19.68 6.23	49 139 219 149 259 669 939 729 449 529 849 329 589 169 589 1009 Voburn Rank 9 769 399 569 559 49 599 849
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Crips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90 5.71 7.01 10.92 6.17	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  Wood Rank % 0% 7% 15% 48% 6% 21% 39% 11% 72% 43% 60% 94% 51%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38 1.44 3.17 9.08 4.65	2% 4% 2% 17% 36% 19% 15% 12% 21% 90% 13% 42% 61% 7% 88% 57% 100% 0%  Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73% 2% 9% 70% 17%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.05 0.87 0.10 0.08 0.36 2.78 0.30 0.28 2.35 0.55 0.12	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  wood Rank % 1% 0% 2% 14% 3% 2% 7% 35% 6% 6% 6% 28% 11% 4%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17 8.17 19.68 6.23 5.32	49 139 219 149 259 669 939 729 449 529 849 329 849 329 849 329 849 329 849 329 589 1009 09 Voburn Rank 9 29 769 399 569 559 49 49 209 149
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Crips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90 5.71 7.01 10.92 6.17 5.11	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  Wood Rank % 0% 7% 15% 48% 6% 21% 39% 11% 72% 43% 60% 94% 51% 36%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38 1.44 3.17 9.08 4.65 6.35	2% 4% 2% 17% 36% 19% 15% 12% 90% 13% 42% 61% 7% 88% 57% 100% 0%  Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73% 2% 9% 70% 17% 34%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.05 0.87 0.10 0.08 0.36 2.78 0.30 0.28 2.35 0.55 0.12 2.06	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  wood Rank % 2% 14% 3% 2% 7% 35% 6% 6% 6% 28% 11% 4% 25%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17 8.17 19.68 6.23 5.32 17.05	49 139 219 149 259 669 939 729 449 529 849 329 589 169 589 1009 Voburn Rank 9 769 399 569 559 49 59 839 439 999 209 149 979
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Crips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90 5.71 7.01 10.92 6.17 5.11 1.75	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  wood Rank % 6% 21% 39% 11% 72% 43% 60% 94% 51% 36% 8%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38 1.44 3.17 9.08 4.65 6.35 1.62	2% 4% 2% 17% 36% 19% 15% 12% 90% 13% 42% 61% 7% 88% 57% 100% 0%  Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73% 2% 9% 70% 17% 34% 3%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.05 0.87 0.10 0.08 0.36 2.78 0.30 0.28 2.35 0.55 0.12 2.06 0.77	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  wood Rank % 1% 0% 2% 14% 3% 2% 7% 35% 6% 6% 6% 28% 11% 4% 25% 12%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17 8.17 19.68 6.23 5.32 17.05 15.25	49 139 219 149 259 669 939 729 449 529 849 329 589 169 588 1009 Voburn Rank 9 769 399 569 559 49 329 569 57 49 57 69 59 849 69 69 69 69 69 69 69 69 69 69 69 69 69
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90 5.71 7.01 10.92 6.17 5.11 1.75 8.24	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  wood Rank % 6% 21% 39% 11% 72% 43% 60% 94% 51% 36% 8% 75%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38 1.44 3.17 9.08 4.65 6.35 1.62 7.64	2% 4% 2% 17% 36% 19% 15% 12% 90% 13% 42% 61% 7% 88% 57% 100% 0%  Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73% 2% 9% 70% 17% 34% 3% 52%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.00 0.05 0.87 0.10 0.08 0.36 2.78 0.30 0.28 2.35 0.55 0.12 2.06 0.77 2.03	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  wood Rank % 1% 0% 2% 14% 3% 2% 7% 35% 6% 6% 6% 28% 11% 4% 25% 12% 23%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17 8.17 19.68 6.23 5.32 17.05 15.25 12.56	49 139 149 259 669 939 729 449 529 849 329 589 169 588 1009 Voburn Rank 9 769 399 569 559 49 399 569 579 49 579 8839 439 999 949 879
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90 5.71 7.01 10.92 6.17 5.11 1.75 8.24 6.30	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  wood Rank % 0% 7% 15% 48% 6% 21% 39% 11% 72% 43% 60% 94% 51% 36% 8% 75% 53%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38 1.44 3.17 9.08 4.65 6.35 1.62 7.64 7.47	2% 4% 2% 17% 36% 19% 15% 12% 90% 13% 42% 61% 7% 88% 57% 100% 0%  Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73% 2% 9% 70% 17% 34% 3% 52% 49%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.00 0.05 0.87 0.10 0.08 0.36 2.78 0.30 0.28 2.35 0.55 0.12 2.06 0.77 2.03 0.92	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  wood Rank % 1% 0% 2% 14% 3% 2% 7% 35% 6% 6% 28% 11% 4% 25% 12% 23% 15%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17 8.17 19.68 6.23 5.32 17.05 15.25 12.56 4.00	4% 13% 21% 14% 25% 66% 93% 72% 44% 52% 5% 29% 844% 32% 58% 100% 0% Voburn Rank % 2% 76% 39% 55% 44% 55% 49% 56% 49% 57% 49% 57% 49% 97% 94%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham Stoughton Wellesley Back Bay Randolph Mattapan Waterfront	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90 5.71 7.01 10.92 6.17 5.11 1.75 8.24 6.30 2.29	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  wood Rank % 0% 7% 15% 48% 6% 21% 39% 11% 72% 43% 60% 94% 51% 36% 8% 75% 53% 10%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38 1.44 3.17 9.08 4.65 6.35 1.62 7.64 7.47 8.08	2% 4% 2% 17% 36% 19% 15% 12% 90% 13% 42% 61% 7% 88% 57% 100% 0%  Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73% 2% 9% 70% 17% 34% 3% 52% 49% 56%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End South Boston	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.00 0.05 0.87 0.10 0.08 0.36 2.78 0.30 0.28 2.35 0.55 0.12 2.06 0.77 2.03 0.92 2.93	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  wood Rank % 1% 0% 2% 14% 3% 2% 7% 35% 6% 6% 28% 11% 4% 25% 12% 23% 15% 40%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Revere	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17 8.17 19.68 6.23 5.32 17.05 15.25 12.56 4.00 8.94	4% 13% 21% 14% 25% 66% 93% 72% 44% 52% 5% 29% 844% 32% 58% 100% 0% Voburn Rank % 2% 76% 16% 39% 55% 43% 99% 43% 99% 20% 14% 97% 94% 87% 9% 50%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham Stoughton Wellesley Back Bay Randolph Mattapan Waterfront Sharon	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90 5.71 7.01 10.92 6.17 5.11 1.75 8.24 6.30 2.29 5.05	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  wood Rank % 0% 7% 15% 48% 6% 21% 39% 11% 72% 43% 60% 94% 51% 36% 8% 75% 53% 10% 33%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton Norwood	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38 1.44 3.17 9.08 4.65 6.35 1.62 7.64 7.47 8.08 9.64	2% 4% 2% 17% 36% 19% 15% 12% 90% 13% 42% 61% 7% 88% 57% 100% 0%  mgton Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73% 2% 9% 70% 17% 34% 3% 52% 49% 56% 78%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston North Cambridge	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.00 0.05 0.87 0.10 0.08 0.36 2.78 0.30 0.28 2.35 0.55 0.12 2.06 0.77 2.03 0.92 2.93 2.40	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  wood Rank % 1% 0% 2% 14% 3% 2% 11% 4% 25% 11% 4% 25% 12% 23% 15% 40% 29%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Revere North Saugus	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17 8.17 19.68 6.23 5.32 17.05 15.25 12.56 4.00 8.94 14.74	4% 13% 21% 14% 25% 66% 93% 72% 44% 52% 5% 29% 844% 32% 58% 100% 0% Voburn Rank % 2% 76% 16% 39% 55% 44% 55% 43% 99% 20% 14% 97% 94% 87% 99% 50% 92%
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham Stoughton North Waltham South Milton Wellesley Back Bay Randolph Mattapan Waterfront Sharon Roslindale	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90 5.71 7.01 10.92 6.17 5.11 1.75 8.24 6.30 2.29 5.05 0.99	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  wood Rank % 0% 7% 15% 48% 6% 21% 39% 11% 72% 43% 60% 94% 51% 36% 8% 75% 53% 10% 33% 4%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton Norwood Charlestown	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38 1.44 3.17 9.08 4.65 6.35 1.62 7.64 7.47 8.08 9.64 6.93	2% 4% 2% 17% 36% 19% 15% 12% 90% 13% 42% 61% 7% 88% 57% 100% 0%  Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73% 2% 9% 70% 17% 34% 3% 52% 49% 56% 78% 41%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston North Cambridge Spring Hill	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.00 0.05 0.87 0.10 0.08 0.36 2.78 0.30 0.28 2.35 0.55 0.12 2.06 0.77 2.03 0.92 2.93 2.40 2.25	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  wood Rank % 1% 0% 2% 14% 3% 2% 11% 4% 25% 11% 4% 25% 12% 23% 15% 40% 29% 27%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus Waterfront	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17 8.17 19.68 6.23 5.32 17.05 15.25 12.56 4.00 8.94 14.74 4.98	4 % 13 % 21 % 14 % 25 % 66 % 93 % 72 % 44 % 52 % 59 % 84 % 32 % 58 % 100 %  Voburn Rank % 2 % 76 % 16 % 39 % 55 % 4 % 43 % 99 % 20 % 14 % 97 % 94 % 87 % 99 % 50 % 92 % 12 %
Back Bay Chinatown Waterfront Downtown BU North Roxbury Kendall/MIT East Somerville Central Square East Cambridge West End Charlestown North Cambridge Beacon Hill East Medford East Watertown Wellesley Average Maximum Minimum  Trips between Westwood East Dedham Hyde Park Needham West Dedham Canton South Newton West Roxbury South Quincy South Waltham Stoughton North Waltham Stoughton Wellesley Back Bay Randolph Mattapan Waterfront Sharon	0.00 0.08 2.27 0.17 0.07 0.20 0.96 1.19 0.16 0.85 1.14 1.40 2.25 0.38 1.58 2.91 2.87 3.25 10.91 0.00  West Number 0.30 1.53 3.22 6.00 1.50 3.93 5.33 2.74 7.90 5.71 7.01 10.92 6.17 5.11 1.75 8.24 6.30 2.29 5.05	0% 3% 34% 6% 2% 8% 17% 20% 6% 16% 19% 23% 33% 10% 25% 47% 45% 54% 100% 0%  wood Rank % 0% 7% 15% 48% 6% 21% 39% 11% 72% 43% 60% 94% 51% 36% 8% 75% 53% 10% 33%	Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton Norwood	0.87 0.08 0.55 0.10 1.49 2.84 1.58 1.39 1.17 1.83 7.29 1.20 3.13 4.41 0.82 6.77 3.94 13.90 0.00  Burlin Number 0.37 8.05 0.47 4.78 11.65 2.05 6.52 5.78 9.38 1.44 3.17 9.08 4.65 6.35 1.62 7.64 7.47 8.08 9.64	2% 4% 2% 17% 36% 19% 15% 12% 90% 13% 42% 61% 7% 88% 57% 100% 0%  mgton Rank % 0% 55% 2% 19% 89% 6% 37% 31% 73% 2% 9% 70% 17% 34% 3% 52% 49% 56% 78%	Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston North Cambridge	3.97 3.53 7.01 8.78 4.28 9.06 8.05 11.08 8.88 11.95 14.94 15.44 13.79 7.74 10.06 8.37 10.52 23.37 0.00  Long Number 0.03 0.00 0.05 0.87 0.10 0.08 0.36 2.78 0.30 0.28 2.35 0.55 0.12 2.06 0.77 2.03 0.92 2.93 2.40	4% 16% 33% 7% 37% 24% 60% 34% 69% 87% 88% 82% 21% 48% 30% 54% 100% 0%  wood Rank % 1% 0% 2% 14% 3% 2% 11% 4% 25% 11% 4% 25% 12% 23% 15% 40% 29%	Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Revere North Saugus	1.39 3.02 3.92 3.06 4.35 7.90 12.79 8.78 5.84 6.37 1.71 4.62 10.46 4.94 6.91 3.47 6.84 19.79 0.08  East V Number 0.86 10.93 5.44 8.05 9.52 9.41 1.92 2.15 12.17 8.17 19.68 6.23 5.32 17.05 15.25 12.56 4.00 8.94 14.74	2% 4% 13% 21% 14% 25% 66% 93% 72% 444% 52% 58% 100% 0%  Voburn Rank % 2% 76% 39% 55% 4% 55% 4% 55% 4% 55% 4% 55% 4% 55% 4% 55% 4% 55% 4% 55% 4% 55% 66% 55% 4% 55% 55% 4% 55% 55% 66% 66

 $<sup>*</sup>The\ ranking\ percentile\ (Rank\ \%)\ represents\ the\ percentage\ of\ all\ average\ transfer\ waiting\ times\ for\ trips\ between\ neighborhood\ pairs\ that\ the\ individual\ neighborhood\ pair's\ average$ 

 $transfer\ waiting\ time\ exceeds.$ 





Station compared to South Side commuter rail riders at South Station likely drives this cost difference.

Table 76 shows the index of existing total transit costs averaged for each of the top 20 origin and destination neighborhoods in terms of their projected increases in origin and destination trips, respectively (Tables 48 and 49). Most of these neighborhoods are within the urban core. The origin neighborhoods in the table within the urban core with the greatest average cost indices are Chelsea, East Somerville, and East Boston. For destination neighborhoods in the table within the urban core, East Somerville, the Waterfront, and North Allston have the greatest average cost indices.

Table 76
Average AM Peak Total Transit Cost Index and Ranking Percentiles\* for Origin and Destination Neighborhoods with the Top 20 Projected Absolute Increases in Origins and Destinations

Origin Neighborhood	Average Total Cost	Ranking Percentile	Destination Neighborhood	Average Total Cost	Ranking Percentile
Waterfront	0.69	17%	Waterfront	0.99	56%
Chinatown	0.34	2%	East Somerville	1.02	57%
East Cambridge	0.50	10%	East Cambridge	0.72	17%
East Somerville	0.89	35%	East Lynn	0.57	3%
East Lynn	0.67	14%	Downtown	0.61	7%
Downtown	0.23	1%	East Revere	0.88	40%
Brockton	0.94	41%	Chinatown	0.62	8%
Chelsea	0.91	37%	Westwood	0.95	48%
South Weymouth	0.67	15%	East Woburn	1.67	94%
Fenway	0.51	10%	South Quincy	0.92	46%
East Boston	0.81	25%	Longwood	0.55	2%
South End	0.42	8%	South Weymouth	0.61	6%
Stoughton	1.34	82%	Chelsea	0.78	24%
North Cambridge	0.78	24%	Stoughton	1.10	63%
South Quincy	0.95	44%	Burlington	1.42	87%
Westwood	0.74	20%	Fenway	0.64	10%
Hingham	1.24	75%	North Allston	0.97	55%
Burlington	1.27	77%	South End	0.66	11%
Longwood	0.38	5%	North Peabody	2.01	98%
East Woburn	1.52	90%	Needham	1.17	71%
All Neighborhoods			All Neighborhoods		
Average	1.02	52%	Average	1.02	58%
Maximum	1.91	100%	Maximum	2.12	100%
Minimum	0.23	0%	Minimum	0.17	0%

<sup>\*</sup>The ranking percentile represents the percentage of all neighborhood average costs that the individual neighborhood's average cost exceeds.

CTPS 291

Table 77 shows the index of total transit costs averaged for the top 20 neighborhood pairs in terms of the projected absolute increase in all trips (origins plus destinations) for each of the 16 neighborhoods with the top projected absolute increases in trips (Table 55). As the total transit cost represents the combination of the various individual transit costs, the patterns shown in previous tables are reflected in Table 77. Neighborhoods that are closer to each other typically have lower average costs. In addition, for each neighborhood lying in the urban core, for most of the pairs with the greatest projected increases in trips (appearing at the top of each list), the average costs lie within the bottom 10 percent of the average costs for trips between all neighborhood pairs. For example, for the Waterfront neighborhood, the second largest projected increase in trips is between the Waterfront and Downtown. This neighborhood pair has an average cost index (for trips from the Waterfront to Downtown and from Downtown to the Waterfront) of 0.06. This average cost exceeds only one percent of all average costs for trips between the Waterfront and all other neighborhoods. Within the urban core, which is where most of the projected increase in trips is located, neighborhoods identified in Table 76 with greater average costs generally also have greater average costs in Table 77. The indices of the average cost for trips between neighborhood pairs involving North Allston, Chelsea, the Waterfront, East Boston, and East Somerville on average exceed 0.70.

## 3.5.9 Summary of Level-of-Service Characteristics

Two factors generally appear to affect the transit costs of and between various neighborhoods. The first is the physical distance between neighborhoods. Smaller distances between origin and destination neighborhoods are associated with smaller transit costs. This is due to the trip likely taking the lower-priced bus mode, having a shorter invehicle travel time, and requiring fewer transfers. The second factor is the neighborhood location. Neighborhoods located in the urban core typically have a greater number of transit options resulting in a greater transit service frequency, fewer transfers, a smaller initial waiting time, and smaller access, egress, and transfer walk times. However, certain neighborhoods in the urban core, such as Chelsea, East Somerville, North Allston, and the Waterfront, have transit costs that are greater than those of their surrounding neighborhoods.

Trips between	Wate Number	Rank %	Trips between	Number	Rank %	Trips between	East Car Number	Rank %	Trips between	East So Number	Rank (
Waterfront	0.02	0%	Downtown	0.01	2%	East Cambridge	0.00	0%	East Somerville	0.00	00
Oowntown	0.06	1%	Waterfront	0.07	11%	Charlestown	0.15	10%	Spring Hill	0.01	29
Chinatown	0.07	2%	Chinatown	0.00	0%_	West End	0.01	2%	Charlestown	0.03	39
Back Bay	0.71	21%	Back Bay	0.00	2%	Kendall/MIT	0.00	1%	Winter Hill	0.00	19
South End South Boston	0.51	12% 2%	Fenway South End	0.04	7% 1%	East Somerville Downtown	0.31	15%	East Cambridge East Medford	0.31	159
North Dorchester	0.00	24%	West End	0.00	19%	Central Square	0.03	6% 6%	Downtown	0.10	10
Vest End	0.53	13%	East Cambridge	0.10	13%	Waterfront	0.82	29%	West Malden	0.08	7
Kendall/MIT	0.42	7%	BU	0.02	3%	Spring Hill	0.01	2%	Central Square	0.33	17
Fenway	1.12	48%	East Somerville	0.14	17%	Chinatown	0.11	9%	Waterfront	1.14	71
South Dorchester	0.55	15%	North Dorchester	0.62	48%	Back Bay	0.23	13%	Chinatown	0.14	11
South Quincy	0.93	38%	East Boston	0.94	66%	Fenway	0.44	19%	Back Bay	0.55	24
North Braintree	1.18	54%	South Brookline	0.07	10%	South End	0.56	23%	East Boston	1.12	64
North Quincy East Cambridge	0.34 0.82	30%	Chestnut Hill North End	0.03	<u>4%</u> 9%	North Cambridge Chelsea	0.18 1.05	11% 56%	West End Chelsea	0.33 0.95	16 42
Longwood	1.45	71%	North Roxbury	0.03	21%	Longwood	0.26	13%	South End	0.59	27
Central Square	0.55	16%	North Braintree	0.24	67%	North Allston	0.64	24%	Kendall/MIT	0.74	31
North End	0.28	4%	Brockton	0.23	21%	East Medford	1.24	69%	Fenway	0.55	23
East Somerville	1.14	49%	Charlestown	0.21	20%	North End	0.05	7%	North End	0.10	10
North Roxbury	0.91	36%	Logan Airport	1.22	81%	Harvard Square	0.02	4%	Melrose	0.75	33
Average	1.15	50%	Average	0.71	52%	Average	0.97	37%	Average	0.94	41
Maximum	2.68	100%	Maximum	2.02	100%	Maximum	2.06	100%	Maximum	2.20	100
<u> Iinimum</u>	0.02	0%	Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.00	(
	East	Lynn		Dowr	ntown		Che	lsea		South W	eymoutl
rips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank
ast Lynn	0.00	0%	Waterfront	0.06	10%	Chelsea	0.00	0%	South Weymouth	0.05	(
Vest Lynn	0.02	1%	Chinatown	0.01	3%	East Boston	0.15	9%	Abington	0.35	2
last Revere	0.19	10%	West End	0.00	2%	East Everett	0.00	1%	Hingham	0.48	17
wampscott	0.04	2%	Downtown	0.00	0%_	Downtown	0.72	18%	North Weymouth	0.41	1
North Saugus	0.37	17%	South End	0.24	30%	Waterfront	1.58	46%	South Quincy	0.43	10
Vest Revere	0.08	4%	East Somerville	0.14	21%	East Somerville	0.95	21%	South Braintree	0.46	1.
outh Salem	0.05	3%	East Cambridge	0.05	6% 	West End	0.02	4%	Brockton	0.73	6
outh Saugus Tahant	0.24	12%	Back Bay Fenway	0.05	7% 13%	West End East Cambridge	0.14 1.05	8% 25%	Holbrook Randolph	0.52 0.80	7:
outh Peabody	0.24	7%	North Braintree	0.08	51%	Chinatown	1.05	34%	Waterfront	0.80	10
orth Salem	0.16	2%	Brockton	0.30	29%	Back Bay	1.45	41%	North Quincy	0.44	13
Vinthrop	1.22	31%	Chelsea	0.72	67%	Winthrop	0.71	17%	North Braintree	0.40	1.
Tarblehead	0.10	5%	East Boston	0.06	10%	North End	0.10	5%	Stoughton	0.58	3
Vest Beverly	0.19	9%	Kendall/MIT	0.09	15%	Charlestown	0.13	7%	South Boston	0.41	,
/Ielrose	1.34	39%	West Malden	0.04	6%	South End	1.92	60%	South Dorchester	0.61	37
ast Boston	0.70	20%	Longwood	0.15	23%	North Saugus	1.38	37%	North Dorchester	0.58	30
Vaterfront	0.96	25%	North End	0.00	2%	Kendall/MIT	2.31	84%	Avon	0.76	6
North Peabody	1.04	26%	North Dorchester	0.29	35%	South Saugus	1.13	29%	North Milton	0.66	46
Vakefield	1.30	37%	East Medford	0.32	37%_	Melrose	1.33	36%	East Somerville	0.60	33
ynnfield	0.19	10%	East Revere	0.06	9%	West Lynn	0.73	19%	South End	0.63	42
Average	1.51 3.30	44%	Average	0.52	55% 100%	Average	1.56 3.42	45%	Average	0.67	48
Maximum Minimum	0.00	100%	Maximum Minimum	1.98 0.00	0%	Maximum Minimum	0.00	100% 0%	Maximum Minimum	1.57 0.05	100
	0.00	0,0	1,111111111111	0.00	0,0		0.00	0,0	171111111111	0.00	
	Fen	way		South	. End		<b>a</b> .	1 .		C41-	Quincy
							Stoug			South	
	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank
Crips between Cenway	Number 0.01	Rank %	Fenway	Number 0.06	Rank %	Stoughton	Number 0.00	Rank %	South Quincy	Number 0.02	Rank (
enway ongwood	Number 0.01 0.01	Rank % 1% 2%	Fenway South End	Number 0.06 0.00	Rank % 2% 0%	Stoughton Canton	Number 0.00 0.08	Rank % 0% 1%	South Quincy North Braintree	Number 0.02 0.16	Rank (
enway ongwood outh End	Number 0.01 0.01 0.06	Rank % 1% 2% 5%	Fenway South End Waterfront	Number 0.06 0.00 0.51	Rank % 2% 0% 15%	Stoughton Canton Randolph	Number 0.00 0.08 1.32	Rank % 0% 1% 41%	South Quincy North Braintree North Weymouth	Number 0.02 0.16 0.24	Rank (
enway ongwood outh End ack Bay	Number 0.01 0.01 0.06 0.00	Rank % 1% 2% 5% 0%	Fenway South End Waterfront Chinatown	Number 0.06 0.00 0.51 0.00	Rank % 2% 0% 15% 1%	Stoughton Canton Randolph Brockton	Number 0.00 0.08 1.32 0.61	Rank % 0% 1% 41% 6%	South Quincy North Braintree North Weymouth North Quincy	Number 0.02 0.16 0.24 0.22	Rank
enway ongwood outh End back Bay Chinatown	Number 0.01 0.01 0.06 0.00 0.04	Rank % 1% 2% 5% 0% 3%	Fenway South End Waterfront Chinatown Longwood	Number 0.06 0.00 0.51 0.00 0.33	Rank % 2% 0% 15% 1% 9%	Stoughton Canton Randolph Brockton Avon	Number 0.00 0.08 1.32 0.61 0.64	Rank % 0% 1% 41% 6%	South Quincy North Braintree North Weymouth North Quincy South Braintree	Number 0.02 0.16 0.24 0.22 0.29	Rank (
enway Jongwood Outh End Jack Bay Chinatown Vaterfront	Number 0.01 0.01 0.06 0.00 0.04 1.12	Rank %  1%  2%  5%  0%  3%  56%	Fenway South End Waterfront Chinatown Longwood North Roxbury	Number 0.06 0.00 0.51 0.00 0.33 0.03	Rank % 2% 0% 15% 1% 9% 2%	Stoughton Canton Randolph Brockton Avon Sharon	Number 0.00 0.08 1.32 0.61 0.64 0.30	Rank % 0% 1% 41% 6% 6% 2%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham	Number 0.02 0.16 0.24 0.22 0.29 0.42	Rank
enway Jongwood Outh End Jack Bay Chinatown Vaterfront Oowntown	Number 0.01 0.01 0.06 0.00 0.04 1.12 0.08	Rank %  1%  2%  5%  0%  3%  56%  7%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown	Number 0.06 0.00 0.51 0.00 0.33 0.03 0.24	Rank % 2% 0% 15% 1% 9% 2% 6%	Stoughton Canton Randolph Brockton Avon Sharon Westwood	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68	Rank %  0%  1%  41%  6%  6%  2%  8%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43	Rank (
enway ongwood outh End cack Bay chinatown Vaterfront bowntown	Number 0.01 0.01 0.06 0.00 0.04 1.12	Rank %  1%  2%  5%  0%  3%  56%	Fenway South End Waterfront Chinatown Longwood North Roxbury	Number 0.06 0.00 0.51 0.00 0.33 0.03	Rank % 2% 0% 15% 1% 9% 2%	Stoughton Canton Randolph Brockton Avon Sharon	Number 0.00 0.08 1.32 0.61 0.64 0.30	Rank % 0% 1% 41% 6% 6% 2%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham	Number 0.02 0.16 0.24 0.22 0.29 0.42	Rank
enway ongwood outh End back Bay Chinatown Vaterfront Oowntown EU Jorth Roxbury	Number 0.01 0.01 0.06 0.00 0.04 1.12 0.08 0.03	Rank %  1% 2% 5% 0% 3% 56% 7% 2%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay	Number 0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07	Rank % 2% 0% 15% 1% 9% 2% 6% 3%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38	Rank % 0% 1% 41% 6% 6% 2% 8% 48%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93	Rank (1) (2) (3) (4) (4) (4) (4) (4) (4) (4) (4) (5) (6) (6) (7) (7) (8) (9) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1
enway  ongwood  outh End  cack Bay  chinatown  Vaterfront  owntown  EU  Jorth Roxbury  Cendall/MIT  cast Somerville	Number 0.01 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55	Rank %  1%  2%  5%  0%  3%  56%  7%  2%  8%  19%  23%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End	Number 0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66	Rank % 2% 0% 15% 1% 9% 22% 6% 3% 22% 83% 28%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20	Rank (1) (2) (4) (4) (4) (5) (6) (6) (7) (7) (8) (8) (9) (9) (9) (9) (9) (9) (9) (9) (9) (9
enway ongwood outh End ack Bay chinatown Vaterfront cowntown U forth Roxbury fendall/MIT ast Somerville central Square	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge	Number 0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56	Rank % 2% 0% 15% 1 % 9% 2 % 6% 3% 2 2 % 8 3 % 2 2 % 2 8 % 2 1 %	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38	Rank (1) (2) (4) (4) (4) (5) (6) (7) (7) (8) (9) (9) (13) (13) (14) (15) (15) (15) (16) (16) (17) (17) (17) (18) (18) (18) (18) (18) (18) (18) (18
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 18%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52	Rank % 2% 0% 15% 1% 9% 26% 68% 33% 22% 83% 228% 21% 17%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87	22 11 3. 3. 3. 3. 2.
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 18% 22%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87	22 11 33 33 22 22
enway ongwood outh End ack Bay chinatown Vaterfront cowntown U forth Roxbury fendall/MIT ast Somerville entral Square ast Cambridge Vest End	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 18% 22% 26%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29	Rank ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 18% 22% 26% 50%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67	2 1 3 3 2 2 2
enway engwood buth End ack Bay hinatown Taterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Test End harlestown orth Cambridge eacon Hill	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 18% 22% 26% 50% 11%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood	Number 0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54	Rank % 2% 0% 15% 11% 9% 2% 6% 3% 22% 83% 228% 21% 17% 29% 64% 16% 18%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67	2 1 3 3 2 2 2
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 18% 22% 26% 50% 11% 33%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92	Rank % 2% 0% 15% 11% 9% 2% 6% 3% 22% 83% 228% 21% 17% 29% 64% 16% 18% 88%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39	Rank (1) (2) (3) (4) (4) (5) (6) (7) (7) (6) (7) (7) (8) (8) (8) (9) (9) (9) (9) (9) (9) (9) (9) (9) (9
enway  ongwood  outh End  ack Bay  hinatown  'aterfront  owntown  U  orth Roxbury  endall/MIT  ast Somerville  entral Square  ast Cambridge  'est End  harlestown  orth Cambridge  eacon Hill  ast Medford  ast Watertown	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 18% 22% 26% 50% 11%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood	Number 0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54	Rank % 2% 0% 15% 11% 9% 2% 6% 3% 22% 83% 228% 21% 17% 29% 64% 16% 18%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67	2 1 3 3 2 2 1 7 4
enway ongwood outh End ack Bay hinatown 'aterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge 'est End harlestown orth Cambridge eacon Hill ast Medford ast Watertown 'ellesley	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 18% 22% 26% 50% 11% 33% 39%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26	Rank % 2% 0% 15% 11% 9% 2% 6% 3% 22% 83% 228% 21% 17% 29% 64% 16% 18% 88%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39	22 11 33 32 22 11 77 44 33
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage Iaximum	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  228  83%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49	22 11 33 33 22 2 10 77 44 33 1.
enway ongwood outh End ock Bay ninatown aterfront owntown U orth Roxbury endall/MIT ost Somerville entral Square ost Cambridge fest End narlestown orth Cambridge eacon Hill ost Watertown ellesley verage aximum	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  228  83%  21%  17%  29%  64%  16%  18%  88%  80%  54%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64	2 1 3 3 2 2 1 7 4 4 3 1 4
enway  ongwood  outh End  ack Bay  hinatown  'aterfront  owntown  U  orth Roxbury  endall/MIT  ast Somerville  entral Square  ast Cambridge  'est End  harlestown  orth Cambridge  eacon Hill  ast Medford  ast Watertown  'ellesley  verage  aximum	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02	2 1 3 3 3 2 2 2 1 7 4 3 1 1 4
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage laximum linimum	Number  0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00 Long	Rank %  0% 11% 41% 6% 6% 2% 8% 48% 10% 42% 55% 40% 12% 45% 30% 51% 50% 13% 25% 21% 52% 100% 0%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02 East V	2 1 3 3 3 2 2 2 1 7 4 3 1 4 10
enway ongwood outh End ack Bay hinatown Vaterfront owntown U forth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown forth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage Iaximum Inimum	Number  0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum	Number  0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V	2 1 3 3 3 2 2 1 7 4 3 1 4 10    Voburn  Rank
enway ongwood outh End ack Bay hinatown Vaterfront owntown U forth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown forth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage faximum finimum rips between Vestwood	Number  0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway	Number  0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%  wood  Rank %  1%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09	20 11 33 33 22 2 10 77 44 33 1. 4. 100 Voburn
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage laximum linimum rips between Vestwood ast Dedham	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  ngton  Rank %  1%  16%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00	Rank %  0% 1% 41% 6% 6% 2% 8% 48% 10% 42% 5% 40% 12% 45% 30% 51% 50% 13% 25% 21% 52% 100% 0%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84	2 1 3 3 3 2 2 1 7 4 3 1 4 10   Voburn  Rank
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage Iaximum Inimum rips between Vestwood ast Dedham yde Park	Number  0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway	Number  0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%  wood  Rank %  1%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09	2. 1. 3. 3. 3. 3. 2. 2. 1. 7. 4. 3. 1. 4. 100  Voburn  Rank
enway bongwood bouth End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage (aximum finimum  Vestwood ast Dedham yde Park eedham	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  ngton  Rank %  1%  16%  2%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill	Number  0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%  wood  Rank %  1%  0%  2%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67	2 1 3 3 3 2 2 1 7 4 3 1 4 10   Voburn  Ranh  1 1
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage laximum linimum vest wood ast Dedham yde Park eedham Vest Dedham	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 18% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Ington  Rank %  1%  16%  2%  13%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%  wood  Rank %  1%  0%  2%  14%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93	2 1 3 3 3 3 2 2 1 7 4 3 1 1 0 Voburn Rank
enway bongwood bouth End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage (aximum linimum verips between Vestwood ast Dedham yde Park eedham Vest Dedham anton bouth Newton	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 18% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington	Number  0.06 0.00 0.51 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  ngton  Rank %  1%  16%  2%  13%  20%  3%  19%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  100%  0%  wood  Rank %  1%  0%  2%  14%  3%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19	2 1 3 3 3 3 2 2 1 7 4 3 1 4 10   Voburn  Rank  1 1 1 2 3
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage laximum linimum verips between Vestwood ast Dedham yde Park eedham Vest Dedham anton outh Newton Vest Roxbury	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34	Rank %  1%  2%  5%  0%  3%  56%  7%  2%  8%  19%  23%  6%  18%  22%  26%  50%  11%  33%  39%  38%  49%  100%  0%  6%  10%  20%  5%  11%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford	Number  0.06 0.00 0.51 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  mgton  Rank %  1%  16%  2%  13%  20%  3%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45	Rank %  0% 1% 41% 6% 6% 6% 2% 8% 48% 10% 42% 5% 40% 12% 45% 30% 51% 50% 13% 25% 100% 0%  wood Rank % 1% 0% 2% 14% 3% 2%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21	2 1 3 3 3 3 2 2 1 7 4 3 1 1 1 1 1 2 3
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage Iaximum Innimum Vestwood ast Dedham yde Park eedham Vest Dedham anton outh Newton Vest Roxbury	Number  0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 18% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%  wood Rank % 0% 6% 10% 5% 11% 45%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  ngton  Rank %  1%  16%  2%  13%  20%  3%  19%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45 0.11	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%  wood  Rank %  1%  0%  2%  14%  3%  2%  7%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19	2 1 3 3 3 3 2 2 1 7 4 3 1 4 10    Voburn  Rank  1 1 2 3
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage laximum linimum vest bedham vest Dedham anton outh Newton Vest Roxbury outh Quincy outh Waltham	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27 0.90	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 11% 33% 39% 38% 49% 100% 0%  Swood Rank % 0% 6% 10% 20% 5% 11% 45% 9% 65% 42%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04 0.64 1.57 0.15	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  28%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Mark %  16%  18%  2%  13%  20%  3%  19%  9%  43%  2%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45 0.11 0.15	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%  Wood  Rank %  1%  0%  2%  14%  3%  2%  7%  71%  6%  6%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21 1.30 1.20	22 11 33 33 22 21 17 44 33 11 44 100  Voburn Rank 11 11 22 33
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage Iaximum Iinimum  Vestwood ast Dedham yde Park eedham Vest Dedham anton outh Newton Vest Roxbury outh Waltham toughton	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27 0.90 0.68	Rank %  1%  2%  5%  0%  3%  56%  7%  2%  8%  19%  23%  6%  118%  22%  26%  50%  11%  33%  39%  38%  49%  100%  0%  Ewood  Rank %  0%  6%  10%  20%  5%  11%  45%  9%  65%  42%  21%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Winchester West Lexington Bedford Stoneham Billerica West Arlington	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04 0.64 1.57 0.15 0.49	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Rank %  1%  16%  2%  13%  20%  3%  19%  9%  43%  2%  6%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45 0.11 0.15 0.87	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%  wood  Rank %  1%  0%  2%  14%  3%  2%  7%  71%  6%  6%  33%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21 1.30 1.20 2.37	22 11 33 33 22 21 17 44 33 11 44 100  Voburn Rank 11 11 22 33 32 9
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage Iaximum Iinimum  rips between Vestwood ast Dedham yde Park eedham Vest Dedham anton outh Newton Vest Roxbury outh Waltham toughton orth Waltham	Number  0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27 0.90 0.68 1.06	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 11% 33% 39% 38% 49% 100% 0%  wood Rank % 0% 6% 11% 20% 5% 11% 45% 9% 65% 42% 21% 50%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04 0.64 1.57 0.15 0.49 2.17	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  28%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Magton  Rank %  16%  2%  13%  20%  3%  19%  9%  43%  2%  6%  80%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge	Number  0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45 0.11 0.15 0.87 0.26	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%  wood  Rank %  1%  0%  2%  14%  3%  2%  71%  6%  6%  33%  13%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21 1.30 1.20 2.37 1.04	22 11 33 33 22 21 17 44 33 11 41 10  Voburn Ranl 11 11 22 33 29 2
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage Iaximum Inimum  rips between Vestwood ast Dedham yde Park eedham Vest Dedham anton outh Newton Vest Roxbury outh Quincy outh Waltham toughton orth Waltham outh Milton	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27 0.90 0.68 1.06 0.81	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%  Rank % 0% 6% 10% 20% 5% 11% 45% 9% 65% 42% 21% 50% 32%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04 0.64 1.57 0.15 0.49 2.17 1.54	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Rank %  1%  16%  2%  13%  20%  3%  19%  9%  43%  2%  6%  80%  40%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45 0.11 0.15 0.87 0.26 0.06	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  100%  0%  Wood  Rank %  1%  0%  2%  14%  3%  2%  71%  6%  6%  33%  13%  4%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield	Number 0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21 1.30 1.20 2.37 1.04 0.75	Rank
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage Iaximum Inimum  rips between Vestwood ast Dedham yde Park eedham Vest Dedham anton outh Newton Vest Roxbury outh Quincy outh Waltham outh Milton Vellesley	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27 0.90 0.68 1.06 0.81 0.78	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 11% 33% 39% 38% 49% 100% 0%  Rank % 0% 6% 11% 20% 5% 11% 45% 9% 65% 42% 21% 50% 32% 28%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04 0.64 1.57 0.15 0.49 2.17 1.54 1.34	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Rank %  1%  16%  2%  13%  20%  3%  19%  9%  43%  2%  6%  80%  40%  34%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45 0.11 0.15 0.87 0.26 0.06 0.73	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%  Wood  Rank %  1%  0%  2%  14%  3%  2%  71%  6%  6%  33%  13%  4%  23%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21 1.30 1.20 2.37 1.04 0.75 2.33	Rank  2 1 3 3 3 2 2 1 7 4 3 1 4 10
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage Iaximum Inimum  rips between Vestwood ast Dedham yde Park eedham Vest Dedham anton outh Newton Vest Roxbury outh Quincy outh Waltham toughton orth Waltham outh Milton Vellesley ack Bay	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27 0.90 0.68 1.06 0.81 0.78 0.29	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%  Rank % 0% 6% 10% 5% 11% 45% 9% 65% 42% 21% 50% 32% 28% 7%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge	Number 0.06 0.00 0.51 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04 0.64 1.57 0.15 0.49 2.17 1.54 1.34 0.29	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Rank %  1%  16%  2%  13%  20%  3%  19%  43%  20%  6%  80%  40%  34%  4%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45 0.11 0.15 0.87 0.26 0.06 0.73 0.39	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%  Wood  Rank %  1%  0%  2%  14%  3%  2%  71%  6%  6%  33%  13%  4%  23%  16%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21 1.30 1.20 2.37 1.04 0.75 2.33 1.83	Rank  2  1  3  3  3  3  1  4  10  Voburn  Rank  1  1  2  3  3  2  1  7  4  9  7  7  7  8  8  9  7  7  8  9  7  7  8  8  8  8  8  8  8  8  8  8  8
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage Iaximum Inimum  rips between Vestwood ast Dedham yde Park eedham Vest Dedham anton outh Newton Vest Roxbury outh Quincy outh Waltham outh Milton Vellesley ack Bay andolph	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27 0.90 0.68 1.06 0.81 0.78 0.29 1.60	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%  Rank % 0% 6% 10% 20% 5% 11% 45% 9% 65% 42% 21% 50% 32% 28% 7% 93%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04 0.64 1.57 0.15 0.49 2.17 1.54 1.34 0.29 1.29	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  22%  83%  228%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Rank %  10%  2%  13%  20%  33%  19%  43%  2%  6%  80%  40%  34%  4%  33%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45 0.11 0.15 0.87 0.26 0.06 0.73 0.39 1.07	Rank %  0%  1%  41%  6%  6%  2%  8%  48%  10%  42%  5%  40%  12%  45%  30%  51%  50%  13%  25%  21%  52%  100%  0%  Wood  Rank %  1%  0%  2%  14%  3%  6%  33%  13%  4%  23%  16%  44%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21 1.30 1.20 2.37 1.04 0.75 2.33 1.83 1.50	Rank
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage Iaximum Inimum  rips between Vestwood ast Dedham yde Park eedham Vest Dedham anton outh Newton Vest Roxbury outh Waltham toughton orth Waltham outh Milton Vellesley ack Bay andolph Iattapan	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27 0.90 0.68 1.06 0.81 0.78 0.29 1.60 0.73	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%  Rank % 0% 6% 10% 20% 5% 11% 45% 9% 65% 42% 21% 50% 32% 28% 7% 93% 24%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston	Number 0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04 0.64 1.57 0.15 0.49 2.17 1.54 1.34 0.29 1.29 1.93	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  228  83%  28%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Rank %  1%  16%  2%  13%  20%  3%  19%  43%  2%  6%  80%  40%  34%  4%  33%  64%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South Brookline North Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45 0.11 0.15 0.87 0.26 0.06 0.73 0.39 1.07 0.46	Rank %  0% 11% 41% 6% 6% 2% 8% 48% 100% 42% 55% 40% 12% 45% 30% 51% 50% 13% 25% 100% 0%  Rank % 1% 0% 24% 14% 3% 24% 14% 3% 44% 18%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21 1.30 1.20 2.37 1.04 0.75 2.33 1.83 1.50 0.44	Rank () () () () () () () () () () () () ()
enway ongwood outh End ack Bay hinatown Vaterfront owntown U forth Roxbury fendall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown forth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage faximum finimum  rips between Vestwood ast Dedham lyde Park feedham Vest Dedham canton outh Newton Vest Roxbury outh Waltham toughton forth Waltham outh Milton Vellesley ack Bay andolph fattapan Vaterfront	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27 0.90 0.68 1.06 0.81 0.78 0.29 1.60 0.73 0.47	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%  **wood Rank % 0% 6% 11% 45% 9% 65% 42% 21% 50% 32% 28% 7% 93% 24% 12%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04 0.64 1.57 0.15 0.49 2.17 1.54 1.34 0.29 1.29 1.93 1.70	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  228  83%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Rank %  1%  16%  2%  33%  43%  44%  33%  64%  55%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End South Boston	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45 0.11 0.15 0.87 0.26 0.06 0.73 0.39 1.07 0.46 1.16	Rank %  0% 11% 41% 6% 6% 2% 8% 48% 10% 42% 5% 40% 12% 45% 30% 51% 50% 13% 25% 100% 0%  wood Rank % 1% 0% 24% 14% 3% 24% 77% 6% 6% 33% 13% 44% 13% 44% 18% 54%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21 1.30 1.20 2.37 1.04 0.75 2.33 1.83 1.50 0.44 1.37	Rank () () () () () () () () () () () () ()
enway congwood outh End cack Bay Chinatown Vaterfront Cowntown SU Jorth Roxbury Lendall/MIT cast Somerville Central Square cast Cambridge Vest End Charlestown Jorth Cambridge Leacon Hill cast Medford cast Watertown Vellesley Leverage Maximum Minimum  Crips between Vestwood Cast Dedham Lyde Park Leedham Lyde Park Leedham Vest Dedham Canton outh Newton Vest Roxbury outh Waltham toughton Jorth Waltham outh Milton Vellesley Leack Bay Leandolph Mattapan Vaterfront haron	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27 0.90 0.68 1.06 0.81 0.78 0.29 1.60 0.73 0.47 0.53	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%  **wood Rank % 0% 6% 11% 45% 9% 65% 42% 21% 50% 32% 28% 7% 93% 24% 12% 13%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton Norwood	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04 0.64 1.57 0.15 0.49 2.17 1.54 1.34 0.29 1.29 1.93 1.70 1.89	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  228  83%  28%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Impaired by the series of the s	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End South Boston North Cambridge	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45 0.11 0.15 0.87 0.26 0.06 0.73 0.39 1.07 0.46 1.16 1.03	Rank %  0% 11% 41% 6% 6% 2% 8% 48% 10% 42% 5% 40% 12% 45% 30% 51% 50% 13% 25% 100% 0%  wood Rank % 1% 0% 24% 14% 3% 24% 71% 6% 6% 33% 13% 44% 13% 44% 18% 54% 40%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21 1.30 1.20 2.37 1.04 0.75 2.33 1.83 1.50 0.44 1.37 1.97	Rank (1) (2) (3) (4) (4) (4) (4) (4) (4) (4) (5) (6) (7) (6) (7) (7) (7) (7) (8) (8) (9) (9) (9) (9) (9) (9) (9) (9) (9) (9
enway ongwood outh End ack Bay hinatown Vaterfront bowntown U forth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown forth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage faximum finimum  rips between Vestwood ast Dedham lyde Park leedham Vest Dedham lanton outh Newton Vest Roxbury outh Waltham toughton forth Waltham outh Milton Vellesley ack Bay andolph fattapan Vaterfront haron oslindale	Number  0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27 0.90 0.68 1.06 0.81 0.78 0.29 1.60 0.73 0.47 0.53 0.18	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%  **wood Rank % 0% 6% 10% 20% 5% 11% 45% 9% 65% 42% 21% 50% 32% 28% 7% 93% 24% 12% 13% 4%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn East Lexington Wilmington Winchester West Lexington Wilmington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton Norwood Charlestown	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.56 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04 0.64 1.57 0.15 0.49 2.17 1.54 1.34 0.29 1.29 1.93 1.70 1.89 1.58	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  228  83%  218  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Import Rank %  16%  2%  13%  20%  3%  19%  43%  20%  3%  40%  34%  44%  33%  64%  55%  62%  44%	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston North Cambridge Spring Hill	Number	Rank %  0% 11% 41% 6% 6% 2% 88% 48% 10% 42% 5% 40% 12% 45% 30% 51% 50% 13% 25% 100% 0%  wood Rank % 1% 0% 24% 14% 3% 24% 71% 6% 6% 33% 13% 44% 18% 54% 40% 34%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus Waterfront	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21 1.30 1.20 2.37 1.04 0.75 2.33 1.83 1.50 0.44 1.37 1.97 1.29	Rank () () () () () () () () () () () () ()
enway ongwood outh End ack Bay hinatown Vaterfront owntown U orth Roxbury endall/MIT ast Somerville entral Square ast Cambridge Vest End harlestown orth Cambridge eacon Hill ast Medford ast Watertown Vellesley verage Iaximum Inimum  rips between Vestwood ast Dedham yde Park eedham Vest Dedham anton outh Newton outh Newton orth Waltham outh Milton Vellesley ack Bay andolph Iattapan Vaterfront haron	Number 0.01 0.06 0.00 0.04 1.12 0.08 0.03 0.09 0.44 0.55 0.07 0.44 0.55 0.59 1.04 0.19 0.70 0.84 0.82 1.03 2.60 0.00  West Number 0.04 0.20 0.36 0.67 0.20 0.44 0.98 0.34 1.27 0.90 0.68 1.06 0.81 0.78 0.29 1.60 0.73 0.47 0.53	Rank %  1% 2% 5% 0% 3% 56% 7% 2% 8% 19% 23% 6% 118% 22% 26% 50% 11% 33% 39% 38% 49% 100% 0%  **wood Rank % 0% 6% 11% 45% 9% 65% 42% 21% 50% 32% 28% 7% 93% 24% 12% 13%	Fenway South End Waterfront Chinatown Longwood North Roxbury Downtown Back Bay East Somerville East Boston West End East Cambridge BU Charlestown North Braintree North End Westwood Chelsea Mission Hill Randolph Average Maximum Minimum  Trips between Burlington East Woburn West Woburn East Lexington Wilmington Winchester West Lexington Bedford Stoneham Billerica West Arlington Wakefield Waterfront East Somerville North Cambridge North Newton North Allston South Newton Norwood	Number  0.06 0.00 0.51 0.00 0.33 0.03 0.24 0.07 0.59 1.72 0.66 0.52 0.67 1.46 0.51 0.54 1.92 0.26 1.67 1.13 2.71 0.00  Burlin Number 0.06 0.93 0.06 0.88 1.07 0.24 1.04 0.64 1.57 0.15 0.49 2.17 1.54 1.34 0.29 1.29 1.93 1.70 1.89	Rank %  2%  0%  15%  1%  9%  2%  6%  3%  228  83%  28%  21%  17%  29%  64%  16%  18%  88%  80%  54%  100%  0%  Impaired by the series of the s	Stoughton Canton Randolph Brockton Avon Sharon Westwood South Quincy Waterfront Holbrook South Weymouth East Dedham Hyde Park South Waltham Abington Norwood Needham South Milton North Dorchester South Boston Average Maximum Minimum  Trips between Fenway Longwood Mission Hill South End South Brookline North Brookline North Roxbury Waterfront BU Downtown East Somerville East Cambridge Back Bay Charlestown Kendall/MIT East Boston West End South Boston North Cambridge	Number 0.00 0.08 1.32 0.61 0.64 0.30 0.68 1.38 0.72 1.33 0.58 1.29 0.80 1.35 1.18 1.46 1.45 0.92 1.13 1.11 1.47 3.32 0.00  Long Number 0.01 0.00 0.02 0.33 0.04 0.03 0.17 1.45 0.11 0.15 0.87 0.26 0.06 0.73 0.39 1.07 0.46 1.16 1.03	Rank %  0% 11% 41% 6% 6% 2% 8% 48% 10% 42% 5% 40% 12% 45% 30% 51% 50% 13% 25% 100% 0%  wood Rank % 1% 0% 24% 14% 3% 24% 71% 6% 6% 33% 13% 44% 13% 44% 18% 54% 40%	South Quincy North Braintree North Weymouth North Quincy South Braintree Hingham South Weymouth Waterfront Randolph Westwood Abington Stoughton Mattapan Canton Holbrook Brockton Norwood East Somerville Hyde Park Hull Average Maximum Minimum  Trips between East Woburn Wilmington Stoneham Burlington Reading Wakefield Winchester West Woburn Billerica Melrose Bedford East Somerville Lynnfield East Lexington North Peabody West Arlington North Medford West Revere North Saugus	Number  0.02 0.16 0.24 0.22 0.29 0.42 0.43 0.93 0.60 1.27 1.20 1.38 0.87 1.02 0.29 0.67 1.64 1.39 1.16 0.64 1.44 3.49 0.02  East V Number 0.09 0.84 0.67 0.93 1.17 1.28 0.19 0.21 1.30 1.20 2.37 1.04 0.75 2.33 1.83 1.50 0.44 1.37 1.97	Rank () () () () () () () () () () () () ()

Minimum 0.04 0% Minimum 0.04 0% Minimum 0.00 0% Minimum 0.09

\*The ranking percentile (Rank %) represents the percentage of all average costs for trips between neighborhood pairs that the individual neighborhood pair's average cost exceeds.

# 3.6 Analysis of Trips and Costs by Transit Route

The previous three sections presented transit ridership trends by route, the modeled number of all trips between neighborhoods, and the existing costs of transit trips between neighborhoods. This section combines various aspects of the previous three. It analyzes all trips between neighborhoods that are served by each transit route and the cost of transit trips between those neighborhoods.

### 3.6.1 Scope of Analysis

The traditional four-step transportation demand model begins with the generation of trips in terms of the number of origins and destinations by transportation analysis zone (TAZ) and follows with the distribution of each TAZ's trip origins with matching destinations by TAZ. The subsequent steps specify the choice of the model of travel and the assumed trip path using that mode (referred to as the route assignment). Data from the Boston Region MPO travel demand model set was taken following the completion of the second step (after trip distribution and before mode choice) in order to analyze travel demand before the application of the realities of the actual transportation system. This section now analyzes existing and projected trip origins and destinations considering the constraints of the current transit system.

There are two general types of constraints placed on transit that are assumed in this analysis. The first is the physical service area of each transit route, or the assumed maximum distance that potential passengers would consider walking to access transit. The second constraint is the transit costs described in the previous section. These include transit fares, walk times, in-vehicle travel times, waiting times, and the number of transfers. These costs are combined by the regional travel demand model set into a relative weighted cost index. Service areas are defined according to TAZ boundaries. The cost index represents a neighborhood-to-neighborhood trip cost of transit travel.

Using these inputs, this section will answer several sets of questions. The first question concerns what percentage of trip origins from areas served by each transit route has a destination in areas served by the same route; phrased another way, the question asks what percentage of riders whose origin is in each route's service area also has a destination within the route's service area. Correspondingly, the same question can be phrased in the opposite way, asking what percentage of trip destinations to areas served by each transit route has an origin in



areas served by the same route; phrased another way, the question asks what percentage of riders whose destination is in each route's service area also has an origin within the route's service area. The answers to these questions indicate the extent to which each route serves both the origins and destinations of riders, permitting a one-seat ride and reducing the need for transfers.

A second set of questions concerns the extent to which various neighborhoods are served by each transit route. For trips with a destination served by each transit route, the question asks what the top origin neighborhoods are and what percentage of trips from these neighborhoods has destinations that are served by the route. For trips with an origin served by each transit route, the question asks what the top destination neighborhoods are and what percentage of trips to these neighborhoods has origins that are served by the route. The answers to these questions indicate the top neighborhoods served by each route as well as the extent to which each route serves both the origins and destinations in trips to and from these top neighborhoods, permitting a one-seat ride and reducing the need for transfers.

Finally, a third set of questions concerns the cost of transit trips. For trips with a destination served by each transit route, the question asks what the transit cost (averaged across all destination neighborhoods in the route's service area) is for trips from the top origin neighborhoods. For trips with an origin served by each transit route, the question asks what the transit cost (averaged across all origin neighborhoods in the route's service area) is for trips to the top destination neighborhoods. Transit costs are generally lower between neighborhoods served directly by one route and greater when transfers are required. The answers to these questions therefore show the relative costs of various neighborhood-to-neighborhood transit trips.

# 3.6.2 Methodology

A service area for each transit route was calculated using the TAZ geographical boundaries. An entire TAZ was designated as belonging to a particular route's service area if its centroid (the geometric center of the TAZ) lay within one-half mile of the rail station (a point) or bus route (a line). This difference in modal service areas was based on the fact that bus stops are generally spaced at less than 0.15 miles while rapid transit stations generally have a much greater spacing. The exception to this rule is express buses. For express bus routes, only the TAZs that served the parts of the bus line with stops were selected. For each transit route, the trips between the TAZs served by the route and all other TAZs were summed and categorized based on neighborhood

boundaries. This summary was for origins (for trips with destinations in the route's service area) and destinations (for trips with origins in the route's service area). Thus, while the results of the analysis are presented according to neighborhood definitions, note that the trips accorded to some neighborhoods are only for the TAZs that lie within the route's service area.

As an example, consider three routes on three different modes: the Red Line for the rail rapid transit system, Route 39 for the local bus network, and Route 424 for the express bus network. The Red Line's service area was defined as all TAZs with a centroid lying within one-half mile of any Red Line station. Route 39's service area was defined as all TAZs with a centroid lying within one-half mile of the streets served by the route. Route 424's service area was defined as all TAZs with a centroid lying within one-half mile of the streets with bus stops served by the route. This methodology results in different modal patterns of TAZ selection for inclusion in the various service areas. For instance, for the Red Line and other rail rapid transit lines, the selected TAZs are generally grouped around the rapid transit stations while, for Route 39 and other local bus routes, TAZs are selected along the entire route since bus stops are spaced at relatively small distances throughout the route. For express bus routes, TAZs are only selected around the bus stops served by the route, which generally omits the TAZs around the express portion of the route; for Route 424, the three general locations with bus stops are downtown Lynn, Wonderland Station, and downtown Boston.

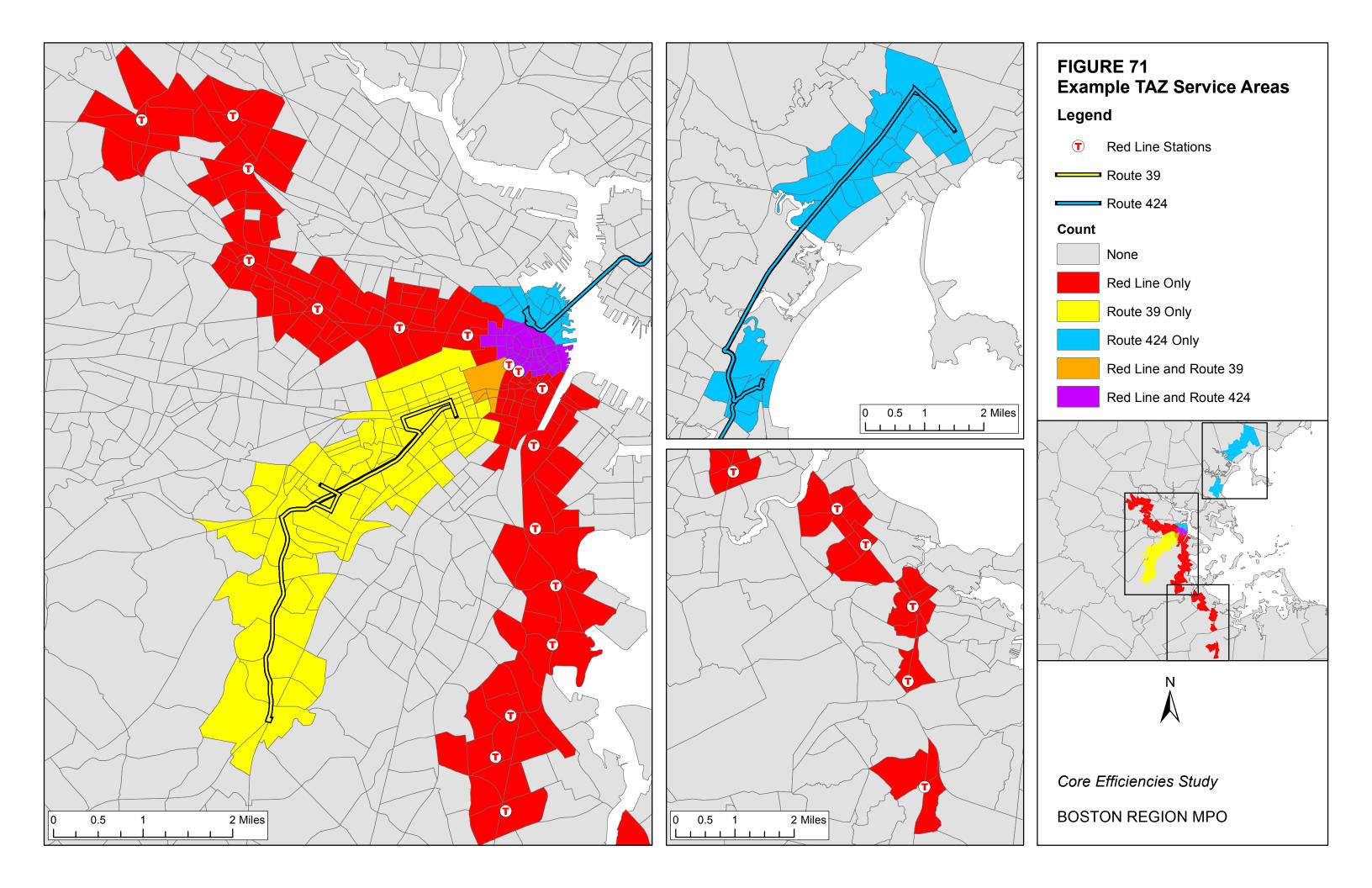
Figure 71 shows the TAZs that were selected for the service area of the Red Line, Route 39, and Route 424. The application of the selection rule (TAZs with a centroid lying within a one-half-mile buffer) results in the omission of some TAZs that may have a significant portion of their area within this buffer, but not their TAZ centroid. For instance, the greater size of some TAZs in Quincy and Braintree results in their centroids lying beyond the one-half-mile buffer of the Red Line Stations, despite the fact that a portion of those TAZs lies very close to the stations. In addition, some larger TAZs have boundaries that extend well beyond the one-half-mile buffer, but because their centroid is located within this buffer, the entire TAZ is included in the service area. While it would be possible to split TAZs at the one-half-mile-buffer line and allocate the TAZ's total trip origins and destinations based on the amount of the TAZ's physical area inside and outside the buffer, the actual number of selected TAZs and trips would be unlikely to change significantly. Therefore, the simplistic selection rule was used to create each route's service area.

CTPS 297

After the TAZs belonging to the service area of each transit route were defined, a database with the TAZ-to-TAZ trip flows for all TAZs in the study area was used to summarize these flows by service area. For instance, for all trips originating from the Red Line service area, the corresponding trip destinations by TAZ were selected. The destination TAZs were then summarized according to their neighborhood definitions. The resulting table listed the number of trips origins from the Red Line service area with trip destinations summed by neighborhood. This permitted responses to the first set of questions listed above concerning the extent to which each route serves both the origins and destinations of riders.

This analysis was performed for both existing trips and the projected 2030 change in trips. Several analyses are possible given these two trip universes as well as the definition of the origin and destination. Taking the Red Line as an example, for all existing trips with origins within the Red Line service area, 56 percent of these trips have destinations also served by the Red Line. Correspondingly, for all existing trips with destinations served by the Red Line, 41 percent have origins also served by the Red Line. When looking at the projected change in trips, 52 percent of trips with origins served by the Red Line also have destinations served by the Red Line, and 61 percent of trips with destinations served by the Red Line also have origins served by the Red Line.

For all trips with origins served by the Red Line, the 10 greatest destination neighborhoods in terms of existing trips are Downtown, Harvard Square, Chinatown, Central Square, Kendall/MIT, South Quincy, Back Bay, South Dorchester, North Quincy, and North Cambridge. Only the Back Bay neighborhood does not lie within the Red Line service area. Correspondingly, the percentage of trips destined for each of these neighborhoods that originate from areas served by the Red Line ranges between 17 percent for Back Bay to 49 percent for Harvard Square. Therefore, a much greater percentage of trips destined for Harvard Square than Back Bay are originating from the Red Line service area. Regarding the cost of transit trips between the Red Line service area (weighted across all neighborhoods in this service area) and the top ten destination neighborhoods (in terms of existing trips), the most expensive neighborhood is Back Bay, with a relative cost index of 0.31. For trips not originating from the Red Line service area, the greatest relative cost index of transit trips to the ten destination neighborhoods is 1.21 to North Cambridge.



Core Efficiencies Study

This page left intentionally blank.

For all trips with destinations served by the Red Line, the ten greatest origin neighborhoods in terms of existing trips are Downtown, Harvard Square, Central Square, Chinatown, South Dorchester, South Quincy, North Quincy, Kendall/MIT, North Cambridge, and North Dorchester. All of these neighborhoods are served by the Red Line. Correspondingly, the percentage of trips originating from each of these neighborhoods that are destined for areas served by the Red Line ranges between 29 percent for South Dorchester to 76 percent for Downtown. Therefore, a much greater percentage of trips originating from Downtown than South Dorchester are destined for the Red Line service area. In addition, it is apparent that, for existing trips to the top 10 origin and destination neighborhoods, trips destined for the Red Line service area make up a greater percentage of trips originating from various neighborhoods than do trips originating from the Red Line service area of trips destined for various neighborhoods. Regarding the cost of transit trips between the top ten origin neighborhoods (in terms of existing trips) and the Red Line service area (weighted across all neighborhoods in this service area), the most expensive neighborhoods are South Dorchester and South Quincy, both with a relative cost index of 0.33. For trips not destined for the Red Line service area, the greatest relative cost index of transit trips from the ten origin neighborhoods is 1.26 from North Quincy.

The same analysis is performed for the projected change in trips. For all trips with origins served by the Red Line, the ten greatest destination neighborhoods in terms of the absolute projected change in trips are the Waterfront, Downtown, Chinatown, South Quincy, East Cambridge, Central Square, Back Bay, North Cambridge, South Dorchester, and West End. Only the Back Bay neighborhood does not lie within the Red Line service area. Correspondingly, the percentage of the projected change in trips destined for each of these neighborhoods that originate from areas served by the Red Line ranges between 35 percent for East Cambridge to 88 percent for Central Square. Therefore, a much greater percentage of trips destined for Central Square than East Cambridge are originating from the Red Line service area. Regarding the cost of transit trips between the Red Line service area (weighted across all neighborhoods in this service area) and the top ten destination neighborhoods (in terms of the projected change in trips), the most expensive neighborhood is Back Bay, with a relative cost index of 0.31 For trips not originating from the Red Line service area, the greatest relative cost index of transit trips to the ten destination neighborhoods is 1.38 to the Waterfront.



For all trips with destinations served by the Red Line, the ten greatest origin neighborhoods in terms of the absolute projected change in trips are the Waterfront, Chinatown, Downtown, East Cambridge, South Quincy, North Cambridge, Central Square, South Dorchester, West End, and North Braintree. All of these neighborhoods are served by the Red Line. Correspondingly, the percentage of the projected change in trips originating from each of these neighborhoods that are destined for areas served by the Red Line ranges between 37 percent for East Cambridge to 100 percent for South Dorchester.<sup>23</sup> Therefore, a much greater percentage of trips originating from South Dorchester than East Cambridge are destined for the Red Line service area. In addition, it is apparent that, for the projected change in trips to the top 10 origin and destination neighborhoods, additional trips destined for the Red Line service area are projected to make up a slightly greater percentage of trips originating from various neighborhoods than do trips originating from the Red Line service area of trips destined for various neighborhoods. Regarding the cost of transit trips between the top ten origin neighborhoods (in terms of the projected change in trips) and the Red Line service area (weighted across all neighborhoods in this service area), the most expensive neighborhood is North Braintree, with a relative cost index of 0.40. For trips not destined for the Red Line service area, the greatest relative cost index of transit trips from the ten origin neighborhoods is 1.25 from North Cambridge.

### 3.6.3 Data

Table 78 presents, for each transit route:

- the projected percent change in the route's 2030 ridership
- the projected percent change in all trips originating from the route's service area
- the projected percent change in all trips destined for the route's service area

Table 79 presents, for each transit route's existing trips and projected change in trips:

 the percentage of trips with an origin served by the route that also have a destination served by the route

-

<sup>&</sup>lt;sup>23</sup> A decrease is actually projected for trips from South Dorchester to destinations not in the Red Line service area.

 the percentage of trips with a destination served by the route that also have an origin served by the route

Table 80 presents, for each transit route's existing trips:

- the ten greatest destination neighborhoods in terms of trips that have an origin in the route's service area
- the number of trips to the ten greatest destination neighborhoods that have an origin in the route's service area
- the number of trips to the ten greatest destination neighborhoods that do not have an origin in the route's service area
- the percentage of trips to the ten greatest destination neighborhoods that have an origin in the route's service area
- the percentage of trips to the ten greatest destination neighborhoods that do not have an origin in the route's service area
- the relative cost index of trips to the ten greatest destination neighborhoods that have an origin in the route's service area
- the relative cost index of trips to the ten greatest destination neighborhoods that do not have an origin in the route's service area

Table 81 presents, for each transit route's existing trips:

- the ten greatest origin neighborhoods in terms of trips that have a destination in the route's service area
- the number of trips to the ten greatest origin neighborhoods that have a destination in the route's service area
- the number of trips to the ten greatest origin neighborhoods that do not have a destination in the route's service area
- the percentage of trips to the ten greatest origin neighborhoods that have a destination in the route's service area
- the percentage of trips to the ten greatest origin neighborhoods that do not have a destination in the route's service area
- the relative cost index of trips to the ten greatest origin neighborhoods that have a destination in the route's service area
- the relative cost index of trips to the ten greatest origin neighborhoods that do not have a destination in the route's service area



Tables 82 and 83 present the same data for each route's projected change in trips.

## 3.6.4 Analysis

Table 78 shows the 2030 projected ridership percentage change for each transit route as well as the projected percentage changes in the number of origins and destinations associated with the service area of each transit route. While the route and service-area projections are not directly comparable, given that the route projections use transit trips and the service-area projections use all trips, a correlation should exist, given that transit trips are a subset of all trips.

According to Table 78, the greatest projected percentage increases in transit trips are generally grouped into those routes serving Waterfront (Routes 4, 5, 7, 171, and 741-746/Silver Line Waterfront), Downtown (local routes such as Routes 4, 7, and 43 and express routes such as Routes 355 and 468), and East Cambridge (Route 68). In terms of origin trips, the routes with the greatest projected percentage increases have service areas in Waterfront (Routes 4, 7, 11, 171, and 741-746/Silver Line Waterfront), Malden and Everett (Routes 97, 99, 104, 105, and 109), and Downtown with express service from Marblehead and Salem (Routes 448, 449, and 459) and Watertown and Waltham (Routes 500, 504, and 505). In terms of destination trips, the routes with the greatest projected percentage increases have service areas in Waterfront (Routes 7, 11, 171, and 741-746/Silver Line Waterfront), East Somerville (Routes 89, 90, and 95), Malden and Everett (Routes 97, 99, 101, 104, 105, and 109), and East Boston (Routes 114, 116, 119, and 171).

Table 79 shows the percentages of origins and destinations served by each transit route for both existing trips and the 2030 projected change in trips. For existing trips, the routes with the 20 greatest percentages of origins served by the route that also have destinations served by the route can be grouped into the following categories:

- Rapid transit lines Red Line (56%), Orange Line (59%), Green B Branch (61%), Green C Branch (61%), Green D Branch (60%), and Green E Branch (67%);
- Waterfront service area Routes 4 (64%), 7 (58%), 9 (59%), and 11 (56%);
- Downtown local bus routes Routes 43 (59%), 55 (65%), 92 (57%), 93 (60%), and 749/Silver Line Washington Street (55%); and

 Downtown express bus routes – Routes 352 (56%), 355 (57%), 500 (56%), 504 (56%), and 555 (60%).

For existing trips, the routes with the 20 greatest percentages of destinations served by the route that also have origins served by the route can be grouped into the following categories:

- Rapid transit lines Orange Line (42%), Green B Branch (43%), Green C Branch (42%), and Green E Branch (45%);
- Roxbury and Dorchester service area Routes 19 (45%), 22 (44%), and 28 (42%);
- Back Bay service area Routes 9 (47%), 39 (42%), 55 (42%), and 57 (45%);
- Cambridge service area Route 83 (44%);
- East Boston service area Routes 114 (46%), 116 (48%), 120 (45%), and 121 (49%); and
- Lynn service area Routes 431 (50%), 435 (42%), 436 (42%), 439 (47%), and 456 (55%).

For the projected change in trips, the routes with the 20 greatest percentages of origins served by the route that also have destinations served by the route can be grouped into the following categories:

- Roxbury and Dorchester service area Routes 8 (89%), 17 (100%), 18 (100%), 26 (100%), 66 (82%), and 201/202 (100%);
- Jamaica Plain service area Route 48 (95%);
- Brookline, Allston, and Brighton service area Routes 60 (88%), 65 (96%), and 66 (82%);
- Cambridge service area Routes 66 (82%), 68 (82%), 77 (100%), and 83 (98%);
- Somerville service area Routes 83 (98%), 89 (88%), 94 (100%), and 96 (85%);
- Quincy service area Routes 212 (82%), 214 (89%), 215 (97%), and 216 (86%); and
- Salem service area Routes 451 (82%), 465 (90%), and 468 (95%).

For the projected change in trips, the routes with the 20 greatest percentages of destinations served by the route that also have origins served by the route can be grouped into the following categories:



- Rapid transit lines Orange Line (72%) and Green E Branch (72%);
- Back Bay and South End service area Routes 1 (100%), 9 (71%), 43 (77%), 55 (76%), and 701/CT1 (70%);
- Cambridge service area Routes 1 (100%), 68 (100%), 69 (90%), 83 (100%), and 701/CT1 (70%);
- Belmont and Arlington service area Routes 74 (100%), 75 (100%), 77 (100%), and 78 (98%);
- Somerville service area Routes 83 (100%) and 94 (100%);
- East Boston service area Routes 112 (92%), 114 (69%), and 121 (71%); and
- Lynn service area Routes 431 (72%) and 439 (88%).
- Table 80 shows the ten greatest destination neighborhoods for all existing trips with an origin in the service area of each transit route. The table also shows the number of these trips, the number of trips destined for the neighborhood that do not have an origin in the transit route's service area, the associated percentages of trips destined for each neighborhood that do and do not have an origin in the transit route's service area, and the associated relative cost index of transit trips destined for each neighborhood that do and do not have an origin in the transit route's service area. Of the 174 analyzed transit routes, the greatest number (137 or 79%) list Downtown as one of their 10 greatest destination neighborhoods for trips that originate from each route's service area. This is followed by Back Bay, Chinatown, and South End. The 20 greatest destination neighborhoods, in terms of their inclusion in the top-10 list for each transit route, are listed in Table 84, along with the number and percentage of times each neighborhood was listed, and the percentage of routes for which the neighborhood lies in the routes' service area. South Newton lies in the service area of the greatest percentage of routes (78%) that list it as one of the 10 greatest destination neighborhoods, followed by Back Bay (73%) and Downtown (66%). Longwood lies in the service area of the smallest percentage of these routes (21%), followed by East Revere (25%) and Fenway (27%). Several neighborhoods do not lie in the service area of any of the routes that list them as one of their top 10 destinations for their service-area origins. These include Jamaica Plain, East Somerville, Mission Hill, South Brighton, and East Boston.

TABLE 78
Projected Percent Changes in Transit Route Ridership and All Trips Originating from and Destined for Service Areas

	Projecte	ed Percent			Projecte	ed Percent	
	2030	Orig. from	Dest. for		2030	Trips from	Trips to
	Transit	Service	Service		Transit	Service	Service
Route	Trips	Area	Area	Route	Trips	Area	Area
Red Line (Alewife Sta Ashmont Sta./Braintree Sta.)	31%	11%	7%	97 (Malden Sta Wellington Sta.)	30%	17%	23%
Blue Line (Wonderland Sta Bowdoin Sta.)  Orange Line (Oak Grove Sta Forest Hills Sta.)	12% 13%	10% 12%	6% 7%	99 (Boston Reg. Med. Ctr. Stoneham - Wellington Sta.)  100 (Elm St Wellington Sta.)	17% 31%	18% 8%	24% 9%
Green B Branch (Boston College - Government Ctr. Sta.)	27%	8%	4%	100 (Emi St Weinington Sta.)  101 (Malden Sta Sullivan Sta. via Medford Sq.)	18%	10%	17%
Green C Branch (Cleveland Circle - North Sta.)	34%	8%	5%	104 (Malden Sta Sullivan Sta. via Ferry St.)	10%	16%	22%
Green D Branch (Riverside - Government Ctr. Sta.)	25%	8%	5%	105 (Malden Sta Sullivan Sta. via Main St.)	9%	15%	22%
Green E Branch (Heath St Lechmere Sta.)  Mattapan Line (Mattapan Sta Ashmont Sta.)	44% 25%	10%	6% 7%	106 (Franklin Sq./Lebanon St. Loop - Wellington Sta.)  108 (Linden Sq Wellington Sta.)	17% 17%	7% 11%	7% 9%
l (Harvard Sq Dudley Sta. via Mass. Ave.)	19%	5%	2%	109 (Linden Sq Sullivan Sta.)	10%	17%	27%
4 (North Sta World Trade Ctr.)	82%	24%	13%	110 (Wonderland Sta Wellington Sta.)	20%	7%	10%
5 (City Point - McCormack Housing) 7 (City Point - Otis & Summer Sts.)	99% 46%	4% 24%	6% 14%	111 (Woodlawn/Broadway & Park - Haymarket Sta.) 112 (Wellington Sta Wood Island Sta.)	14% 9%	10% 9%	7% 9%
8 (Harbor Point/UMass - Kenmore Sta.)	16%	8%	8%	114 (Bellingham Sq Maverick Sta.)	8%	13%	179
(City Point - Copley Sq. via Broadway Sta.)	14%	13%	9%	116 (Wonderland Sta Maverick Sta. via Revere)	18%	12%	179
10 (City Point - Copley Sq. via B.C.H.)	16% 17%	7% 23%	5% 14%	117 (Wonderland Sta Maverick Sta. via Beach) 119 (Northgate Shopping Ctr Beachmont Sta.)	18% 17%	10%	79 169
14 (Roslindale Sq Heath St. Loop)	32%	7%	13%	120 (Orient Heights Sta Maverick Sta.)	12%	11%	9%
15 (Kane Sq Ruggles Sta.)	20%	5%	8%	121 (Wood Island Sta Maverick Sta.)	29%	13%	139
16 (Forest Hills Sta UMass)	17%	6%	11%	131 (Melrose Highlands - Malden Sta.)	18%	6%	79
17 (Fields Corner Sta Andrew Sta.) 18 (Ashmont Sta Andrew Sta.)	13% 17%	2% 1%	8% 6%	132 (Redstone Shopping Ctr Malden Sta.)  134 (North Woburn - Wellington Sta.)	16% 13%	11% 7%	10%
19 (Fields Corner Sta Ruggles or Kenmore Sta.)	10%	6%	9%	136/137 (Reading Depot - Malden Sta. via Lakeside/North Ave.)	11%	8%	8%
21 (Ashmont Sta Forest Hills Sta.)	27%	4%	8%	170 (Oak Park - Dudley Sta.)	59%	8%	5%
22 (Ashmont Sta Ruggles Sta. via Talbot Ave.)	17%	8%	11%	171 (Logan Airport - Dudley Sta.)	59%	26%	239
23 (Ashmont Sta Ruggles Sta. via Washington St.) 24 (Wakefield Ave Mattapan Sta.)	15% 17%	5% 2%	8% 7%	201 (Fields Corner Sta Fields Corner Sta. via Neponset Ave.)  202 (Fields Corner Sta Fields Corner Sta. via Adams St.)	-13% 22%	1% 1%	59 59
26 (Ashmont Sta Norfolk & Morton Belt Line)	15%	2%	7%	210 (Quincy Ctr. Sta No. Quincy Sta./Fields Corner Sta.)	13%	5%	99
27 (Mattapan Sta Ashmont Sta.)	21%	4%	8%	211 (Quincy Ctr. Sta Squantum)	14%	5%	109
28 (Mattapan Sta Ruggles Sta.)	13%	8%	11%	212 (Quincy Ctr. Sta No. Quincy Sta.)	23%	7%	119
29 (Mattapan Sta Jackson Sq. Sta.) 30 (Mattapan Sta Roslindale Sq.)	12% 8%	6% 2%	8% 6%	214 (Quincy Ctr. Sta Germantown) 215 (Quincy Ctr. Sta Ashmont Sta.)	10%	9% 3%	139
31 (Mattapan Sta Forest Hills Sta.)	16%	6%	10%	216 (Quincy Ctr. Sta Houghs Neck)	5%	7%	139
32 (Wolcott Sq./Cleary Sq Forest Hills Sta.)	13%	3%	9%	217 (Wollaston Sta Ashmont Sta. via Wollaston Beach)	35%	5%	99
33 (River & Milton Sts Mattapan Sta.)	15%	2%	7%	220 (Quincy Ctr. Sta Hingham)	-39%	10%	129
34 (Dedham Line - Forest Hills Sta.) 35 (Dedham Mall - Forest Hills Sta.)	14% 31%	5% 7%	7% 9%	221 (Quincy Ctr. Sta Fort Point)  222 (Quincy Ctr. Sta - East Weymouth)	15% -42%	11%	159 149
6 (VA Hosp Forest Hills Sta. via Chas. River Loop)	14%	4%	9%	225 (Quincy Ctr. Sta Weymouth Landing)	11%	8%	119
37 (Baker & Vermont Sts Forest Hills Sta.)	13%	1%	6%	230 (Quincy Ctr. Sta Montello Sta.)	7%	9%	119
38 (Wren St Forest Hills Sta.)	10%	6%	10%	236 (Quincy Ctr. Sta South Shore Plaza)	3%	10%	109
99 (Forest Hills Sta Back Bay Sta.) 10 (Georgetowne - Forest Hills Sta.)	17% 8%	7% 1%	6% 6%	238 (Quincy Ctr. Sta Holbrook/Randolph Comm. Rail Sta.) 240 (Avon Line - Ashmont Sta.)	11% 2%	9% 7%	109
41 (Centre & Eliot Sts JFK/UMass Sta.)	20%	6%	10%	245 (Quincy Ctr. Sta Mattapan Sta.)	13%	6%	11%
12 (Forest Hills Sta Ruggles Sta.)	9%	7%	7%	325 (Elm St Haymarket Sta.)	12%	6%	2%
13 (Ruggles Sta Park & Tremont Sts.)	46%	10%	4%	326 (West Medford - Haymarket Sta.)	11%	6%	29
44 (Jackson Sq. Sta Ruggles Sta. ) 45 (Franklin Park - Ruggles Sta. )	11% 11%	7% 6%	8% 8%	350 (North Burlington - Alewife Sta.) 351 (Oak Park - Alewife Sta.)	14% 12%	12% 20%	119 169
47 (Central Sq., Cambridge - Broadway Sta.)	20%	14%	11%	352 (Burlington - State Street)	25%	10%	5%
8 (Centre & Eliot Sts Jamaica Plain Loop)	31%	4%	7%	354 (Woburn Line - State Street)	9%	10%	69
50 (Cleary Sq Forest Hills Sta. via Metropolitan)	7%	0%	5%	355 (Mishawum Sta State Street)	71%	10%	69
51 (Cleveland Circle - Forest Hills Sta.) 52 (Dedham Mall - Watertown Yard)	17% 22%	3% 2%	5%	411 (Malden Sta Revere/Jack Satter House) 424 (Eastern & Essex - Haymarket Sta./Wonderland Sta.)	5% 14%	9% 7%	139
55 (Queensberry St Park & Tremont Sts.)	12%	9%	4%	426 (Central Sq., Lynn – Haymarket Sta./Wonderland Sta.)	12%	8%	69
77 (Watertown Yard - Kenmore Sta.)	15%	6%	7%	428 (Oaklandvale - Haymarket Sta. via Granada Highlands)	-70%	9%	59
59 (Needham Junction - Watertown Sq.) 50 (Chestnut Hill - Kenmore Sta.)	11%	4%	7%	429 (Northgate Shopping Ctr Central Sq., Lynn)	10% 14%	9%	109
52 (Bedford V.A. Hosp Alewife Sta.)	6% 11%	8% 9%	10% 9%	430 (Appleton St., Saugus - Malden Sta.)  431 (Neptune Towers - Central Sq., Lynn)	24%	8% 17%	89 169
64 (Oak Sq University Pk. Cambridge)	13%	6%	6%	434 (Peabody - Haymarket Sta.)	39%	6%	59
55 (Brighton Center - Kenmore Sta.)	44%	6%	9%	435 (Liberty Tree Mall - Central Sq., Lynn)	16%	6%	79
66 (Harvard Sq Dudley Sta. via Brookline) 67 (Turkey Hill - Alewife Sta.)	28% 44%	6% 9%	7% 11%	436 (Danvers Sq Central Sq., Lynn)  439 (Bass Point, Nahant - Central Sq., Lynn)	-81%	6% 8%	79 89
68 (Harvard Sq Kendall/MIT Sta.)	94%	4%	0%	441 (Marblehead - Haymarket Sta./Wonderland Sta.)	13%	9%	69
69 (Harvard Sq Lechmere Sta.)	15%	11%	6%	442 (Marblehead - Haymarket Sta./Wonderland Sta.)	14%	9%	60
0/70A (Cedarwood/No. Waltham - Central Sq., Cambridge)	17%	6%	7%	448 (Marblehead - Downtown Crossing)	8%	20%	139
71 (Watertown Sq Harvard Sta.) 72 (Aberdeen & Mt. Auburn - Harvard Sta.)	19% 19%	1% 1%	-1% -2%	449 (Marblehead - Downtown Crossing) 450 (Salem Depot - Haymarket Sta./Wonderland Sta.)	9% 17%	21% 7%	149
'3 (Waverley Sq Harvard Sta.)	16%	1%	-1%	450 (Salem Depot - Haymarket Stat./ Wonderland Stat.) 451 (No. Beverly - Salem Depot)	-64%	6%	89
4 (Belmont Ctr Harvard Sta. via Concord Ave.)	8%	4%	1%	455 (Salem Depot - Haymarket Sta./Wonderland Sta.)	11%	8%	69
75 (Belmont Ctr Harvard Sta via Fresh Pond Pkwy.)	8%	3%	0%	456 (Salem Depot - Central Sq., Lynn)	45%	6%	69
76 (Hanscom Air Force Base - Alewife Sta.)	11% 15%	10%	10%	459 (Salem Depot - Downtown Crossing)	23% 18%	17%	129
7 (Arlington Heights - Harvard Sta.) 8 (Arlmont Village - Harvard Sta.)	15%	1% 5%		465 (Liberty Tree Mall - Salem Depot)  468 (Danvers Sq Salem Depot)	59%	5% 5%	79
9 (Arlington Heights - Alewife Sta.)	12%	8%	10%	500 (Riverside Sta Federal & Franklin Sts.)	29%	18%	79
30 (Arllington Center - Lechmere Sta.)	20%	9%	11%	501 (Brighton Ctr Federal & Franklin Sts.)	9%	13%	79
33 (Rindge Ave Central Sq., Cambridge)	11% 24%	3%	1%	502 (Watertown Yard - Copley Sq.)	12% 27%	5% 4%	49
44 (Arlmont Loop - Alewife Sta.) 55 (Spring Hill - Kendall/MIT Sta.)	18%	12% 7%	13%	503 (Brighton Center - Copley Sq.) 504 (Watertown Yard - Federal & Franklin Sts.)	9%	17%	49 79
6 (Sullivan Sta Cleveland Circle)	17%	6%	6%	505 (Waltham Ctr Federal & Franklin Sts.)	9%	16%	79
7 (Clarendon Hill - Lechmere Sta. via Somerville Ave.)	14%	9%	9%	553 (Roberts - Federal & Franklin Sts.)	7%	13%	7'
8 (Clarendon Hill - Lechmere Sta. via Highland Ave.)	11%	10%	12%	554 (Waverley Sq Federal & Franklin Sts.)	20%	13%	7'
9 (Clarendon Hill - Sullivan Sta.) 0 (Davis Sq. Sta Wellington Sta.)	11% 18%	9% 15%	18% 21%	555 (Riverside Sta Federal & Franklin Sts. via Newton)  556 (Waltham Highlands - Federal & Franklin Sts.)	29% 8%	10% 14%	59 79
1 (Sullivan Sta Central Sq., Cambridge)	9%	10%	11%	558 (Riverside - Federal & Franklin Sts.)	10%	14%	79
22 (Assembly Sq. Mall - Downtown via Main St.)	10%	16%	11%	701 CT1 (Central Sq., Cambridge - So. End Med. Area)	28%	7%	39
3 (Sullivan Sta Downtown via Bunker Hill)	25%	12%	7%	708 CT3 (Beth Israel Deaconess - Andrew Sta.)	34%	9%	109
94 (Medford Sq Davis Sq. Sta.) 95 (West Medford - Sullivan Sta.)	12%	1%	3%	741, 742, 746 Silver Line Waterfront	59% 24%	31% 10%	169
95 (West Medford - Sullivan Sta.) 96 (Medford Sq Harvard Sta.)	16% 10%	11% 1%	23%	747 CT2 (Sullivan Sta Ruggles Sta.) 749 Silver Line Washington St. (Dudley Sta Downtown)	16%	10%	89 89

TABLE 79

Percentages of Origins and Destinations Served by Each Transit Route
Existing Trips and Projected Change in Trips

Percentage of trips with an origin served by the route that also have a destination served by the route (Orig.-Dest.)

Percentage of trips with a destination served by the route that also have an origin served by the route (Dest.-Orig.)

	Exist	ing Trips	Projected in Tri			Exist	ing Trips	Projected in Tr	d Chan ips***
	Orig	Dest	Orig	Dest	<b>D</b>	Orig	Dest	Orig	Des
ed Line (Alewife Sta Ashmont Sta./Braintree Sta.)	Dest.*	Orig.** 41%	Dest.*	Orig.**	Route 97 (Malden Sta Wellington Sta.)	Dest.*	Orig.**	Dest.*	Orig.
ue Line (Wonderland Sta Bowdoin Sta.)	51%	36%	42%	49%	99 (Boston Reg. Med. Ctr. Stoneham - Wellington Sta.)	25%	28%	47%	4
range Line (Oak Grove Sta Forest Hills Sta.)	59%	42%	62%	72%	100 (Elm St Wellington Sta.)	19%	21%	38%	3
reen B Branch (Boston College - Government Ctr. Sta.)	61%	43%	48%	63%	101 (Malden Sta Sullivan Sta. via Medford Sq.)	30%	36%	69%	4
reen C Branch (Cleveland Circle - North Sta.)	61%	42%	57%	62%	104 (Malden Sta Sullivan Sta. via Ferry St.)	28%	31%	62%	4
reen D Branch (Riverside - Government Ctr. Sta.)	60%	41%	57%	57%	105 (Malden Sta Sullivan Sta. via Main St.)	28%	31%	61%	4
reen E Branch (Heath St Lechmere Sta.) attapan Line (Mattapan Sta Ashmont Sta.)	67% 21%	45% 32%	23%	72% 12%	106 (Franklin Sq./Lebanon St. Loop - Wellington Sta.)  108 (Linden Sq Wellington Sta.)	30% 28%	31% 30%	52% 49%	
(Harvard Sq Dudley Sta. via Mass. Ave.)	49%	37%	59%	100%	109 (Linden Sq Weinington Sta.)	21%	23%	49%	
North Sta World Trade Ctr.)	64%	37%	59%	62%	110 (Wonderland Sta Wellington Sta.)	26%	32%	60%	
City Point - McCormack Housing)	31%	31%	16%	11%	111 (Woodlawn/Broadway & Park - Haymarket Sta.)	42%	35%	38%	
City Point - Otis & Summer Sts.)	58%	35%	56%	60%	112 (Wellington Sta Wood Island Sta.)	29%	36%	72%	
(Harbor Point/UMass - Kenmore Sta.)	52%	41%	89%	67%	114 (Bellingham Sq Maverick Sta.)	34%	46%	68%	
(City Point - Copley Sq. via Broadway Sta.)	59%	47%	66%	71%	116 (Wonderland Sta Maverick Sta. via Revere)	34%	48%	67%	
(City Point - Copley Sq. via B.C.H.)	46%	38%	36%	40%	117 (Wonderland Sta Maverick Sta. via Beach)	47%	38%	52%	
(City Point - Downtown)	56% 24%	37% 32%	59% 53%	63% 38%	119 (Northgate Shopping Ctr Beachmont Sta.)  120 (Orient Heights Sta Maverick Sta.)	23% 32%	34% 45%	60% 36%	
(Roslindale Sq Heath St. Loop) (Kane Sq Ruggles Sta.)	27%	35%	54%	46%	120 (Orient Heights Sta Maverick Sta.)  121 (Wood Island Sta Maverick Sta.)	34%	45%	48%	
(Forest Hills Sta UMass)	27%	32%	54%	32%	131 (Melrose Highlands - Malden Sta.)	28%	32%	61%	
(Fields Corner Sta Andrew Sta.)	22%	30%	100%	44%	132 (Redstone Shopping Ctr Malden Sta.)	25%	26%	39%	
(Ashmont Sta Andrew Sta.)	22%	29%	100%	48%	134 (North Woburn - Wellington Sta.)	23%	24%	42%	
(Fields Corner Sta Ruggles or Kenmore Sta.)	42%	45%	81%	62%	136/137 (Reading Depot - Malden Sta. via Lakeside/North Ave.)	30%	31%	50%	
(Ashmont Sta Forest Hills Sta.)	18%	28%	38%	33%	170 (Oak Park - Dudley Sta.)	48%	36%	39%	
(Ashmont Sta Ruggles Sta. via Talbot Ave.)	41%	44%	65%	52%	171 (Logan Airport - Dudley Sta.)	30%	26%	46%	
(Ashmont Sta Ruggles Sta. via Washington St.)	28%	37%	46%	38%	201 (Fields Corner Sta Fields Corner Sta. via Neponset Ave.)	29%	33%	100%	
(Wakefield Ave Mattapan Sta.) (Ashmont Sta Norfolk & Morton Belt Line)	20%	30% 34%	12% 100%	6% 42%	202 (Fields Corner Sta Fields Corner Sta. via Adams St.) 210 (Quincy Ctr. Sta No. Quincy Sta./Fields Corner Sta.)	29% 36%	33% 35%	100% 79%	
(Mattapan Sta Ashmont Sta.)	16%	24%	17%	12%	210 (Quincy Ctr. Sta No. Quincy Sta./Fields Corner Sta.)  211 (Quincy Ctr. Sta Squantum)	41%	38%	79%	
(Mattapan Sta Ruggles Sta.)	39%	42%	63%	48%	212 (Quincy Ctr. Sta No. Quincy Sta.)	40%	35%	82%	
(Mattapan Sta Jackson Sq. Sta.)	27%	36%	39%	41%	214 (Quincy Ctr. Sta Germantown)	40%	32%	89%	
(Mattapan Sta Roslindale Sq.)	20%	30%	0%	0%	215 (Quincy Ctr. Sta Ashmont Sta.)	33%	36%	97%	
(Mattapan Sta Forest Hills Sta.)	16%	27%	21%	23%	216 (Quincy Ctr. Sta Houghs Neck)	39%	34%	86%	
(Wolcott Sq./Cleary Sq Forest Hills Sta.)	22%	30%	55%	24%	217 (Wollaston Sta Ashmont Sta. via Wollaston Beach)	36%	37%	67%	
(River & Milton Sts Mattapan Sta.)	23%	33%	16%	7%_	220 (Quincy Ctr. Sta Hingham)	43%	35%	80%	
(Dedham Line - Forest Hills Sta.)	27%	30%	49%	37%	221 (Quincy Ctr. Sta Fort Point)	37%	33%	75%	
(Dedham Mall - Forest Hills Sta.) (VA Hosp Forest Hills Sta. via Chas. River Loop)	37% 26%	36% 31%	59% 49%	43% 26%	222 (Quincy Ctr. Sta - East Weymouth) 225 (Quincy Ctr. Sta Weymouth Landing)	36% 38%	35% 35%	75% 71%	
(Baker & Vermont Sts Forest Hills Sta.)	22%	29%	0%	0%	230 (Quincy Ctr. Sta Weymouth Landing)	33%	30%	66%	
(Wren St Forest Hills Sta.)	36%	38%	65%	45%	236 (Quincy Ctr. Sta South Shore Plaza)	42%	27%	72%	
(Forest Hills Sta Back Bay Sta.)	53%	42%	67%	66%	238 (Quincy Ctr. Sta Holbrook/Randolph Comm. Rail Sta.)	37%	28%	67%	
(Georgetowne - Forest Hills Sta.)	22%	31%	0%	0%	240 (Avon Line - Ashmont Sta.)	31%	28%	64%	
(Centre & Eliot Sts JFK/UMass Sta.)	24%	29%	63%	42%	245 (Quincy Ctr. Sta Mattapan Sta.)	32%	34%	56%	
(Forest Hills Sta Ruggles Sta.)	26%	30%	53%	57%	325 (Elm St Haymarket Sta.)	49%	31%	0%	
(Ruggles Sta Park & Tremont Sts.)	59%	38%	44%	77%	326 (West Medford - Haymarket Sta.)	51%	30%	0%	
(Jackson Sq. Sta Ruggles Sta. ) (Franklin Park - Ruggles Sta. )	28% 27%	33% 35%	56% 43%	62% 39%	350 (North Burlington - Alewife Sta.) 351 (Oak Park - Alewife Sta.)	33% 36%	23% 20%	44%	
(Central Sq., Cambridge - Broadway Sta.)	44%	38%	60%	68%	352 (Burlington - State Street)	56%	32%	29%	
(Central Sq., Californige - Broadway Sta.)	20%	24%	95%	60%	354 (Woburn Line - State Street)	51%	31%	34%	
(Cleary Sq Forest Hills Sta. via Metropolitan)	20%	29%	0%	0%	355 (Mishawum Sta State Street)	57%	31%	34%	
(Cleveland Circle - Forest Hills Sta.)	27%	31%	56%	29%	411 (Malden Sta Revere/Jack Satter House)	27%	35%	58%	
(Dedham Mall - Watertown Yard)	29%	28%	58%	20%	424 (Eastern & Essex - Haymarket Sta./Wonderland Sta.)	46%	34%	21%	
(Queensberry St Park & Tremont Sts.)	65%	42%	57%	76%	426 (Central Sq., Lynn – Haymarket Sta./Wonderland Sta.)	47%	40%	44%	
(Watertown Yard - Kenmore Sta.)	47%	45%	64%	55%	428 (Oaklandvale - Haymarket Sta. via Granada Highlands)	42%	28%	24%	
(Needham Junction - Watertown Sq.)	32%	28%	57%	26%	429 (Northgate Shopping Ctr Central Sq., Lynn)	40%	41% 30%	47%	
(Chestnut Hill - Kenmore Sta.) (Bedford V.A. Hosp Alewife Sta.)	40% 27%	33% 25%	88% 42%	61% 37%	430 (Appleton St., Saugus - Malden Sta.) 431 (Neptune Towers - Central Sq., Lynn)	29% 46%	50%	57% 62%	
(Oak Sq University Pk. Cambridge)	40%	34%	69%	64%	434 (Peabody - Haymarket Sta.)	43%	32%	19%	
(Brighton Center - Kenmore Sta.)	41%	39%	96%	64%	435 (Liberty Tree Mall - Central Sq., Lynn)	45%	42%	72%	
(Harvard Sq Dudley Sta. via Brookline)	46%	41%	82%	62%	436 (Danvers Sq Central Sq., Lynn)	47%	42%	65%	
(Turkey Hill - Alewife Sta.)	26%	26%	39%	32%	439 (Bass Point, Nahant - Central Sq., Lynn)	44%	47%	79%	
(Harvard Sq Kendall/MIT Sta.)	54%	38%	82%	100%	441 (Marblehead - Haymarket Sta./Wonderland Sta.)	49%	39%	53%	
(Harvard Sq Lechmere Sta.)	46%	35%	66%	90%	442 (Marblehead - Haymarket Sta./Wonderland Sta.)	48%	38%	51%	
/70A (Cedarwood/No. Waltham - Central Sq., Cambridge)	39%	35%	54%	46%	448 (Marblehead - Downtown Crossing)	53%	35%	61%	
(Watertown Sq Harvard Sta.)	43% 44%	34% 35%	32% 58%	0%	449 (Marblehead - Downtown Crossing)	53% 46%	36% 36%	60% 30%	
(Aberdeen & Mt. Auburn - Harvard Sta.) (Waverley Sq Harvard Sta.)	42%	35%	0%	8%	450 (Salem Depot - Haymarket Sta./Wonderland Sta.) 451 (No. Beverly - Salem Depot)	45%	39%	82%	
(Belmont Ctr Harvard Sta. via Concord Ave.)	42%	35%	44%	100%	455 (Salem Depot - Haymarket Sta./Wonderland Sta.)	48%	41%	46%	
(Belmont Ctr Harvard Sta via Fresh Pond Pkwy.)	42%	35%	48%	100%	456 (Salem Depot - Central Sq., Lynn)	48%	55%	62%	
(Hanscom Air Force Base - Alewife Sta.)	22%	22%	37%	36%	459 (Salem Depot - Downtown Crossing)	54%	39%	60%	
(Arlington Heights - Harvard Sta.)	46%	41%	100%	100%	465 (Liberty Tree Mall - Salem Depot)	48%	37%	90%	
(Arlmont Village - Harvard Sta.)	40%	34%	47%	98%	468 (Danvers Sq Salem Depot)	35%	34%	95%	
(Arlington Heights - Alewife Sta.)	30%	31%	64%	47%	500 (Riverside Sta Federal & Franklin Sts.)	56%	32%	36%	
(Arllington Center - Lechmere Sta.)	32%	34%	67%	56%	501 (Brighton Ctr Federal & Franklin Sts.)	48%	33%	42%	
(Rindge Ave Central Sq., Cambridge)	51%	10%	98%	100%	502 (Watertown Yard - Copley Sq.)	47%	31%	37% 53%	
(Arlmont Loop - Alewife Sta.)	18% 37%	19% 30%	41% 63%	37% 62%	503 (Brighton Center - Copley Sq.)  504 (Watertown Yard - Federal & Franklin Sts.)	41% 56%	33% 32%	53% 37%	
(Spring Hill - Kendall/MIT Sta.) (Sullivan Sta Cleveland Circle)	41%	30%	73%	62% 59%	504 (Watertown Yard - Federal & Franklin Sts.)  505 (Waltham Ctr Federal & Franklin Sts.)	53%	32%	36%	
(Clarendon Hill - Lechmere Sta. via Somerville Ave.)	35%	34%	74%	68%	553 (Roberts - Federal & Franklin Sts.)	53%	34%	35%	
(Clarendon Hill - Lechmere Sta. via Highland Ave.)	31%	32%	76%	66%	554 (Waverley Sq Federal & Franklin Sts.)	49%	33%	35%	
(Clarendon Hill - Sullivan Sta.)	29%	34%	88%	52%	555 (Riverside Sta Federal & Franklin Sts. via Newton)	60%	37%	42%	
(Davis Sq. Sta Wellington Sta.)	27%	28%	77%	54%	556 (Waltham Highlands - Federal & Franklin Sts.)	51%	33%	37%	
(Sullivan Sta Central Sq., Cambridge)	28%	27%	64%	57%	558 (Riverside - Federal & Franklin Sts.)	50%	32%	36%	
(Assembly Sq. Mall - Downtown via Main St.)	57%	36%	50%	47%	701 CT1 (Central Sq., Cambridge - So. End Med. Area)	43%	34%	43%	
(Sullivan Sta Downtown via Bunker Hill)	60%	37%	41%	48%	708 CT3 (Beth Israel Deaconess - Andrew Sta.)	45%	38%	75%	
(Medford Sq Davis Sq. Sta.)	27%	32%	100% 67%	100% 39%	741, 742, 746 Silver Line Waterfront 747 CT2 (Sullivan Sta Ruggles Sta.)	54%	28%	55% 62%	
(West Medford - Sullivan Sta.)	24%	28%				47%	39%		

<sup>\* &</sup>quot;Orig.-Dest." refers to the percentage of trips with an origin served by the route that also have a destination served by the route.

\*\* "Dest.-Orig." refers to the percentage of trips with a destination served by the route that also have an origin served by the route.

<sup>\*\*\*</sup> For projected percentages, 100% indicates that non-service-area trips are projected to decrease while 0% indicates that service-area trips are projected to decrease.

TABLE 81

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 1 – 7

**Destinations not in Service Area** 

% Trips

33%

61%

67%

45%

43%

80%

Transit \$

0.65

1.27

0.47

0.74

0.90

1.29

Origin Neighborhood

Downtown

Back Bay

Chinatown

South End

North End

Fenway

# Trips

62,908

76,407

77,754

22,723

17,866

88,196

0.02

0.11

0.09

0.04

0.04

0.20

Transit Route: Orange Line (Oak Grove Sta. – Forest Hills Sta.)

Transit \$

0.04

0.09

0.09

0.13

0.14

0.09

# Trips

38,025

43,732

30,131

57,802

81,809

11,538

**Destinations in Service Area** 

80%

70%

74%

54%

41%

72%

% Trips

# Trips

151,730

102,029

85,417

67,644

57,300

30,365

11,317

38%

0.10

18,542

62%

0.60

**Destinations not in Service Area** 

20%

30%

26%

46%

59%

28%

Transit \$

0.98

0.92

1.06

0.75

0.76

1.25

% Trips

Transit Route: Blue Line (Wonderland Sta. - Bowdoin Sta.)

% Trips Transit \$

**Destinations in Service Area** 

67%

39%

33%

55%

57%

20%

# Trips

126,847

49,603

37,795

27,929

24,037

22,131

2,227

2%

0.51

136,883

98%

0.51

Beacon Hill

Origin Neighborhood

Downtown

East Boston

Chinatown

West End

North End

East Revere

Transit Route: Red Line (Alewife Sta. – Ashmont Sta./Braintree Sta.)

% Trips Transit \$

**Destinations not in Service Area** 

24%

37%

43%

40%

71%

70%

Transit \$

0.81

0.99

1.07

0.72

1.21

1.21

% Trips

# Trips

45,726

58,886

62,885

46,789

140,367

136,356

0.05

0.11

0.14

0.09

0.33

0.33

**Destinations in Service Area** 

76%

63%

57%

60%

29%

30%

# Trips

144,029

99,767

83,294

68,760

57,351

57,174

12,370

Neighborhood lies outside route's service area

10%

0.36

113,641

90%

0.86

Fenway

Origin Neighborhood

Downtown

Chinatown

Harvard Square

Central Square

South Quincy

East Boston

South Dorchester

South Quilley	C , , I , .	20,0	0.00	100,000	, 0,0		Edge He vere	,	-0,0	0.20	00,10	00,0	- · - /	Tiorus Bila	20,202	, = , 0	0.07	11,000	-0,0	1.20
North Quincy	48,514	38%	0.26	80,757	62%	1.26	Chelsea	16,035	12%	0.44	113,538	88%	0.98	West End	29,147	58%	0.09	21,505	42%	0.71
Kendall/MIT	41,785	56%	0.11	32,618	44%	1.12	Back Bay	14,395	10%	0.26	131,365	90%	0.35	South Roxbury	26,494	27%	0.33	70,398	73%	1.09
North Cambridge	37,114	45%	0.20	45,896	55%	1.25	Beacon Hill	13,177	44%	0.06	16,681	56%	0.69	South Dorchester	25,812	13%	0.54	171,906	87%	1.01
North Dorchester	34,193	33%	0.29	68,411	67%	1.10	South End	12,121	10%	0.33	113,325	90%	0.43	Longwood	22,489	22%	0.23	79,830	78%	0.42
	, in the second second					_		ĺ					_		,					
Transit Rout	e: Green B Br	anch (Bosto	n College – G	overnment	Center Sta.	.)	Transit	Route: Gree	en C Branch	(Cleveland C	ircle – Nor	th Sta.)		Transit Ro	oute: Green D	Branch (Rive	erside – Gov	ernment Ce	enter Sta.)	
	Destinat	tions in Serv	ice Area	Destinatio	ns not in Se	rvice Area		Destina	ations in Ser	vice Area	Destination	ons not in Se	rvice Area		Destinat	ions in Servi	ce Area	Destination	ons not in Sei	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Downtown	141,843	75%	0.04	47,912	25%	0.79	Downtown	144,913	76%	0.04	44,841	24%	0.85	Downtown	141,913	75%	0.04	47,842	25%	0.80
Back Bay	107,277	74%	0.09	38,484	26%	1.03	Back Bay	107,239	74%	0.09	38,522	26%	1.03	Back Bay	107,995	74%	0.09	37,766	26%	1.05
Chinatown	80,562	70%	0.08	34,987	30%	0.94	Chinatown	81,817	71%	0.09	33,732	29%	0.96	Chinatown	81,412	70%	0.09	34,137	30%	0.95
Fenway	57,167	41%	0.16	81,942	59%	0.75	Fenway	58,893	42%	0.15	80,217	58%	0.76	Fenway	67,186	48%	0.16	71,924	52%	0.83
South Brighton	52,705	51%	0.24	50,937	49%	1.34	South End	51,919	41%	0.16	73,527	59%	0.60	Longwood	61,581	60%	0.09	40,737	40%	0.81
South End	51,302	41%	0.16	74,144	59%	0.60	North Brookline	49,745	45%	0.20	60,738	55%	1.12	South End	53,362	43%	0.16	72,084	57%	0.61
North Brookline	45,428	41%	0.24	65,054	59%	1.03	South Brighton	35,141	34%	0.27	68,501	66%	1.04	North Brookline	43,778	40%	0.23	66,705	60%	1.02
South Allston	36,831	57%	0.21	27,486	43%	1.24	BU	30,760	52%	0.15	28,211	48%	0.92	South Newton	40,378	22%	0.35	144,413	78%	1.33
BU	33,082	56%	0.15	25,889	44%	0.99	North End	29,153	70%	0.08	12,750	30%	1.15	BU	32,439	55%	0.17	26,532	45%	0.96
South Newton	26,710	14%	0.44	158,081	86%	1.23	Longwood	28,748	28%	0.17	73,571	72%	0.45	South Brighton	30,683	30%	0.31	72,959	70%	0.97
Trans	sit Route: Gre	en E Brancl	n (Heath St. –	Lechmere	Sta.)		Transi	t Route: Mat	tapan Line (	Mattapan Sta	a. – Ashmor	nt Sta.)		Transit l	Route: Route 1	(Harvard S	q. – Dudley	Sta. via Mas	ss. Ave.)	
	Destinat	tions in Serv	ice Area	Destinatio	ns not in Se	ervice Area	·	Destina	ations in Ser	vice Area	Destination	ons not in Se	rvice Area	·	Destinat	ions in Servi	ce Area	Destination	ons not in Sei	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Downtown	149,750	79%	0.05	40,005	21%	0.93	South Dorchester	27,747	14%	0.14	169,971	86%	1.08	Harvard Square	89,161	56%	0.06	69,492	44%	0.92
Back Bay	110,184	76%	0.09	35,576	24%	1.10	Mattapan	17,954	19%	0.17	77,096	81%	1.30	Central Square	70,739	48%	0.10	75,439	52%	0.95
Chinatown	85,005	74%	0.09	30,543	26%	1.04	North Milton	8,822	17%	0.29	44,083	83%	1.46	Back Bay	59,442	41%	0.08	86,318	59%	0.52
Fenway	74,753	54%	0.14	64,357	46%	0.93	Hyde Park	8,814	8%	0.40	105,022	92%	1.29	South End	56,429	45%	0.08	69,017	55%	0.70
Longwood	69,637	68%	0.08	32,682	32%	1.01	South Quincy	5,430	3%	0.69	188,100	97%	0.96	Fenway	55,020	40%	0.11	84,090	60%	0.77
South End	65,542	52%	0.14	59,904	48%	0.72	North Quincy	5,366	4%	0.53	123,905	96%	0.90	Kendall/MIT	32,855	44%	0.07	41,548	56%	0.93
West End	36,862	73%	0.08	13,790	27%	1.09	South Roxbury	4,430	5%	0.37	92,462	95%	0.91	North Roxbury	20,015	26%	0.20	57,837	74%	0.99
North End	30,890	74%	0.09	11,013	26%	1.30	Roslindale	3,432	4%	0.54	75,849	96%	1.10	Spring Hill	19,948	21%	0.21	77,070	79%	0.81
North Brookline	27,488	25%	0.30	82,995	75%	0.84	North Dorchester	3,073	3%	0.42	99,531	97%	0.85	South Dorchester	16,136	8%	0.56	181,582	92%	0.99
East Cambridge	26,611	46%	0.14	31,106	54%	0.80	South Milton	2,272	8%	0.51	26,284	92%	1.52	BU	15,950	27%	0.20	43,021	73%	0.64
Tra	nsit Route: R	oute 4 (Nort	h Sta. – Wor				Tran			Point – McCo		<u> </u>		Trai	nsit Route: Ro	` '				
		tions in Serv			ns not in Se	ervice Area			ations in Ser			ons not in Se				ions in Servi			ons not in Sei	-
Origin Neighborhood	# Trips			# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips		Transit \$	Origin Neighborhood			Transit \$	# Trips	% Trips	Transit \$
Downtown	144,582	76%	0.03	45,173	24%	0.88	South Boston	34,471	38%	0.06	55,452	62%	1.18	Downtown	131,371	69%	0.02	58,384	31%	0.70
Chinatown	55,999	48%	0.07	59,550	52%	0.60	North Dorchester	16,417	16%	0.10	86,187	84%	0.97	Chinatown	61,157	53%	0.05	54,392	47%	0.67
West End	29,700	59%	0.05	20,952	41%	0.79	South Dorchester	7,457	4%	0.42	190,261	96%	0.97	South Boston	28,952	32%	0.17	60,971	68%	1.03
North End	26,677	64%	0.05	15,225	36%	1.04	Waterfront	5,180	10%	0.16	47,974	90%	0.74	Waterfront	24,812	47%	0.09	28,343	53%	1.21
Waterfront	24,945	47%	0.09	28,210	53%	1.21	South End	3,641	3%	0.29	121,805	97%	0.42	Back Bay	20,888	14%	0.22	124,873	86%	0.36
Back Bay	18,849	13%	0.24	126,912	87%	0.35	South Roxbury	2,643	3%	0.48	94,249	97%	0.90	South End	19,799	16%	0.25	105,647	84%	0.45
South End	17,631	14%	0.28	107,815	86%	0.44	North Quincy	2,614	2%	0.58	126,658	98%	0.89	North End	15,393	37%	0.09	26,510	63%	0.59
Beacon Hill	14,729	49%	0.07	15,129	51%	0.74	South Quincy	2,545	1%	0.72	190,985	99%	0.95	West End	13,083	26%	0.12	37,569	74%	0.44
	14,729	49%	0.07	13,129	31%	0.74	South Quilicy	2,343	1 %0	0.72	190,983	99%	0.93	West End	13,063	2070	0.12	37,309	7470	0.11
South Boston	13,365	15%	0.07	76,558	85%	0.74	North Roxbury	2,343	3%	0.72	75,511	97%	0.93	South Dorchester	11,831	6%	0.12	185,888	94%	0.98

TABLE 81 - Continued Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 8 – 22

Destinations in Service Area Destinations not in Service Area

Transit Route: Route 10 (City Point – Copley Sq. via B.C.H.)

Destinations not in Service Area

**Destinations in Service Area** 

Transit Route: Route 9 (City Point – Copley Sq. via Broadway Sta.)

Transit Route: Route 8 (Harbor Point/UMass – Kenmore Sta.)

Destinations not in Service Area

**Destinations in Service Area** 

	Destinat	nons in Serv	ice Area	Desunado	ns not in Se	rvice Area		Destinat	ions in Serv	ice Area	Destination	ns not in Se	ervice Area		Destinat	ions in Servi	ce Area	Desunado	ns not in Serv	vice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Fenway	71,431	51%	0.12	67,679	49%	0.92	Back Bay	106,354	73%	0.08	39,407	27%	1.05	Back Bay	85,650	59%	0.06	60,111	41%	0.74
Longwood	68,673	67%	0.06	33,646	33%	1.01	South End	89,105	71%	0.09	36,341	29%	1.23	South End	71,579	57%	0.06	53,867	43%	0.89
South End	59,370	47%	0.07	66,076	53%	0.73	Fenway	86,212	62%	0.12	52,898	38%	1.14	South Boston	42,281	47%	0.13	47,642	53%	1.30
North Dorchester	39,649	39%	0.16	62,955	61%	1.26	Longwood	73,524	72%	0.08	28,795	28%	1.13	Chinatown	33,136	29%	0.13	82,413	71%	0.43
Back Bay	32,161	22%	0.12	113,600	78%	0.40	Chinatown	58,576	51%	0.10	56,973	49%	0.59	Fenway	27,197	20%	0.18	111,912	80%	0.59
North Roxbury	29,743	38%	0.17	48,109	62%	1.17	South Boston	49,541	55%	0.17	40,382	45%	1.47	North Roxbury	25,461	33%	0.15	52,391	67%	1.10
South Dorchester	26,367	13%	0.46	171,351	87%	1.03	Downtown	34,090	18%	0.16	155,664	82%	0.25	North Dorchester	23,568	23%	0.24	79,036	77%	1.01
BU	24,609	42%	0.18	34,362	58%	0.77	North Roxbury	31,540	41%	0.20	46,312	59%	1.19	South Dorchester	21,870	11%	0.48	175,848	89%	1.01
North Brookline	21,191	19%	0.16	89,291	81%	0.81	BU	28,347	48%	0.18	30,624	52%	0.84	South Roxbury	21,646	22%	0.40	75,246	78%	1.05
South Roxbury	20,236	21%	0.40	76,656	79%	1.01	North Brookline	27,696	25%	0.18	82,786	75%	0.85	Downtown	16,094	8%	0.24	173,661	92%	0.23
South Rozbury	20,230	21/0	0.40	70,030	17/0	1.01	North Brookine	27,070	23 /0	0.27	62,760	1370	0.65	Downtown	10,074	0 /0	0.24	173,001	7270	0.23
n	Fransit Route	: Route 11 (	City Point =	Downtown)			Trai	sit Route: Ro	oute 14 (Ros	lindale Sa. F	leath St. Loo	m)		r	Fransit Route:	Route 15 (K	ane Sa. – R	nggles Sta.)		
		tions in Serv			ns not in Se	rvice Area			ions in Serv		Destination		rvice Area			ions in Servi		00 /	ns not in Serv	vice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood			Transit \$		% Trips	Transit \$	Origin Neighborhood			Transit \$		% Trips	Transit \$
Downtown	125,838	66%	0.03	63,917	34%	0.62	South Roxbury	28,836	30%	0.18	68,056	70 111ps 70%	1.18	South Dorchester	45,143	23%	0.19	152,575	7 <b>0 111ps</b>	1.18
Chinatown	68,193	59%	0.05	47,356	41%	0.75	South Dorchester	21,227	11%	0.10	176,491	89%	1.02	Fenway	29,731	21%	0.10	109,379	79%	0.62
South Boston	45,216	50%	0.14	44,707	50%	1.37	North Roxbury	20,469	26%	0.15	57,383	74%	1.02	North Roxbury	24,265	31%	0.10	53,587	69%	1.08
South Boston South End	34,168	27%	0.17	91,278	73%	0.51	Roslindale	17,733	22%	0.13	61,547	78%	1.33	South Roxbury	20,232	21%	0.13	76,660	79%	1.04
	30,992	21%	0.17	114,769	79%	0.38	Mattapan	13,425	14%	0.19	81,626	86%	1.20	North Dorchester	19,906	19%	0.31	82,698	81%	0.98
Back Bay Waterfront					49%	1.29			10%			90%				13%		88,607		
	27,052	51%	0.10	26,102			Hyde Park	11,150		0.39	102,687		1.31	Longwood	13,712		0.15		87%	0.41
South Dorchester	13,951	7%	0.53	183,767	93%	0.98	Mission Hill	11,113	22%	0.08	39,370	78%	0.85	South End	13,037	10%	0.13	112,409	90%	0.45
North End	12,912	31%	0.12	28,991	69%	0.54	Jamaica Plain	10,335	15%	0.27	58,408	85%	1.11	Mattapan	9,670	10%	0.42	85,380	90%	1.16
West End	12,500	25%	0.14	38,152	75%	0.42	Fenway	10,271	7%	0.32	128,839	93%	0.52	Mission Hill	8,802	17%	0.23	41,681	83%	0.78
Beacon Hill	11,771	39%	0.12	18,088	61%	0.60	Longwood	8,994	9%	0.17	93,325	91%	0.40	Jamaica Plain	6,511	9%	0.46	62,232	91%	1.03
T	ransit Route:	Doute 16 (E	Format II:lla C	to IIMogg	`		Trong	it Route: Rou	.t. 17 (Etald	a Cannon Sta	Androw 6	240 )		Т	ansit Route: R	outo 10 (Aab	mont Sto	Andwarr Cta	`	
1	ransii Koute:	Route 10 (r	Orest mills 5	ita. — Ulviassi	)		1 rans	n Koute: Kot	ite 17 (Fleia:									Andrew Sia	.)	
	Doctinat	iona in Com			<u> </u>	mrias Amas	-						urrico A noc			`			/	rrian Arman
Onicin Neighborhood		ions in Serv	ice Area	Destinatio	ns not in Se		Owigin Naighbaubaad	Destinat	ions in Serv	ice Area	Destination	ns not in Se	_		Destinat	ions in Servi	ce Area	Destinatio	ns not in Serv	
Origin Neighborhood	# Trips	% Trips	rice Area Transit \$	Destinatio # Trips	ns not in Se % Trips	Transit \$	Origin Neighborhood	# Trips	ions in Serv % Trips	ice Area Transit \$	Destination # Trips	ns not in Se % Trips	Transit \$	Origin Neighborhood	Destinat # Trips	ions in Servi % Trips	ce Area Transit \$	Destinatio	ns not in Serv % Trips	Transit \$
North Dorchester	# <b>Trips</b> 37,332	<b>% Trips</b> 36%	rice Area Transit \$ 0.11	Destinatio # Trips 65,272	ons not in Se % Trips 64%	Transit \$ 1.25	South Dorchester	# Trips 30,874	ions in Serv % Trips 16%	ice Area Transit \$ 0.16	# Trips 166,844	ns not in Se % Trips 84%	Transit \$	Origin Neighborhood South Dorchester	# Trips 34,214	ions in Servi % Trips 17%	ce Area Transit \$ 0.13	# Trips 163,504	ns not in Serv % Trips 83%	Transit \$ 1.12
North Dorchester South Dorchester	# <b>Trips</b> 37,332 30,403	% Trips 36% 15%	vice Area Transit \$ 0.11 0.32	Destinatio # Trips 65,272 167,315	ons not in Se % Trips 64% 85%	1.25 1.06	South Dorchester North Dorchester	# Trips 30,874 20,483	ions in Serv % Trips 16% 20%	ice Area Transit \$ 0.16 0.12	<b>Destination</b> # <b>Trips</b> 166,844 82,121	ns not in Se % Trips 84% 80%	1.10 1.01	Origin Neighborhood South Dorchester North Dorchester	# Trips 34,214 21,062	ions in Servi % Trips 17% 21%	ce Area Transit \$ 0.13 0.11	<b>Destinatio</b> # <b>Trips</b> 163,504 81,541	ns not in Server	1.12 1.02
North Dorchester South Dorchester South Roxbury	#Trips 37,332 30,403 20,104	% Trips 36% 15% 21%	vice Area Transit \$ 0.11 0.32 0.24	Destinatio # Trips 65,272 167,315 76,788	ns not in Se % Trips 64% 85% 79%	Transit \$ 1.25 1.06 1.05	South Dorchester North Dorchester South Boston	# Trips 30,874 20,483 9,367	ions in Serv % Trips 16% 20% 10%	ice Area Transit \$ 0.16 0.12 0.15	<b>Destination</b> # <b>Trips</b> 166,844 82,121 80,556	ns not in Se % Trips 84% 80% 90%	Transit \$ 1.10 1.01 0.82	Origin Neighborhood South Dorchester North Dorchester South Boston	Destinat # Trips 34,214 21,062 9,687	ions in Servi % Trips 17% 21% 11%	ce Area Transit \$ 0.13 0.11 0.15	# Trips 163,504 81,541 80,236	ns not in Server	1.12 1.02 0.82
North Dorchester South Dorchester South Roxbury North Roxbury	# Trips 37,332 30,403 20,104 18,290	% Trips 36% 15% 21% 23%	vice Area Transit \$ 0.11 0.32 0.24 0.15	Destinatio # Trips 65,272 167,315 76,788 59,562	ns not in Se % Trips 64% 85% 79% 77%	1.25 1.06 1.05 0.99	South Dorchester North Dorchester South Boston South Roxbury	# Trips 30,874 20,483 9,367 8,814	ions in Serv % Trips 16% 20% 10% 9%	ice Area Transit \$ 0.16 0.12 0.15 0.28	<b>Destination</b> # <b>Trips</b> 166,844 82,121 80,556 88,079	ns not in Se % Trips 84% 80% 90% 91%	1.10 1.01 0.82 0.95	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury	# Trips 34,214 21,062 9,687 6,331	ions in Servi % Trips 17% 21% 11% 7%	ce Area Transit \$ 0.13 0.11 0.15 0.34	<b>Destinatio</b> # <b>Trips</b> 163,504 81,541 80,236 90,561	% Trips 83% 79% 89% 93%	Transit \$ 1.12 1.02 0.82 0.92
North Dorchester South Dorchester South Roxbury North Roxbury South Boston	# Trips 37,332 30,403 20,104 18,290 13,814	% Trips 36% 15% 21% 23% 15%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16	<b>Destinatio</b> # <b>Trips</b> 65,272 167,315 76,788 59,562 76,109	ns not in Se % Trips 64% 85% 79% 77% 85%	1.25 1.06 1.05 0.99 0.86	South Dorchester North Dorchester South Boston South Roxbury North Roxbury	# Trips 30,874 20,483 9,367 8,814 7,283	ions in Serv % Trips 16% 20% 10% 9% 9%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25	# Trips 166,844 82,121 80,556 88,079 70,569	ns not in Se % Trips 84% 80% 90% 91% 91%	1.10 1.01 0.82 0.95 0.84	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan	#Trips 34,214 21,062 9,687 6,331 5,754	ions in Servi % Trips 17% 21% 11% 7% 6%	ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37	<b>Destinatio</b> # <b>Trips</b> 163,504 81,541 80,236 90,561 89,296	% Trips 83% 79% 89% 93% 94%	Transit \$ 1.12 1.02 0.82 0.92 1.13
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan	# Trips 37,332 30,403 20,104 18,290 13,814 10,829	% Trips 36% 15% 21% 23% 15% 11%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42	#Trips 65,272 167,315 76,788 59,562 76,109 84,221	ns not in Se % Trips 64% 85% 79% 77% 85% 89%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan	#Trips 30,874 20,483 9,367 8,814 7,283 4,789	ions in Serv % Trips 16% 20% 10% 9% 9% 5%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42	# Trips 166,844 82,121 80,556 88,079 70,569 90,261	ns not in Se % Trips 84% 80% 90% 91% 91% 95%	1.10 1.01 0.82 0.95 0.84 1.12	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury	#Trips 34,214 21,062 9,687 6,331 5,754 4,997	ions in Servi % Trips 17% 21% 11% 7% 6%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34	<b>Destinatio</b> # <b>Trips</b> 163,504 81,541 80,236 90,561 89,296 72,855	ns not in Serve % Trips 83% 79% 89% 93% 94% 94%	1.12 1.02 0.82 0.92 1.13 0.82
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End	# Trips 37,332 30,403 20,104 18,290 13,814 10,829 7,706	% Trips 36% 15% 21% 23% 15% 11% 6%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20	#Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy	#Trips 30,874 20,483 9,367 8,814 7,283 4,789 3,593	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97%	1.10 1.01 0.82 0.95 0.84 1.12 0.89	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy	#Trips 34,214 21,062 9,687 6,331 5,754 4,997 4,486	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54	#Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785	ns not in Serve % Trips 83% 79% 89% 93% 94% 94% 97%	1.12 1.02 0.82 0.92 1.13 0.82 0.90
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain	# Trips 37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047	% Trips 36% 15% 21% 23% 15% 11% 6% 10%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30	#Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End	#Trips 30,874 20,483 9,367 8,814 7,283 4,789 3,593 3,371	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 3%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy	#Trips 34,214 21,062 9,687 6,331 5,754 4,997 4,486 3,720	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74	#Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810	ns not in Serve % Trips 83% 79% 89% 93% 94% 94% 97% 98%	1.12 1.02 0.82 0.92 1.13 0.82 0.90
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway	# Trips 37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952	% Trips 36% 15% 21% 23% 15% 11% 6% 10% 4%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy	#Trips 30,874 20,483 9,367 8,814 7,283 4,789 3,593 3,371 2,961	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 3% 2%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 97%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End	#Trips 34,214 21,062 9,687 6,331 5,754 4,997 4,486 3,720 3,405	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31	<b>Destinatio</b> # <b>Trips</b> 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810 122,041	ns not in Serve % Trips 83% 79% 89% 93% 94% 94% 97% 98% 97%	1.12 1.02 0.82 0.92 1.13 0.82 0.90 0.96
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain	# Trips 37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047	% Trips 36% 15% 21% 23% 15% 11% 6% 10%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30	#Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End	#Trips 30,874 20,483 9,367 8,814 7,283 4,789 3,593 3,371	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 3%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy	#Trips 34,214 21,062 9,687 6,331 5,754 4,997 4,486 3,720	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 6% 3% 2%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74	#Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810	ns not in Serve % Trips 83% 79% 89% 93% 94% 94% 97% 98%	1.12 1.02 0.82 0.92 1.13 0.82 0.90
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale	# Trips 37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337	% Trips 36% 15% 21% 23% 15% 11% 6% 10% 4% 7%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway	#Trips 30,874 20,483 9,367 8,814 7,283 4,789 3,593 3,371 2,961 2,481	ions in Serv % Trips 16% 20% 10% 9% 5% 3% 3% 2%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 97% 98%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway	# Trips  34,214  21,062  9,687  6,331  5,754  4,997  4,486  3,720  3,405  2,568	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52	Destinatio # Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810 122,041 136,542	ns not in Serve % Trips 83% 79% 89% 93% 94% 94% 97% 98% 97% 98%	1.12 1.02 0.82 0.92 1.13 0.82 0.90 0.96
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale	# Trips 37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  htte: Route 19 (	% Trips 36% 15% 21% 23% 15% 11% 6% 10% 4% 7%  (Fields Corn	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  ner Sta. – Ru	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway	Destinat   # Trips   30,874   20,483   9,367   8,814   7,283   4,789   3,593   3,371   2,961   2,481	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 3% 2% 2w ute 21 (Ashr	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629  Corest Hills S	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 97% 98% 98%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway	Destinat	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont St	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52	#Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810 122,041 136,542	ns not in Serve % Trips 83% 79% 89% 93% 94% 94% 97% 98% 97% 98%	Transit \$ 1.12 1.02 0.82 0.92 1.13 0.82 0.90 0.96 0.42 0.51
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale Transit Rou	# Trips 37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  tte: Route 19 ( Destinat	% Trips 36% 15% 21% 23% 15% 11% 6% 10% 4% 7% (Fields Cornations in Service)	7 Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  Per Sta. – Ruvice Area	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93% mmore Sta.)	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans	Destinat   # Trips   30,874   20,483   9,367   8,814   7,283   4,789   3,593   3,371   2,961   2,481     Sit Route: Rou	ions in Serv % Trips 16% 20% 10% 9% 5% 3% 2% 2% ute 21 (Ashridan)	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50  mont Sta. – Fice Area	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629  Corest Hills S Destination	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 97% 98% 98%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway Transit Ro	Destinat	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont Stions in Servi	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52 Ea Ruggle ce Area	Destinatio # Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810 122,041 136,542 s Sta. via Tal Destinatio	ns not in Serve % Trips 83% 79% 89% 93% 94% 94% 97% 98% 97% 98% bot Ave.)	1.12 1.02 0.82 0.92 1.13 0.82 0.90 0.96 0.42 0.51
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale  Transit Rou  Origin Neighborhood	# Trips  37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  tte: Route 19 (  Destinat # Trips	% Trips  36% 15% 21% 23% 15% 119 6% 10% 4% 7%  (Fields Corrections in Serve) % Trips	7 Transit \$  0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  mer Sta. – Ruvice Area Transit \$	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken Destinatio # Trips	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93% mmore Sta.) ons not in Se % Trips	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12 ervice Area Transit \$	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans	Destinat   # Trips   30,874   20,483   9,367   8,814   7,283   4,789   3,593   3,371   2,961   2,481     Sit Route: Rou	ions in Serv % Trips 16% 20% 10% 9% 5% 3% 2% 2% ute 21 (Ashrions in Serv % Trips	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50 mont Sta Fice Area Transit \$	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629  *Corest Hills S Destination # Trips	18 not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 97% 98% 98% 18 not in Se % Trips	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51  ervice Area Transit \$	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway  Transit Ro  Origin Neighborhood	Destinat   # Trips   34,214   21,062   9,687   6,331   5,754   4,997   4,486   3,720   3,405   2,568     Destinat   # Trips	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont Stions in Servi % Trips	ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52 ta Ruggle ce Area Transit \$	Destinatio # Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810 122,041 136,542  Sta. via Tal Destinatio # Trips	ns not in Serve % Trips  83% 79% 89% 93% 94% 94% 97% 98% 97% 98% 97% 98% bot Ave.) ns not in Serve % Trips	Transit \$  1.12  1.02  0.82  0.92  1.13  0.82  0.90  0.96  0.42  0.51  vice Area  Transit \$
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale  Transit Rou  Origin Neighborhood Fenway	# Trips  37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  tte: Route 19 (  Destinat # Trips  68,968	% Trips  36% 15% 21% 23% 15% 11% 6% 10% 4% 7% (Fields Corretions in Serve % Trips 50%	7 Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  mer Sta. – Ruvice Area Transit \$ 0.11	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken Destinatio # Trips 70,142	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93% mmore Sta.) ons not in Se % Trips 50%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12 ervice Area Transit \$ 0.89	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans  Origin Neighborhood South Dorchester	Destinat   # Trips   30,874   20,483   9,367   8,814   7,283   4,789   3,593   3,371   2,961   2,481     Sit Route: Rou	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 2% 2% ute 21 (Ashr ions in Serv % Trips 10%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50 mont Sta Fice Area Transit \$ 0.17	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629 Forest Hills S Destination # Trips 178,026	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 98% 98%  **Comparison of the Se **Comparis	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51  ervice Area Transit \$ 1.04	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway  Transit Ro  Origin Neighborhood Longwood	Destinat   # Trips   34,214   21,062   9,687   6,331   5,754   4,997   4,486   3,720   3,405   2,568     Destinat   # Trips   63,866	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont Stions in Servi % Trips 62%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52 Ea Ruggle ce Area Transit \$ 0.05	Destinatio # Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810 122,041 136,542  Sta. via Tal Destinatio # Trips 38,453	ns not in Serve % Trips 83% 79% 89% 93% 94% 94% 97% 98% 97% 98% bot Ave.) ns not in Serve % Trips 38%	Transit \$ 1.12 1.02 0.82 0.92 1.13 0.82 0.90 0.96 0.42 0.51  vice Area Transit \$ 0.92
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale  Transit Rou  Origin Neighborhood Fenway Longwood	# Trips  37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  tte: Route 19 (  Destinat # Trips  68,968 68,358	% Trips  36% 15% 21% 23% 15% 11% 6% 10% 4% 7%  (Fields Corretions in Serve % Trips 50% 67%	7 Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  mer Sta. – Ru rice Area  Transit \$ 0.11 0.06	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken Destinatio # Trips 70,142 33,961	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93% mmore Sta.) ons not in Se % Trips 50% 33%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12 ervice Area Transit \$ 0.89 1.01	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans  Origin Neighborhood South Dorchester Mattapan	Destinat   # Trips   30,874   20,483   9,367   8,814   7,283   4,789   3,593   3,371   2,961   2,481     Sit Route: Rou	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 2% 2% ute 21 (Ashr ions in Serv % Trips 10% 18%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50 mont Sta Fice Area Transit \$ 0.17 0.11	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629 Forest Hills S Destination #Trips 178,026 77,531	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 98% 98%  ta.) ns not in Se % Trips 90% 82%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51  ervice Area Transit \$ 1.04 1.31	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway  Transit Ro  Origin Neighborhood Longwood Fenway	Destinat   # Trips   34,214   21,062   9,687   6,331   5,754   4,997   4,486   3,720   3,405   2,568     Destinat   # Trips   63,866   54,161	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont Stions in Servi % Trips 62% 39%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52  Tansit \$ 0.05 0.11	Destinatio # Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810 122,041 136,542  Sta. via Tal Destinatio # Trips 38,453 84,949	ns not in Serve % Trips 83% 79% 89% 93% 94% 94% 97% 98% 97% 98% bot Ave.) ns not in Serve % Trips 38% 61%	1.12 1.02 0.82 0.92 1.13 0.82 0.90 0.96 0.42 0.51  vice Area Transit \$ 0.92 0.76
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale  Transit Rou  Origin Neighborhood Fenway Longwood South Dorchester	# Trips  37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  tte: Route 19 (  Destinat # Trips 68,968 68,358 56,660	% Trips  36% 15% 21% 23% 15% 11% 6% 10% 4% 7%  (Fields Corretions in Serve % Trips 50% 67% 29%	7 Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  mer Sta. – Ru rice Area  Transit \$ 0.11 0.06 0.21	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken Destinatio # Trips 70,142 33,961 141,058	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93% mmore Sta.) ons not in Se % Trips 50% 33% 71%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12 ervice Area Transit \$ 0.89 1.01 1.25	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans  Origin Neighborhood South Dorchester Mattapan South Roxbury	Destinat   # Trips   30,874   20,483   9,367   8,814   7,283   4,789   3,593   3,371   2,961   2,481	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 2% 2% ute 21 (Ashr ions in Serv % Trips 10% 18% 6%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50 mont Sta Fice Area Transit \$ 0.17 0.11 0.33	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629 Forest Hills S Destination #Trips 178,026 77,531 90,883	18 not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 98% 98%  **ta.)  18 not in Se % Trips 90% 82% 94%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51  ervice Area Transit \$ 1.04 1.31 0.92	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway  Transit Ro  Origin Neighborhood Longwood Fenway South Dorchester	Destinat   # Trips   34,214   21,062   9,687   6,331   5,754   4,997   4,486   3,720   3,405   2,568     Destinat   # Trips   63,866   54,161   37,502	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont Stions in Servi % Trips 62% 39% 19%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52 Ea Ruggle ce Area Transit \$ 0.05 0.11 0.27	Destinatio # Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810 122,041 136,542  Sta. via Tal Destinatio # Trips 38,453 84,949 160,216	ns not in Serve % Trips  83% 79% 89% 93% 94% 94% 97% 98% 97% 98% bot Ave.) ns not in Serve % Trips 38% 61% 81%	Transit \$ 1.12 1.02 0.82 0.92 1.13 0.82 0.90 0.96 0.42 0.51  vice Area Transit \$ 0.92 0.76 1.11
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale  Transit Rou  Origin Neighborhood Fenway Longwood South Dorchester South Roxbury	# Trips  37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  tte: Route 19 (  Destinat # Trips 68,968 68,358 56,660 33,882	% Trips  36% 15% 21% 23% 15% 11% 6% 10% 4% 7%  (Fields Cornations in Serve W Trips 50% 67% 29% 35%	7 Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.30 0.39 0.47  mer Sta Ru 7 ice Area  Transit \$ 0.11 0.06 0.21 0.25	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken Destinatio # Trips 70,142 33,961 141,058 63,010	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93% mmore Sta.) ns not in Se % Trips 50% 33% 71% 65%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12  ervice Area Transit \$ 0.89 1.01 1.25 1.23	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans  Origin Neighborhood South Dorchester Mattapan South Roxbury Jamaica Plain	Destinat   # Trips   30,874   20,483   9,367   8,814   7,283   4,789   3,593   3,371   2,961   2,481	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 2% 2% ute 21 (Ashr ions in Serv % Trips 10% 18% 6% 6%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50 mont Sta Fice Area Transit \$ 0.17 0.11 0.33 0.25	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629 Forest Hills S Destination #Trips 178,026 77,531 90,883 64,283	18 not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 98% 98%  18 not in Se % Trips 90% 82% 94% 94%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51  ervice Area Transit \$ 1.04 1.31 0.92 1.03	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway  Transit Ro  Origin Neighborhood Longwood Fenway South Dorchester South Roxbury	Destinat   # Trips   34,214   21,062   9,687   6,331   5,754   4,997   4,486   3,720   3,405   2,568     Destinat   # Trips   63,866   54,161   37,502   36,033	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont Stions in Servi % Trips 62% 39% 19% 37%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52 Ea Ruggle ce Area Transit \$ 0.05 0.11 0.27 0.21	Destinatio # Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810 122,041 136,542  S Sta. via Tal Destinatio # Trips 38,453 84,949 160,216 60,859	ns not in Serve % Trips  83% 79% 89% 93% 94% 94% 97% 98% 97% 98% bot Ave.) ns not in Serve % Trips 38% 61% 81% 63%	Transit \$ 1.12 1.02 0.82 0.92 1.13 0.82 0.90 0.96 0.42 0.51  vice Area Transit \$ 0.92 0.76 1.11 1.29
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale  Transit Rou  Origin Neighborhood Fenway Longwood South Dorchester South Roxbury North Roxbury	# Trips  37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  tte: Route 19 ( Destinat # Trips 68,968 68,358 56,660 33,882 31,896	% Trips  36% 15% 21% 23% 15% 11% 6% 10% 4% 7%  (Fields Cornations in Serve W Trips 50% 67% 29% 35% 41%	7 tice Area  Transit \$  0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  mer Sta Ru 7/ice Area  Transit \$  0.11 0.06 0.21 0.25 0.18	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken Destinatio # Trips 70,142 33,961 141,058 63,010 45,956	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93% mmore Sta.) ns not in Se % Trips 50% 33% 71% 65% 59%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12  ervice Area Transit \$ 0.89 1.01 1.25 1.23 1.21	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans  Origin Neighborhood South Dorchester Mattapan South Roxbury Jamaica Plain Hyde Park	Destinat	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 2% 2% ute 21 (Ashr ions in Serv % Trips 10% 18% 6% 6% 4%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50  mont Sta Fice Area Transit \$ 0.17 0.11 0.33 0.25 0.50	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629 Forest Hills S Destination #Trips 178,026 77,531 90,883 64,283 109,443	18 not in Se 18 4% 80% 80% 90% 91% 91% 95% 97% 98% 98% 18 not in Se 18 77ips 90% 82% 94% 94% 96%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51  ervice Area Transit \$ 1.04 1.31 0.92 1.03 1.25	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway  Transit Ro  Origin Neighborhood Longwood Fenway South Dorchester South Roxbury North Roxbury	Destinat   # Trips   34,214   21,062   9,687   6,331   5,754   4,997   4,486   3,720   3,405   2,568     Destinat   # Trips   63,866   54,161   37,502   36,033   26,591	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2%  (Ashmont Stions in Servi % Trips 62% 39% 19% 37% 34%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52 Ea Ruggle ce Area Transit \$ 0.05 0.11 0.27 0.21 0.18	Destinatio # Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810 122,041 136,542  S Sta. via Tal Destinatio # Trips 38,453 84,949 160,216 60,859 51,261	ns not in Serve   % Trips   83%   79%   89%   93%   94%   94%   97%   98%   97%   98%    bot Ave.)   ns not in Serve   % Trips   38%   61%   81%   63%   66%	Transit \$  1.12  1.02  0.82  0.92  1.13  0.82  0.90  0.96  0.42  0.51  vice Area  Transit \$  0.92  0.76  1.11  1.29  1.10
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale  Transit Rou  Origin Neighborhood Fenway Longwood South Dorchester South Roxbury North Roxbury South End	# Trips  37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  ate: Route 19 (	% Trips  36%  15%  21%  23%  15%  11%  6%  10%  4%  7%  (Fields Cornations in Serve W Trips  50%  67%  29%  35%  41%  22%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  mer Sta Ru rice Area Transit \$ 0.11 0.06 0.21 0.25 0.18 0.13	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken Destinatio # Trips 70,142 33,961 141,058 63,010 45,956 98,071	ns not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93% mmore Sta.) ns not in Se % Trips 50% 33% 71% 65% 59% 78%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12  ervice Area Transit \$ 0.89 1.01 1.25 1.23 1.21 0.50	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans  Origin Neighborhood South Dorchester Mattapan South Roxbury Jamaica Plain Hyde Park Roslindale	Destinat   # Trips   30,874   20,483   9,367   8,814   7,283   4,789   3,593   3,371   2,961   2,481	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 2% 2% 2w tute 21 (Ashr ions in Serv % Trips 10% 18% 6% 6% 4% 5%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50  mont Sta. – Fice Area Transit \$ 0.17 0.11 0.33 0.25 0.50 0.35	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629 **Corest Hills S** Destination #Trips 178,026 77,531 90,883 64,283 109,443 75,084	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 98% 98%  ta.) ns not in Se % Trips 90% 82% 94% 94% 96% 95%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51  ervice Area Transit \$ 1.04 1.31 0.92 1.03 1.25 1.12	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway  Transit Ro  Origin Neighborhood Longwood Fenway South Dorchester South Roxbury North Roxbury Mission Hill	Destinat   # Trips   34,214   21,062   9,687   6,331   5,754   4,997   4,486   3,720   3,405   2,568     Destinat   # Trips   63,866   54,161   37,502   36,033   26,591   19,741	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont St ions in Servi % Trips 62% 39% 19% 37% 34% 39%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52 Ea Ruggle Ce Area Transit \$ 0.05 0.11 0.27 0.21 0.18 0.14	Destinatio # Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810 122,041 136,542  S Sta. via Tal Destinatio # Trips 38,453 84,949 160,216 60,859 51,261 30,742	ns not in Serve   % Trips   83%   79%   89%   93%   94%   94%   97%   98%   97%   98%    bot Ave.)   ns not in Serve   % Trips   38%   61%   81%   63%   66%   61%	Transit \$  1.12  1.02  0.82  0.92  1.13  0.82  0.90  0.96  0.42  0.51  vice Area  Transit \$  0.92  0.76  1.11  1.29  1.10  1.03
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale  Transit Rou  Origin Neighborhood Fenway Longwood South Dorchester South Roxbury North Roxbury South End Back Bay	# Trips 37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  tte: Route 19 (	% Trips  36%  15%  21%  23%  15%  11%  6%  10%  4%  7%  (Fields Cornations in Serve Water Trips  50%  67%  29%  35%  41%  22%  17%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  mer Sta Ru rice Area Transit \$ 0.11 0.06 0.21 0.25 0.18 0.13 0.13	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken Destinatio # Trips 70,142 33,961 141,058 63,010 45,956 98,071 121,562	ns not in Se  '' Trips  64%  85%  79%  77%  85%  89%  94%  90%  96%  93%  more Sta.)  ns not in Se  'Trips  50%  33%  71%  65%  59%  78%  83%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12  ervice Area Transit \$ 0.89 1.01 1.25 1.23 1.21 0.50 0.38	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans  Origin Neighborhood South Dorchester Mattapan South Roxbury Jamaica Plain Hyde Park Roslindale North Milton	Destinat	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 2% 2% 2w tute 21 (Ashrions in Serv % Trips 10% 18% 6% 6% 4% 5% 6%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50 mont Sta Fice Area Transit \$ 0.17 0.11 0.33 0.25 0.50 0.35 0.43	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629 **Corest Hills S Destination #Trips 178,026 77,531 90,883 64,283 109,443 75,084 49,804	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 98% 98%  ta.) ns not in Se % Trips 90% 82% 94% 94% 96% 95% 94%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51  ervice Area Transit \$ 1.04 1.31 0.92 1.03 1.25 1.12 1.32	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway  Transit Ro  Origin Neighborhood Longwood Fenway South Dorchester South Roxbury North Roxbury Mission Hill Mattapan	Destinat   # Trips   34,214   21,062   9,687   6,331   5,754   4,997   4,486   3,720   3,405   2,568	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont Stions in Servi % Trips 62% 39% 19% 37% 34% 39% 18%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52 Ea Ruggle Ce Area Transit \$ 0.05 0.11 0.27 0.21 0.18 0.14 0.36	Destinatio # Trips 163,504 81,541 80,236 90,561 89,296 72,855 124,785 189,810 122,041 136,542  S Sta. via Tal Destinatio # Trips 38,453 84,949 160,216 60,859 51,261 30,742 78,089	ns not in Serve   % Trips   83%   79%   89%   93%   94%   94%   97%   98%   97%   98%   97%   98%   61%   81%   63%   66%   61%   82%	Transit \$  1.12  1.02  0.82  0.92  1.13  0.82  0.90  0.96  0.42  0.51  vice Area  Transit \$  0.92  0.76  1.11  1.29  1.10  1.03  1.24
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale  Transit Rou  Origin Neighborhood Fenway Longwood South Dorchester South Roxbury North Roxbury South End Back Bay BU	# Trips 37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  tte: Route 19 (	% Trips  36%  15%  21%  23%  15%  11%  6%  10%  4%  7%  (Fields Corn tions in Serv  % Trips  50%  67%  29%  35%  41%  22%  17%  41%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  mer Sta Ru rice Area Transit \$ 0.11 0.06 0.21 0.25 0.18 0.13 0.13 0.17	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken Destinatio # Trips 70,142 33,961 141,058 63,010 45,956 98,071 121,562 34,807	ms not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93% mmore Sta.) ms not in Se % Trips 50% 33% 71% 65% 59% 78% 83% 59%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12  ervice Area Transit \$ 0.89 1.01 1.25 1.23 1.21 0.50 0.38 0.76	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans  Origin Neighborhood South Dorchester Mattapan South Roxbury Jamaica Plain Hyde Park Roslindale North Milton North Dorchester	Destinat   # Trips   30,874   20,483   9,367   8,814   7,283   4,789   3,593   3,371   2,961   2,481	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 2% 2% 2w tute 21 (Ashrions in Serv % Trips 10% 18% 6% 6% 4% 5% 6% 3%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50 mont Sta Fice Area Transit \$ 0.17 0.11 0.33 0.25 0.50 0.35 0.43 0.48	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629 **Corest Hills S** Destination #Trips 178,026 77,531 90,883 64,283 109,443 75,084 49,804 99,913	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 98% 98%  ta.) ns not in Se % Trips 90% 82% 94% 94% 96% 95% 94% 97%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51  ervice Area Transit \$ 1.04 1.31 0.92 1.03 1.25 1.12 1.32 0.84	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway  Transit Ro  Origin Neighborhood Longwood Fenway South Dorchester South Roxbury North Roxbury North Roxbury Mission Hill Mattapan South End	Destinat   # Trips   34,214   21,062   9,687   6,331   5,754   4,997   4,486   3,720   3,405   2,568	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont Stions in Servi % Trips 62% 39% 19% 37% 34% 39% 18% 13%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52 Ea Ruggle Ce Area Transit \$ 0.05 0.11 0.27 0.21 0.18 0.14 0.36 0.17	Destinatio # Trips  163,504  81,541  80,236  90,561  89,296  72,855  124,785  189,810  122,041  136,542  S Sta. via Tal  Destinatio # Trips  38,453  84,949  160,216  60,859  51,261  30,742  78,089  108,838	ns not in Serve   % Trips   83%   79%   89%   93%   94%   94%   97%   98%   97%   98%   97%   98%   61%   81%   63%   66%   61%   82%   87%	1.12 1.02 0.82 0.92 1.13 0.82 0.90 0.96 0.42 0.51  vice Area Transit \$ 0.92 0.76 1.11 1.29 1.10 1.03 1.24 0.46
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale  Transit Rou  Origin Neighborhood Fenway Longwood South Dorchester South Roxbury North Roxbury South End Back Bay BU North Brookline	# Trips 37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  ate: Route 19 ( Destinat # Trips 68,968 68,358 56,660 33,882 31,896 27,375 24,198 24,164 20,584	% Trips  36%  15%  21%  23%  15%  11%  6%  10%  4%  7%  (Fields Corn tions in Serv % Trips  50%  67%  29%  35%  41%  22%  17%  41%  19%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  mer Sta Ru rice Area Transit \$ 0.11 0.06 0.21 0.25 0.18 0.13 0.13 0.17 0.24	Destinatio #Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken Destinatio #Trips 70,142 33,961 141,058 63,010 45,956 98,071 121,562 34,807 89,898	ms not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93% mmore Sta.) ms not in Se % Trips 50% 33% 71% 65% 59% 78% 83% 59% 81%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12  Ervice Area Transit \$ 0.89 1.01 1.25 1.23 1.21 0.50 0.38 0.76 0.81	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans  Origin Neighborhood South Dorchester Mattapan South Roxbury Jamaica Plain Hyde Park Roslindale North Milton North Dorchester North Roxbury	Destinat   # Trips   30,874   20,483   9,367   8,814   7,283   4,789   3,593   3,371   2,961   2,481	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 2% 2%  ute 21 (Ashrions in Serv % Trips 10% 18% 6% 6% 4% 5% 6% 3% 3%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50 mont Sta Fice Area Transit \$ 0.17 0.11 0.33 0.25 0.50 0.35 0.43 0.48 0.51	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629 **Corest Hills S** Destination #Trips 178,026 77,531 90,883 64,283 109,443 75,084 49,804 99,913 75,499	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 98% 98%  ta.) ns not in Se % Trips 90% 82% 94% 94% 96% 95% 94% 97% 97%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51  ervice Area Transit \$ 1.04 1.31 0.92 1.03 1.25 1.12 1.32 0.84 0.80	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway  Transit Ro  Origin Neighborhood Longwood Fenway South Dorchester South Roxbury North Roxbury Mission Hill Mattapan South End Jamaica Plain	Destinat   # Trips   34,214   21,062   9,687   6,331   5,754   4,997   4,486   3,720   3,405   2,568	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont Stions in Servi % Trips 62% 39% 19% 37% 34% 39% 18% 13% 13%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52 Ea Ruggle Ce Area Transit \$ 0.05 0.11 0.27 0.21 0.18 0.14 0.36 0.17 0.33	Destinatio # Trips  163,504  81,541  80,236  90,561  89,296  72,855  124,785  189,810  122,041  136,542  S Sta. via Tal  Destinatio # Trips  38,453  84,949  160,216  60,859  51,261  30,742  78,089  108,838  55,617	ns not in Serve   % Trips   83%   79%   89%   93%   94%   94%   97%   98%   97%   98%   97%   98%   80   81%   61%   81%   66%   61%   82%   87%   81%	1.12 1.02 0.82 0.92 1.13 0.82 0.90 0.96 0.42 0.51  vice Area Transit \$ 0.92 0.76 1.11 1.29 1.10 1.03 1.24 0.46 1.13
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale  Transit Rou  Origin Neighborhood Fenway Longwood South Dorchester South Roxbury North Roxbury South End Back Bay BU North Brookline Mission Hill	# Trips 37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  ate: Route 19 ( Destinat # Trips 68,968 68,358 56,660 33,882 31,896 27,375 24,198 24,164 20,584 19,838	% Trips  36%  15%  21%  23%  15%  11%  6%  10%  4%  7%  (Fields Cornelions in Serv  % Trips  50%  67%  29%  35%  41%  22%  17%  41%  19%  39%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  mer Sta Ru rice Area Transit \$ 0.11 0.06 0.21 0.25 0.18 0.13 0.13 0.17	Destinatio # Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken Destinatio # Trips 70,142 33,961 141,058 63,010 45,956 98,071 121,562 34,807	ms not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93% mmore Sta.) ms not in Se % Trips 50% 33% 71% 65% 59% 78% 83% 59%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12  ervice Area Transit \$ 0.89 1.01 1.25 1.23 1.21 0.50 0.38 0.76	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans  Origin Neighborhood South Dorchester Mattapan South Roxbury Jamaica Plain Hyde Park Roslindale North Milton North Dorchester	Destinat   # Trips   30,874   20,483   9,367   8,814   7,283   4,789   3,593   3,371   2,961   2,481	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 2% 2% 2w  tute 21 (Ashrions in Serv % Trips 10% 18% 6% 6% 4% 5% 6% 3%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50 mont Sta Fice Area Transit \$ 0.17 0.11 0.33 0.25 0.50 0.35 0.43 0.48	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629 **Corest Hills S** Destination #Trips 178,026 77,531 90,883 64,283 109,443 75,084 49,804 99,913	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 98% 98%  ta.) ns not in Se % Trips 90% 82% 94% 94% 96% 95% 94% 97%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51  ervice Area Transit \$ 1.04 1.31 0.92 1.03 1.25 1.12 1.32 0.84	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway  Transit Ro  Origin Neighborhood Longwood Fenway South Dorchester South Roxbury North Roxbury North Roxbury Mission Hill Mattapan South End	Destinat   # Trips   34,214   21,062   9,687   6,331   5,754   4,997   4,486   3,720   3,405   2,568	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont Stions in Servi % Trips 62% 39% 19% 37% 34% 39% 18% 13%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52 Ea Ruggle Ce Area Transit \$ 0.05 0.11 0.27 0.21 0.18 0.14 0.36 0.17	Destinatio # Trips  163,504  81,541  80,236  90,561  89,296  72,855  124,785  189,810  122,041  136,542  S Sta. via Tal  Destinatio # Trips  38,453  84,949  160,216  60,859  51,261  30,742  78,089  108,838	ns not in Serve   % Trips   83%   79%   89%   93%   94%   94%   97%   98%   97%   98%   97%   98%   61%   81%   63%   66%   61%   82%   87%	1.12 1.02 0.82 0.92 1.13 0.82 0.90 0.96 0.42 0.51  vice Area Transit \$ 0.92 0.76 1.11 1.29 1.10 1.03 1.24 0.46
North Dorchester South Dorchester South Roxbury North Roxbury South Boston Mattapan South End Jamaica Plain Fenway Roslindale  Transit Rou  Origin Neighborhood Fenway Longwood South Dorchester South Roxbury North Roxbury South End Back Bay BU North Brookline	# Trips 37,332 30,403 20,104 18,290 13,814 10,829 7,706 7,047 5,952 5,337  ate: Route 19 ( Destinat # Trips 68,968 68,358 56,660 33,882 31,896 27,375 24,198 24,164 20,584 19,838	% Trips  36%  15%  21%  23%  15%  11%  6%  10%  4%  7%  (Fields Cornelions in Serv  % Trips  50%  67%  29%  35%  41%  22%  17%  41%  19%  39%	rice Area Transit \$ 0.11 0.32 0.24 0.15 0.16 0.42 0.20 0.30 0.39 0.47  mer Sta Ru rice Area Transit \$ 0.11 0.06 0.21 0.25 0.18 0.13 0.13 0.17 0.24	Destinatio #Trips 65,272 167,315 76,788 59,562 76,109 84,221 117,740 61,696 133,158 73,944 ggles or Ken Destinatio #Trips 70,142 33,961 141,058 63,010 45,956 98,071 121,562 34,807 89,898	ms not in Se % Trips 64% 85% 79% 77% 85% 89% 94% 90% 96% 93% mmore Sta.) ms not in Se % Trips 50% 33% 71% 65% 59% 78% 83% 59% 81%	Transit \$ 1.25 1.06 1.05 0.99 0.86 1.17 0.43 1.06 0.51 1.12  Ervice Area Transit \$ 0.89 1.01 1.25 1.23 1.21 0.50 0.38 0.76 0.81	South Dorchester North Dorchester South Boston South Roxbury North Roxbury Mattapan North Quincy South End South Quincy Fenway  Trans  Origin Neighborhood South Dorchester Mattapan South Roxbury Jamaica Plain Hyde Park Roslindale North Milton North Dorchester North Roxbury	Destinat   # Trips   30,874   20,483   9,367   8,814   7,283   4,789   3,593   3,371   2,961   2,481	ions in Serv % Trips 16% 20% 10% 9% 9% 5% 3% 2% 2%  ute 21 (Ashrions in Serv % Trips 10% 18% 6% 6% 4% 5% 6% 3% 3%	ice Area Transit \$ 0.16 0.12 0.15 0.28 0.25 0.42 0.56 0.30 0.75 0.50 mont Sta Fice Area Transit \$ 0.17 0.11 0.33 0.25 0.50 0.35 0.43 0.48 0.51	#Trips 166,844 82,121 80,556 88,079 70,569 90,261 125,678 122,075 190,569 136,629 **Corest Hills S** Destination #Trips 178,026 77,531 90,883 64,283 109,443 75,084 49,804 99,913 75,499	ns not in Se % Trips 84% 80% 90% 91% 91% 95% 97% 98% 98%  ta.) ns not in Se % Trips 90% 82% 94% 94% 96% 95% 94% 97% 97%	1.10 1.01 0.82 0.95 0.84 1.12 0.89 0.42 0.95 0.51  ervice Area Transit \$ 1.04 1.31 0.92 1.03 1.25 1.12 1.32 0.84 0.80	Origin Neighborhood South Dorchester North Dorchester South Boston South Roxbury Mattapan North Roxbury North Quincy South Quincy South End Fenway  Transit Ro  Origin Neighborhood Longwood Fenway South Dorchester South Roxbury North Roxbury Mission Hill Mattapan South End Jamaica Plain	Destinat   # Trips   34,214   21,062   9,687   6,331   5,754   4,997   4,486   3,720   3,405   2,568	ions in Servi % Trips 17% 21% 11% 7% 6% 6% 3% 2% 3% 2% (Ashmont Stions in Servi % Trips 62% 39% 19% 37% 34% 39% 18% 13% 13%	Ce Area Transit \$ 0.13 0.11 0.15 0.34 0.37 0.34 0.54 0.74 0.31 0.52 Ea Ruggle Ce Area Transit \$ 0.05 0.11 0.27 0.21 0.18 0.14 0.36 0.17 0.33	Destinatio # Trips  163,504  81,541  80,236  90,561  89,296  72,855  124,785  189,810  122,041  136,542  S Sta. via Tal  Destinatio # Trips  38,453  84,949  160,216  60,859  51,261  30,742  78,089  108,838  55,617	ns not in Serve   % Trips   83%   79%   89%   93%   94%   94%   97%   98%   97%   98%   97%   98%   80   81%   61%   81%   66%   61%   82%   87%   81%	1.12 1.02 0.82 0.92 1.13 0.82 0.90 0.96 0.42 0.51  vice Area Transit \$ 0.92 0.76 1.11 1.29 1.10 1.03 1.24 0.46 1.13

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 23 - 35

Transit Route: Route 26 (Ashmont Sta. – Norfolk & Morton Belt Line)

Transit Route: Route 24 (Wakefield Ave. – Mattapan Sta.)

Transit Route: Route 23 (Ashmont Sta. – Ruggles Sta. via Washington St.)

Transit Rout	et 210 ate 20 (12			0 1000 1 - 00 1 1 000-	6						Mattapan S			Transit Ro						
	Destinati	ions in Serv	ice Area	Destination	ns not in Se	rvice Area		Destinati	ons in Servic	e Area	Destination	ns not in Se	rvice Area		Destinati	ions in Servic	e Area	Destinatio	ns not in Se	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Fransit \$	# Trips	% Trips	Transit \$
South Dorchester	38,990	20%	0.20	158,728	80%	1.14	Hyde Park	19,338	17%	0.15	94,498	83%	1.44	South Dorchester	25,324	13%	0.10	172,394	87%	1.08
Fenway	29,299	21%	0.10	109,811	79%	0.62	South Dorchester	18,324	9%	0.21	179,394	91%	1.03	Mattapan	17,156	18%	0.11	77,894	82%	1.30
South Roxbury	28,074	29%	0.21	68,818	71%	1.16	Mattapan	12,517	13%	0.24	82,533	87%	1.21	South Roxbury	5,116	5%	0.32	91,776	95%	0.92
North Roxbury	23,763	31%	0.15	54,089	69%	1.07	North Milton	6,855	13%	0.35	46,050	87%	1.40	Hyde Park	3,479	3%	0.55	110,358	97%	1.24
Longwood	13,668	13%	0.15	88,651	87%	0.41	Roslindale	4,478	6%	0.45	74,803	94%	1.11	North Milton	3,010	6%	0.40	49,895	94%	1.32
Mattapan	12,224	13%	0.13	82,827	87%	1.19	South Roxbury	3,433	4%	0.43	93,459	96%	0.90	North Dorchester	2,649	3%	0.39	99,955	97%	0.84
South End		10%		113,383	90%	0.45	-	3,433	2%	0.44	190,316	98%	0.95		2,504	2%	0.59	126,767	98%	0.89
	12,063		0.13				South Quincy							North Quincy						
North Dorchester	10,967	11%	0.33	91,637	89%	0.89	South Milton	3,013	11%	0.32	25,543	89%	1.57	South Quincy	2,325	1%	0.81	191,206	99%	0.95
Mission Hill	8,879	18%	0.21	41,604	82%	0.78	North Quincy	2,952	2%	0.68	126,320	98%	0.89	Roslindale	2,174	3%	0.54	77,107	97%	1.09
Jamaica Plain	6,816	10%	0.40	61,927	90%	1.04	East Dedham	2,610	4%	0.53	56,568	96%	1.34	North Roxbury	1,980	3%	0.50	75,872	97%	0.80
_							_													
Tra	nsit Route: Ro	•	_				Tra	ansit Route: Ro				_		Tran	sit Route: Rou					
		ions in Serv	ice Area		ns not in Se	rvice Area			ons in Servic	e Area	Destination	ns not in Se	rvice Area			ions in Servic			ns not in Se	rvice Area
Origin Neighborhood		% Trips	Transit \$		% Trips	Transit \$	Origin Neighborhood		% Trips	Γransit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Fransit \$		% Trips	Transit \$
South Dorchester	15,842	8%	0.13	181,876	92%	1.02	Longwood	63,322	62%	0.05	38,997	38%	0.91	Fenway	29,808	21%	0.10	109,302	79%	0.62
Mattapan	9,193	10%	0.17	85,858	90%	1.18	Fenway	53,131	38%	0.11	85,979	62%	0.75	South Roxbury	28,935	30%	0.20	67,957	70%	1.18
Hyde Park	4,294	4%	0.41	109,542	96%	1.25	South Roxbury	30,998	32%	0.25	65,894	68%	1.18	South Dorchester	25,740	13%	0.31	171,979	87%	1.05
North Milton	4,161	8%	0.34	48,745	92%	1.35	North Roxbury	28,275	36%	0.17	49,577	64%	1.14	Mattapan	24,303	26%	0.20	70,747	74%	1.39
South Roxbury	2,506	3%	0.36	94,386	97%	0.90	South Dorchester	27,959	14%	0.40	169,759	86%	1.04	North Roxbury	18,784	24%	0.19	59,068	76%	0.98
South Quincy	2,048	1%	0.77	191,483	99%	0.95	Mattapan	26,404	28%	0.25	68,646	72%	1.41	Longwood	13,938	14%	0.15	88,380	86%	0.41
North Quincy	1,988	2%	0.77	127,283	98%	0.89	South End	17,287	14%	0.25	108,159	86%	0.46	Mission Hill	11,239	22%	0.17	39,244	78%	0.83
Roslindale	1,692	2%	0.56	77,589	98%	1.09	Mission Hill	17,173	34%	0.15	33,310	66%	0.40	South End	11,024	9%	0.17	114,422	91%	0.83
North Dorchester	1,678		0.30		98%	0.84		16,646	15%			85%	1.37	Jamaica Plain	9,793	14%	0.13	58,950	86%	1.09
		2%		100,926			Hyde Park			0.33	97,191									
South Milton	1,109	4%	0.52	27,447	96%	1.47	North Brookline	12,813	12%	0.25	97,669	88%	0.77	Hyde Park	9,122	8%	0.48	104,715	92%	1.28
<b>T</b> D	1. D . D			<b>.</b>			<b></b>		. 21 25	G. <b>T</b>		· .		m			(C) C		<b></b> G	
Irai	nsit Route: Rou	ute 30 (Mati	tapan Sta. –		(q.)		Iran	sit Route: Rou	te 31 (Matta	pan Sta. – F	orest Hills S	Sta.)		Transit F	Route: Route 32	z (Wolcott Sq	./Cleary Sq	. – Forest Hi	lis Sta.)	
		~			~						<b>T</b>							<b>5</b>	~	
		ions in Serv			ns not in Se				ons in Servic			ns not in Se	_			ions in Servic			ns not in Se	
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Fransit \$	# Trips	% Trips	Transit \$
Roslindale	# <b>Trips</b> 17,168	% Trips 22%	Transit \$	# <b>Trips</b> 62,113	<b>% Trips</b> 78%	Transit \$ 1.34	Origin Neighborhood Mattapan	# <b>Trips</b> 16,367		<b>Γransit \$</b> 0.10	# <b>Trips</b> 78,683	% Trips 83%	Transit \$	Hyde Park		% Trips 21%	<b>Fransit \$</b> 0.18	# <b>Trips</b> 90,317	<b>% Trips</b> 79%	Transit \$
Roslindale Hyde Park	# Trips	% Trips	Transit \$	# <b>Trips</b> 62,113 101,395	% Trips	Transit \$	_ 0 0	# <b>Trips</b> 16,367 7,448	% Trips	Transit \$	# <b>Trips</b> 78,683 190,270	% Trips	Transit \$		# Trips	% Trips	Fransit \$	# Trips	% Trips	Transit \$ 1.49 1.07
Roslindale	# <b>Trips</b> 17,168	% Trips 22%	Transit \$	# <b>Trips</b> 62,113	<b>% Trips</b> 78%	Transit \$ 1.34	Mattapan	# <b>Trips</b> 16,367	<b>% Trips</b> 17%	<b>Γransit \$</b> 0.10	# <b>Trips</b> 78,683	% Trips 83%	Transit \$	Hyde Park	# <b>Trips</b> 23,520	% Trips 21%	<b>Fransit \$</b> 0.18	# <b>Trips</b> 90,317	<b>% Trips</b> 79%	<b>Transit \$</b> 1.49
Roslindale Hyde Park	# <b>Trips</b> 17,168 12,441	% Trips 22% 11%	<b>Transit \$</b> 0.11 0.29	# <b>Trips</b> 62,113 101,395	% Trips 78% 89%	1.34 1.33	Mattapan South Dorchester	# <b>Trips</b> 16,367 7,448	% Trips 17% 4%	0.10 0.37	# <b>Trips</b> 78,683 190,270	% Trips 83% 96%	Transit \$ 1.29 0.97	Hyde Park South Roxbury	# <b>Trips</b> 23,520 19,698	% Trips 21% 20%	0.18 0.15	# <b>Trips</b> 90,317 77,194	% Trips 79% 80%	1.49 1.07
Roslindale Hyde Park Mattapan South Dorchester	# <b>Trips</b> 17,168 12,441 10,077	% Trips 22% 11% 11% 3%	Transit \$ 0.11 0.29 0.26 0.55	# Trips 62,113 101,395 84,974 191,643	% Trips 78% 89% 89% 97%	Transit \$ 1.34 1.33 1.18 0.96	Mattapan South Dorchester Hyde Park	# <b>Trips</b> 16,367 7,448 6,378	% Trips 17% 4% 6%	0.10 0.37 0.35 0.36	# <b>Trips</b> 78,683 190,270 107,458 92,224	% Trips 83% 96% 94%	1.29 0.97 1.27 0.91	Hyde Park South Roxbury Roslindale	# Trips 23,520 19,698 17,115 16,369	% Trips 21% 20% 22%	0.18 0.15 0.19 0.42	# <b>Trips</b> 90,317 77,194 62,166 181,349	% Trips 79% 80% 78%	1.49 1.07 1.32
Roslindale Hyde Park Mattapan South Dorchester North Milton	# Trips 17,168 12,441 10,077 6,075 4,880	% Trips 22% 11% 11% 3% 9%	Transit \$ 0.11 0.29 0.26 0.55 0.37	# Trips 62,113 101,395 84,974 191,643 48,025	% Trips 78% 89% 89% 97% 91%	Transit \$ 1.34 1.33 1.18 0.96 1.36	Mattapan South Dorchester Hyde Park South Roxbury Roslindale	# Trips 16,367 7,448 6,378 4,668 4,363	% Trips 17% 4% 6% 5% 6%	0.10 0.37 0.35 0.36 0.31	# Trips 78,683 190,270 107,458 92,224 74,918	% Trips 83% 96% 94% 95% 94%	1.29 0.97 1.27 0.91 1.12	Hyde Park South Roxbury Roslindale South Dorchester Mattapan	# Trips 23,520 19,698 17,115 16,369 13,029	% Trips 21% 20% 22% 8% 14%	0.18 0.15 0.19 0.42 0.37	#Trips 90,317 77,194 62,166 181,349 82,021	% Trips 79% 80% 78% 92% 86%	Transit \$ 1.49 1.07 1.32 1.00 1.20
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury	# Trips 17,168 12,441 10,077 6,075 4,880 4,539	% Trips 22% 11% 11% 3% 9% 6%	7 Transit \$ 0.11 0.29 0.26 0.55 0.37 0.42	# Trips 62,113 101,395 84,974 191,643 48,025 77,174	% Trips 78% 89% 89% 97% 91% 94%	1.34 1.33 1.18 0.96 1.36	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain	# Trips 16,367 7,448 6,378 4,668 4,363 4,209	% Trips 17% 4% 6% 5% 6% 6%	0.10 0.37 0.35 0.36 0.31 0.22	# Trips 78,683 190,270 107,458 92,224 74,918 64,534	% Trips 83% 96% 94% 95% 94% 94%	1.29 0.97 1.27 0.91 1.12 1.03	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury	# Trips 23,520 19,698 17,115 16,369 13,029 7,789	% Trips 21% 20% 22% 8% 14% 10%	0.18 0.15 0.19 0.42 0.37 0.26	#Trips 90,317 77,194 62,166 181,349 82,021 70,063	% Trips 79% 80% 78% 92% 86% 90%	Transit \$ 1.49 1.07 1.32 1.00 1.20 0.85
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321	% Trips 22% 11% 11% 3% 9% 6%	Transit \$ 0.11 0.29 0.26 0.55 0.37 0.42 0.26	#Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422	% Trips 78% 89% 89% 97% 91% 94%	1.34 1.33 1.18 0.96 1.36 1.22 1.03	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798	% Trips 17% 4% 6% 5% 6% 6% 7%	Transit \$ 0.10 0.37 0.35 0.36 0.31 0.22 0.34	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107	% Trips 83% 96% 94% 95% 94% 94% 93%	1.29 0.97 1.27 0.91 1.12 1.03 1.34	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526	% Trips 21% 20% 22% 8% 14% 10% 11%	Transit \$ 0.18 0.15 0.19 0.42 0.37 0.26 0.24	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218	79% 80% 78% 92% 86% 90% 89%	Transit \$ 1.49 1.07 1.32 1.00 1.20 0.85 1.07
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049	% Trips 22% 11% 11% 3% 9% 6% 6% 3%	7 Transit \$ 0.11 0.29 0.26 0.55 0.37 0.42 0.26 0.48	#Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843	% Trips 78% 89% 89% 97% 91% 94% 94% 97%	1.34 1.33 1.18 0.96 1.36 1.22 1.03 0.90	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863	% Trips 17% 4% 6% 5% 6% 6% 7% 2%	7 Cransit \$ 0.10 0.37 0.35 0.36 0.31 0.22 0.34 0.62	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850	% Trips 83% 96% 94% 95% 94% 93%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656	% Trips 21% 20% 22% 8% 14% 10% 11% 10%	Transit \$ 0.18 0.15 0.19 0.42 0.37 0.26 0.24 0.38	#Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521	% Trips 79% 80% 78% 92% 86% 90% 89%	Transit \$ 1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636	% Trips 22% 11% 11% 3% 9% 6% 6% 3% 1%	Transit \$ 0.11 0.29 0.26 0.55 0.37 0.42 0.26 0.48 0.98	#Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155	% Trips 78% 89% 89% 97% 91% 94% 94% 97% 99%	1.34 1.33 1.18 0.96 1.36 1.22 1.03 0.90 1.12	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838	% Trips 17% 4% 6% 5% 6% 6% 7% 2% 2%	Transit \$ 0.10 0.37 0.35 0.36 0.31 0.22 0.34 0.62 0.54	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014	% Trips 83% 96% 94% 95% 94% 93% 98%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562	% Trips 21% 20% 22% 8% 14% 10% 11% 7%	Transit \$ 0.18 0.15 0.19 0.42 0.37 0.26 0.24 0.38 0.49	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151	79% 80% 80% 78% 92% 86% 90% 89% 90%	Transit \$ 1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049	% Trips 22% 11% 11% 3% 9% 6% 6% 3%	7 Transit \$ 0.11 0.29 0.26 0.55 0.37 0.42 0.26 0.48	#Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843	% Trips 78% 89% 89% 97% 91% 94% 94% 97%	1.34 1.33 1.18 0.96 1.36 1.22 1.03 0.90	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863	% Trips 17% 4% 6% 5% 6% 6% 7% 2%	7 Cransit \$ 0.10 0.37 0.35 0.36 0.31 0.22 0.34 0.62	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850	% Trips 83% 96% 94% 95% 94% 93%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656	% Trips 21% 20% 22% 8% 14% 10% 11% 10%	Transit \$ 0.18 0.15 0.19 0.42 0.37 0.26 0.24 0.38	#Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521	% Trips 79% 80% 78% 92% 86% 90% 89%	Transit \$ 1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036	% Trips 22% 11% 11% 3% 9% 6% 6% 3% 1% 3%	Transit \$ 0.11 0.29 0.26 0.55 0.37 0.42 0.26 0.48 0.98 0.68	#Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142	78% 89% 89% 97% 91% 94% 94% 97% 99%	1.34 1.33 1.18 0.96 1.36 1.22 1.03 0.90 1.12	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567	% Trips 17% 4% 6% 5% 6% 6% 7% 2% 2% 1%	Transit \$ 0.10 0.37 0.35 0.36 0.31 0.22 0.34 0.62 0.54 0.87	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963	% Trips 83% 96% 94% 95% 94% 94% 93% 98% 98%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198	% Trips 21% 20% 22% 8% 14% 10% 11% 4%	Transit \$ 0.18 0.15 0.19 0.42 0.37 0.26 0.24 0.38 0.49 0.47	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406	79% 80% 78% 92% 86% 90% 89% 90% 93%	Transit \$ 1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  # Route: Route	% Trips 22% 11% 11% 3% 9% 6% 6% 3% 1% 3%	7 Transit \$ 0.11 0.29 0.26 0.55 0.37 0.42 0.26 0.48 0.98 0.68	#Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142 - Mattapan	% Trips 78% 89% 89% 97% 91% 94% 94% 97% 99% 97%	1.34 1.33 1.18 0.96 1.36 1.22 1.03 0.90 1.12 1.32	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567  asit Route: Rou	% Trips 17% 4% 6% 5% 6% 6% 2% 2% 1% 1te 34 (Dedha	7 cmsit \$ 0.10 0.37 0.35 0.36 0.31 0.22 0.34 0.62 0.54 0.87	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  prest Hills S	% Trips 83% 96% 94% 95% 94% 94% 93% 98% 98% 99%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  rsit Route: Rou	% Trips 21% 20% 22% 8% 14% 10% 11% 4% 4%	7 0.18 0.15 0.19 0.42 0.37 0.26 0.24 0.38 0.49 0.47 m Mall – F	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406 orest Hills S	% Trips 79% 80% 78% 92% 86% 90% 89% 90% 93% 96%	1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham Transit	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  # Route: Route Destinati	% Trips 22% 11% 11% 3% 9% 6% 6% 3% 1% 3%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142 . – Mattapan Destination	78% 89% 89% 97% 91% 94% 94% 97% 95% 97% 95% 95% 95% 95% 95% 95%	Transit \$     1.34     1.33     1.18     0.96     1.36     1.22     1.03     0.90     1.12     1.32	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567  sit Route: Rou	% Trips 17% 4% 6% 5% 6% 6% 2% 2% 1% 11% 11% 11% 11% 11% 11% 11% 1	0.10 0.37 0.35 0.36 0.31 0.22 0.34 0.62 0.54 0.87	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963 Destination	% Trips 83% 96% 94% 95% 94% 94% 93% 98% 98% 99%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou Destinati	% Trips 21% 20% 22% 8% 14% 10% 11% 4% 4%  atte 35 (Dedha	0.18 0.15 0.19 0.42 0.37 0.26 0.24 0.38 0.49 0.47  m Mall – Fee Area	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  orest Hills S Destinatio	79% 79% 80% 78% 92% 86% 90% 89% 90% 93% 96%	1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham Transit	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  # Route: Route Destinati	% Trips  22%  11%  11%  3%  9%  6%  6%  3%  1%  3%  233 (River & ions in Serve & Trips	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142 . – Mattapan Destination # Trips	78% 89% 89% 97% 91% 94% 94% 97% 95% 97% 77% 99% 97% TSta.) ns not in Series 78%	Transit \$  1.34  1.33  1.18  0.96  1.36  1.22  1.03  0.90  1.12  1.32  rvice Area  Transit \$	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy  Tran  Origin Neighborhood	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567    Destinati # Trips	% Trips	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  Destination # Trips	83% 96% 94% 95% 94% 94% 94% 93% 98% 98% 99%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester  Trai	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou  Destinati # Trips	% Trips / 21% / 20% / 22% / 8% / 14% / 10% / 11% / 4% / 4% / 4 / 4 / 4 / 4 / 4 / 4 / 4	1 0.18 0.15 0.19 0.42 0.37 0.26 0.24 0.38 0.49 0.47 m Mall – Fe Area	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  prest Hills S Destination # Trips	79% 80% 78% 92% 86% 90% 89% 90% 93% 96%  ta.) ns not in Ser % Trips	1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham  Transit  Origin Neighborhood Hyde Park	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  # Route: Route Destinati # Trips 28,008	% Trips 22% 11% 11% 3% 9% 6% 6% 3% 11% 3% 12% 12% 15% 15% 15%	7 Transit \$ 0.11 0.29 0.26 0.55 0.37 0.42 0.26 0.48 0.98 0.68 6 Milton Stsice Area 7 Transit \$ 0.14	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142 - Mattapan Destination # Trips 85,828	78% 89% 89% 97% 91% 94% 94% 97% 95% 75%	Transit \$ 1.34 1.33 1.18 0.96 1.36 1.22 1.03 0.90 1.12 1.32  rvice Area Transit \$ 1.57	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy  Tran  Origin Neighborhood Norwood	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567    Destinati   # Trips 37,046	% Trips 17% 4% 6% 5% 6% 6% 2% 1% 11% 11% 11% 11% 11% 11% 11% 11%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  Destination # Trips 63,986	83% 96% 94% 95% 94% 94% 94% 93% 98% 98% 99%  Sta.) ns not in Se % Trips 63%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester  Trai	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou  Destinati # Trips 57,749	% Trips 21% 20% 22% 8% 14% 10% 11% 4% 4%  Atte 35 (Dedha dions in Service % Trips 56%	O.18	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  pertonect Hills Something Trips 44,570	79% 79% 80% 78% 92% 86% 90% 89% 90% 93% 96%  ta.)  ns not in Ser 78% 778% 78% 78% 78% 78% 78% 78% 78% 78	1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85  Prvice Area Transit \$ 0.82
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham  Transit  Origin Neighborhood Hyde Park Roslindale	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  t Route: Route Destinati # Trips 28,008 16,119	% Trips  22%  11%  11%  3%  9%  6%  6%  3%  1%  3%  **Trips  25%  20%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142 - Mattapan Destination # Trips 85,828 63,162	78% 89% 89% 97% 91% 94% 94% 97% 95% 97% 77% 99% 97% TSta.) ns not in Series 78%	Transit \$ 1.34 1.33 1.18 0.96 1.36 1.22 1.03 0.90 1.12 1.32  rvice Area Transit \$ 1.57 1.31	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy  Tran  Origin Neighborhood Roslindale	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567  sit Route: Rou Destinati # Trips 37,046 20,381	% Trips 17% 4% 6% 5% 6% 6% 7% 2% 1% 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  Destination # Trips 63,986 58,900	83% 96% 94% 95% 94% 94% 94% 93% 98% 98% 99%  Sta.) ns not in Se % Trips 63% 74%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester  Trai  Origin Neighborhood Longwood Fenway	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou Destinati # Trips 57,749 28,031	% Trips / 21% / 20% / 22% / 8% / 14% / 10% / 11% / 4% / 4% / 4 / 4 / 4 / 4 / 4 / 4 / 4	1 0.18 0.15 0.19 0.42 0.37 0.26 0.24 0.38 0.49 0.47 m Mall – Fe Area	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  pert Hills S Destination # Trips 44,570 111,079	79% 80% 78% 92% 86% 90% 89% 90% 93% 96%  ta.) ns not in Ser % Trips	1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham  Transit  Origin Neighborhood Hyde Park	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  # Route: Route Destinati # Trips 28,008	% Trips 22% 11% 11% 3% 9% 6% 6% 3% 11% 3% 12% 12% 15% 15% 15%	7 Transit \$ 0.11 0.29 0.26 0.55 0.37 0.42 0.26 0.48 0.98 0.68 6 Milton Stsice Area 7 Transit \$ 0.14	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142 - Mattapan Destination # Trips 85,828	78% 89% 89% 97% 91% 94% 94% 97% 95% 75%	Transit \$ 1.34 1.33 1.18 0.96 1.36 1.22 1.03 0.90 1.12 1.32  rvice Area Transit \$ 1.57	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy  Tran  Origin Neighborhood Norwood	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567    Destinati   # Trips 37,046	% Trips 17% 4% 6% 5% 6% 6% 2% 1% 11% 11% 11% 11% 11% 11% 11% 11%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  Destination # Trips 63,986	83% 96% 94% 95% 94% 94% 94% 93% 98% 98% 99%  Sta.) ns not in Se % Trips 63%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester  Trai	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou  Destinati # Trips 57,749	% Trips 21% 20% 22% 8% 14% 10% 11% 4% 4%  Atte 35 (Dedha dions in Service % Trips 56%	O.18	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  pertonect Hills Something Trips 44,570	79% 79% 80% 78% 92% 86% 90% 89% 90% 93% 96%  ta.)  ns not in Ser 78% 778% 78% 78% 78% 78% 78% 78% 78% 78	Transit \$ 1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85  Prvice Area Transit \$ 0.82
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham  Transit  Origin Neighborhood Hyde Park Roslindale	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  t Route: Route Destinati # Trips 28,008 16,119	% Trips  22%  11%  11%  3%  9%  6%  6%  3%  1%  3%  **Trips  25%  20%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142 - Mattapan Destination # Trips 85,828 63,162	78% 89% 89% 97% 91% 94% 94% 97% 95% 75% 80%	Transit \$ 1.34 1.33 1.18 0.96 1.36 1.22 1.03 0.90 1.12 1.32  rvice Area Transit \$ 1.57 1.31	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy  Tran  Origin Neighborhood Roslindale	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567  sit Route: Rou Destinati # Trips 37,046 20,381	% Trips 17% 4% 6% 5% 6% 6% 7% 2% 1% 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 c Area	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  Destination # Trips 63,986 58,900	83% 96% 94% 95% 94% 94% 94% 93% 98% 98% 99%  Sta.) ns not in Se % Trips 63% 74%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester  Trai  Origin Neighborhood Longwood Fenway	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou Destinati # Trips 57,749 28,031	% Trips 21% 20% 22% 8% 14% 10% 11% 4% 4%  ate 35 (Dedha ions in Service % Trips 56% 20%	O.18	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  pert Hills S Destination # Trips 44,570 111,079	79% 79% 80% 78% 92% 86% 90% 89% 90% 96%  ta.)  ns not in Set % Trips 44% 80%	1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85  Prvice Area Transit \$ 0.82 0.58
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham  Transit  Origin Neighborhood Hyde Park Roslindale Mattapan South Dorchester	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  t Route: Route Destinati # Trips 28,008 16,119 9,955 7,401	% Trips  22%  11%  11%  3%  9%  6%  6%  3%  1%  3%  233 (River & ions in Serv. % Trips  25%  20%  10%  4%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142 - Mattapan Destination # Trips 85,828 63,162 85,095 190,317	78% 89% 89% 97% 91% 94% 94% 97% 97% 95% 80% 90%	Transit \$  1.34  1.33  1.18  0.96  1.36  1.22  1.03  0.90  1.12  1.32  rvice Area  Transit \$  1.57  1.31  1.17  0.96	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy  Tran  Origin Neighborhood Norwood Roslindale South Roxbury	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567    Destinati   # Trips 37,046 20,381 19,937 16,411	% Trips 17% 4% 6% 5% 6% 6% 7% 2% 1% 1%  ate 34 (Dedha ons in Service % Trips 37% 26% 21%	0.10   0.37   0.35   0.36   0.31   0.22   0.34   0.62   0.54   0.87	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  Destination # Trips 63,986 58,900 76,955 43,450	83% 96% 94% 95% 94% 94% 94% 93% 98% 98% 99%  Sta.) ns not in Se % Trips 63% 74% 79% 73%	Transit \$ 1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95  rvice Area Transit \$ 1.46 1.38 1.07 1.31	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester  Trai  Origin Neighborhood Longwood Fenway Roslindale West Roxbury	# Trips 23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou Destinati # Trips 57,749 28,031 24,122 22,729	% Trips 21% 20% 22% 8% 14% 10% 11% 4%  **Trips** **Trips** 56% 20% 30%	Continue	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  orest Hills S Destinatio # Trips 44,570 111,079 55,159 58,984	79% 79% 80% 78% 92% 86% 90% 89% 90% 93% 96%  ta.) ns not in Ser 70% 80% 70%	1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85  Prvice Area Transit \$ 0.82 0.58 1.46 1.55
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham  Transit  Origin Neighborhood Hyde Park Roslindale Mattapan South Dorchester East Dedham	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  t Route: Route Destinati # Trips 28,008 16,119 9,955 7,401 6,222	% Trips  22%  11%  11%  3%  9%  6%  6%  3%  1%  3%  233 (River & ions in Serv. % Trips  25%  20%  10%  4%  11%	7 Transit \$ 0.11 0.29 0.26 0.55 0.37 0.42 0.26 0.48 0.98 0.68  Milton Sts ice Area 7 Transit \$ 0.14 0.18 0.36 0.64 0.37	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142 - Mattapan Destination # Trips 85,828 63,162 85,095 190,317 52,956	78% 89% 89% 97% 91% 94% 94% 97% 97% 97% 98% 97% 99% 97% 1 Sta.) ns not in Sei 75% 80% 90% 96% 89%	Transit \$  1.34  1.33  1.18  0.96  1.36  1.22  1.03  0.90  1.12  1.32  rvice Area  Transit \$  1.57  1.31  1.17  0.96  1.41	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy  Tran  Origin Neighborhood Norwood Roslindale South Roxbury Walpole South Dorchester	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567    Destinati   # Trips 37,046 20,381 19,937 16,411 16,289	% Trips 17% 4% 6% 5% 6% 6% 7% 2% 1% 1%  ate 34 (Dedha ons in Service % Trips 37% 26% 21% 27% 8%	Cransit \$   0.10   0.37   0.35   0.36   0.31   0.22   0.34   0.62   0.54   0.87     0.23   0.23   0.20   0.17   0.34   0.45   0.45	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  prest Hills S Destination # Trips 63,986 58,900 76,955 43,450 181,429	83% 96% 94% 95% 94% 94% 93% 98% 98% 99%  Sta.) ns not in Se % Trips 63% 74% 79% 73% 92%	Transit \$ 1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95  rvice Area Transit \$ 1.46 1.38 1.07 1.31 1.00	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester  Trai  Origin Neighborhood Longwood Fenway Roslindale West Roxbury Jamaica Plain	# Trips  23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou Destinati # Trips 57,749 28,031 24,122 22,729 20,361	% Trips 21% 20% 22% 8% 14% 10% 11% 10% 4%  **Trips** 56% 20% 30% 28% 30%	Color	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  orest Hills S Destinatio # Trips 44,570 111,079 55,159 58,984 48,382	79% 79% 80% 78% 92% 86% 90% 89% 90% 93% 96%  ta.) ns not in Ser 70% 70% 70%	1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85  Prvice Area Transit \$ 0.82 0.58 1.46 1.55 1.30
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham  Transit  Origin Neighborhood Hyde Park Roslindale Mattapan South Dorchester East Dedham North Milton	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  t Route: Route Destinati # Trips 28,008 16,119 9,955 7,401 6,222 5,896	% Trips  22%  11%  11%  3%  9%  6%  6%  3%  1%  3%  233 (River & ions in Serv. % Trips  25%  20%  10%  4%  11%  11%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142  - Mattapan Destination # Trips 85,828 63,162 85,095 190,317 52,956 47,009	78% 89% 89% 97% 91% 94% 94% 97% 97% 98% 97% 99% 97% 1 Sta.) ns not in Sei 75% 80% 90% 96% 89%	Transit \$  1.34  1.33  1.18  0.96  1.36  1.22  1.03  0.90  1.12  1.32   rvice Area  Transit \$  1.57  1.31  1.17  0.96  1.41  1.37	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy  Tran  Origin Neighborhood Norwood Roslindale South Roxbury Walpole South Dorchester Hyde Park	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567  **Destinati** # Trips 37,046 20,381 19,937 16,411 16,289 15,154	7% Trips 7 17% 4% 6% 5% 6% 6% 7% 2% 1% 1% 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	Cransit \$   0.10   0.37   0.35   0.36   0.31   0.22   0.34   0.62   0.54   0.87     0.23   0.20   0.17   0.34   0.45   0.51   0.51   0.51   0.57	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  prest Hills S Destination # Trips 63,986 58,900 76,955 43,450 181,429 98,682	83% 96% 94% 95% 94% 94% 93% 98% 98% 99%  Sta.) ns not in Se % Trips 63% 74% 79% 73% 92% 87%	Transit \$ 1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95  rvice Area Transit \$ 1.46 1.38 1.07 1.31 1.00 1.33	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester  Trai  Origin Neighborhood Longwood Fenway Roslindale West Roxbury Jamaica Plain Mission Hill	# Trips  23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou Destinati # Trips 57,749 28,031 24,122 22,729 20,361 19,207	% Trips 21% 20% 22% 8% 14% 10% 11% 10% 4%  **Trips** 56% 20% 30% 28% 30% 38%	Color	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  orest Hills S Destinatio # Trips 44,570 111,079 55,159 58,984 48,382 31,276	79% 79% 80% 78% 92% 86% 90% 89% 90% 93% 96%  ta.) ms not in Ser 70% 70% 70% 62%	1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85  Prvice Area Transit \$ 0.82 0.58 1.46 1.55 1.30 1.03
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham  Transit  Origin Neighborhood Hyde Park Roslindale Mattapan South Dorchester East Dedham North Milton West Roxbury	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  t Route: Route  Destinati # Trips 28,008 16,119 9,955 7,401 6,222 5,896 5,540	% Trips  22%  11%  11%  3%  9%  6%  6%  3%  1%  3%  233 (River & ions in Serv. & Trips  25%  20%  10%  4%  11%  11%  7%	7 Transit \$ 0.11 0.29 0.26 0.55 0.37 0.42 0.26 0.48 0.98 0.68 6 Milton Sts ice Area 7 Transit \$ 0.14 0.18 0.36 0.64 0.37 0.43 0.48	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142  - Mattapan Destination # Trips 85,828 63,162 85,095 190,317 52,956 47,009 76,173	78% 89% 89% 97% 91% 94% 94% 97% 97% 97% 98% 97% 99% 97% 1 Sta.) ns not in Ser 75% 80% 90% 96% 89% 89% 93%	Transit \$  1.34  1.33  1.18  0.96  1.36  1.22  1.03  0.90  1.12  1.32   rvice Area  Transit \$  1.57  1.31  1.17  0.96  1.41  1.37  1.23	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy  Tran  Origin Neighborhood Norwood Roslindale South Roxbury Walpole South Dorchester Hyde Park East Dedham	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567  sit Route: Rou Destinati # Trips 37,046 20,381 19,937 16,411 16,289 15,154 13,417	% Trips  17%  4%  6%  5%  6%  6%  7%  2%  1%  ate 34 (Dedha ons in Service of the constant of	Cransit \$   0.10   0.37   0.35   0.36   0.31   0.22   0.34   0.62   0.54   0.87     0.23   0.20   0.17   0.34   0.45   0.51   0.39   0.30	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  prest Hills S Destination # Trips 63,986 58,900 76,955 43,450 181,429 98,682 45,760	83% 96% 94% 95% 94% 94% 94% 93% 98% 98% 98% 99%  Sta.) ns not in Se % Trips 63% 74% 79% 73% 92% 87% 77%	Transit \$ 1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95  rvice Area Transit \$ 1.46 1.38 1.07 1.31 1.00 1.33 1.57	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester  Trai  Origin Neighborhood Longwood Fenway Roslindale West Roxbury Jamaica Plain Mission Hill Hyde Park	# Trips  23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou Destinati # Trips 57,749 28,031 24,122 22,729 20,361 19,207 15,443	% Trips 21% 20% 22% 8% 14% 10% 11% 10% 4%  **Trips **Trips 56% 20% 30% 28% 30% 38% 14%	Color	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  orest Hills S Destinatio # Trips 44,570 111,079 55,159 58,984 48,382 31,276 98,393	79% 79% 80% 78% 92% 86% 90% 89% 90% 93% 96%  ta.) ms not in Ser 70% 70% 70% 62% 86%	1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85  Prvice Area Transit \$ 0.82 0.58 1.46 1.55 1.30 1.03 1.34
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham  Transit  Origin Neighborhood Hyde Park Roslindale Mattapan South Dorchester East Dedham North Milton West Roxbury Jamaica Plain	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  t Route: Route  Destinati # Trips 28,008 16,119 9,955 7,401 6,222 5,896 5,540 4,641	% Trips  22%  11%  11%  3%  9%  6%  6%  3%  1%  3%  233 (River & ions in Serv. & Trips  25%  20%  10%  4%  11%  11%  7%  7%	7 Consit \$ 0.11 0.29 0.26 0.55 0.37 0.42 0.26 0.48 0.98 0.68  Consider Area Consist \$ 0.14 0.18 0.36 0.64 0.37 0.43 0.48 0.33	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142  - Mattapan Destination # Trips 85,828 63,162 85,095 190,317 52,956 47,009 76,173 64,103	78% 89% 89% 97% 91% 94% 94% 97% 97% 98% 97% 99% 97%  Sta.) ns not in Ser 75% 80% 90% 96% 89% 89% 93%	Transit \$  1.34  1.33  1.18  0.96  1.36  1.22  1.03  0.90  1.12  1.32   rvice Area  Transit \$  1.57  1.31  1.17  0.96  1.41  1.37  1.23  1.03	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy  Tran  Origin Neighborhood Norwood Roslindale South Roxbury Walpole South Dorchester Hyde Park East Dedham West Roxbury	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567  asit Route: Rou Destinati # Trips 37,046 20,381 19,937 16,411 16,289 15,154 13,417 12,418	% Trips 17% 4% 6% 5% 6% 6% 7% 2% 1% 1%  ate 34 (Dedha ons in Service) % Trips 37% 26% 21% 27% 8% 13% 23% 15%	0.10   0.37   0.35   0.36   0.31   0.22   0.34   0.62   0.54   0.87	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  Destination # Trips 63,986 58,900 76,955 43,450 181,429 98,682 45,760 69,295	% Trips 83% 96% 94% 95% 944% 93% 98% 98% 99% Sta.) ns not in Se % Trips 63% 74% 79% 73% 92% 87% 77% 85%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95  rvice Area Transit \$ 1.46 1.38 1.07 1.31 1.00 1.33 1.57 1.31	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester  Trai  Origin Neighborhood Longwood Fenway Roslindale West Roxbury Jamaica Plain Mission Hill Hyde Park South Roxbury	# Trips  23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou Destinati # Trips 57,749 28,031 24,122 22,729 20,361 19,207 15,443 13,534	% Trips 21% 20% 22% 8% 14% 10% 11% 10% 4%  **Trips **Trips 56% 20% 30% 28% 30% 38% 14% 14%	O.18	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  orest Hills S Destinatio # Trips 44,570 111,079 55,159 58,984 48,382 31,276 98,393 83,358	79% 79% 80% 78% 92% 86% 90% 89% 93% 96%  ta.) ns not in Ser 44% 80% 70% 72% 70% 62% 86% 86%	1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85  Prvice Area Transit \$ 0.82 0.58 1.46 1.55 1.30 1.03 1.34 0.97
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham  Transit  Origin Neighborhood Hyde Park Roslindale Mattapan South Dorchester East Dedham North Milton West Roxbury Jamaica Plain South Milton	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  t Route: Route  Destinati # Trips 28,008 16,119 9,955 7,401 6,222 5,896 5,540 4,641 3,645	% Trips 22% 11% 11% 3% 9% 6% 6% 3% 1% 3% 1% 23 (River & 10% 10% 4% 11% 11% 7% 7% 13%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142 - Mattapan Destination # Trips 85,828 63,162 85,095 190,317 52,956 47,009 76,173 64,103 24,911	78% 89% 89% 89% 97% 91% 94% 94% 97% 99% 97%  Sta.) ns not in Ser 75% 80% 90% 96% 89% 89% 93% 89% 93% 87%	Transit \$  1.34  1.33  1.18  0.96  1.36  1.22  1.03  0.90  1.12  1.32  rvice Area  Transit \$  1.57  1.31  1.17  0.96  1.41  1.37  1.23  1.03  1.60	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy  Tran  Origin Neighborhood Norwood Roslindale South Roxbury Walpole South Dorchester Hyde Park East Dedham West Roxbury Mattapan	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567	% Trips  17%  4%  6%  5%  6%  6%  7%  2%  1%  1%  Atte 34 (Dedha ons in Service of the constant of the constan	Cransit \$   0.10   0.37   0.35   0.36   0.31   0.22   0.34   0.62   0.54   0.87     0.87     0.23   0.20   0.17   0.34   0.45   0.51   0.39   0.42   0.42   0.42   0.42   0.42   0.42   0.42   0.42   0.42   0.42   0.42   0.42   0.42   0.45   0.61   0.61   0.62	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  prest Hills S Destination # Trips 63,986 58,900 76,955 43,450 181,429 98,682 45,760 69,295 83,132	% Trips 83% 96% 94% 95% 944% 93% 98% 98% 99%  Sta.) ns not in Se % Trips 63% 74% 79% 73% 92% 87% 77% 85% 87%	Transit \$ 1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95  rvice Area Transit \$ 1.46 1.38 1.07 1.31 1.00 1.33 1.57 1.31 1.18	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester  Trai  Origin Neighborhood Longwood Fenway Roslindale West Roxbury Jamaica Plain Mission Hill Hyde Park South Roxbury North Brookline	# Trips  23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou Destinati # Trips  57,749 28,031 24,122 22,729 20,361 19,207 15,443 13,534 13,492	% Trips 21% 20% 22% 8% 14% 10% 11% 10% 4% 4%  Atte 35 (Dedha ions in Service % Trips 56% 20% 30% 28% 30% 38% 14% 14% 12%	Color	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  orest Hills S Destinatio # Trips 44,570 111,079 55,159 58,984 48,382 31,276 98,393 83,358 96,990	79% 79% 80% 78% 92% 86% 90% 89% 93% 96%  ta.) ns not in Ser 44% 80% 70% 72% 70% 62% 86% 86% 86%	1.49 1.07 1.32 1.00 1.20 0.85 1.07 1.40 1.23 0.85  Prvice Area Transit \$ 0.82 0.58 1.46 1.55 1.30 1.03 1.34
Roslindale Hyde Park Mattapan South Dorchester North Milton West Roxbury Jamaica Plain South Roxbury South Newton East Dedham  Transit  Origin Neighborhood Hyde Park Roslindale Mattapan South Dorchester East Dedham North Milton West Roxbury Jamaica Plain	# Trips 17,168 12,441 10,077 6,075 4,880 4,539 4,321 3,049 2,636 2,036  t Route: Route Destinati # Trips 28,008 16,119 9,955 7,401 6,222 5,896 5,540 4,641 3,645 3,627	% Trips 22% 11% 11% 3% 9% 6% 6% 3% 1% 3% 1% 23 (River & Sions in Server) 7 Trips 25% 20% 10% 4% 11% 11% 7% 7% 13% 2%	7 Consit \$ 0.11 0.29 0.26 0.55 0.37 0.42 0.26 0.48 0.98 0.68  Consider Area Consist \$ 0.14 0.18 0.36 0.64 0.37 0.43 0.48 0.33	# Trips 62,113 101,395 84,974 191,643 48,025 77,174 64,422 93,843 182,155 57,142  - Mattapan Destination # Trips 85,828 63,162 85,095 190,317 52,956 47,009 76,173 64,103	78% 89% 89% 97% 91% 94% 94% 97% 97% 98% 97% 99% 97%  Sta.) ns not in Ser 75% 80% 90% 96% 89% 89% 93%	Transit \$  1.34  1.33  1.18  0.96  1.36  1.22  1.03  0.90  1.12  1.32   rvice Area  Transit \$  1.57  1.31  1.17  0.96  1.41  1.37  1.23  1.03	Mattapan South Dorchester Hyde Park South Roxbury Roslindale Jamaica Plain North Milton West Roxbury North Roxbury South Quincy  Tran  Origin Neighborhood Norwood Roslindale South Roxbury Walpole South Dorchester Hyde Park East Dedham West Roxbury	# Trips 16,367 7,448 6,378 4,668 4,363 4,209 3,798 1,863 1,838 1,567  asit Route: Rou Destinati # Trips 37,046 20,381 19,937 16,411 16,289 15,154 13,417 12,418	% Trips 17% 4% 6% 5% 6% 6% 7% 2% 1% 1%  ate 34 (Dedha ons in Service) % Trips 37% 26% 21% 27% 8% 13% 23% 15%	0.10   0.37   0.35   0.36   0.31   0.22   0.34   0.62   0.54   0.87	# Trips 78,683 190,270 107,458 92,224 74,918 64,534 49,107 79,850 76,014 191,963  Destination # Trips 63,986 58,900 76,955 43,450 181,429 98,682 45,760 69,295	% Trips 83% 96% 94% 95% 944% 93% 98% 98% 99% Sta.) ns not in Se % Trips 63% 74% 79% 73% 92% 87% 77% 85%	1.29 0.97 1.27 0.91 1.12 1.03 1.34 1.19 0.79 0.95  rvice Area Transit \$ 1.46 1.38 1.07 1.31 1.00 1.33 1.57 1.31	Hyde Park South Roxbury Roslindale South Dorchester Mattapan North Roxbury Jamaica Plain East Dedham West Roxbury North Dorchester  Trai  Origin Neighborhood Longwood Fenway Roslindale West Roxbury Jamaica Plain Mission Hill Hyde Park South Roxbury	# Trips  23,520 19,698 17,115 16,369 13,029 7,789 7,526 5,656 5,562 4,198  msit Route: Rou Destinati # Trips 57,749 28,031 24,122 22,729 20,361 19,207 15,443 13,534	% Trips 21% 20% 22% 8% 14% 10% 11% 10% 4%  **Trips **Trips 56% 20% 30% 28% 30% 38% 14% 14%	O.18	# Trips 90,317 77,194 62,166 181,349 82,021 70,063 61,218 53,521 76,151 98,406  orest Hills S Destinatio # Trips 44,570 111,079 55,159 58,984 48,382 31,276 98,393 83,358	79% 79% 80% 78% 92% 86% 90% 89% 93% 96%  ta.) ns not in Ser 44% 80% 70% 72% 70% 62% 86% 86%	Transi  1  1  1  1  1  1  1  1  1  1  1  1  1

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 36 – 48

Transit Route: Route 38 (Wren St. – Forest Hills Sta.)

Transit Route: Route 37 (Baker & Vermont Sts. – Forest Hills Sta.)

Transit Route: Route 36 (VA Hosp. – Forest Hills Sta. via Chas. River Loop)

	Destinat	tions in Serv	vice Area	Destination	s not in Se	rvice Area			ions in Servic	e Area	Destination	ns not in Ser	vice Area		Destina	tions in Servi	ce Area	Destination	ns not in Ser	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$	Origin Neighborhood			Γransit \$		% Trips	Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$
West Roxbury	25,494	31%	0.16	56,218	69%	1.64	Roslindale	18,104	23%	0.13	61,177	77%	1.36	Longwood	58,544	57%	0.04	43,775	43%	0.83
Roslindale	22,840	29%	0.19	56,441	71%	1.44	West Roxbury	15,990	20%	0.15	65,722	80%	1.43	South Roxbury	29,595	31%	0.21	67,297	69%	1.18
South Roxbury	20,293	21%	0.17	76,599	79%	1.07	Hyde Park	8,564	8%	0.46	105,272	92%	1.28	Fenway	29,238	21%	0.22	109,871	79%	0.58
South Dorchester	16,617	8%	0.44	181,101	92%	1.00	South Newton	6,935	4%	0.63	177,856	96%	1.13	Jamaica Plain	22,453	33%	0.21	46,290	67%	1.35
Hyde Park	15,538	14%	0.46	98,299	86%	1.34	Jamaica Plain	5,025	7%	0.30	63,718	93%	1.03	South Dorchester	21,584	11%	0.46	176,134	89%	1.01
Mattapan	12,357	13%	0.42	82,693	87%	1.19	Mattapan	4,053	4%	0.54	90,997	96%	1.11	Mission Hill	20,048	40%	0.10	30,435	60%	1.06
South Newton	9,674	5%	0.82	175,117	95%	1.13	South Dorchester	3,870	2%	0.76	193,848	98%	0.95	North Roxbury	18,774	24%	0.25	59,078	76%	0.96
Jamaica Plain	9,291	14%	0.29	59,452	86%	1.09	East Dedham	2,787	5%	0.73	56,390	95%	1.33	West Roxbury	18,761	23%	0.22	62,951	77%	1.46
North Roxbury	8,116	10%	0.29	69,736	90%	0.85	South Roxbury	2,549	3%	0.54	94,343	97%	0.89	Roslindale	16,079	20%	0.32	63,202	80%	1.27
East Dedham	7,751	13%	0.53	51,427	87%	1.42	South Brookline	2,548	4%	0.51	65,990	96%	0.97	Mattapan	13,965	15%	0.46	81,085	85%	1.19
•																				
Tran	sit Route: Ro	ute 39 (Fore	est Hills Sta	- Back Bay St	ta.)		Tran	sit Route: Ro	ute 40 (Georg	getowne – F	orest Hills S	ta.)		Transit	Route: Route	41 (Centre	& Eliot Sts	- JFK/UMas	s Sta.)	
	Destina	tions in Serv	vice Area	Destination	s not in Se	rvice Area			ions in Servic	e Area	Destination	ns not in Ser	vice Area		Destina	tions in Servi	ce Area	Destination	ns not in Ser	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$	Origin Neighborhood		% Trips	Transit \$		% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Back Bay	93,561	64%	0.06	52,200	36%	0.83	Hyde Park	19,778	17%	0.19	94,059	83%	1.44	North Dorchester	25,304	25%	0.13	77,300	75%	1.06
Fenway	70,838	51%	0.12	68,272	49%	0.91	Roslindale	19,131	24%	0.13	60,150	76%	1.38	North Roxbury	20,124	26%	0.13	57,728	74%	1.02
Longwood	68,782	67%	0.06	33,537	33%	1.01	West Roxbury	8,809	11%	0.34	72,904	89%	1.28	South Roxbury	18,978	20%	0.25	77,914	80%	1.04
South End	51,120	41%	0.10	74,326	59%	0.64	East Dedham	5,185	9%	0.42	53,993	91%	1.39	South Dorchester	18,796	10%	0.43	178,922	90%	1.01
Chinatown	32,484	28%	0.14	83,065	72%	0.42	Mattapan	5,092	5%	0.44	89,958	95%	1.12	Jamaica Plain	13,679	20%	0.19	55,064	80%	1.18
Mission Hill	25,090	50%	0.16	25,393	50%	1.19	Jamaica Plain	4,691	7%	0.29	64,052	93%	1.03	Mission Hill	11,096	22%	0.11	39,387	78%	0.84
North Brookline	22,399	20%	0.25	88,083	80%	0.82	South Dorchester	4,663	2%	0.72	193,055	98%	0.96	Fenway	10,172	7%	0.33	128,938	93%	0.52
Jamaica Plain	21,562	31%	0.24	47,181	69%	1.32	South Newton	4,038	2%	0.97	180,753	98%	1.12	Longwood	7,881	8%	0.19	94,438	92%	0.39
North Roxbury	20,761	27%	0.26	57,091	73%	0.98	South Roxbury	2,740	3%	0.52	94,152	97%	0.90	South End	7,388	6%	0.20	118,058	94%	0.43
South Roxbury	18,983	20%	0.39	77,909	80%	1.01	North Milton	2,087	4%	0.68	50,818	96%	1.29	Mattapan	6,595	7%	0.58	88,456	93%	1.12
Trai	nsit Route: Ro	oute 42 (For	est Hills Sta.	- Ruggles Sta	a.)		Transit	Route: Route	e 43 (Ruggles	Sta Parl	& Tremont	t Sts.)		Tra	nsit Route: Ro	oute 44 (Jack	son Sq. Sta.	– Ruggles St	(a.)	
	D 4																			
	Destina	tions in Serv	vice Area	Destination	s not in Se	rvice Area			ions in Servic	e Area	Destination	ns not in Ser	vice Area		Destina	tions in Servi	ce Area	Destination	ns not in Ser	rvice Area
Origin Neighborhood	# Trips		vice Area Transit \$	# Trips		rvice Area Transit \$	Origin Neighborhood	# Trips		e Area Fransit \$	# Trips		vice Area Transit \$	Origin Neighborhood	# Trips		ce Area Transit \$	# Trips		rvice Area Transit \$
Origin Neighborhood Fenway		% Trips 21%		# <b>Trips</b> 109,524	<b>% Trips</b> 79%	Transit \$ 0.62	Origin Neighborhood Downtown		% Trips 70%		# <b>Trips</b> 57,430		Transit \$ 0.67	Origin Neighborhood Fenway				# <b>Trips</b> 109,585		
	# Trips	% Trips	Transit \$	# Trips	% Trips 79% 78%	Transit \$	8 8	# Trips	% Trips	Transit \$	# <b>Trips</b> 57,430 45,696	% Trips	Transit \$		# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Fenway	# <b>Trips</b> 29,586	% Trips 21%	<b>Transit \$</b> 0.10	# <b>Trips</b> 109,524	<b>% Trips</b> 79%	Transit \$ 0.62	Downtown	# <b>Trips</b> 132,324	% Trips 70%	<b>Γransit \$</b> 0.04	# <b>Trips</b> 57,430	<b>% Trips</b> 30%	Transit \$ 0.67	Fenway	# <b>Trips</b> 29,525	% Trips 21%	Transit \$ 0.09	# <b>Trips</b> 109,585	<b>% Trips</b> 79%	Transit \$ 0.62
Fenway South Roxbury North Roxbury Longwood	# Trips 29,586 21,335 19,714 13,726	% Trips 21% 22%	7 Transit \$ 0.10 0.23	# <b>Trips</b> 109,524 75,557	% Trips 79% 78% 75% 87%	7 Transit \$ 0.62 1.07	Downtown South End	# <b>Trips</b> 132,324 79,750	% Trips 70% 64% 67% 47%	0.04 0.09	# <b>Trips</b> 57,430 45,696 37,823 77,610	% Trips 30% 36%	7 0.67 0.98	Fenway South Roxbury	# <b>Trips</b> 29,525 25,013	% Trips 21% 26%	<b>Transit \$</b> 0.09 0.19	# <b>Trips</b> 109,585 71,879 56,275 88,604	% Trips 79% 74%	7 Transit \$ 0.62 1.13 1.04 0.41
Fenway South Roxbury North Roxbury	# <b>Trips</b> 29,586 21,335 19,714	% Trips 21% 22% 25%	Transit \$ 0.10 0.23 0.14	# <b>Trips</b> 109,524 75,557 58,138	% Trips 79% 78% 75%	7 Transit \$ 0.62 1.07 1.01	Downtown South End Chinatown	# <b>Trips</b> 132,324 79,750 77,726	% Trips 70% 64% 67%	0.04 0.09 0.08	# <b>Trips</b> 57,430 45,696 37,823	% Trips 30% 36% 33%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Fenway South Roxbury North Roxbury	# <b>Trips</b> 29,525 25,013 21,577	% Trips 21% 26% 28%	Transit \$ 0.09 0.19 0.13	# <b>Trips</b> 109,585 71,879 56,275	% Trips 79% 74% 72%	Transit \$ 0.62 1.13 1.04
Fenway South Roxbury North Roxbury Longwood	# Trips 29,586 21,335 19,714 13,726	% Trips 21% 22% 25% 13%	Transit \$ 0.10 0.23 0.14 0.15	# Trips 109,524 75,557 58,138 88,593	% Trips 79% 78% 75% 87%	Transit \$ 0.62 1.07 1.01 0.41	Downtown South End Chinatown Back Bay	# <b>Trips</b> 132,324 79,750 77,726 68,151	% Trips 70% 64% 67% 47%	0.04 0.09 0.08 0.11	# <b>Trips</b> 57,430 45,696 37,823 77,610	% Trips 30% 36% 33% 53%	7ransit \$ 0.67 0.98 0.89 0.54	Fenway South Roxbury North Roxbury Longwood	# Trips 29,525 25,013 21,577 13,715	% Trips 21% 26% 28% 13%	7 Transit \$ 0.09 0.19 0.13 0.14	# <b>Trips</b> 109,585 71,879 56,275 88,604	% Trips 79% 74% 72% 87%	7 Transit \$ 0.62 1.13 1.04 0.41
Fenway South Roxbury North Roxbury Longwood Jamaica Plain	# Trips 29,586 21,335 19,714 13,726 13,128	% Trips 21% 22% 25% 13% 19%	7 Transit \$ 0.10 0.23 0.14 0.15 0.21	# Trips 109,524 75,557 58,138 88,593 55,616	% Trips 79% 78% 75% 87% 81%	Transit \$ 0.62 1.07 1.01 0.41 1.16	Downtown South End Chinatown Back Bay Fenway	# Trips 132,324 79,750 77,726 68,151 41,508	70% 70% 64% 67% 47% 30%	0.04 0.09 0.08 0.11 0.13	# <b>Trips</b> 57,430 45,696 37,823 77,610 97,602	% Trips 30% 36% 33% 53% 70%	7 0.67 0.98 0.89 0.54 0.67	Fenway South Roxbury North Roxbury Longwood South Dorchester	# Trips 29,525 25,013 21,577 13,715 13,619	% Trips 21% 26% 28% 13% 7%	Transit \$ 0.09 0.19 0.13 0.14 0.43	# Trips 109,585 71,879 56,275 88,604 184,099	% Trips 79% 74% 72% 87% 93%	7 Transit \$ 0.62 1.13 1.04 0.41 0.99
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester	# Trips 29,586 21,335 19,714 13,726 13,128 12,114	% Trips 21% 22% 25% 13% 19% 6%	7 0.10 0.23 0.14 0.15 0.21 0.50	# Trips 109,524 75,557 58,138 88,593 55,616 185,604	% Trips 79% 78% 75% 87% 81% 94%	1.07 1.01 0.41 1.16 0.98	Downtown South End Chinatown Back Bay Fenway West End	# Trips 132,324 79,750 77,726 68,151 41,508 26,210	70% 70% 64% 67% 47% 30% 52%	0.04 0.09 0.08 0.11 0.13 0.08	#Trips 57,430 45,696 37,823 77,610 97,602 24,442	% Trips 30% 36% 36% 53% 70% 48%	7 Transit \$ 0.67 0.98 0.89 0.54 0.67	Fenway South Roxbury North Roxbury Longwood South Dorchester South End	# Trips 29,525 25,013 21,577 13,715 13,619 11,904	% Trips 21% 26% 28% 13% 7% 9%	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12	# Trips 109,585 71,879 56,275 88,604 184,099 113,543	% Trips 79% 74% 72% 87% 93% 91%	Transit \$ 0.62 1.13 1.04 0.41 0.99 0.45
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798	% Trips 21% 22% 25% 13% 19% 6%	0.10 0.23 0.14 0.15 0.21 0.21	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648	% Trips 79% 78% 75% 87% 81% 94% 91%	1.07 1.01 0.41 1.16 0.98 0.45	Downtown South End Chinatown Back Bay Fenway West End North Roxbury	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850	% Trips 70% 70% 64% 67% 47% 30% 52% 25%	7 Cransit \$ 0.04 0.09 0.08 0.11 0.13 0.08 0.21	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002	% Trips 30% 36% 36% 53% 70% 48% 75%	7 Transit \$ 0.67 0.98 0.89 0.54 0.67 0.65 0.99	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill	# Trips 29,525 25,013 21,577 13,715 13,619 11,904 10,145	% Trips 21% 26% 28% 13% 7% 9% 20%	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17	#Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338	% Trips 79% 74% 72% 87% 93% 91% 80%	Transit \$ 0.62 1.13 1.04 0.41 0.99 0.45 0.81
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709	% Trips 21% 22% 25% 13% 19% 6% 9% 19%	7 Consit \$ 0.10 0.23 0.14 0.15 0.21 0.50 0.12 0.19	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774	79% 78% 78% 75% 87% 81% 94% 91% 81%	1.07 1.01 0.41 1.16 0.98 0.45	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800	% Trips 70% 64% 67% 47% 30% 52% 25% 10%	Transit \$ 0.04 0.09 0.08 0.11 0.13 0.08 0.21 0.53	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918	% Trips 30% 36% 33% 53% 70% 48% 75% 90%	Transit \$ 0.67 0.98 0.89 0.54 0.67 0.65 0.99 1.00	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain	# Trips 29,525 25,013 21,577 13,715 13,619 11,904 10,145 8,466	% Trips 21% 26% 28% 13% 7% 9% 20% 12%	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29	#Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277	79% 74% 72% 87% 93% 91% 80% 88%	Transit \$ 0.62 1.13 1.04 0.41 0.99 0.45 0.81 1.08
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946	% Trips 21% 22% 25% 13% 19% 6% 9% 19% 9% 7%	0.10 0.23 0.14 0.15 0.21 0.50 0.12 0.34 0.39	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657	79% 79% 78% 75% 87% 81% 94% 91% 81% 91% 93%	Transit \$ 0.62 1.07 1.01 0.41 1.16 0.98 0.45 0.80 1.15	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071	70% 70% 64% 67% 47% 30% 52% 10% 45% 57%	Transit \$ 0.04 0.09 0.08 0.11 0.13 0.08 0.21 0.53 0.11 0.10	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788	% Trips 30% 36% 36% 33% 53% 70% 48% 75% 90% 55% 43%	Transit \$ 0.67 0.98 0.89 0.54 0.67 0.65 0.99 1.00 0.66	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan	# Trips 29,525 25,013 21,577 13,715 13,619 11,904 10,145 8,466 7,448 6,393	% Trips 21% 26% 28% 13% 7% 9% 20% 12% 7% 7%	7 Const \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52	#Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657	% Trips 79% 74% 72% 87% 93% 91% 80% 88% 93% 93%	Transit \$ 0.62 1.13 1.04 0.41 0.99 0.45 0.81 1.08 0.87
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087	% Trips 21% 22% 25% 13% 19% 6% 9% 19% 9% 7%	0.10 0.23 0.14 0.15 0.21 0.50 0.12 0.34 0.39	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657	79% 79% 78% 75% 87% 81% 94% 91% 81% 91% 93%	Transit \$ 0.62 1.07 1.01 0.41 1.16 0.98 0.45 0.80 1.15	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942	70% 70% 64% 67% 47% 30% 52% 10% 45% 57%	Transit \$ 0.04 0.09 0.08 0.11 0.13 0.08 0.21 0.53 0.11 0.10	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788	% Trips 30% 36% 36% 33% 53% 70% 48% 75% 90% 55% 43%	Transit \$ 0.67 0.98 0.89 0.54 0.67 0.65 0.99 1.00 0.66	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan	# Trips 29,525 25,013 21,577 13,715 13,619 11,904 10,145 8,466 7,448	% Trips 21% 26% 28% 13% 7% 9% 20% 12% 7% 7%	7 Const \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52	#Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657	% Trips 79% 74% 72% 87% 93% 91% 80% 88% 93% 93%	Transit \$ 0.62 1.13 1.04 0.41 0.99 0.45 0.81 1.08 0.87
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  ansit Route: R	% Trips 21% 22% 25% 13% 19% 6% 9% 19% 9% 7%	Transit \$ 0.10 0.23 0.14 0.15 0.21 0.50 0.12 0.19 0.34 0.39  anklin Park	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657	79% 78% 78% 75% 87% 81% 94% 91% 81% 91% 93%	Transit \$ 0.62 1.07 1.01 0.41 1.16 0.98 0.45 0.80 1.15 0.86	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071  oute: Route 4	70% 70% 64% 67% 47% 30% 52% 10% 45% 57%	Transit \$ 0.04 0.09 0.08 0.11 0.13 0.08 0.21 0.53 0.11 0.10	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw	% Trips 30% 36% 36% 33% 53% 70% 48% 75% 90% 55% 43%	Transit \$ 0.67 0.98 0.89 0.54 0.67 0.65 0.99 1.00 0.66 0.83	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan	# Trips 29,525 25,013 21,577 13,715 13,619 11,904 10,145 8,466 7,448 6,393  Route: Route 4	% Trips 21% 26% 28% 13% 7% 9% 20% 12% 7% 7%	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657	% Trips 79% 74% 72% 87% 93% 91% 80% 88% 93% 93%	Transit \$ 0.62 1.13 1.04 0.41 0.99 0.45 0.81 1.08 0.87 1.13
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  ansit Route: R	% Trips 21% 22% 25% 13% 19% 6% 9% 19% 7% Route 45 (Fra	7 10 10 10 10 10 10 10 10 10 10 10 10 10	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657 - Ruggles Sta Destination	79% 78% 78% 75% 87% 81% 94% 91% 81% 93%	Transit \$ 0.62 1.07 1.01 0.41 1.16 0.98 0.45 0.80 1.15 0.86	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071  oute: Route 4 Destinat	70% 64% 67% 47% 30% 52% 10% 45% 57% 7 (Central Squions in Service)	Transit \$ 0.04 0.09 0.08 0.11 0.13 0.08 0.21 0.53 0.11 0.10	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw Destination	% Trips 30% 36% 36% 33% 53% 70% 48% 75% 90% 55% 43%	7 Consit \$ 0.67 0.98 0.89 0.54 0.67 0.65 0.99 1.00 0.66 0.83	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan	# Trips 29,525 25,013 21,577 13,715 13,619 11,904 10,145 8,466 7,448 6,393  Route: Route 4	N Trips   21%   26%   28%   13%   7%   9%   20%   12%   7%   7%   7%   18 (Centre & tions in Service)	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657	79% 74% 74% 72% 87% 93% 91% 80% 88% 93% 93% n Loop) ons not in Ser	Transit \$ 0.62 1.13 1.04 0.41 0.99 0.45 0.81 1.08 0.87 1.13
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  ansit Route: R Destinate	% Trips 21% 22% 25% 13% 19% 6% 9% 19% 7% Soute 45 (Frations in Servi	7 10 10 10 10 10 10 10 10 10 10 10 10 10	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657 - Ruggles Sta Destination	79% 78% 78% 75% 87% 81% 94% 91% 81% 93%	1.07 1.01 0.41 1.16 0.98 0.45 0.80 1.15 0.86	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071  oute: Route 4 Destinat	70% 64% 67% 47% 30% 52% 10% 45% 57% 7 (Central Squions in Service)	0.04 0.09 0.08 0.11 0.13 0.08 0.21 0.53 0.11 0.10 0.10 0.10	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw Destination	% Trips 30% 36% 33% 53% 70% 48% 75% 90% 55% 43%	7 Consit \$ 0.67 0.98 0.89 0.54 0.67 0.65 0.99 1.00 0.66 0.83	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan  Transit F	# Trips 29,525 25,013 21,577 13,715 13,619 11,904 10,145 8,466 7,448 6,393  Route: Route 4 Destinate	N Trips   21%   26%   28%   13%   7%   9%   20%   12%   7%   7%   7%   18 (Centre & tions in Service)	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657  Jamaica Plai Destination	79% 74% 74% 72% 87% 93% 91% 80% 88% 93% 93% n Loop) ons not in Ser	7 Transit \$ 0.62 1.13 1.04 0.41 0.99 0.45 0.81 1.08 0.87 1.13
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester  Tra  Origin Neighborhood South Dorchester	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  musit Route: R Destinat	Trips   21%   22%   25%   13%   19%   6%   9%   7%     20	7 Transit \$ 0.10 0.23 0.14 0.15 0.21 0.50 0.12 0.19 0.34 0.39 2 Anklin Park vice Area 7 Transit \$ 0.24	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657 - Ruggles Sta Destination # Trips 163,386	79% 78% 78% 75% 87% 81% 94% 91% 81% 93%  **Sometin See **Trips 83%	Transit \$	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill  Transit R  Origin Neighborhood Longwood	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071  oute: Route 4 Destinat # Trips 69,095	% Trips         7           70%         64%           67%         47%           30%         52%           25%         10%           45%         57%           7 (Central Squions in Service % Trips         7	7 (Cambrid See Area Γransit \$ 0.04	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw Destination #Trips 33,224	% Trips 30% 36% 33% 53% 70% 48% 75% 90% 55% 43%  ray Sta.) ns not in Ser % Trips 32%	Transit \$	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan  Transit F	# Trips 29,525 25,013 21,577 13,715 13,619 11,904 10,145 8,466 7,448 6,393  Route: Route 4 Destinat # Trips 12,810	N Trips   21%   26%   28%   13%   7%   9%   20%   12%   7%   7%   7%   48 (Centre & tions in Service	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52  Eliot Sts	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657  Jamaica Plai Destination # Trips 55,933	79% 74% 72% 87% 93% 91% 80% 88% 93% 93% n Loop) ms not in Ser % Trips	Transit \$
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester  Tra  Origin Neighborhood South Dorchester Fenway	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  musit Route: R Destinat # Trips 34,332 29,582	% Trips 21% 22% 25% 13% 19% 6% 9% 7% 20w 19% 7% Coute 45 (Fractions in Serve % Trips 17% 21%	7 10 10 10 10 10 10 10 10 10 10 10 10 10	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657 - Ruggles Sta Destination # Trips 163,386 109,528	79% 78% 78% 75% 87% 81% 94% 91% 81% 93%  **South of the second of the se	Transit \$	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill Transit R	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071  oute: Route 4 Destinat # Trips 69,095 67,128	70% 64% 67% 47% 30% 52% 25% 10% 45% 57%  7 (Central Squions in Service % Trips 68% 48%	7 (Cambride Street)  10.04  10.09  10.08  10.13  10.08  10.21  10.53  10.10  10.10  11.10  12.10  13.10  14.10  15.10  16.10  17.10  18.10  1	# Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw Destination # Trips 33,224 71,982	% Trips 30% 36% 33% 53% 70% 48% 75% 90% 55% 43%  ray Sta.) ns not in Ser % Trips 32% 52%	Transit \$	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan  Transit F  Origin Neighborhood Jamaica Plain	# Trips 29,525 25,013 21,577 13,715 13,619 11,904 10,145 8,466 7,448 6,393  Route: Route 4  Destinat # Trips 12,810 12,583	N Trips   21%   26%   28%   13%   7%   9%   20%   12%   7%   7%   7%   18 (Centre & tions in Servi	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52  Eliot Sts	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657  Jamaica Plai Destinatio # Trips 55,933 84,309	79% 74% 74% 72% 87% 93% 91% 80% 88% 93% 93%  n Loop)  ns not in Ser 7 Trips 81%	Transit \$
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester  Tra  Origin Neighborhood South Dorchester Fenway South Roxbury	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  musit Route: R Destinat # Trips 34,332 29,582 27,238	% Trips 21% 22% 25% 13% 19% 6% 9% 7% 20w 45 (Frations in Serve) 17% 21% 28%	7 10 10 10 10 10 10 10 10 10 10 10 10 10	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657 - Ruggles Sta Destination # Trips 163,386 109,528 69,654	79% 78% 78% 75% 87% 81% 94% 91% 81% 93%  **South of the second of the se	Transit \$	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill  Transit R  Origin Neighborhood Longwood Fenway	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071  oute: Route 4  Destinat # Trips 69,095 67,128 58,826	70% 64% 67% 47% 30% 52% 10% 45% 57%  7 (Central Squions in Service % Trips 68% 48% 47%	0.04   0.09   0.08   0.11   0.13   0.08   0.21   0.53   0.11   0.10     Cambrid e Area   Fransit \$ 0.06   0.13   0.09	# Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw Destination # Trips 33,224 71,982 66,620	% Trips 30% 36% 33% 53% 70% 48% 75% 90% 55% 43%  ray Sta.) ns not in Ser % Trips 32% 52% 53%	7 Transit \$ 0.67 0.98 0.89 0.54 0.67 0.65 0.99 1.00 0.66 0.83  2 Vice Area 7 Transit \$ 1.02 0.86 0.71	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan  Transit F  Origin Neighborhood Jamaica Plain South Roxbury Mission Hill	# Trips 29,525 25,013 21,577 13,715 13,619 11,904 10,145 8,466 7,448 6,393  Route: Route 4  Destinar # Trips 12,810 12,583 8,214	N Trips   21%   26%   28%   13%   7%   9%   20%   12%   7%   7%   7%   18 (Centre & tions in Servi	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52  Eliot Sts (ce Area 7 Transit \$ 0.11 0.14 0.08	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657  Jamaica Plai Destinatio # Trips 55,933 84,309 42,269	79% 79% 74% 72% 87% 93% 91% 80% 88% 93% 93%  n Loop) ms not in Ser % Trips 81% 87% 84%	7 Transit \$ 0.62 1.13 1.04 0.41 0.99 0.45 0.81 1.08 0.87 1.13  Prvice Area Transit \$ 1.18 1.00 0.80
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester  Tra  Origin Neighborhood South Dorchester Fenway	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  msit Route: R Destinar # Trips 34,332 29,582 27,238 24,802	% Trips 21% 22% 25% 13% 19% 6% 9% 19% 7% Soute 45 (Frations in Serve W Trips 17% 21% 28% 32%	7 Transit \$ 0.10 0.23 0.14 0.15 0.21 0.50 0.12 0.34 0.39 0.34 0.39 0.21 0.24 0.10 0.23 0.14	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657  - Ruggles Sta Destination # Trips 163,386 109,528 69,654 53,050	79% 78% 78% 75% 87% 81% 94% 91% 91% 93%  **S not in Se **S Trips 83% 79% 72% 68%	Transit \$	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill  Transit R  Origin Neighborhood Longwood Fenway South End Central Square	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071  oute: Route 4  Destinat # Trips 69,095 67,128 58,826 43,748	70% 64% 67% 47% 30% 52% 10% 45% 57%  7 (Central Sqions in Service % Trips 68% 48% 47% 30%	0.04   0.09   0.08   0.11   0.13   0.08   0.21   0.53   0.11   0.10	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw Destination #Trips 33,224 71,982 66,620 102,430	% Trips 30% 36% 33% 53% 70% 48% 75% 90% 55% 43%  ray Sta.) ns not in Ser % Trips 32% 52% 53% 70%	7 Transit \$ 0.67 0.98 0.89 0.54 0.67 0.65 0.99 1.00 0.66 0.83  2 vice Area 7 Transit \$ 1.02 0.86 0.71 0.73	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan  Transit F  Origin Neighborhood Jamaica Plain South Roxbury	# Trips 29,525 25,013 21,577 13,715 13,619 11,904 10,145 8,466 7,448 6,393  Route: Route 4 Destinar # Trips 12,810 12,583 8,214 6,585	N Trips   21%   26%   28%   13%   7%   9%   20%   12%   7%   7%   12%   12%   12%   12%   12%   13%   16%	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52 Eliot Sts (ce Area Transit \$ 0.11 0.14	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657  Jamaica Plai Destinatio # Trips 55,933 84,309 42,269 71,267	79% 79% 74% 72% 87% 93% 91% 80% 88% 93% 93%  n Loop) ms not in Ser % Trips 81% 87% 84% 92%	7 Transit \$ 0.62 1.13 1.04 0.41 0.99 0.45 0.81 1.08 0.87 1.13  Prvice Area Transit \$ 1.18 1.00 0.80 0.84
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester  Tra  Origin Neighborhood South Dorchester Fenway South Roxbury North Roxbury Mattapan	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  msit Route: R Destinar # Trips 34,332 29,582 27,238 24,802 14,739	Trips   21%   22%   25%   13%   19%   6%   9%   7%     21%   28%   32%   16%   21%   28%   32%   16%   21%   28%   32%   16%   21%   28%   32%   16%   21%   28%   32%   16%   21%   28%   32%   16%   21%   28%   32%   16%   21%   28%   32%   16%   21%   28%   32%   16%   21%   28%   32%   26%	7 Transit \$ 0.10 0.23 0.14 0.15 0.21 0.50 0.12 0.34 0.39 2	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657  - Ruggles Sta Destination #Trips 163,386 109,528 69,654 53,050 80,311	79% 78% 78% 75% 87% 81% 94% 91% 91% 93%  **S not in Se **S Trips 83% 79% 72% 68% 84%	Transit \$	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill  Transit R  Origin Neighborhood Longwood Fenway South End	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071  oute: Route 4  Destinat # Trips 69,095 67,128 58,826 43,748 29,263	70% 64% 67% 47% 30% 52% 10% 45% 57%  7 (Central Squions in Service % Trips 68% 48% 47% 30% 50%	Cambrid   Camb	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw Destination #Trips 33,224 71,982 66,620 102,430 29,709	% Trips 30% 36% 33% 53% 70% 48% 75% 90% 55% 43%  **ray Sta.) **ns not in Ser ** Trips 32% 52% 53% 70% 50%	7 Transit \$ 0.67 0.98 0.89 0.54 0.67 0.65 0.99 1.00 0.66 0.83  2 vice Area 7 Transit \$ 1.02 0.86 0.71 0.73 0.88	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan  Transit F  Origin Neighborhood Jamaica Plain South Roxbury Mission Hill North Roxbury South Dorchester	# Trips 29,525 25,013 21,577 13,715 13,619 11,904 10,145 8,466 7,448 6,393  Route: Route 4 Destinar # Trips 12,810 12,583 8,214 6,585 5,968	N Trips   21%   26%   28%   13%   7%   9%   20%   12%   7%   7%   12%   12%   13%   16%   13%   16%   8%   3%   3%	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52 Eliot Sts (ce Area 7 Transit \$ 0.11 0.14 0.08 0.19 0.50	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657  Jamaica Plai Destinatio # Trips 55,933 84,309 42,269 71,267 191,750	79% 79% 74% 72% 87% 93% 91% 80% 88% 93% 93%  n Loop) ms not in Ser % Trips 81% 87% 84% 92% 97%	7 Transit \$ 0.62 1.13 1.04 0.41 0.99 0.45 0.81 1.08 0.87 1.13  1.18 1.00 0.80 0.84 0.96
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester  Tra  Origin Neighborhood South Dorchester Fenway South Roxbury North Roxbury Mattapan Longwood	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  msit Route: R Destinar # Trips 34,332 29,582 27,238 24,802 14,739 13,820	21% 22% 25% 13% 19% 6% 9% 19% 7%  Route 45 (Frations in Serve W. Trips 21% 28% 32% 16% 14%	7 10 10 10 10 10 10 10 10 10 10 10 10 10	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657 - Ruggles Sta Destination # Trips 163,386 109,528 69,654 53,050 80,311 88,499	79% 78% 78% 87% 81% 94% 91% 81% 93%  **S not in Se **S Trips 83% 79% 72% 68% 84% 86%	Transit \$	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill  Transit Ro  Origin Neighborhood Longwood Fenway South End Central Square BU Chinatown	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071 oute: Route 4 Destinat # Trips 69,095 67,128 58,826 43,748 29,263 26,853	70% 64% 67% 47% 30% 52% 10% 45% 57%  7 (Central Sqions in Service % Trips 68% 48% 47% 30% 50% 23%	Cambrid   Camb	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw Destination #Trips 33,224 71,982 66,620 102,430 29,709 88,696	% Trips 30% 36% 33% 53% 70% 48% 75% 90% 55% 43%  ray Sta.) ns not in Ser % Trips 32% 52% 53% 70% 50% 77%	7 Transit \$ 0.67 0.98 0.89 0.54 0.67 0.65 0.99 1.00 0.66 0.83  2 vice Area 7 Transit \$ 1.02 0.86 0.71 0.73 0.88 0.41	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan  Transit F  Origin Neighborhood Jamaica Plain South Roxbury Mission Hill North Roxbury South Dorchester Fenway	# Trips  29,525  25,013  21,577  13,715  13,619  11,904  10,145  8,466  7,448  6,393  Route: Route 4  Destina: # Trips  12,810  12,583  8,214  6,585  5,968  4,679	N Trips   21%   26%   28%   13%   7%   9%   20%   12%   7%   7%   12%   12%   13%   16%   8%   3%   3%   3%   3%   3%   3%   3	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657  Jamaica Plai Destinatio # Trips 55,933 84,309 42,269 71,267 191,750 134,431	79% 74% 72% 87% 93% 91% 80% 88% 93% 93%  n Loop) ns not in Ser 7 Trips 81% 87% 84% 92% 97%	7 Transit \$ 0.62 1.13 1.04 0.41 0.99 0.45 0.81 1.08 0.87 1.13  2 Transit \$ 1.18 1.00 0.80 0.84 0.96 0.51
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester  Tra  Origin Neighborhood South Dorchester Fenway South Roxbury North Roxbury Mattapan Longwood South End	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  msit Route: R Destinar # Trips 34,332 29,582 27,238 24,802 14,739 13,820 12,839	21% 22% 25% 13% 19% 6% 9% 19% 7%  Route 45 (Frations in Serv "Trips 17% 21% 28% 32% 16% 14% 10%	7 10 10 10 10 10 10 10 10 10 10 10 10 10	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657 - Ruggles Sta Destination # Trips 163,386 109,528 69,654 53,050 80,311 88,499 112,607	79% 78% 78% 75% 87% 81% 94% 91% 91% 93%  **S not in Se **S Trips 83% 79% 72% 68% 84% 86% 90%	Transit \$ 0.62 1.07 1.01 0.41 1.16 0.98 0.45 0.80 1.15 0.86  Trice Area Transit \$ 1.10 0.62 1.14 1.09 1.22 0.41 0.45	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill  Transit Ro  Origin Neighborhood Longwood Fenway South End Central Square BU Chinatown North Roxbury	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071 oute: Route 4 Destinat # Trips 69,095 67,128 58,826 43,748 29,263 26,853 26,807	70% 64% 67% 47% 30% 52% 10% 45% 57%  7 (Central Sqions in Service % Trips 68% 48% 47% 30% 50% 23% 34%	Cambrid   Camb	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw Destination #Trips 33,224 71,982 66,620 102,430 29,709 88,696 51,044	% Trips 30% 36% 33% 53% 70% 48% 75% 90% 55% 43%  ray Sta.) ns not in Ser % Trips 32% 52% 53% 70% 50% 77% 66%	Transit \$	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan  Transit F  Origin Neighborhood Jamaica Plain South Roxbury Mission Hill North Roxbury South Dorchester Fenway Roslindale	# Trips  29,525  25,013  21,577  13,715  13,619  11,904  10,145  8,466  7,448  6,393  Route: Route 4  Destinat # Trips  12,810  12,583  8,214  6,585  5,968  4,679  3,825	N Trips   21%   26%   28%   13%   7%   9%   20%   12%   7%   7%   12%   12%   13%   16%   8%   3%   3%   5%   5%	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52 Eliot Sts (ce Area 7 Transit \$ 0.11 0.14 0.08 0.19 0.50 0.37 0.41	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657  Jamaica Plai Destinatio # Trips 55,933 84,309 42,269 71,267 191,750 134,431 75,455	79% 74% 72% 87% 93% 91% 80% 88% 93%  n Loop) ms not in Ser 7 Trips 81% 87% 84% 92% 97% 97% 95%	Transit \$
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester  Tra  Origin Neighborhood South Dorchester Fenway South Roxbury North Roxbury Mattapan Longwood South End North Dorchester	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  msit Route: R Destinar # Trips 34,332 29,582 27,238 24,802 14,739 13,820 12,839 12,320	% Trips 21% 22% 25% 13% 19% 6% 9% 19% 7% Soute 45 (Frations in Serv % Trips 21% 28% 32% 16% 14% 10% 12%	7 Transit \$ 0.10 0.23 0.14 0.15 0.21 0.50 0.12 0.19 0.34 0.39 2	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657  - Ruggles Sta Destination # Trips 163,386 109,528 69,654 53,050 80,311 88,499 112,607 90,284	79% 78% 78% 75% 87% 81% 94% 91% 81% 93%  **S not in Se **S Trips 83% 79% 72% 68% 84% 86% 90% 88%	Transit \$ 0.62 1.07 1.01 0.41 1.16 0.98 0.45 0.80 1.15 0.86  Trice Area Transit \$ 1.10 0.62 1.14 1.09 1.22 0.41 0.45 0.90	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill  Transit Re Origin Neighborhood Longwood Fenway South End Central Square BU Chinatown North Roxbury North Brookline	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071 oute: Route 4 Destinat # Trips 69,095 67,128 58,826 43,748 29,263 26,853 26,807 26,738	70% 70% 64% 67% 47% 30% 52% 25% 10% 45% 57%  7 (Central Sq ions in Service % Trips 68% 48% 47% 30% 50% 23% 34% 24%	Cambrid   Camb	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw Destination #Trips 33,224 71,982 66,620 102,430 29,709 88,696 51,044 83,745	% Trips 30% 36% 33% 53% 70% 48% 75% 90% 55% 43%  ray Sta.) ms not in Ser % Trips 32% 52% 53% 70% 50% 77% 66% 76%	Transit \$	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan  Transit F  Origin Neighborhood Jamaica Plain South Roxbury Mission Hill North Roxbury South Dorchester Fenway Roslindale Mattapan	# Trips  29,525  25,013  21,577  13,715  13,619  11,904  10,145  8,466  7,448  6,393  Route: Route 4  Destinat # Trips  12,810  12,583  8,214  6,585  5,968  4,679  3,825  3,811	N Trips   21%   26%   28%   13%   7%   9%   20%   12%   7%   7%   12%   12%   13%   16%   8%   3%   3%   5%   4%   4%	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52 Eliot Sts (ce Area 7 Transit \$ 0.11 0.14 0.08 0.19 0.50 0.37 0.41 0.52	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657  Jamaica Plai Destinatio # Trips 55,933 84,309 42,269 71,267 191,750 134,431 75,455 91,239	79% 79% 74% 72% 87% 93% 91% 80% 88% 93% 93%  **n Loop) **ms not in Ser ** Trips 81% 87% 84% 92% 97% 97% 95% 96%	Transit \$
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester  Tra  Origin Neighborhood South Dorchester Fenway South Roxbury North Roxbury Mattapan Longwood South End North Dorchester Mission Hill	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  msit Route: R Destinar # Trips 34,332 29,582 27,238 24,802 14,739 13,820 12,839 12,320 8,992	21% 22% 225% 13% 19% 6% 9% 19% 7%  Route 45 (Frations in Serv % Trips 21% 28% 32% 16% 14% 10% 12% 18%	Transit \$  0.10 0.23 0.14 0.15 0.21 0.50 0.12 0.19 0.34 0.39  anklin Park vice Area Transit \$  0.24 0.10 0.23 0.14 0.33 0.15 0.13 0.30 0.21	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657 - Ruggles Sta Destination # Trips 163,386 109,528 69,654 53,050 80,311 88,499 112,607 90,284 41,491	79% 78% 78% 75% 87% 81% 94% 91% 81% 93%  **S not in Se **S Trips 83% 79% 72% 68% 84% 86% 90% 88% 82%	Transit \$ 0.62 1.07 1.01 0.41 1.16 0.98 0.45 0.80 1.15 0.86  Trice Area Transit \$ 1.10 0.62 1.14 1.09 1.22 0.41 0.45 0.90 0.78	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill  Transit Re Origin Neighborhood Longwood Fenway South End Central Square BU Chinatown North Roxbury North Brookline Back Bay	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071  oute: Route 4  Destinat # Trips 69,095 67,128 58,826 43,748 29,263 26,853 26,807 26,738 23,450	70% 70% 64% 67% 47% 30% 52% 25% 10% 45% 57%  7 (Central Sq ions in Service 7 Trips 68% 48% 47% 30% 50% 23% 34% 24% 16%	Cambrid   Camb	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw Destination #Trips 33,224 71,982 66,620 102,430 29,709 88,696 51,044 83,745 122,311	% Trips 30% 36% 33% 53% 70% 48% 75% 90% 55% 43%  2ay Sta.) 2ay Sta.) 25% 53% 70% 50% 77% 66% 76% 84%	7 Consit \$ 0.67 0.98 0.89 0.54 0.67 0.65 0.99 1.00 0.66 0.83 0.83 0.83 0.84 0.71 0.73 0.88 0.41 1.10 0.86 0.37	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan  Transit F  Origin Neighborhood Jamaica Plain South Roxbury Mission Hill North Roxbury South Dorchester Fenway Roslindale Mattapan Longwood	# Trips  29,525  25,013  21,577  13,715  13,619  11,904  10,145  8,466  7,448  6,393  Route: Route 4  Destinat # Trips  12,810  12,583  8,214  6,585  5,968  4,679  3,825  3,811  3,582	N Trips   21%   26%   28%   13%   7%   9%   20%   12%   7%   7%   12%   12%   13%   16%   8%   33%   3%   5%   4%   4%   4%	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52  Eliot Sts Cee Area 7 Transit \$ 0.11 0.14 0.08 0.19 0.50 0.37 0.41 0.52 0.23	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657  Jamaica Plai Destinatio # Trips 55,933 84,309 42,269 71,267 191,750 134,431 75,455 91,239 98,737	79% 74% 72% 87% 93% 91% 80% 88% 93% 93%  **Noop) **Instanting Ser **Noop) **Instanting Ser **Noop) **Noop Ser **Noop) **Noop Ser **Noop) **Noop Ser **Noop	Transit \$
Fenway South Roxbury North Roxbury Longwood Jamaica Plain South Dorchester South End Mission Hill Roslindale North Dorchester  Tra  Origin Neighborhood South Dorchester Fenway South Roxbury North Roxbury Mattapan Longwood South End North Dorchester	# Trips 29,586 21,335 19,714 13,726 13,128 12,114 11,798 9,709 7,087 6,946  msit Route: R Destinar # Trips 34,332 29,582 27,238 24,802 14,739 13,820 12,839 12,320 8,992 6,947	21% 22% 225% 13% 19% 6% 9% 19% 7%  Route 45 (Frations in Serv % Trips 21% 28% 32% 16% 14% 10% 12% 18% 10%	7 Transit \$ 0.10 0.23 0.14 0.15 0.21 0.50 0.12 0.19 0.34 0.39 2	#Trips 109,524 75,557 58,138 88,593 55,616 185,604 113,648 40,774 72,194 95,657 - Ruggles Sta Destination # Trips 163,386 109,528 69,654 53,050 80,311 88,499 112,607 90,284 41,491	79% 78% 78% 75% 87% 81% 94% 91% 81% 93%  **S not in Se **S Trips 83% 79% 72% 68% 84% 86% 90% 88%	Transit \$ 0.62 1.07 1.01 0.41 1.16 0.98 0.45 0.80 1.15 0.86  Trice Area Transit \$ 1.10 0.62 1.14 1.09 1.22 0.41 0.45 0.90	Downtown South End Chinatown Back Bay Fenway West End North Roxbury South Dorchester North End Beacon Hill  Transit Re Origin Neighborhood Longwood Fenway South End Central Square BU Chinatown North Roxbury North Brookline	# Trips 132,324 79,750 77,726 68,151 41,508 26,210 19,850 19,800 18,942 17,071 oute: Route 4 Destinat # Trips 69,095 67,128 58,826 43,748 29,263 26,853 26,807 26,738	70% 70% 64% 67% 47% 30% 52% 25% 10% 45% 57%  7 (Central Sq ions in Service % Trips 68% 48% 47% 30% 50% 23% 34% 24%	Cambrid   Camb	#Trips 57,430 45,696 37,823 77,610 97,602 24,442 58,002 177,918 22,961 12,788  ge - Broadw Destination #Trips 33,224 71,982 66,620 102,430 29,709 88,696 51,044 83,745	% Trips 30% 36% 33% 53% 70% 48% 75% 90% 55% 43%  ray Sta.) ms not in Ser % Trips 32% 52% 53% 70% 50% 77% 66% 76%	Transit \$	Fenway South Roxbury North Roxbury Longwood South Dorchester South End Mission Hill Jamaica Plain North Dorchester Mattapan  Transit F  Origin Neighborhood Jamaica Plain South Roxbury Mission Hill North Roxbury South Dorchester Fenway Roslindale Mattapan	# Trips  29,525  25,013  21,577  13,715  13,619  11,904  10,145  8,466  7,448  6,393  Route: Route 4  Destinat # Trips  12,810  12,583  8,214  6,585  5,968  4,679  3,825  3,811	N Trips   21%   26%   28%   13%   7%   9%   20%   12%   7%   7%   12%   12%   13%   16%   8%   3%   3%   5%   4%   4%	7 Transit \$ 0.09 0.19 0.13 0.14 0.43 0.12 0.17 0.29 0.36 0.52 Eliot Sts (ce Area 7 Transit \$ 0.11 0.14 0.08 0.19 0.50 0.37 0.41 0.52	# Trips 109,585 71,879 56,275 88,604 184,099 113,543 40,338 60,277 95,156 88,657  Jamaica Plai Destinatio # Trips 55,933 84,309 42,269 71,267 191,750 134,431 75,455 91,239	79% 79% 74% 72% 87% 93% 91% 80% 88% 93% 93%  **n Loop) **ms not in Ser ** Trips 81% 87% 84% 92% 97% 97% 95% 96%	Transit \$

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 50 – 67

						Transi							Tran						
						_ 0 0							_ 0 0						Transit \$
																			1.41
																			0.94
																			1.17
																			1.46
																			1.21
																			1.00
						-													1.24
													•						1.25
																			0.73
1,695	3%	0.65	51,210	9/%	1.29	Jamaica Plain	9,007	13%	0.35	59,736	8/%	1.08	South Brookline	7,200	11%	0.51	61,337	89%	1.00
Route: Route	55 (Queensh	erry St. – Pa	ark & Trem	nont Sts.)		Trans	sit Route: Roi	ıte 57 (Water	town Vard	_ Kenmore	Sta.)		Transi	it Route: Rout	te 59 (Needha	m Junction	_ Watertow	m Sa.)	
	``				rvice Area	110011						rvice Area	110115		`			1/	rvice Area
					_	Origin Neighborhood							Origin Neighborhood						Transit \$
						- 8							_ 0 0						1.65
																			1.29
																			1.27
																			1.00
																			1.10
																			0.88
																			0.88
																			1.19
																			0.79
																			0.79
20,302	1070	0.55	177,330	7070	1.00	South Newton	17,173	270	0.50	107,370	7170	1.17	North Brighton	3,347	7 70	0.51	73,307	7370	0.70
nsit Route: R	Route 60 (Ch	estnut Hill –	Kenmore S	Sta.)		Trans	it Route: Rou	ite 62 (Bedfor	d V.A. Hos	o. – Alewife	Sta.)		Transi	it Route: Rout	e 64 (Oak Sq	. – Universit	y Pk. Camb	oridge)	
Destina	tions in Serv	ice Area	Destination	ons not in Se	rvice Area		Destinat	tions in Servi	ce Area	Destinatio	ns not in Se	ervice Area		Destina	tions in Serv	ice Area		ons not in Se	rvice Area
# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
60,540	59%	0.05		41%	0.85	Bedford	19,041	32%	0.43		68%		Central Square	68,383	47%	0.06		53%	0.96
45,978	33%	0.15			0.68		14,283		0.30			2.00	Kendall/MIT	37,693	51%	0.04		49%	1.08
23,102	21%	0.18		79%	0.84		14,182	20%	0.27		80%	1.39	Harvard Square		18%	0.18	130,058	82%	0.49
21,404	36%	0.17		64%		West Lexington	13,576	28%	0.36		72%	2.34	South Brighton	22,332	22%	0.26	81,310	78%	0.92
21,395	12%	0.34		88%		North Cambridge	12,792	15%	0.16		85%	0.89	South Allston	21,688	34%	0.16		66%	0.89
18,933	13%	0.14				East Arlington	8,625	16%	0.21		84%	1.09	East Cambridge	19,427	34%	0.05		66%	0.72
17,542	26%	0.22	50,995	74%	1.20	North Waltham	8,291	9%	1.13	81,834	91%	1.44	North Allston	17,194	35%	0.15	32,616	65%	1.20
16,853	33%	0.13	33,630	67%	0.96	South Waltham	5,937	4%	1.02	143,499	96%	0.87	North Brookline	16,902	15%	0.31	93,580	85%	0.78
12,286	12%	0.36	91,356	88%	0.83	North Belmont	4,995	17%	0.34	23,622	83%	1.36	Spring Hill	14,688	15%	0.21	82,330	85%	0.77
10,429	15%	0.38	58,315	85%	1.09	Davis Square	4,935	6%	0.30	74,640	94%	0.79	North Brighton	14,349	29%	0.19	34,569	71%	1.27
				a. \			🖚 .			a			-		- · · · ·				
	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \					Transit R							1						
	tions in Serv	ice Area		ons not in Se % Trips		Outstand the transfer		tions in Servi			ns not in Se		Outstand 1		tions in Serv			ons not in Se	
		700 •4 do		V/ I'minc	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips		Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	<b>Transit \$</b> 1.54
# Trips	% Trips	Transit \$	# Trips						0.04					10 700	2001	Λ 1 1	E2 260		1.5/1
# <b>Trips</b> 61,761	% Trips 60%	0.05	40,558	40%	0.87	Harvard Square	76,136	48%	0.04	82,516	52%	0.80	West Arlington	18,799	26%	0.11	53,369	74%	
# <b>Trips</b> 61,761 49,052	% Trips 60% 35%	0.05 0.16	40,558 90,058	40% 65%	0.87 0.69	Harvard Square Longwood	76,136 60,021	48% 59%	0.05	42,298	41%	0.84	East Arlington	14,113	26%	0.11	39,564	74%	1.25
# <b>Trips</b> 61,761 49,052 39,657	% Trips 60% 35% 36%	0.05 0.16 0.14	40,558 90,058 70,825	40% 65% 64%	0.87 0.69 1.02	Harvard Square Longwood North Brookline	76,136 60,021 48,144	48% 59% 44%	0.05 0.14	42,298 62,338	41% 56%	0.84 1.14	East Arlington North Cambridge	14,113 12,760	26% 15%	0.11 0.12	39,564 70,250	74% 85%	1.25 0.90
# Trips 61,761 49,052 39,657 32,560	% Trips 60% 35% 36% 31%	0.05 0.16 0.14 0.18	40,558 90,058 70,825 71,082	40% 65% 64% 69%	0.87 0.69 1.02 1.05	Harvard Square Longwood North Brookline South Brighton	76,136 60,021 48,144 42,493	48% 59% 44% 41%	0.05 0.14 0.21	42,298 62,338 61,149	41% 56% 59%	0.84 1.14 1.17	East Arlington North Cambridge Davis Square	14,113 12,760 5,602	26% 15% 7%	0.11 0.12 0.22	39,564 70,250 73,973	74% 85% 93%	1.25 0.90 0.80
#Trips 61,761 49,052 39,657 32,560 24,155	% Trips 60% 35% 36% 31% 41%	0.05 0.16 0.14 0.18 0.19	40,558 90,058 70,825 71,082 34,816	40% 65% 64% 69% 59%	0.87 0.69 1.02 1.05 0.75	Harvard Square Longwood North Brookline South Brighton Fenway	76,136 60,021 48,144 42,493 34,674	48% 59% 44% 41% 25%	0.05 0.14 0.21 0.28	42,298 62,338 61,149 104,436	41% 56% 59% 75%	0.84 1.14 1.17 0.58	East Arlington North Cambridge Davis Square Harvard Square	14,113 12,760 5,602 4,272	26% 15% 7% 3%	0.11 0.12 0.22 0.34	39,564 70,250 73,973 154,380	74% 85% 93% 97%	1.25 0.90 0.80 0.44
#Trips 61,761 49,052 39,657 32,560 24,155 19,811	% Trips 60% 35% 36% 31% 41% 14%	0.05 0.16 0.14 0.18 0.19 0.15	40,558 90,058 70,825 71,082 34,816 125,949	40% 65% 64% 69% 59% 86%	0.87 0.69 1.02 1.05 0.75 0.37	Harvard Square Longwood North Brookline South Brighton Fenway South Allston	76,136 60,021 48,144 42,493 34,674 34,201	48% 59% 44% 41% 25% 53%	0.05 0.14 0.21 0.28 0.20	42,298 62,338 61,149 104,436 30,115	41% 56% 59% 75% 47%	0.84 1.14 1.17 0.58 1.16	East Arlington North Cambridge Davis Square Harvard Square North Belmont	14,113 12,760 5,602 4,272 3,732	26% 15% 7% 3% 13%	0.11 0.12 0.22 0.34 0.21	39,564 70,250 73,973 154,380 24,885	74% 85% 93% 97% 87%	1.25 0.90 0.80 0.44 1.33
#Trips 61,761 49,052 39,657 32,560 24,155 19,811 19,362	% Trips 60% 35% 36% 31% 41% 14% 28%	0.05 0.16 0.14 0.18 0.19 0.15 0.20	40,558 90,058 70,825 71,082 34,816 125,949 49,175	40% 65% 64% 69% 59% 86% 72%	0.87 0.69 1.02 1.05 0.75 0.37 1.25	Harvard Square Longwood North Brookline South Brighton Fenway South Allston Central Square	76,136 60,021 48,144 42,493 34,674 34,201 23,963	48% 59% 44% 41% 25% 53% 16%	0.05 0.14 0.21 0.28 0.20 0.24	42,298 62,338 61,149 104,436 30,115 122,216	41% 56% 59% 75% 47% 84%	0.84 1.14 1.17 0.58 1.16 0.60	East Arlington North Cambridge Davis Square Harvard Square North Belmont East Lexington	14,113 12,760 5,602 4,272 3,732 3,162	26% 15% 7% 3% 13% 6%	0.11 0.12 0.22 0.34 0.21 0.49	39,564 70,250 73,973 154,380 24,885 49,025	74% 85% 93% 97% 87% 94%	1.25 0.90 0.80 0.44 1.33 1.60
#Trips 61,761 49,052 39,657 32,560 24,155 19,811 19,362 18,120	% Trips 60% 35% 36% 31% 41% 14% 28%	0.05 0.16 0.14 0.18 0.19 0.15 0.20 0.30	40,558 90,058 70,825 71,082 34,816 125,949 49,175 46,197	40% 65% 64% 69% 59% 86% 72%	0.87 0.69 1.02 1.05 0.75 0.37 1.25 0.78	Harvard Square Longwood North Brookline South Brighton Fenway South Allston Central Square North Allston	76,136 60,021 48,144 42,493 34,674 34,201 23,963 22,435	48% 59% 44% 41% 25% 53% 16% 45%	0.05 0.14 0.21 0.28 0.20 0.24	42,298 62,338 61,149 104,436 30,115 122,216 27,376	41% 56% 59% 75% 47% 84% 55%	0.84 1.14 1.17 0.58 1.16 0.60 1.38	East Arlington North Cambridge Davis Square Harvard Square North Belmont East Lexington Winchester	14,113 12,760 5,602 4,272 3,732 3,162 3,154	26% 15% 7% 3% 13% 6% 5%	0.11 0.12 0.22 0.34 0.21 0.49	39,564 70,250 73,973 154,380 24,885 49,025 62,302	74% 85% 93% 97% 87% 94% 95%	1.25 0.90 0.80 0.44 1.33 1.60 1.59
#Trips 61,761 49,052 39,657 32,560 24,155 19,811 19,362	% Trips 60% 35% 36% 31% 41% 14% 28%	0.05 0.16 0.14 0.18 0.19 0.15 0.20	40,558 90,058 70,825 71,082 34,816 125,949 49,175	40% 65% 64% 69% 59% 86% 72%	0.87 0.69 1.02 1.05 0.75 0.37 1.25	Harvard Square Longwood North Brookline South Brighton Fenway South Allston Central Square	76,136 60,021 48,144 42,493 34,674 34,201 23,963	48% 59% 44% 41% 25% 53% 16%	0.05 0.14 0.21 0.28 0.20 0.24	42,298 62,338 61,149 104,436 30,115 122,216	41% 56% 59% 75% 47% 84%	0.84 1.14 1.17 0.58 1.16 0.60	East Arlington North Cambridge Davis Square Harvard Square North Belmont East Lexington	14,113 12,760 5,602 4,272 3,732 3,162	26% 15% 7% 3% 13% 6%	0.11 0.12 0.22 0.34 0.21 0.49	39,564 70,250 73,973 154,380 24,885 49,025	74% 85% 93% 97% 87% 94%	1.25 0.90 0.80 0.44 1.33 1.60
n	Destina   # Trips   17,658   15,386   5,697   4,364   4,218   3,925   2,913   2,651   2,389   1,695       Destina   # Trips   134,712   110,827   82,124   78,839   63,536   56,454   27,778   26,349   23,913   20,362       Destina   # Trips   60,540   45,978   23,102   21,404   21,395   18,933   17,542   16,853   12,286   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   15,386   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,429   10,428   10,428   10,428   10,429   10,428   10,429   10,428   10,428   10,428   10,429   10,428   10,428   10,429   10,428   10,428   10,429   10,428   10,428   10,428   10,428   10,429   10,428   10,428   10,429   10,428   10,428   10,429   10,428   10	Destinations in Serv   # Trips	Destinations in Service Area           # Trips         % Trips         Transit \$           17,658         22%         0.11           15,386         14%         0.16           5,697         7%         0.38           4,364         5%         0.41           4,218         6%         0.25           3,925         2%         0.70           2,913         2%         0.98           2,651         4%         0.52           2,389         2%         0.49           1,695         3%         0.65           Oute: Route 55 (Queensberry St. – Pa           Destinations in Service Area         # Trips         Transit \$           134,712         71%         0.04           110,827         76%         0.09           82,124         71%         0.08           78,839         57%         0.11           63,536         51%         0.13           56,454         55%         0.09           27,778         55%         0.09           26,349         45%         0.17           23,913         22%         0.33           20,362         10%	Destinations in Service Area   Frips   7 Transit \$ # Trips   17,658   22%   0.11   61,623   15,386   14%   0.16   98,451   5,697   7%   0.38   76,016   4,364   5%   0.41   90,686   4,218   6%   0.25   64,525   3,925   2%   0.70   193,793   2,913   2%   0.98   181,878   2,651   4%   0.52   56,527   2,389   2%   0.49   94,503   1,695   3%   0.65   51,210     Oute: Route 55 (Queensberry St. − Park & Tren   Destinations in Service Area   Destinations in Service	Trips	Postinations in Service Area   Frips   7	Destinations in Service Area	Postinations in Service Area	Postinations in Service Area   Postinations not in Service Area   Prirps   Varips   Varips	Destinations in Service Area   Priris   Wrips   Varios   Varios	Destinations in Service Area   Destinations not in Service Area   Prips   Varips   Varips   Varips   Varips   Varians   Vari	Destinations in Service Area   Destinations not in Service Area   Period	Postinations   In Service Area   Postinations   In Service Area   Postinations   Postinations	Destinations in Service Area   Perinanticol   Per	Destandows in Service Area   Destandows not in Service Area   Origin Neighborhood   Trips   Trips   Transit S   Transit S   Trips   Transit S   Trips   Transit S   Trips   Transit S   Transit S   Trips   Transit S   Trips   Transit S   Transit S   Trips   Transit S   Trips   Transit S   Transit S   Transit S   Trips   Transit S   Transit S   Transit S   Trips   Transit S   Transit S   Trips   Transit S   Transit S   Trips   Transit S   Trips   Transit S   Trips   Transit S   Trips   Transit S   Transit S   Trips   Transit S   Trips   Transit S   Transit S   Trips   Transit S   Trips   Transit S   Transit S   Transit S   Trips   Transit S   Trips   Transit S   Transit S   Trips   Transit S   Trips   Transit S   Transit S   Trips   Transit S   Trips   Transit S   Trips   Transit S   Transit S   Trips   Transit S   Trips   Transit S   Trips   Transit S   Transit S   Trips   Transit S   Trips   Transit S   Trips   Transit S   Trips   Transit S   Trips	Destination   Parting   Parting	Destination   Destination	Postume	Post-instruction   Post-instru

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 68 – 79

Transit Route: Route 70/70A (Cedarwood/No. Waltham – Central Sq., Cambridge)

Transit Route: Route 69 (Harvard Sq. – Lechmere Sta.)

Route 68 (Harvard Sq. – Kendall/MIT Sta.)

	1100110 00 (1	mar varu sy.	Tichath, 1	TII Stail					rate os (11a1 v	ara sq. r	æciiiilere Sta	1)		Transit Koute: F	10110 ( 011011			Contrar	yq., cambrid	(SC)
	Destinat	tions in Servi	ice Area		ns not in Se	rvice Area		Destinati	ions in Servic	e Area		is not in Ser	vice Area		Destinat	ions in Servi	ce Area		ons not in Ser	rvice Area
Origin Neighborhood	# Trips		Transit \$	# Trips		Transit \$	Origin Neighborhood			Transit \$			Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$
Harvard Square	87,893	55%	0.05	70,759	45%	0.91	Harvard Square	83,887	53%	0.05	74,766	47%	0.87	South Waltham	74,333	50%	0.18	75,103	50%	1.56
Central Square	72,225	49%	0.07	73,954	51%	1.00	Central Square	48,380	33%	0.08	97,798	67%	0.76	Central Square	44,849	31%	0.07	101,330	69%	0.75
Kendall/MIT	34,079	46%	0.04	40,325	54%	0.99	Spring Hill	26,848	28%	0.12	70,170	72%	0.91	North Waltham	38,135	42%	0.33	51,990	58%	2.21
Spring Hill	22,715	23%	0.15	74,303	77%	0.85	East Cambridge	21,591	37%	0.05	36,126	63%	0.76	East Watertown	29,448	39%	0.22	46,509	61%	1.32
East Cambridge	19,426	34%	0.05	38,291	66%	0.72	North Cambridge	13,568	16%	0.30	69,442	84%	0.88	Harvard Square	23,980	15%	0.19	134,673	85%	0.48
North Cambridge	14,113	17%	0.31	68,897	83%	0.88	Davis Square	9,482	12%	0.39	70,093	88%	0.81	North Newton	18,056	15%	0.45	104,692	85%	1.14
Davis Square	9,600	12%	0.41	69,975	88%	0.81	Kendall/MIT	8,458	11%	0.15	65,946	89%	0.61	West Watertown	17,390	45%	0.20	20,862	55%	1.43
Fenway	7,201	5%	0.37	131,909	95%	0.51	East Somerville	7,314	17%	0.30	34,635	83%	1.01	North Allston	16,557	33%	0.15	33,253	67%	1.18
East Boston	7,148	6%	0.57	118,862	94%	0.83	Chelsea	6,237	5%	0.71	123,336	95%	0.92	South Newton	12,449	7%	0.80	172,342	93%	1.14
Chelsea	6,948	5%	0.72	122,625	95%	0.92	Charlestown	5,431	9%	0.31	57,271	91%	0.87	Kendall/MIT	9,991	13%	0.19	64,412	87%	0.61
Trai	nsit Route: Ro						Transit F	Route: Route 7	`					Tı	ransit Route: I					
		tions in Servi			ns not in Se				ions in Servic			is not in Ser				ions in Servi			ons not in Ser	rvice Area
Origin Neighborhood	# Trips		Transit \$			Transit \$	Origin Neighborhood			Transit \$		% Trips		Origin Neighborhood			Transit \$	# Trips	% Trips	Transit \$
Harvard Square	77,779	49%	0.04	80,874	51%	0.82	Harvard Square	86,072	54%	0.05	72,580	46%	0.90	Harvard Square	77,615	49%	0.04	81,037	51%	0.82
East Watertown	24,978	33%	0.12	50,979	67%	1.27	Central Square	26,991	18%	0.15	119,188	82%	0.63	Central Square	19,182	13%	0.19	126,997	87%	0.59
Central Square	19,460	13%	0.19	126,718	87%	0.59	North Cambridge	20,609	25%	0.24	62,401	75%	0.96	North Cambridge	15,374	19%	0.28	67,636	81%	0.90
North Cambridge	15,198	18%	0.28	67,812	82%	0.90	Spring Hill	14,583	15%	0.17	82,435	85%	0.78	East Watertown	14,950	20%	0.20	61,007	80%	1.06
Spring Hill	12,409	13%	0.18	84,609	87%	0.76	North Allston	10,478	21%	0.15	39,332	79%	1.02	South Belmont	13,446	31%	0.15	30,536	69%	1.40
North Allston	10,571	21%	0.14	39,239	79%	1.02	Fresh Pond	10,459	40%	0.18	15,522	60%	1.36	Spring Hill	12,348	13%	0.18	84,670	87%	0.76
Fresh Pond	8,672	33%	0.19	17,309	67%	1.23	Davis Square	9,977	13%	0.39	69,597	87%	0.81	North Allston	10,239	21%	0.14	39,571	79%	1.02
Davis Square	8,354	10%	0.42	71,220	90%	0.80	East Watertown	9,575	13%	0.36	66,383	87%	0.97	Fresh Pond	8,872	34%	0.20	17,109	66%	1.24
West Watertown	6,516	17%	0.19	31,736	83%	1.01	South Belmont	7,739	18%	0.23	36,243	82%	1.19	Davis Square	8,389	11%	0.42	71,186	89%	0.80
South Belmont	6,144	14%	0.30	37,838	86%	1.14	North Belmont	5,361	19%	0.24	23,256	81%	1.40	South Waltham	5,049	3%	0.61	144,387	97%	0.88
Trancit Rou	4a. Da-4a 74 (	<b>T.</b> 1 C.						D . == (D :												
Transit Kou	te: Koute /4 (	(Belmont Ctr	:. – Harvard	l Sta. via Con	cord Ave.)		Transit Route	Route 75 (Be	lmont Ctr. – 1	Harvard St	a. via Fresh l	Pond Pkwy.	.)	Transit	<b>Route: Route</b>	76 (Hanscom	Air Force I	<u> Base – Alewi</u>	fe Sta.)	
-	Destinat	(Belmont Ctr tions in Servi		Destination	ncord Ave.) ns not in Se	rvice Area	Transit Route	Destinati	ions in Servic		Destination	s not in Ser		Transit		76 (Hanscom ions in Servic	ce Area	Destination	fe Sta.) ons not in Ser	rvice Area
Origin Neighborhood	Destinat	tions in Servi % Trips		Destination # Trips	ns not in Ser % Trips	Transit \$	Origin Neighborhood	Destinati # Trips	ions in Servic		Destination # Trips	s not in Ser	vice Area Transit \$	Origin Neighborhood		ions in Servio % Trips	ce Area	Destination # Trips	ons not in Ser	rvice Area Transit \$
-	# Trips 80,275	tions in Servi % Trips 51%	ice Area	# Trips 78,378	ns not in Ser % Trips 49%	Transit \$ 0.84	Origin Neighborhood Harvard Square	# Trips 80,225	ons in Servic % Trips T 51%	e Area Transit \$ 0.04	# Trips 78,427	ns not in Ser W Trips 49%	Transit \$ 0.84		Destinat # Trips 12,475	ions in Servi	ce Area Transit \$ 0.15	# Trips 70,535	ons not in Ser	Transit \$ 0.89
Origin Neighborhood Harvard Square North Cambridge	# Trips 80,275 26,587	tions in Servi % Trips 51% 32%	ice Area Transit \$	# Trips 78,378 56,423	ns not in Ser % Trips	7 Transit \$ 0.84 1.07	Origin Neighborhood	# Trips 80,225 24,042	ions in Servic % Trips 1	e Area Transit \$	# Trips 78,427 58,968	s not in Ser % Trips	vice Area Transit \$ 0.84 1.02	Origin Neighborhood North Cambridge East Lexington	# Trips 12,475 12,444	ions in Servio % Trips	ce Area Transit \$	# Trips 70,535 39,743	ons not in Ser % Trips	7 Transit \$ 0.89 1.93
Origin Neighborhood Harvard Square North Cambridge Central Square	Destinat	tions in Servi % Trips 51% 32% 14%	ice Area Transit \$ 0.04	# Trips 78,378 56,423 126,192	ns not in Ser % Trips 49% 68% 86%	7 1.07 0.59	Origin Neighborhood Harvard Square	#Trips 80,225 24,042 19,757	ons in Servic % Trips T 51%	e Area Transit \$ 0.04	<b>Destination</b> # <b>Trips</b> 78,427 58,968 126,421	ns not in Ser W Trips 49%	vice Area Transit \$ 0.84 1.02 0.59	Origin Neighborhood North Cambridge	Destinat # Trips 12,475	ions in Service % Trips 15%	ce Area Transit \$ 0.15	<b>Destination</b> # <b>Trips</b> 70,535 39,743 61,181	ons not in Ser % Trips 85%	7 Transit \$ 0.89 1.93 1.32
Origin Neighborhood Harvard Square North Cambridge	# Trips 80,275 26,587	tions in Servi % Trips 51% 32%	ice Area Transit \$ 0.04 0.18	# Trips 78,378 56,423 126,192 83,515	ns not in Ser % Trips 49% 68% 86%	Transit \$ 0.84 1.07 0.59 0.77	Origin Neighborhood Harvard Square North Cambridge	# Trips 80,225 24,042	ons in Servic % Trips	e Area Fransit \$ 0.04 0.19	# Trips 78,427 58,968	ns not in Ser % Trips 49% 71%	vice Area Transit \$ 0.84 1.02	Origin Neighborhood North Cambridge East Lexington	# Trips 12,475 12,444	ions in Servio % Trips 15% 24%	ce Area Transit \$ 0.15 0.27	# Trips 70,535 39,743	ons not in Ser % Trips 85% 76%	7 Transit \$ 0.89 1.93
Origin Neighborhood Harvard Square North Cambridge Central Square	Destinat	tions in Servi % Trips 51% 32% 14% 14% 13%	ice Area Transit \$ 0.04 0.18 0.19	# Trips 78,378 56,423 126,192 83,515 69,205	ns not in Ser % Trips 49% 68% 86% 86% 87%	7 1.07 0.59	Origin Neighborhood Harvard Square North Cambridge Central Square	#Trips 80,225 24,042 19,757	ions in Servic % Trips	e Area Cransit \$ 0.04 0.19 0.19 0.17 0.15	#Trips 78,427 58,968 126,421 83,770 39,600	s not in Ser % Trips 49% 71% 86% 86% 80%	vice Area Transit \$ 0.84 1.02 0.59	Origin Neighborhood North Cambridge East Lexington West Arlington	# Trips 12,475 12,444 10,987 9,736 8,169	ions in Service % Trips 15% 24% 15%	ce Area Transit \$ 0.15 0.27 0.31	<b>Destinatio</b> # <b>Trips</b> 70,535 39,743 61,181 38,127 45,508	ons not in Ser % Trips 85% 76% 85% 80% 85%	7 Transit \$ 0.89 1.93 1.32
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill	#Trips 80,275 26,587 19,986 13,503	tions in Servi % Trips 51% 32% 14% 14%	ice Area Transit \$ 0.04 0.18 0.19 0.17	# Trips 78,378 56,423 126,192 83,515	ns not in Ser % Trips 49% 68% 86%	Transit \$ 0.84 1.07 0.59 0.77	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill	# Trips 80,225 24,042 19,757 13,248	ions in Servic % Trips	e Area Cransit \$ 0.04 0.19 0.19 0.17	<b>Destination</b> # <b>Trips</b> 78,427 58,968 126,421 83,770	s not in Ser % Trips 49% 71% 86% 86%	vice Area Transit \$ 0.84 1.02 0.59 0.77	Origin Neighborhood  North Cambridge  East Lexington  West Arlington  West Lexington	# Trips 12,475 12,444 10,987 9,736 8,169 7,267	ions in Service % Trips 15% 24% 15% 20%	ce Area Transit \$ 0.15 0.27 0.31 0.34	<b>Destinatio</b> # <b>Trips</b> 70,535 39,743 61,181 38,127	ons not in Ser % Trips 85% 76% 85% 80% 85% 92%	7 Transit \$ 0.89 1.93 1.32 2.15 1.09 1.44
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square	# Trips 80,275 26,587 19,986 13,503 10,369	tions in Servi % Trips 51% 32% 14% 14% 13%	ice Area Transit \$ 0.04 0.18 0.19 0.17	# Trips 78,378 56,423 126,192 83,515 69,205	ns not in Ser % Trips 49% 68% 86% 86% 87%	7 Transit \$ 0.84 1.07 0.59 0.77 0.82	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston	# Trips 80,225 24,042 19,757 13,248 10,210	ions in Servic % Trips	e Area Cransit \$ 0.04 0.19 0.19 0.17 0.15	#Trips 78,427 58,968 126,421 83,770 39,600	s not in Ser % Trips 49% 71% 86% 86% 80%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01	Origin Neighborhood  North Cambridge  East Lexington  West Arlington  West Lexington  East Arlington	# Trips 12,475 12,444 10,987 9,736 8,169	ions in Service % Trips 15% 24% 15% 20% 15%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19	<b>Destinatio</b> # <b>Trips</b> 70,535 39,743 61,181 38,127 45,508	ons not in Ser % Trips 85% 76% 85% 80% 85%	7 Transit \$ 0.89 1.93 1.32 2.15 1.09
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston	# Trips 80,275 26,587 19,986 13,503 10,369 10,224	tions in Servi % Trips 51% 32% 14% 14% 13% 21%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15	#Trips 78,378 56,423 126,192 83,515 69,205 39,586	ns not in Set % Trips 49% 68% 86% 86% 87% 79%	7 Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square	# Trips 80,225 24,042 19,757 13,248 10,210 9,650	ions in Servic % Trips	e Area Cransit \$ 0.04 0.19 0.19 0.17 0.15 0.37	#Trips 78,427 58,968 126,421 83,770 39,600 69,924	s not in Ser % Trips 49% 71% 86% 86% 80% 88%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81	Origin Neighborhood  North Cambridge  East Lexington  West Arlington  West Lexington  East Arlington  North Waltham	# Trips 12,475 12,444 10,987 9,736 8,169 7,267	ions in Service % Trips 15% 24% 15% 20% 15% 8%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10	#Trips 70,535 39,743 61,181 38,127 45,508 82,858	ons not in Ser % Trips 85% 76% 85% 80% 85% 92%	7 Transit \$ 0.89 1.93 1.32 2.15 1.09 1.44
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607	tions in Servi % Trips 51% 32% 14% 14% 13% 21% 33%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18	#Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375	ns not in Set % Trips 49% 68% 86% 86% 87% 79% 67%	7 Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond	#Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062	51% 29% 14% 20% 12% 35%	e Area  Fransit \$ 0.04 0.19 0.19 0.17 0.15 0.37 0.18	#Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26	Origin Neighborhood  North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham	# Trips 12,475 12,444 10,987 9,736 8,169 7,267 5,182	ions in Service  'M' Trips  15%  24%  15%  20%  15%  8%  3%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253	nos not in Ser "Trips  85%  76%  85%  80%  85%  92%  97%	Transit \$ 0.89 1.93 1.32 2.15 1.09 1.44 0.87
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642	tions in Servi % Trips 51% 32% 14% 14% 13% 21% 33% 10%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44	#Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315	ns not in Set % Trips 49% 68% 86% 86% 87% 79% 67% 90%	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown	# Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062 7,839	51% 29% 14% 20% 12% 35% 10%	e Area Cransit \$ 0.04 0.19 0.19 0.17 0.15 0.37 0.18 0.43	#Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65% 90%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont	# Trips 12,475 12,444 10,987 9,736 8,169 7,267 5,182 5,064	ions in Service  'M' Trips  15% 24% 15% 20% 15% 8% 3% 18%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553	not in Ser % Trips 85% 76% 85% 80% 85% 92% 97% 82%	Transit \$ 0.89 1.93 1.32 2.15 1.09 1.44 0.87 1.37
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413	tions in Servi % Trips 51% 32% 14% 14% 21% 33% 10% 17%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25	#Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569	ns not in Set % Trips 49% 68% 86% 86% 87% 79% 67% 90% 83%	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94 1.18	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont	#Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062 7,839 7,420	51% 29% 14% 20% 12% 35% 10% 17%	e Area  Fransit \$ 0.04 0.19 0.19 0.17 0.15 0.37 0.18 0.43 0.25	#Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65% 90% 83%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square	# Trips 12,475 12,444 10,987 9,736 8,169 7,267 5,182 5,064 4,697	15% 15% 24% 15% 20% 15% 8% 3% 18%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878	nos not in Ser % Trips 85% 76% 85% 80% 85% 92% 97% 82% 94%	0.89 1.93 1.32 2.15 1.09 1.44 0.87 1.37 0.79
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413	### style="background-color: blue;">tions in Servings ### ### style="background-color: blue;">51% ### 32% ### 14% ### 13% ### 21% ### 33% ### 10% ### 17% ### 20%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877	ns not in Set  'Trips  49% 68% 86% 86% 87% 79% 67% 90% 83% 80%	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94 1.18	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont	#Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062 7,839 7,420	ions in Servic % Trips	e Area  Fransit \$ 0.04 0.19 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24	#Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65% 90% 83% 80%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square	# Trips 12,475 12,444 10,987 9,736 8,169 7,267 5,182 5,064 4,697	15% 15% 24% 15% 20% 15% 8% 3% 18% 6% 3%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621	nos not in Ser % Trips 85% 76% 85% 80% 85% 92% 97% 82% 94% 97%	0.89 1.93 1.32 2.15 1.09 1.44 0.87 1.37 0.79
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413   5,740	### style="background-color: blue;">tions in Servings ### ### style="background-color: blue;">51% ### 32% ### 14% ### 13% ### 21% ### 33% ### 10% ### 17% ### 20%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877 s - Harvard \$	ns not in Set  'Trips  49% 68% 86% 86% 87% 79% 67% 90% 83% 80%	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94 1.18 1.42	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont	#Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062 7,839 7,420 5,627	ions in Servic % Trips	e Area  Fransit \$ 0.04 0.19 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  ont Village	#Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990  - Harvard St	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65% 90% 83% 80%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square	# Trips 12,475 12,444 10,987 9,736 8,169 7,267 5,182 5,064 4,697 4,032  nsit Route: Ro	15% 15% 24% 15% 20% 15% 8% 3% 18% 6% 3%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621	nos not in Ser % Trips 85% 76% 85% 80% 85% 92% 97% 82% 94% 97%	0.89 1.93 1.32 2.15 1.09 1.44 0.87 1.37 0.79 0.44
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413   5,740	tions in Servi % Trips 51% 32% 14% 14% 21% 33% 10% 17% 20% atte 77 (Arlingtions in Servi	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877 s - Harvard S Destination	ns not in Set  '\delta Trips  49% 68% 86% 86% 87% 79% 67% 90% 83% 80%  Sta.) ns not in Set	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94 1.18 1.42	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont	#Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062 7,839 7,420 5,627  sit Route: Rot Destinati	ions in Servic % Trips 1 51% 29% 14% 14% 20% 12% 35% 10% 17% 20%	e Area  Fransit \$ 0.04 0.19 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  ont Village	#Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990  Harvard St. Destination	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65% 90% 83% 80%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square	Destinat   # Trips   12,475   12,444   10,987   9,736   8,169   7,267   5,182   5,064   4,697   4,032     4,032     Estinate   Destinate   Destinate	ions in Service % Trips 15% 24% 15% 20% 15% 8% 3% 18% 6% 3% ute 79 (Arlingions in Service)	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621	nos not in Ser  '\displays Trips  85\% 76\% 85\% 80\% 85\% 92\% 97\% 82\% 94\% 97\%	0.89 1.93 1.32 2.15 1.09 1.44 0.87 1.37 0.79 0.44
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413   5,740	tions in Servi % Trips 51% 32% 14% 14% 21% 33% 10% 17% 20% atte 77 (Arlingtions in Servi	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights ice Area	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877 s - Harvard S Destination	ns not in Set  '\delta Trips  49% 68% 86% 86% 87% 79% 67% 90% 83% 80%  Sta.) ns not in Set	7	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont	#Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062 7,839 7,420 5,627  sit Route: Rot Destinati	ions in Servic % Trips 1 51% 29% 14% 14% 20% 12% 35% 10% 17% 20%	e Area  Fransit \$ 0.04 0.19 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  ont Village -e Area	#Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990  Harvard St. Destination	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65% 90% 83% 80%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square	Destinat   # Trips   12,475   12,444   10,987   9,736   8,169   7,267   5,182   5,064   4,697   4,032     4,032     Estinate   Destinate   Destinate	ions in Service % Trips 15% 24% 15% 20% 15% 8% 3% 18% 6% 3% ute 79 (Arlingions in Service)	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36  gton Heights ee Area	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621  S - Alewife S Destination	ons not in Ser  '\displays Trips  85\% 76\% 85\% 85\% 80\% 85\% 92\% 97\% 82\% 94\% 97\%  Sta.)  ons not in Ser	1.32 2.15 1.09 1.44 0.87 1.37 0.79 0.44
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont Origin Neighborhood	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413   5,740     Destinat   # Trips   86,721	### style="background-color: blue;">tions in Servings ### 51% ### 51% ### 32% ### 14% ### 13% ### 21% ### 33% ### 10% ### 17% ### 20% ### 77 (Arlingtions in Servings ### 55%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights ice Area Transit \$ 0.06	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877 s - Harvard S Destination # Trips 71,932	ns not in Set  '\delta Trips  49% 68% 86% 86% 87% 79% 67% 90% 83% 80%  Sta.)  ns not in Set  '\delta Trips 45%	Transit \$	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont Tran	Destinate   # Trips     80,225     24,042     19,757     13,248     10,210     9,650     9,062     7,839     7,420     5,627     sit Route: Route     Destinate     # Trips     80,222	ions in Servic % Trips	e Area Fransit \$ 0.04 0.19 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  ent Village - e Area Fransit \$ 0.04	#Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990  Harvard St Destination #Trips 78,430	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65% 90% 83% 80%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41  vice Area Transit \$ 0.84	Origin Neighborhood  North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square  Tran	Destinat   # Trips   12,475   12,444   10,987   9,736   8,169   7,267   5,182   5,064   4,697   4,032     Destinat   # Trips   21,697	ions in Service % Trips 15% 24% 15% 20% 15% 8% 3% 18% 6% 3% ute 79 (Arlingions in Service % Trips 30%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36  Ston Heights Ce Area Transit \$ 0.11	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621  Bestination #Trips 50,471	ns not in Ser  "Trips  85%  76%  85%  80%  85%  92%  97%  82%  94%  97%  sta.)  ons not in Ser  "Trips	1.32 2.15 1.09 1.44 0.87 1.37 0.79 0.44 vice Area Transit \$
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont  Trans  Origin Neighborhood Harvard Square North Cambridge	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413   5,740     Destinat   # Trips   86,721   32,510	tions in Servi % Trips 51% 32% 14% 14% 13% 21% 33% 10% 17% 20% atte 77 (Arling tions in Servi % Trips 55% 39%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights ice Area Transit \$ 0.06 0.18	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877 s - Harvard S Destination # Trips 71,932 50,500	ns not in Set  'A Trips  49% 68% 86% 86% 87% 79% 67% 90% 83% 80%  Sta.)  ns not in Set  'A Trips 45% 61%	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94 1.18 1.42  rvice Area Transit \$ 0.89 1.17	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont  Tran  Origin Neighborhood Harvard Square North Cambridge	Destinati   # Trips   80,225   24,042   19,757   13,248   10,210   9,650   9,062   7,839   7,420   5,627     Sit Route: Route: Route   Destinati   # Trips   80,222   26,985	ions in Servic % Trips	e Area Fransit \$ 0.04 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  ent Village - e Area Fransit \$ 0.04 0.18	# Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990  - Harvard St Destination # Trips 78,430 56,025	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65% 90% 83% 80%  sanot in Ser % Trips 49% 67%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41  vice Area Transit \$ 0.84 1.07	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square  Trai  Origin Neighborhood West Arlington East Arlington	Destinat   # Trips   12,475   12,444   10,987   9,736   8,169   7,267   5,182   5,064   4,697   4,032     Destinat   # Trips   21,697   18,380	15% 24% 15% 20% 15% 8% 3% 18% 6% 3%  18% 6% 3%  Trips 30% 34%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36 Ston Heights Ce Area Transit \$ 0.11 0.10	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621  Bestination #Trips 50,471 35,297	ns not in Ser  "Trips  85%  76%  85%  80%  85%  92%  97%  82%  94%  97%  Sta.)  Dons not in Ser  "Trips  70%  66%	0.89 1.93 1.32 2.15 1.09 1.44 0.87 1.37 0.79 0.44  rvice Area Transit \$ 1.63 1.40
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont  Trans  Origin Neighborhood Harvard Square North Cambridge Davis Square	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413   5,740     Destinat   # Trips   86,721   32,510   27,072	tions in Servi % Trips 51% 32% 14% 14% 13% 21% 33% 10% 17% 20% atte 77 (Arling tions in Servi % Trips 55% 39% 34%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights ice Area Transit \$ 0.06 0.18 0.19	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877  S - Harvard S Destination # Trips 71,932 50,500 52,502	ns not in Set  'A Trips  49% 68% 86% 86% 87% 79% 67% 90% 83% 80%  Sta.)  ns not in Set  'A Trips 45% 61% 66%	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94 1.18 1.42  rvice Area Transit \$ 0.89 1.17 1.06	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont  Tran  Origin Neighborhood Harvard Square North Cambridge Central Square	Destinati     # Trips     80,225     24,042     19,757     13,248     10,210     9,650     9,062     7,839     7,420     5,627     sit Route: Route     Destinati     # Trips     80,222     26,985     20,016	ions in Servic % Trips	e Area Fransit \$ 0.04 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  e Area Fransit \$ 0.04 0.18 0.20	# Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990  Harvard St Destination # Trips 78,430 56,025 126,162	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65% 90% 83% 80%  ta.) s not in Ser % Trips 49% 67% 86%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41  vice Area Transit \$ 0.84 1.07 0.59	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square  Tran  Origin Neighborhood West Arlington East Arlington North Cambridge	Destinat   # Trips   12,475   12,444   10,987   9,736   8,169   7,267   5,182   5,064   4,697   4,032     Destinat   # Trips   21,697   18,380   13,863	15% 24% 15% 20% 15% 8% 3% 18% 6% 3%  18% 6% 3% 18% 18% 18% 18% 18% 18% 18% 18% 18% 18	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36 Ston Heights Ce Area Transit \$ 0.11 0.10 0.12	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621  Bestination #Trips 50,471 35,297 69,147	ns not in Ser  "Trips  85%  76%  85%  80%  85%  92%  97%  82%  94%  97%  Sta.)  Dons not in Ser  "Trips  70%  66%  83%	0.89 1.93 1.32 2.15 1.09 1.44 0.87 1.37 0.79 0.44  rvice Area Transit \$ 1.63 1.40 0.91
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont  Trans  Origin Neighborhood Harvard Square North Cambridge Davis Square West Arlington	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413   5,740     Destinat   # Trips   86,721   32,510   27,072   23,887	tions in Servi % Trips 51% 32% 14% 14% 13% 21% 33% 10% 17% 20%  ate 77 (Arling tions in Servi % Trips 55% 39% 34% 33%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights ice Area Transit \$ 0.06 0.18 0.19 0.15	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877  S - Harvard S Destination # Trips 71,932 50,500 52,502 48,281	ns not in Set  'A Trips  49% 68% 86% 86% 87% 79% 67% 90% 83% 80%  Sta.)  ns not in Set  'A Trips 45% 61% 66% 67%	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94 1.18 1.42  rvice Area Transit \$ 0.89 1.17 1.06 1.67	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont  Trar  Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill	#Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062 7,839 7,420 5,627  sit Route: Ro	ions in Servic % Trips	e Area Fransit \$ 0.04 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  e Area Fransit \$ 0.04 0.18 0.20 0.17	# Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990 - Harvard St Destination # Trips 78,430 56,025 126,162 83,332	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65% 90% 83% 80%  ta.) s not in Ser % Trips 49% 67% 86% 86%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41  vice Area Transit \$ 0.84 1.07 0.59 0.77	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square  Tran  Origin Neighborhood West Arlington East Arlington North Cambridge Davis Square	Destinat   # Trips   12,475   12,444   10,987   9,736   8,169   7,267   5,182   5,064   4,697   4,032     Destinat   # Trips   21,697   18,380   13,863   9,631	ions in Service % Trips 15% 24% 15% 20% 15% 8% 3% 18% 6% 3%  atte 79 (Arlingtions in Service % Trips 30% 34% 17% 12%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36 Ston Heights Ce Area Transit \$ 0.11 0.10 0.12 0.15	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621  Bestination #Trips 50,471 35,297 69,147 69,944	ns not in Ser  % Trips  85% 76% 85% 80% 85% 92% 97% 82% 94% 97%  Sta.)  ons not in Ser  % Trips 70% 66% 83% 88%	0.89 1.93 1.32 2.15 1.09 1.44 0.87 1.37 0.79 0.44  rvice Area Transit \$ 1.63 1.40 0.91 0.84
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont  Trans  Origin Neighborhood Harvard Square North Cambridge Davis Square West Arlington Central Square	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413   5,740     Destinat   # Trips   86,721   32,510   27,072   23,887   22,634	tions in Servi % Trips 51% 32% 14% 14% 13% 21% 33% 10% 17% 20%  ate 77 (Arling tions in Servi % Trips 55% 39% 34% 33% 15%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights ice Area Transit \$ 0.06 0.18 0.19 0.15 0.21	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877 s - Harvard S Destination # Trips 71,932 50,500 52,502 48,281 123,545	ns not in Set  '\delta Trips  49% 68% 86% 86% 86% 87% 79% 67% 90% 83% 80%  Sta.)  ns not in Set  '\delta Trips 45% 61% 66% 67% 85%	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94 1.18 1.42  rvice Area Transit \$ 0.89 1.17 1.06 1.67 0.60	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont  Trar  Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill West Arlington	Destinati   # Trips   80,225   24,042   19,757   13,248   10,210   9,650   9,062   7,839   7,420   5,627     Sit Route:	ions in Servic  % Trips	e Area Fransit \$ 0.04 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  e Area Fransit \$ 0.04 0.18 0.20 0.17 0.21	# Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990 - Harvard St Destination # Trips 78,430 56,025 126,162 83,332 59,691	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65% 90% 83% 80%  ta.) s not in Ser % Trips 49% 67% 86% 86% 86%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41  vice Area Transit \$ 0.84 1.07 0.59 0.77 1.37	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square  Tran  Origin Neighborhood West Arlington East Arlington North Cambridge Davis Square Harvard Square	Destinat   # Trips   12,475   12,444   10,987   9,736   8,169   7,267   5,182   5,064   4,697   4,032     Destinat   # Trips   21,697   18,380   13,863   9,631   4,939	15% 24% 15% 24% 15% 20% 15% 8% 3% 18% 6% 3%  18% 6% 3% 18% 18% 18% 18% 3% 18% 3% 18% 3% 18% 3% 3%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36  Ston Heights Ce Area Transit \$ 0.11 0.10 0.12 0.15 0.35	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621  **S - Alewife S** Destination** #Trips 50,471 35,297 69,147 69,944 153,713	nos not in Ser  % Trips  85% 76% 85% 80% 85% 92% 97% 82% 97% 82% 94% 97%  Sta.)  ons not in Ser  % Trips 70% 66% 83% 88% 97%	7 1.32
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont  Trans  Origin Neighborhood Harvard Square North Cambridge Davis Square West Arlington Central Square Spring Hill	Destinat     Trips     80,275     26,587     19,986     13,503     10,369     10,224     8,607     7,642     7,413     5,740     Destinat     Trips     86,721     32,510     27,072     23,887     22,634     22,462	tions in Servi % Trips 51% 32% 14% 14% 13% 21% 33% 10% 17% 20%  ate 77 (Arling tions in Servi % Trips 55% 39% 34% 33% 15% 23%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights ice Area Transit \$ 0.06 0.18 0.19 0.15 0.18	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877  S - Harvard S Destination # Trips 71,932 50,500 52,502 48,281 123,545 74,556	ns not in Set  '\delta Trips  49% 68% 86% 86% 86% 87% 79% 67% 90% 83% 80%  Sta.)  ns not in Set  '\delta Trips  45% 61% 66% 67% 85% 77%	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94 1.18 1.42  Trice Area Transit \$ 0.89 1.17 1.06 1.67 0.60 0.85	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont  Trar  Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill West Arlington Davis Square	#Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062 7,839 7,420 5,627  sit Route: Rou Destinati #Trips 80,222 26,985 20,016 13,686 12,477 10,969	ions in Servic  % Trips	e Area Fransit \$ 0.04 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  Int Village - e Area Fransit \$ 0.04 0.18 0.20 0.17 0.21 0.34	# Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990 - Harvard St Destination # Trips 78,430 56,025 126,162 83,332 59,691 68,605	s not in Ser % Trips 49% 71% 86% 86% 80% 88% 65% 90% 83% 80%  ta.) s not in Ser % Trips 49% 67% 86% 86% 86% 86%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41  vice Area Transit \$ 0.84 1.07 0.59 0.77 1.37 0.83	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square  Tran  Origin Neighborhood West Arlington East Arlington North Cambridge Davis Square Harvard Square East Lexington	Destinat   # Trips   12,475   12,444   10,987   9,736   8,169   7,267   5,182   5,064   4,697   4,032	ions in Servic % Trips 15% 24% 15% 20% 15% 8% 3% 18% 6% 3%  atte 79 (Arlingtions in Servic % Trips 30% 34% 17% 12% 3% 7%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36  Sec Area Transit \$ 0.11 0.10 0.12 0.15 0.35 0.47	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621  S - Alewife S Destination #Trips 50,471 35,297 69,147 69,944 153,713 48,488	ns not in Ser  % Trips  85% 76% 85% 80% 85% 92% 97% 82% 97% 82% 94% 97%  8ta.)  ons not in Ser  % Trips 70% 66% 83% 88% 97% 93%	7 1.32 2.15 1.09 1.44 0.87 1.37 0.79 0.44 7.63 1.40 0.91 0.84 0.44 1.61
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont  Trans  Origin Neighborhood Harvard Square North Cambridge Davis Square West Arlington Central Square Spring Hill East Arlington	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413   5,740       Estinat   # Trips   86,721   32,510   27,072   23,887   22,634   22,462   21,850	tions in Servi % Trips 51% 32% 14% 14% 13% 21% 33% 10% 17% 20%  ate 77 (Arling tions in Servi % Trips 55% 39% 34% 33% 15% 23% 41%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights ice Area Transit \$ 0.06 0.18 0.19 0.15 0.11 0.16 0.14	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877 s - Harvard S Destination # Trips 71,932 50,500 52,502 48,281 123,545 74,556 31,827	ns not in Set  'K Trips  49% 68% 86% 86% 87% 79% 67% 90% 83% 80%  Sta.)  ns not in Set  'K Trips 45% 61% 66% 67% 85% 77% 59%	Transit \$	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont  Trar  Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill West Arlington Davis Square North Allston	#Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062 7,839 7,420 5,627  sit Route: Ro	ions in Servic  % Trips T 51% 29% 14% 14% 20% 12% 35% 10% 17% 20%  Ite 78 (Arlmo ions in Servic  % Trips T 51% 33% 14% 14% 17% 14% 20%	e Area Fransit \$ 0.04 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  Int Village - e Area Fransit \$ 0.04 0.18 0.20 0.17 0.21 0.34 0.15	# Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990 - Harvard St Destination # Trips 78,430 56,025 126,162 83,332 59,691 68,605 39,602	s not in Ser  % Trips  49%  71%  86%  86%  80%  88%  65%  90%  83%  80%  ta.)  s not in Ser  % Trips  49%  67%  86%  86%  86%  86%  80%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41  vice Area Transit \$ 0.84 1.07 0.59 0.77 1.37 0.83 1.01	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square  Tran  Origin Neighborhood West Arlington East Arlington North Cambridge Davis Square Harvard Square East Lexington Winchester	Destinat   # Trips   12,475   12,444   10,987   9,736   8,169   7,267   5,182   5,064   4,697   4,032	ions in Service  'M' Trips  15% 24% 15% 20% 15% 8% 3% 18% 6% 3%  18% 6% 3%  18% 18% 6% 3% 18% 6% 3% 18% 6% 3% 766 6%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36  Ston Heights Ce Area Transit \$ 0.11 0.10 0.12 0.15 0.35 0.47 0.71	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621  S - Alewife S Destination #Trips 50,471 35,297 69,147 69,944 153,713 48,488 61,838	ons not in Ser  '\displays Trips  85\% 76\% 85\% 80\% 85\% 92\% 97\% 82\% 94\% 97\%  Sta.)  ons not in Ser  '\displays Trips 70\% 66\% 83\% 88\% 97\% 93\% 94\%	1.93 1.32 2.15 1.09 1.44 0.87 1.37 0.79 0.44  Transit \$ 1.63 1.40 0.91 0.84 0.44 1.61 1.60
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont  Trans  Origin Neighborhood Harvard Square North Cambridge Davis Square West Arlington Central Square Spring Hill East Arlington North Allston	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413   5,740       Estimate   # Trips   86,721   32,510   27,072   23,887   22,634   22,462   21,850   10,356	tions in Servi % Trips 51% 32% 14% 14% 13% 21% 33% 10% 17% 20%  tet 77 (Arlingtions in Servi % Trips 55% 39% 34% 33% 15% 23% 41% 21%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights ice Area Transit \$ 0.06 0.18 0.19 0.15 0.21 0.16 0.14 0.16	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877 s - Harvard S Destination # Trips 71,932 50,500 52,502 48,281 123,545 74,556 31,827 39,455	ns not in Set  'A Trips  49% 68% 86% 86% 87% 79% 67% 90% 83% 80%  Sta.)  ns not in Set  'A Trips  45% 61% 66% 67% 85% 77% 59% 79%	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94 1.18 1.42  rvice Area Transit \$ 0.89 1.17 1.06 1.67 0.60 0.85 1.51 1.01	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont  Trar  Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill West Arlington Davis Square North Allston Fresh Pond	#Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062 7,839 7,420 5,627  sit Route: Rouestinati #Trips 80,222 26,985 20,016 13,686 12,477 10,969 10,208 7,710	ions in Servic % Trips	e Area Fransit \$ 0.04 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  Int Village - e Area Fransit \$ 0.04 0.18 0.20 0.17 0.21 0.34 0.15 0.20	# Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990 - Harvard St Destination # Trips 78,430 56,025 126,162 83,332 59,691 68,605 39,602 18,271	s not in Ser  % Trips  49%  71%  86%  86%  80%  88%  65%  90%  83%  s not in Ser  % Trips  49%  67%  86%  86%  86%  86%  80%  70%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41  vice Area Transit \$ 0.84 1.07 0.59 0.77 1.37 0.83 1.01 1.17	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square  Tran  Origin Neighborhood West Arlington East Arlington North Cambridge Davis Square Harvard Square East Lexington Winchester North Belmont	Destinat   # Trips   12,475   12,444   10,987   9,736   8,169   7,267   5,182   5,064   4,697   4,032	ions in Service  'M Trips  15% 24% 15% 20% 15% 8% 3% 18% 6% 3%  18% 6% 3%  Ite 79 (Arlingtions in Service  'M Trips 30% 34% 17% 12% 3% 7% 6% 12%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36  Ston Heights Ce Area Transit \$ 0.11 0.10 0.12 0.15 0.35 0.47 0.71 0.27	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621  S - Alewife S Destination #Trips 50,471 35,297 69,147 69,944 153,713 48,488 61,838 25,105	ns not in Ser  "Trips  85%  76%  85%  80%  85%  92%  97%  82%  94%  97%  Sta.)  Das not in Ser  "Trips  70%  66%  83%  88%  97%  93%  94%  88%	7 1.32
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont  Trans  Origin Neighborhood Harvard Square North Cambridge Davis Square West Arlington Central Square Spring Hill East Arlington North Allston East Watertown	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413   5,740	tions in Servi % Trips 51% 32% 14% 14% 13% 21% 33% 10% 17% 20%  tet 77 (Arling tions in Servi % Trips 55% 39% 34% 33% 15% 23% 41% 21% 8%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights ice Area Transit \$ 0.06 0.18 0.19 0.15 0.21 0.16 0.14 0.16 0.61	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877 s - Harvard S Destination # Trips 71,932 50,500 52,502 48,281 123,545 74,556 31,827 39,455 70,086	ns not in Set  'A Trips  49% 68% 86% 86% 87% 79% 67% 90% 83% 80%  Sta.)  ns not in Set  45% 61% 66% 67% 85% 77% 59% 79% 92%	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94 1.18 1.42  rvice Area Transit \$ 0.89 1.17 1.06 1.67 0.60 0.85 1.51 1.01 0.91	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont  Trar  Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill West Arlington Davis Square North Allston Fresh Pond East Arlington	#Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062 7,839 7,420 5,627  sit Route: Rouestinati #Trips 80,222 26,985 20,016 13,686 12,477 10,969 10,208 7,710 7,150	ions in Servic % Trips	e Area Fransit \$ 0.04 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  Int Village - e Area Fransit \$ 0.04 0.19 0.17 0.18 0.20 0.17 0.21 0.34 0.15 0.20 0.25	# Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990 - Harvard St Destination # Trips 78,430 56,025 126,162 83,332 59,691 68,605 39,602 18,271 46,527	s not in Ser  % Trips  49% 71% 86% 86% 80% 88% 65% 90% 83% 80%  ta.)  s not in Ser % Trips 49% 67% 86% 86% 86% 86% 86% 80% 70% 87%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41  vice Area Transit \$ 0.84 1.07 0.59 0.77 1.37 0.83 1.01 1.17 1.06	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square  Tran  Origin Neighborhood West Arlington North Cambridge Davis Square Harvard Square East Lexington Winchester North Belmont Spring Hill	Destinat  # Trips   12,475   12,444   10,987   9,736   8,169   7,267   5,182   5,064   4,697   4,032   msit Route: Roi   Destinat  # Trips   21,697   18,380   13,863   9,631   4,939   3,699   3,618   3,512   3,244	ions in Service  'M Trips  15% 24% 15% 20% 15% 8% 3% 18% 6% 3%  18% 6% 3%  Ite 79 (Arlingtions in Service  'M Trips 30% 34% 17% 12% 3% 7% 6% 12% 3%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36  Ston Heights Ce Area Transit \$ 0.11 0.10 0.12 0.15 0.35 0.47 0.71 0.27 0.35	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621  S - Alewife S Destinatio #Trips 50,471 35,297 69,147 69,944 153,713 48,488 61,838 25,105 93,774	ns not in Ser  "Trips  85%  76%  85%  80%  85%  92%  97%  82%  94%  97%  Sta.)  Das not in Ser  "Trips  70%  66%  83%  88%  97%  94%  88%  97%	7 1.32
Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill Davis Square North Allston Fresh Pond East Watertown South Belmont North Belmont  Trans  Origin Neighborhood Harvard Square North Cambridge Davis Square West Arlington Central Square Spring Hill East Arlington North Allston	Destinat   # Trips   80,275   26,587   19,986   13,503   10,369   10,224   8,607   7,642   7,413   5,740	tions in Servi % Trips 51% 32% 14% 14% 13% 21% 33% 10% 17% 20%  tet 77 (Arling tions in Servi % Trips 55% 39% 34% 33% 15% 23% 41% 21% 8% 17%	ice Area Transit \$ 0.04 0.18 0.19 0.17 0.35 0.15 0.18 0.44 0.25 0.24 gton Heights ice Area Transit \$ 0.06 0.18 0.19 0.15 0.21 0.16 0.14 0.16	Destination # Trips 78,378 56,423 126,192 83,515 69,205 39,586 17,375 68,315 36,569 22,877 s - Harvard S Destination # Trips 71,932 50,500 52,502 48,281 123,545 74,556 31,827 39,455 70,086	ns not in Set  'A Trips  49% 68% 86% 86% 87% 79% 67% 90% 83% 80%  Sta.)  ns not in Set  'A Trips  45% 61% 66% 67% 85% 77% 59% 79%	Transit \$ 0.84 1.07 0.59 0.77 0.82 1.01 1.23 0.94 1.18 1.42  rvice Area Transit \$ 0.89 1.17 1.06 1.67 0.60 0.85 1.51 1.01	Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill North Allston Davis Square Fresh Pond East Watertown South Belmont North Belmont  Trar  Origin Neighborhood Harvard Square North Cambridge Central Square Spring Hill West Arlington Davis Square North Allston Fresh Pond	#Trips 80,225 24,042 19,757 13,248 10,210 9,650 9,062 7,839 7,420 5,627  sit Route: Rouestinati #Trips 80,222 26,985 20,016 13,686 12,477 10,969 10,208 7,710	ions in Servic % Trips	e Area Fransit \$ 0.04 0.19 0.17 0.15 0.37 0.18 0.43 0.25 0.24  Int Village - e Area Fransit \$ 0.04 0.18 0.20 0.17 0.21 0.34 0.15 0.20	# Trips 78,427 58,968 126,421 83,770 39,600 69,924 16,919 68,118 36,562 22,990 - Harvard St Destination # Trips 78,430 56,025 126,162 83,332 59,691 68,605 39,602 18,271	s not in Ser  % Trips  49%  71%  86%  86%  80%  88%  65%  90%  83%  s not in Ser  % Trips  49%  67%  86%  86%  86%  86%  80%  70%	vice Area Transit \$ 0.84 1.02 0.59 0.77 1.01 0.81 1.26 0.94 1.18 1.41  vice Area Transit \$ 0.84 1.07 0.59 0.77 1.37 0.83 1.01 1.17	Origin Neighborhood North Cambridge East Lexington West Arlington West Lexington East Arlington North Waltham South Waltham North Belmont Davis Square Harvard Square  Tran  Origin Neighborhood West Arlington East Arlington North Cambridge Davis Square Harvard Square East Lexington Winchester North Belmont	Destinat   # Trips   12,475   12,444   10,987   9,736   8,169   7,267   5,182   5,064   4,697   4,032	ions in Service  'M Trips  15% 24% 15% 20% 15% 8% 3% 18% 6% 3%  18% 6% 3%  Ite 79 (Arlingtions in Service  'M Trips 30% 34% 17% 12% 3% 7% 6% 12%	Ce Area Transit \$ 0.15 0.27 0.31 0.34 0.19 1.10 0.98 0.30 0.27 0.36  Ston Heights Ce Area Transit \$ 0.11 0.10 0.12 0.15 0.35 0.47 0.71 0.27	#Trips 70,535 39,743 61,181 38,127 45,508 82,858 144,253 23,553 74,878 154,621  S - Alewife S Destination #Trips 50,471 35,297 69,147 69,944 153,713 48,488 61,838 25,105	ns not in Ser  "Trips  85%  76%  85%  80%  85%  92%  97%  82%  94%  97%  Sta.)  Das not in Ser  "Trips  70%  66%  83%  88%  97%  93%  94%  88%	7 1.32

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 80 – 93

Transit Route: Route 84 (Arlmont Loop –Alewife Sta.)

Transit Route: Route 83 (Rindge Ave. – Central Sq., Cambridge)

Transit Route: Route 80 (Arlington Center – Lechmere Sta.)

Page 1981   20.50   27%   11/2   2882   76%   10/4   10/		at Koute: Kout	te oo (minge	on center	Beemmere	<i>(</i>		I I alisit	Route: Route			ii by., Cami	riuge)		1	ransii Koute: Ko	•				
Sept.   1		Destinati	ions in Servic	e Area			vice Area				ce Area	Destination	s not in Ser	vice Area		Destinati	ons in Servic	ce Area	Destination	ns not in Sei	rvice Area
David Square   1,24   2,94   2,94   1,1   2,95   3,94   1,04   2,94   1,04	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$		# Trips	% Trips	Transit \$		% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$
Fig.   Part	Spring Hill	26,136	27%	0.12	70,882	73%	0.90	Harvard Square	103,174	65%	0.07	55,479	35%	1.13	North Cambridge	11,628	14%	0.10	71,382	86%	0.89
Care Square   1.458   7.95	Davis Square	23,269	29%	0.12	56,305	71%	1.02	Central Square	61,763	42%	0.08	84,416	58%	0.88	West Arlington	9,356	13%	0.18	62,812	87%	1.32
Camp   1458   196   197   19	East Cambridge	19,781	34%	0.04	37,936	66%	0.74	Spring Hill	37,445	39%	0.09	59,573	61%	1.06	East Arlington	7,306	14%	0.11	46,371	86%	1.08
March 1914										45%							5%				0.79
Part Supersecond   1,716   2,725   3,16   1,726   3,726   3,16								Davis Square			0.23				•						1.34
Per Africage   11-98   2-98   0.17   41-94   2-98   0.19								•													0.44
Method   M																					1.60
Sept   Marche   Mar																					1.43
Part																					0.88
Traust   Route   Rou								9													1.06
Decision   Period   Pring   Service Area	Harvaru Square	9,470	0%	0.30	149,170	94%	0.44	riesii Polid	0,233	24%	0.20	19,728	70%	1.08	South Belliolit	2,403	3%	0.41	41,377	93%	1.00
Decision	<b>T</b>		4. 95 (C	. 11'11 - 17		1- >		TF		4. 96 (C-II'	G4	1.02	1.3		T	. D 4 . 97 (Cl.	TT911	T 1	. C4 C		`
Prigit Neglighard   Prime	Tran							Tran							Transit Route						
Central Square   1,18   28%   0.00   101.66   72%   0.73   Harvard Square   81.72   53%   0.05   71.81   17%   0.88   Spring Hill   1,174   2.95   0.11   60.381   2.95   0.12   5.95							_														
March   Marc	0 0																				Transit \$
Spring   File   Spring   Spr	•							-													1.04
Fact Cambridge   19423   348   048   048   058   059   049   049   049   040   0241   049   040   0241   049   040   0																					0.50
Harvard Square   14.215   99, 0.21   144.97   91% 0.66   North Calmindige   16.393   79% 0.15   31.217   69% 1.05   12.217   69% 0.10   12.279   59% 0.04   37.411   70% 0.16   12.279   59% 0.04   37.411   70% 0.16   12.279   12.298   1	Spring Hill	29,049	30%	0.07	67,969	70%	0.95	Central Square	30,313	21%	0.16	115,865	79%	0.64	Davis Square	28,701	36%	0.12	50,874	64%	1.12
Harvand Spane   Ha-215	East Cambridge	19,423	34%	0.03	38,295	66%	0.73	South Brighton	25,790	25%	0.16	77,852	75%	0.98	North Cambridge	20,597	25%	0.16	62,413	75%	0.99
David Spagne   Park Springer	Harvard Square			0.21													14%				0.60
Septemblic   G.240   15%   0.17   35.709   8.9%   1.01   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   0.18   3.6.19%   7.0%   1.2719   2.0%   1.2			9%																		0.74
Seal Boston   S. 1.9   S. 1.								ĕ													1.31
Past Boston   S.545   4%   0.58   120.465   96%   0.82   North Cambridge   5.28   6.88   0.86   7.33   2.1%   0.20   2.049   7.9%   1.15																					1.07
Part																					1.12
Transit Route: Nute 8  Clarendon Hill - Lectures   St. Clarendon Hill - Lectures   Destinations in Service Area   Destinat								•													1.12
Portigin Neighborhood   Pricin   Portigin Neighborhood   Pricin   Portigin Neighborhood   Pricin   P	North Cambridge	3,296	0%	0.30	77,713	94%	0.61	South Newton	11,091	0%	0.01	173,700	94%	1.13	Willer Hill	0,722	1070	0.20	30,037	82%	1.01
Post	Trongit Doute	. Doute 99 (Cl	onenden II:II	Lachman	o Cto wio III	ahland Ava	`	Two	nait Doutes Da	to 90 (Class	andan IIII	Cullings Ct	. )		Two	mait Dantas Dan	to 00 (Dorrig	Ca Cta I	Wallington C	to )	
Prigne   Mile	Transit Route							11a		`				rrian A man			`	_			writes A was
Spring Hill   30,090   32%   0.10   66.328   68%   0.96   Davis Square   27.449   34%   0.09   \$2.126   66%   1.11   Spring Hill   1.204   23%   0.08   70.014   72%   0.00   Davis Square   1.918	October Matchile and a silver							Outstan Natable and a sale							Octoba Natalika aka ak						
Davis Square   23,894   33%   0.11   53,680   67%   1.07   Spring fill   16,311   17%   0.15   80,707   83%   0.80   North Cambridge   18,29   23%   0.15   61,276   77%   0.16   184   194																					
Fact Central Square   19,817   34%   0.04   37,901   66%   0.74	Spring Hill	30,690								3/10/6				1 1 1						1.10%	
Central Square   16,119   11%   0.18   130,059   89%   0.58   Minter Hill   12,624   34%   0.13   24,735   66%   1.26     Harvard Square   14,540   9%   0.30   144,112   91%   0.45     East Somerville   10,318   25%   0.15   31,630   75%   1.13     East Somerville   10,318   25%   0.16   27,756   74%   1.13     East Somerville   10,318   25%   0.16   27,756   74%   1.13     East Somerville   10,318   26%   0.16   27,756   74%   1.13     East Somerville   10,294   25%   0.16   27,756   27%   0.11   30,612   73%   1.13     East Somerville   11,337   27%   0.11   30,61																					0.93
North Cambridge   14,619   18%   0.15   68,391   28%   0.92   Harvard Square   14,640   9%   0.30   144,112   91%   0.45	Davis Square	25,894	33%	0.11	53,680	67%	1.07	Spring Hill	16,311	17%	0.15	80,707	83%	0.80	Davis Square	18,298	23%	0.15	61,276	77%	0.94
Harvard Square	Davis Square East Cambridge	25,894 19,817	33% 34%	0.11 0.04	53,680 37,901	67% 66%	1.07 0.74	Spring Hill North Cambridge	16,311 13,423	17% 16%	0.15 0.14	80,707 69,587	83% 84%	0.80 0.91	Davis Square North Cambridge	18,298 11,918	23% 14%	0.15 0.18	61,276 71,092	77% 86%	0.94 0.88
East Someryille   10,318   25%   0,15   31,630   75%   1,13   Medford Hillside   9,530   29%   0,11   23,252   71%   1,27   East Medford   10,042   17%   0,21   48,72   83%   1	Davis Square East Cambridge Central Square	25,894 19,817	33% 34% 11%	0.11 0.04	53,680 37,901 130,059	67% 66% 89%	1.07 0.74 0.58	Spring Hill North Cambridge	16,311 13,423 12,624	17% 16%	0.15 0.14	80,707 69,587 24,735	83% 84% 66%	0.80 0.91 1.26	Davis Square North Cambridge Harvard Square	18,298 11,918 11,718	23% 14% 7%	0.15 0.18	61,276 71,092 146,935	77% 86% 93%	0.94 0.88 0.45
South Medford Hills   9,603   26%   0,16   27,756   74%   1,13   South Medford   9,153   27%   0,12   24,749   73%   1,28   Central Square   8,768   6%   0,26   137,411   94%   0   0   0   0   0   0   0   0   0	Davis Square East Cambridge Central Square	25,894 19,817 16,119	33% 34% 11%	0.11 0.04 0.18	53,680 37,901 130,059	67% 66% 89%	1.07 0.74 0.58 0.92	Spring Hill North Cambridge Winter Hill	16,311 13,423 12,624	17% 16% 34% 7%	0.15 0.14 0.13	80,707 69,587 24,735 148,269	83% 84% 66% 93%	0.80 0.91 1.26	Davis Square North Cambridge Harvard Square	18,298 11,918 11,718	23% 14% 7% 30%	0.15 0.18 0.29	61,276 71,092 146,935	77% 86% 93% 70%	0.94 0.88 0.45 1.22
East Arlington   R,814   16%   0.19   44,863   84%   1.10   Medford Hillside   6,024   18%   0.18   26,758   82%   1.10   Charlestown   6,287   10%   0.15   56,416   90%   0.19   Mest Malden   6,218   8%   0.41   71,859   90%   0.90	Davis Square East Cambridge Central Square North Cambridge	25,894 19,817 16,119 14,619	33% 34% 11% 18%	0.11 0.04 0.18 0.15	53,680 37,901 130,059 68,391	67% 66% 89% 82%	1.07 0.74 0.58 0.92	Spring Hill North Cambridge Winter Hill Harvard Square	16,311 13,423 12,624 10,384	17% 16% 34% 7%	0.15 0.14 0.13 0.35	80,707 69,587 24,735 148,269	83% 84% 66% 93%	0.80 0.91 1.26 0.44	Davis Square North Cambridge Harvard Square Winter Hill	18,298 11,918 11,718 11,385	23% 14% 7% 30%	0.15 0.18 0.29 0.10	61,276 71,092 146,935 25,974	77% 86% 93% 70%	0.94 0.88 0.45
East Arlington   8,814   16%   0.19   44,863   84%   1.10   East Arlington   8,839   16%   0.18   44,838   84%   1.10   Medford Hillside   6,024   18%   0.19   24,866   1.00   Medford Hillside   6,027   1.00   0.15   56,416   90%   0.15   56,416   90%   0.90   Mest Malden   6,218   8%   0.41   71,859   90%   0.90   0.90   Mest Malden   6,218   8%   0.41   71,859   90%   0.90	Davis Square East Cambridge Central Square North Cambridge Harvard Square	25,894 19,817 16,119 14,619 14,540	33% 34% 11% 18% 9%	0.11 0.04 0.18 0.15 0.30	53,680 37,901 130,059 68,391 144,112	67% 66% 89% 82% 91%	1.07 0.74 0.58 0.92 0.45	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville	16,311 13,423 12,624 10,384 10,296	17% 16% 34% 7% 25%	0.15 0.14 0.13 0.35 0.16	80,707 69,587 24,735 148,269 31,653	83% 84% 66% 93% 75%	0.80 0.91 1.26 0.44 1.13	Davis Square North Cambridge Harvard Square Winter Hill East Somerville	18,298 11,918 11,718 11,385 11,337	23% 14% 7% 30% 27%	0.15 0.18 0.29 0.10 0.11	61,276 71,092 146,935 25,974 30,612	77% 86% 93% 70% 73%	0.94 0.88 0.45 1.22
Medford Hillside   6,024   18%   0.18   26,758   82%   1.10   Charlestown   6,287   10%   0.15   56,416   90%   0.90   West Malden   6,218   8%   0.41   71,859   92%   0.00   Transit Route: Route 91 (Sullivan Sta Central Squ. central	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville	25,894 19,817 16,119 14,619 14,540 10,318	33% 34% 11% 18% 9% 25%	0.11 0.04 0.18 0.15 0.30 0.15	53,680 37,901 130,059 68,391 144,112 31,630	67% 66% 89% 82% 91% 75%	1.07 0.74 0.58 0.92 0.45 1.13	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside	16,311 13,423 12,624 10,384 10,296 9,530	17% 16% 34% 7% 25% 29%	0.15 0.14 0.13 0.35 0.16 0.11	80,707 69,587 24,735 148,269 31,653 23,252	83% 84% 66% 93% 75% 71%	0.80 0.91 1.26 0.44 1.13 1.27	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford	18,298 11,918 11,718 11,385 11,337 10,042	23% 14% 7% 30% 27% 17%	0.15 0.18 0.29 0.10 0.11 0.21	61,276 71,092 146,935 25,974 30,612 48,372	77% 86% 93% 70% 73% 83%	0.94 0.88 0.45 1.22 1.18 1.25
Transit Route: Route 91 (Sullivan Sta Central Sq., Cambridge)   Postinations in Service Area   Destinations in Service	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill	25,894 19,817 16,119 14,619 14,540 10,318 9,603	33% 34% 11% 18% 9% 25% 26%	0.11 0.04 0.18 0.15 0.30 0.15	53,680 37,901 130,059 68,391 144,112 31,630 27,756	67% 66% 89% 82% 91% 75% 74%	1.07 0.74 0.58 0.92 0.45 1.13	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford	16,311 13,423 12,624 10,384 10,296 9,530 9,153	17% 16% 34% 7% 25% 29% 27%	0.15 0.14 0.13 0.35 0.16 0.11 0.12	80,707 69,587 24,735 148,269 31,653 23,252 24,749	83% 84% 66% 93% 75% 71% 73%	0.80 0.91 1.26 0.44 1.13 1.27 1.28	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square	18,298 11,918 11,718 11,385 11,337 10,042 8,768	23% 14% 7% 30% 27% 17% 6%	0.15 0.18 0.29 0.10 0.11 0.21 0.26	61,276 71,092 146,935 25,974 30,612 48,372 137,411	77% 86% 93% 70% 73% 83% 94%	0.94 0.88 0.45 1.22 1.18 1.25 0.56
Destinations in Service Area   Destinations not i	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814	33% 34% 11% 18% 9% 25% 26% 16%	0.11 0.04 0.18 0.15 0.30 0.15 0.16	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863	67% 66% 89% 82% 91% 75% 74% 84%	1.07 0.74 0.58 0.92 0.45 1.13 1.13	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839	17% 16% 34% 7% 25% 29% 27% 16%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838	83% 84% 66% 93% 75% 71% 73% 84%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566	23% 14% 7% 30% 27% 17% 6% 10%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137	77% 86% 93% 70% 73% 83% 94%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90
Destinations in Service Area   Destinations not i	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814	33% 34% 11% 18% 9% 25% 26% 16%	0.11 0.04 0.18 0.15 0.30 0.15 0.16	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863	67% 66% 89% 82% 91% 75% 74% 84%	1.07 0.74 0.58 0.92 0.45 1.13 1.13	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839	17% 16% 34% 7% 25% 29% 27% 16%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838	83% 84% 66% 93% 75% 71% 73% 84%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566	23% 14% 7% 30% 27% 17% 6% 10%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137	77% 86% 93% 70% 73% 83% 94%	0.94 0.88 0.45 1.22 1.18 1.25 0.56
Origin Neighborhood         # Trips         % Trips         Transit \$         Transit \$         # Trips         % Trips         W Trips         Transit \$         # Trips         % Trips         % Trips         % Trips         Transit \$         # Trips         % Trips         Transit \$         # Trips         % Trips         % Trips         % Trips         Transit \$         # Trips         % Trips <th< th=""><th>Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside</th><th>25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024</th><th>33% 34% 11% 18% 9% 25% 26% 16% 18%</th><th>0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18</th><th>53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758</th><th>67% 66% 89% 82% 91% 75% 74% 84% 82%</th><th>1.07 0.74 0.58 0.92 0.45 1.13 1.13</th><th>Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown</th><th>16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287</th><th>17% 16% 34% 7% 25% 29% 27% 16% 10%</th><th>0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15</th><th>80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416</th><th>83% 84% 66% 93% 75% 71% 73% 84% 90%</th><th>0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10</th><th>Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden</th><th>18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218</th><th>23% 14% 7% 30% 27% 17% 6% 10% 8%</th><th>0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41</th><th>61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859</th><th>77% 86% 93% 70% 73% 83% 94% 90% 92%</th><th>0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90</th></th<>	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024	33% 34% 11% 18% 9% 25% 26% 16% 18%	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758	67% 66% 89% 82% 91% 75% 74% 84% 82%	1.07 0.74 0.58 0.92 0.45 1.13 1.13	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287	17% 16% 34% 7% 25% 29% 27% 16% 10%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416	83% 84% 66% 93% 75% 71% 73% 84% 90%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218	23% 14% 7% 30% 27% 17% 6% 10% 8%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859	77% 86% 93% 70% 73% 83% 94% 90% 92%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90
Central Square 42,632 29% 0.03 103,546 71% 0.75 Downtown 139,299 73% 0.03 50,455 27% 0.80 Downtown 141,860 75% 0.03 47,894 25% 0 0 Harvard Square 20,578 13% 0.15 138,075 87% 0.48 Chinatown 56,979 49% 0.06 58,570 51% 0.61 Chinatown 57,772 50% 0.07 57,777 50% 0.75 Spring Hill 20,019 21% 0.08 76,999 79% 0.85 North End 27,107 65% 0.06 14,795 35% 1.05 West End 30,650 61% 0.05 20,003 39% 0 0 East Somerville 9,252 22% 0.11 32,697 78% 1.11 Charlestown 6,736 11% 0.17 55,967 89% 0.90 West End 23,897 47% 0.06 26,756 53% 0.61 North End 27,508 66% 0.06 14,394 34% 1 Kendall/MIT 5,289 7% 0.15 69,115 93% 0.58 Back Bay 19,484 13% 0.24 126,277 87% 0.36 Back Bay 20,302 14% 0.24 125,459 86% 0 Davis Square 5,238 7% 0.41 74,336 93% 0.78 South End 17,608 14% 0.28 107,838 86% 0.44 North Cambridge 4,858 6% 0.42 78,152 94% 0.80 Waterfront 14,415 27% 0.15 38,340 73% 0.89 Back Davis Square 4,271 7% 0.16 53,447 93% 0.52 Beacon Hill 13,604 46% 0.08 13,228 10% 0.37 112,783 90% 0.86 East Boston 13,275 11% 0.37 112,735 89% 0 0 Winter Hill 3,854 10% 0.23 33,506 90% 0.95 East Boston 13,228 10% 0.37 112,783 90% 0.86 East Boston 13,275 11% 0.37 112,735 89% 0	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024	33% 34% 11% 18% 9% 25% 26% 16% 18%	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758	67% 66% 89% 82% 91% 75% 74% 84% 82%	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287 <b>ute: Route 92</b>	17% 16% 34% 7% 25% 29% 27% 16% 10%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via	83% 84% 66% 93% 75% 71% 73% 84% 90%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218 Route: Route 93	23% 14% 7% 30% 27% 17% 6% 10% 8%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859 own via Bun	77% 86% 93% 70% 73% 83% 94% 90% 92%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94
Harvard Square 20,578 13% 0.15 138,075 87% 0.48 Chinatown 56,979 49% 0.06 58,570 51% 0.61 Chinatown 57,772 50% 0.07 57,777 50% 0 59ring Hill 20,019 21% 0.08 76,999 79% 0.85 North End 27,107 65% 0.06 14,795 35% 1.05 West End 30,650 61% 0.05 20,003 39% 0 62 East Somerville 9,252 22% 0.11 32,697 78% 1.11 Charlestown 26,870 43% 0.11 35,833 57% 1.35 Charlestown 28,435 45% 0.11 34,268 55% 1 Charlestown 6,736 11% 0.17 55,967 89% 0.90 West End 23,897 47% 0.06 26,756 53% 0.61 North End 27,508 66% 0.06 14,394 34% 1 Charlestown 5,238 7% 0.15 69,115 93% 0.58 Back Bay 19,484 13% 0.24 126,277 87% 0.36 Back Bay 19,484 13% 0.2	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024 Route: Route 9	33% 34% 11% 18% 9% 25% 26% 16% 18% 91 (Sullivan Sions in Service)	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18 Sta. – Centre Area	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758	67% 66% 89% 82% 91% 75% 74% 84% 82% Dridge) ns not in Ser	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287 ute: Route 92 (	17% 16% 34% 7% 25% 29% 27% 16% 10%  (Assembly Secons in Service)	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15 q. Mall – Doce Area	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via Destination	83% 84% 66% 93% 75% 71% 73% 84% 90% Main St.)	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit 1	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218 Route: Route 93 Destinati	23% 14% 7% 30% 27% 17% 6% 10% 8% (Sullivan Stons in Service	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41 a. – Downto	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859 own via Bun Destination	77% 86% 93% 70% 73% 83% 94% 90% 92% ker Hill)	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94
Spring Hill         20,019         21%         0.08         76,999         79%         0.85         North End         27,107         65%         0.06         14,795         35%         1.05         West End         30,650         61%         0.05         20,003         39%         0           East Somerville         9,252         22%         0.11         32,697         78%         1.11         Charlestown         26,870         43%         0.11         35,833         57%         1.35         Charlestown         28,435         45%         0.11         34,268         55%         1           Charlestown         6,736         11%         0.17         55,967         89%         0.90         West End         23,897         47%         0.06         26,756         53%         0.61         North End         27,508         66%         0.06         14,394         34%         1           Kendall/MIT         5,289         7%         0.15         69,115         93%         0.58         Back Bay         19,484         13%         0.24         126,277         87%         0.36         Back Bay         20,302         14%         0.24         125,459         86%         0           Davis Square	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit  Origin Neighborhood	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024 Route: Route 9 Destinati	33% 34% 11% 18% 9% 25% 26% 16% 18% 91 (Sullivan Sions in Service % Trips	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18 Sta. – Centre e Area	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758 ral Sq., Camb Destination	67% 66% 89% 82% 91% 75% 74% 84% 82% Dridge) ns not in Ser % Trips	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10 1.10	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown  Transit Ro  Origin Neighborhood	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287 ute: Route 92 (	17% 16% 34% 7% 25% 29% 27% 16% 10%  (Assembly Secons in Service % Trips	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15 q. Mall – Doce Area	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via Destination # Trips	83% 84% 66% 93% 75% 71% 73% 84% 90% Main St.) ss not in Ser % Trips	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit I  Origin Neighborhood	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218 Route: Route 93 Destinati # Trips	23% 14% 7% 30% 27% 17% 6% 10% 8% (Sullivan Stons in Service % Trips	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41 a. – Downto	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859 own via Bun Destination	77% 86% 93% 70% 73% 83% 94% 90% 92%  ker Hill) ons not in Ser % Trips	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94 rvice Area Transit \$
East Somerville         9,252         22%         0.11         32,697         78%         1.11         Charlestown         26,870         43%         0.11         35,833         57%         1.35         Charlestown         28,435         45%         0.11         34,268         55%         1           Charlestown         6,736         11%         0.17         55,967         89%         0.90         West End         23,897         47%         0.06         26,756         53%         0.61         North End         27,508         66%         0.06         14,394         34%         1           Kendall/MIT         5,289         7%         0.15         69,115         93%         0.58         Back Bay         19,484         13%         0.24         126,277         87%         0.36         Back Bay         20,302         14%         0.24         125,459         86%         0           Davis Square         5,238         7%         0.41         74,336         93%         0.78         South End         17,608         14%         0.28         107,838         86%         0.44         South End         18,022         14%         0.28         107,424         86%         0           North Cambridge	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit  Origin Neighborhood Central Square	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024 Route: Route 9 Destinating #Trips 42,632	33% 34% 11% 18% 9% 25% 26% 16% 18% P1 (Sullivan Stions in Service % Trips 7	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18 Sta. – Centre e Area Fransit \$	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758 ral Sq., Camb Destination # Trips	67% 66% 89% 82% 91% 75% 74% 84% 82%  Dridge) ns not in Ser % Trips 71%	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10 1.10 vvice Area Transit \$ 0.75	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown  Transit Ro  Origin Neighborhood Downtown	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287  ute: Route 92 Destinati # Trips 139,299	17% 16% 34% 7% 25% 29% 27% 16% 10%  (Assembly Secons in Service % Trips 73%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15 Q. Mall – Do ce Area Transit \$ 0.03	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via Destination # Trips 50,455	83% 84% 66% 93% 75% 71% 73% 84% 90% Main St.) ss not in Ser % Trips 27%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90 vice Area Transit \$ 0.80	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit I  Origin Neighborhood Downtown	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218  Route: Route 93 Destinati #Trips 141,860	23% 14% 7% 30% 27% 17% 6% 10% 8% (Sullivan Stons in Service 75%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41 a. – Downtone Area Transit \$ 0.03	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859 own via Bun Destination # Trips 47,894	77% 86% 93% 70% 73% 83% 94% 90% 92%  ker Hill) ons not in Ser % Trips 25%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94 rvice Area Transit \$
Charlestown         6,736         11%         0.17         55,967         89%         0.90         West End         23,897         47%         0.06         26,756         53%         0.61         North End         27,508         66%         0.06         14,394         34%         1           Kendall/MIT         5,289         7%         0.15         69,115         93%         0.58         Back Bay         19,484         13%         0.24         126,277         87%         0.36         Back Bay         20,302         14%         0.24         125,459         86%         0           Davis Square         5,238         7%         0.41         74,336         93%         0.78         South End         17,608         14%         0.28         107,838         86%         0.44         South End         18,022         14%         0.28         107,424         86%         0           North Cambridge         4,858         6%         0.42         78,152         94%         0.80         Waterfront         14,415         27%         0.15         38,740         73%         0.89         Beacon Hill         14,974         50%         0.07         14,885         50%         0           East Cambridge <td>Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit  Origin Neighborhood Central Square Harvard Square</td> <td>25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024 Route: Route 9 Destinati # Trips 42,632 20,578</td> <td>33% 34% 11% 18% 9% 25% 26% 16% 18%  91 (Sullivan Stions in Service % Trips 29% 13%</td> <td>0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18  Sta Centre Area Fransit \$ 0.03 0.15</td> <td>53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758 ral Sq., Camb Destination # Trips 103,546 138,075</td> <td>67% 66% 89% 82% 91% 75% 74% 84% 82%  Dridge) ns not in Ser % Trips 71% 87%</td> <td>1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10 1.10 2.vice Area Transit \$ 0.75 0.48</td> <td>Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown  Transit Ro  Origin Neighborhood Downtown Chinatown</td> <td>16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287  ute: Route 92 ( Destination of the properties of the propert</td> <td>17% 16% 34% 7% 25% 29% 27% 16% 10%  (Assembly Soons in Service % Trips 73% 49%</td> <td>0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15 Q. Mall – Do ce Area Transit \$ 0.03 0.06</td> <td>80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via Destination # Trips 50,455 58,570</td> <td>83% 84% 66% 93% 75% 71% 73% 84% 90% Main St.) s not in Ser % Trips 27% 51%</td> <td>0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90 vice Area Transit \$ 0.80 0.61</td> <td>Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit I  Origin Neighborhood Downtown Chinatown</td> <td>18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218  Route: Route 93  Destinati #Trips 141,860 57,772</td> <td>23% 14% 7% 30% 27% 17% 6% 10% 8%  (Sullivan St ons in Servic % Trips 75% 50%</td> <td>0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41  a Downtone Area Transit \$ 0.03 0.07</td> <td>61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859 <b>Destination</b> # <b>Trips</b> 47,894 57,777</td> <td>77% 86% 93% 70% 73% 83% 94% 90% 92%  ker Hill)  ns not in Ser % Trips 25% 50%</td> <td>0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94 rvice Area Transit \$ 0.84 0.62</td>	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit  Origin Neighborhood Central Square Harvard Square	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024 Route: Route 9 Destinati # Trips 42,632 20,578	33% 34% 11% 18% 9% 25% 26% 16% 18%  91 (Sullivan Stions in Service % Trips 29% 13%	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18  Sta Centre Area Fransit \$ 0.03 0.15	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758 ral Sq., Camb Destination # Trips 103,546 138,075	67% 66% 89% 82% 91% 75% 74% 84% 82%  Dridge) ns not in Ser % Trips 71% 87%	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10 1.10 2.vice Area Transit \$ 0.75 0.48	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown  Transit Ro  Origin Neighborhood Downtown Chinatown	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287  ute: Route 92 ( Destination of the properties of the propert	17% 16% 34% 7% 25% 29% 27% 16% 10%  (Assembly Soons in Service % Trips 73% 49%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15 Q. Mall – Do ce Area Transit \$ 0.03 0.06	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via Destination # Trips 50,455 58,570	83% 84% 66% 93% 75% 71% 73% 84% 90% Main St.) s not in Ser % Trips 27% 51%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90 vice Area Transit \$ 0.80 0.61	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit I  Origin Neighborhood Downtown Chinatown	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218  Route: Route 93  Destinati #Trips 141,860 57,772	23% 14% 7% 30% 27% 17% 6% 10% 8%  (Sullivan St ons in Servic % Trips 75% 50%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41  a Downtone Area Transit \$ 0.03 0.07	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859 <b>Destination</b> # <b>Trips</b> 47,894 57,777	77% 86% 93% 70% 73% 83% 94% 90% 92%  ker Hill)  ns not in Ser % Trips 25% 50%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94 rvice Area Transit \$ 0.84 0.62
Kendall/MIT         5,289         7%         0.15         69,115         93%         0.58         Back Bay         19,484         13%         0.24         126,277         87%         0.36         Back Bay         20,302         14%         0.24         125,459         86%         0           Davis Square         5,238         7%         0.41         74,336         93%         0.78         South End         17,608         14%         0.28         107,838         86%         0.44         South End         18,022         14%         0.28         107,424         86%         0           North Cambridge         4,858         6%         0.42         78,152         94%         0.80         Waterfront         14,415         27%         0.15         38,740         73%         0.89         Beacon Hill         14,974         50%         0.07         14,885         50%         0           East Cambridge         4,271         7%         0.16         53,447         93%         0.52         Beacon Hill         13,604         46%         0.08         16,255         54%         0.69         Waterfront         14,564         27%         0.15         38,591         73%         0           Winter Hill	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit  Origin Neighborhood Central Square Harvard Square Spring Hill	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024  Route: Route 9  Destinati # Trips 42,632 20,578 20,019	33% 34% 11% 18% 9% 25% 26% 16% 18%  91 (Sullivan Sions in Service % Trips 29% 13% 21%	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18 Sta. – Centre Area Fransit \$ 0.03 0.15 0.03	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758 ral Sq., Camb Destination # Trips 103,546 138,075 76,999	67% 66% 89% 82% 91% 75% 74% 84% 82%  Dridge) ns not in Ser % Trips 71% 87% 79%	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10 1.10 2.vice Area Transit \$ 0.75 0.48 0.85	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown  Transit Ro  Origin Neighborhood Downtown Chinatown North End	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287  ute: Route 92 ( Destinati # Trips 139,299 56,979 27,107	17% 16% 34% 7% 25% 29% 27% 16% 10%  (Assembly So ons in Service % Trips 73% 49% 65%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15  Q. Mall – Do ce Area  Transit \$ 0.03 0.06 0.06	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via Destination # Trips 50,455 58,570 14,795	83% 84% 66% 93% 75% 71% 73% 84% 90% Main St.) s not in Ser % Trips 27% 51% 35%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90 vice Area Transit \$ 0.80 0.61 1.05	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit I  Origin Neighborhood Downtown Chinatown West End	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218  Route: Route 93 Destinati # Trips 141,860 57,772 30,650	23% 14% 7% 30% 27% 17% 6% 10% 8%  (Sullivan St ons in Service % Trips 75% 50% 61%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41  a Downtee Area Transit \$ 0.03 0.07 0.05	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859 <b>Destination</b> # <b>Trips</b> 47,894 57,777 20,003	77% 86% 93% 70% 73% 83% 94% 90% 92%  ker Hill) ms not in Ser % Trips 25% 50% 39%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94 rvice Area Transit \$ 0.84 0.62 0.82
Davis Square         5,238         7%         0.41         74,336         93%         0.78         South End         17,608         14%         0.28         107,838         86%         0.44         South End         18,022         14%         0.28         107,424         86%         0           North Cambridge         4,858         6%         0.42         78,152         94%         0.80         Waterfront         14,415         27%         0.15         38,740         73%         0.89         Beacon Hill         14,974         50%         0.07         14,885         50%         0           East Cambridge         4,271         7%         0.16         53,447         93%         0.52         Beacon Hill         13,604         46%         0.08         16,255         54%         0.69         Waterfront         14,564         27%         0.15         38,591         73%         0           Winter Hill         3,854         10%         0.23         33,506         90%         0.95         East Boston         13,228         10%         0.37         112,783         90%         0.86         East Boston         13,275         11%         0.37         112,735         89%         0	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit  Origin Neighborhood Central Square Harvard Square Spring Hill East Somerville	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024  Route: Route 9  Destinati #Trips 42,632 20,578 20,019 9,252	33% 34% 11% 18% 9% 25% 26% 16% 18%  91 (Sullivan Sions in Service % Trips 29% 13% 21% 22%	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18  Sta. – Centre Area  Fransit \$ 0.03 0.15 0.08 0.11	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758 ral Sq., Camb Destination # Trips 103,546 138,075 76,999 32,697	67% 66% 89% 82% 91% 75% 74% 84% 82%  bridge) ns not in Ser % Trips 71% 87% 79% 78%	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10 1.10 Transit \$ 0.75 0.48 0.85 1.11	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown  Transit Ro  Origin Neighborhood Downtown Chinatown North End Charlestown	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287  ute: Route 92 ( Destinati #Trips 139,299 56,979 27,107 26,870	17% 16% 34% 7% 25% 29% 27% 16% 10%  (Assembly Soons in Service % Trips 73% 49% 65% 43%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15  q. Mall – Do ce Area  Transit \$ 0.03 0.06 0.06 0.11	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via Destination # Trips 50,455 58,570 14,795 35,833	83% 84% 66% 93% 75% 71% 73% 84% 90% Main St.) Is not in Ser % Trips 27% 51% 35% 57%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90 vice Area Transit \$ 0.80 0.61 1.05 1.35	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit I  Origin Neighborhood Downtown Chinatown West End Charlestown	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218  Route: Route 93 Destinati # Trips 141,860 57,772 30,650 28,435	23% 14% 7% 30% 27% 17% 6% 10% 8%  (Sullivan St ons in Service % Trips 75% 50% 61% 45%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41  a Downte ce Area  Transit \$ 0.03 0.07 0.05 0.11	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859   Destination # Trips 47,894 57,777 20,003 34,268	77% 86% 93% 70% 73% 83% 94% 90% 92%  ker Hill) ms not in Ser % Trips 25% 50% 39% 55%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94 rvice Area Transit \$ 0.84 0.62 0.82 1.41
Davis Square         5,238         7%         0.41         74,336         93%         0.78         South End         17,608         14%         0.28         107,838         86%         0.44         South End         18,022         14%         0.28         107,424         86%         0           North Cambridge         4,858         6%         0.42         78,152         94%         0.80         Waterfront         14,415         27%         0.15         38,740         73%         0.89         Beacon Hill         14,974         50%         0.07         14,885         50%         0           East Cambridge         4,271         7%         0.16         53,447         93%         0.52         Beacon Hill         13,604         46%         0.08         16,255         54%         0.69         Waterfront         14,564         27%         0.15         38,591         73%         0           Winter Hill         3,854         10%         0.23         33,506         90%         0.95         East Boston         13,228         10%         0.37         112,783         90%         0.86         East Boston         13,275         11%         0.37         112,735         89%         0	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit  Origin Neighborhood Central Square Harvard Square Spring Hill East Somerville	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024  Route: Route 9  Destinati #Trips 42,632 20,578 20,019 9,252	33% 34% 11% 18% 9% 25% 26% 16% 18%  91 (Sullivan Sions in Service % Trips 29% 13% 21% 22%	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18  Sta. – Centre Area  Fransit \$ 0.03 0.15 0.08 0.11	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758 ral Sq., Camb Destination # Trips 103,546 138,075 76,999 32,697	67% 66% 89% 82% 91% 75% 74% 84% 82%  bridge) ns not in Ser % Trips 71% 87% 79% 78%	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10 1.10 Transit \$ 0.75 0.48 0.85 1.11	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown  Transit Ro  Origin Neighborhood Downtown Chinatown North End Charlestown	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287  ute: Route 92 ( Destinati #Trips 139,299 56,979 27,107 26,870	17% 16% 34% 7% 25% 29% 27% 16% 10%  (Assembly Soons in Service % Trips 73% 49% 65% 43%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15  q. Mall – Do ce Area  Transit \$ 0.03 0.06 0.06 0.11	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via Destination # Trips 50,455 58,570 14,795 35,833	83% 84% 66% 93% 75% 71% 73% 84% 90% Main St.) Is not in Ser % Trips 27% 51% 35% 57%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90 vice Area Transit \$ 0.80 0.61 1.05 1.35	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit I  Origin Neighborhood Downtown Chinatown West End Charlestown	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218  Route: Route 93 Destinati # Trips 141,860 57,772 30,650 28,435	23% 14% 7% 30% 27% 17% 6% 10% 8%  (Sullivan St ons in Service % Trips 75% 50% 61% 45%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41  a Downte ce Area  Transit \$ 0.03 0.07 0.05 0.11	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859   Destination # Trips 47,894 57,777 20,003 34,268	77% 86% 93% 70% 73% 83% 94% 90% 92%  ker Hill) ms not in Ser % Trips 25% 50% 39% 55%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94 rvice Area Transit \$ 0.84 0.62 0.82
North Cambridge         4,858         6%         0.42         78,152         94%         0.80         Waterfront         14,415         27%         0.15         38,740         73%         0.89         Beacon Hill         14,974         50%         0.07         14,885         50%         0           East Cambridge         4,271         7%         0.16         53,447         93%         0.52         Beacon Hill         13,604         46%         0.08         16,255         54%         0.69         Waterfront         14,564         27%         0.15         38,591         73%         0           Winter Hill         3,854         10%         0.23         33,506         90%         0.95         East Boston         13,228         10%         0.37         112,783         90%         0.86         East Boston         13,275         11%         0.37         112,735         89%         0	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit  Origin Neighborhood Central Square Harvard Square Spring Hill East Somerville Charlestown	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024  Route: Route 9  Destinati # Trips 42,632 20,578 20,019 9,252 6,736	33% 34% 11% 18% 9% 25% 26% 16% 18%  91 (Sullivan Sions in Service % Trips 29% 13% 21% 22% 11%	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18  Sta. – Centre Area  Fransit \$ 0.03 0.15 0.08 0.11 0.17	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758 ral Sq., Camb Destination # Trips 103,546 138,075 76,999 32,697 55,967	67% 66% 89% 82% 91% 75% 74% 84% 82%	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10 1.10 Transit \$ 0.75 0.48 0.85 1.11 0.90	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown  Transit Ro  Origin Neighborhood Downtown Chinatown North End Charlestown West End	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287  ute: Route 92 ( Destinati #Trips 139,299 56,979 27,107 26,870 23,897	17% 16% 34% 7% 25% 29% 27% 16% 10%  Assembly Soons in Service 73% 49% 65% 43% 47%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15  q. Mall – Do ce Area  Transit \$ 0.03 0.06 0.06 0.11 0.06	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via Destination # Trips 50,455 58,570 14,795 35,833 26,756	83% 84% 66% 93% 75% 71% 73% 84% 90% Main St.) Is not in Ser % Trips 27% 51% 35% 57% 53%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90 vice Area Transit \$ 0.80 0.61 1.05 1.35 0.61	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit I  Origin Neighborhood Downtown Chinatown West End Charlestown North End	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218  Route: Route 93 Destinati # Trips 141,860 57,772 30,650 28,435 27,508	23% 14% 7% 30% 27% 17% 6% 10% 8%  (Sullivan St ons in Service % Trips 75% 50% 61% 45% 66%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41  a Downto be Area  Transit \$ 0.03 0.07 0.05 0.11 0.06	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859 <b>Destination</b> <b># Trips</b> 47,894 57,777 20,003 34,268 14,394	77% 86% 93% 70% 73% 83% 94% 90% 92%  ker Hill) sins not in Sei % Trips 25% 50% 39% 55% 34%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94 rvice Area Transit \$ 0.84 0.62 0.82 1.41
East Cambridge 4,271 7% 0.16 53,447 93% 0.52 Beacon Hill 13,604 46% 0.08 16,255 54% 0.69 Waterfront 14,564 27% 0.15 38,591 73% 0.00 Winter Hill 3,854 10% 0.23 33,506 90% 0.95 East Boston 13,228 10% 0.37 112,783 90% 0.86 East Boston 13,275 11% 0.37 112,735 89% 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit  Origin Neighborhood Central Square Harvard Square Spring Hill East Somerville Charlestown Kendall/MIT	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024  Route: Route 9  Destinati # Trips 42,632 20,578 20,019 9,252 6,736 5,289	33% 34% 11% 18% 9% 25% 26% 16% 18%  91 (Sullivan Sions in Service % Trips 29% 13% 21% 22% 11% 7%	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18  Sta. – Centre & Area  Transit \$ 0.03 0.15 0.08 0.11 0.17 0.15	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758 ral Sq., Camb Destination # Trips 103,546 138,075 76,999 32,697 55,967 69,115	67% 66% 89% 82% 91% 75% 74% 84% 82%	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10 1.10 Transit \$ 0.75 0.48 0.85 1.11 0.90 0.58	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown  Transit Ro  Origin Neighborhood Downtown Chinatown North End Charlestown West End Back Bay	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287  ute: Route 92 (	17% 16% 34% 7% 25% 29% 27% 16% 10%  Assembly Soons in Service 73% 49% 65% 43% 47% 13%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15 <b>q. Mall – Do</b> ce Area <b>Transit \$</b> 0.03 0.06 0.06 0.11 0.06 0.24	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via Destination # Trips 50,455 58,570 14,795 35,833 26,756 126,277	83% 84% 66% 93% 75% 71% 73% 84% 90%  Main St.) s not in Ser % Trips 27% 51% 35% 57% 53% 87%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90 vice Area Transit \$ 0.80 0.61 1.05 1.35 0.61 0.36	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit I  Origin Neighborhood Downtown Chinatown West End Charlestown North End Back Bay	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218  Route: Route 93 Destinati #Trips 141,860 57,772 30,650 28,435 27,508 20,302	23% 14% 7% 30% 27% 17% 6% 10% 8%  (Sullivan St ons in Service % Trips 75% 50% 61% 45% 66% 14%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41  a. – Downte ce Area  Transit \$ 0.03 0.07 0.05 0.11 0.06 0.24	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859  www via Bun Destination # Trips 47,894 57,777 20,003 34,268 14,394 125,459	77% 86% 93% 70% 73% 83% 94% 90% 92%  ker Hill) ms not in Ser % Trips 25% 50% 39% 55% 34% 86%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94 rvice Area Transit \$ 0.84 0.62 0.82 1.41 1.08 0.36
Winter Hill 3,854 10% 0.23 33,506 90% 0.95 East Boston 13,228 10% 0.37 112,783 90% 0.86 East Boston 13,275 11% 0.37 112,735 89% 0	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit  Origin Neighborhood Central Square Harvard Square Spring Hill East Somerville Charlestown Kendall/MIT Davis Square	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024  Route: Route 9  Destinati #Trips 42,632 20,578 20,019 9,252 6,736 5,289 5,238	33% 34% 11% 18% 9% 25% 26% 16% 18%  91 (Sullivan Sions in Service "Trips" 29% 13% 21% 22% 11% 7% 7%	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18  Sta. – Centre e Area  Fransit \$ 0.03 0.15 0.08 0.11 0.17 0.15 0.41	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758 ral Sq., Camb Destination # Trips 103,546 138,075 76,999 32,697 55,967 69,115 74,336	67% 66% 89% 82% 91% 75% 74% 84% 82%	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10 1.10 Transit \$ 0.75 0.48 0.85 1.11 0.90 0.58 0.78	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown  Transit Ro  Origin Neighborhood Downtown Chinatown North End Charlestown West End Back Bay South End	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287  ute: Route 92 (	17% 16% 34% 7% 25% 29% 27% 16% 10%  Assembly Soons in Service % Trips 73% 49% 65% 43% 47% 13% 14%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15 <b>q. Mall – Do</b> ce Area  Transit \$ 0.03 0.06 0.06 0.11 0.06 0.24 0.28	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via Destination # Trips 50,455 58,570 14,795 35,833 26,756 126,277 107,838	83% 84% 66% 93% 75% 71% 73% 84% 90%  Main St.) as not in Ser " Trips 27% 51% 35% 57% 53% 87% 86%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90  vice Area Transit \$ 0.80 0.61 1.05 1.35 0.61 0.36 0.44	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit I  Origin Neighborhood Downtown Chinatown West End Charlestown North End Back Bay South End	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218  Route: Route 93 Destinati #Trips 141,860 57,772 30,650 28,435 27,508 20,302 18,022	23% 14% 7% 30% 27% 17% 6% 10% 8%  (Sullivan St ons in Service % Trips 75% 50% 61% 45% 66% 14% 14%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41  a Downto be Area Transit \$ 0.03 0.07 0.05 0.11 0.06 0.24 0.28	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859  www via Bun Destination # Trips 47,894 57,777 20,003 34,268 14,394 125,459 107,424	77% 86% 93% 70% 73% 83% 94% 90% 92%  ker Hill) ms not in Ser % Trips 25% 50% 39% 55% 34% 86%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94 rvice Area Transit \$ 0.84 0.62 0.82 1.41 1.08 0.36 0.44
	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit  Origin Neighborhood Central Square Harvard Square Spring Hill East Somerville Charlestown Kendall/MIT Davis Square North Cambridge	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024  Route: Route 9  Destinati # Trips 42,632 20,578 20,019 9,252 6,736 5,289 5,238 4,858	33% 34% 11% 18% 9% 25% 26% 16% 18%  91 (Sullivan Sions in Service "Trips" 29% 13% 21% 22% 11% 7% 7% 6%	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18  Sta. – Centre e Area  Transit \$ 0.03 0.15 0.08 0.11 0.17 0.15 0.41 0.42	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758 21 Sq., Camb Destination # Trips 103,546 138,075 76,999 32,697 55,967 69,115 74,336 78,152	67% 66% 89% 82% 91% 75% 74% 84% 82%	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10 1.10 2.10	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown  Transit Ro  Origin Neighborhood Downtown Chinatown North End Charlestown West End Back Bay South End Waterfront	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287  ute: Route 92 (	17% 16% 34% 7% 25% 29% 27% 16% 10%  Assembly So ons in Service % Trips 73% 49% 65% 43% 47% 13% 14% 27%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15 <b>q. Mall – Do ce Area Transit \$</b> 0.03 0.06 0.06 0.11 0.06 0.24 0.28 0.15	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416 wntown via Destination # Trips 50,455 58,570 14,795 35,833 26,756 126,277 107,838 38,740	83% 84% 66% 93% 75% 71% 73% 84% 90%  Main St.) as not in Ser % Trips 27% 51% 35% 57% 53% 87% 86% 73%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90  vice Area Transit \$ 0.80 0.61 1.05 1.35 0.61 0.36 0.44 0.89	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit I  Origin Neighborhood Downtown Chinatown West End Charlestown North End Back Bay South End Beacon Hill	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218  Route: Route 93 Destinati #Trips 141,860 57,772 30,650 28,435 27,508 20,302 18,022 14,974	23% 14% 7% 30% 27% 17% 6% 10% 8%  (Sullivan St ons in Service % Trips 75% 50% 61% 45% 66% 14% 14% 50%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41  a Downto be Area Transit \$ 0.03 0.07 0.05 0.11 0.06 0.24 0.28 0.07	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859  wn via Bun Destination # Trips 47,894 57,777 20,003 34,268 14,394 125,459 107,424 14,885	77% 86% 93% 70% 73% 83% 94% 90% 92%  ker Hill) ons not in Ser % Trips 25% 50% 39% 55% 34% 86% 86% 50%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94  rvice Area Transit \$ 0.84 0.62 0.82 1.41 1.08 0.36 0.44 0.75
Narahbanka di Iras autorda narta a narta	Davis Square East Cambridge Central Square North Cambridge Harvard Square East Somerville Winter Hill East Arlington Medford Hillside  Transit  Origin Neighborhood Central Square Harvard Square Spring Hill East Somerville Charlestown Kendall/MIT Davis Square North Cambridge East Cambridge	25,894 19,817 16,119 14,619 14,540 10,318 9,603 8,814 6,024  Route: Route 9 Destinati # Trips 42,632 20,578 20,019 9,252 6,736 5,289 5,238 4,858 4,271	33% 34% 11% 18% 9% 25% 26% 16% 18%  91 (Sullivan Sions in Service "> Trips 29% 13% 21% 22% 11% 7% 6% 7%	0.11 0.04 0.18 0.15 0.30 0.15 0.16 0.19 0.18  Sta. – Centre e Area  Transit \$ 0.03 0.15 0.08 0.11 0.17 0.15 0.41 0.42 0.16	53,680 37,901 130,059 68,391 144,112 31,630 27,756 44,863 26,758 21 Sq., Camb Destination # Trips 103,546 138,075 76,999 32,697 55,967 69,115 74,336 78,152 53,447	67% 66% 89% 82% 91% 75% 74% 84% 82%  Dridge) ns not in Ser % Trips 71% 87% 79% 78% 89% 93% 93% 94%	1.07 0.74 0.58 0.92 0.45 1.13 1.10 1.10 1.10 2.10	Spring Hill North Cambridge Winter Hill Harvard Square East Somerville Medford Hillside South Medford East Arlington Charlestown  Transit Ro  Origin Neighborhood Downtown Chinatown North End Charlestown West End Back Bay South End Waterfront Beacon Hill	16,311 13,423 12,624 10,384 10,296 9,530 9,153 8,839 6,287  ute: Route 92 (	17% 16% 34% 7% 25% 29% 27% 16% 10%  Assembly So ons in Service % Trips 73% 49% 65% 43% 47% 13% 14% 27% 46%	0.15 0.14 0.13 0.35 0.16 0.11 0.12 0.18 0.15 <b>q. Mall – Do</b> ce Area  Transit \$ 0.03 0.06 0.06 0.11 0.06 0.24 0.28 0.15 0.08	80,707 69,587 24,735 148,269 31,653 23,252 24,749 44,838 56,416  wntown via Destination # Trips 50,455 58,570 14,795 35,833 26,756 126,277 107,838 38,740 16,255	83% 84% 66% 93% 75% 71% 73% 84% 90%  Main St.) as not in Ser % Trips 27% 51% 35% 57% 53% 87% 86% 73% 54%	0.80 0.91 1.26 0.44 1.13 1.27 1.28 1.10 0.90  vice Area Transit \$ 0.80 0.61 1.05 1.35 0.61 0.36 0.44 0.89 0.69	Davis Square North Cambridge Harvard Square Winter Hill East Somerville East Medford Central Square Charlestown West Malden  Transit I  Origin Neighborhood Downtown Chinatown West End Charlestown North End Back Bay South End Beacon Hill Waterfront	18,298 11,918 11,718 11,385 11,337 10,042 8,768 6,566 6,218  Route: Route 93 Destinati #Trips 141,860 57,772 30,650 28,435 27,508 20,302 18,022 14,974 14,564	23% 14% 7% 30% 27% 17% 6% 10% 8%  (Sullivan St ons in Service % Trips 75% 50% 61% 45% 66% 14% 14% 50% 27%	0.15 0.18 0.29 0.10 0.11 0.21 0.26 0.18 0.41  a Downto be Area Transit \$ 0.03 0.07 0.05 0.11 0.06 0.24 0.28 0.07 0.15	61,276 71,092 146,935 25,974 30,612 48,372 137,411 56,137 71,859  wn via Bun Destination # Trips 47,894 57,777 20,003 34,268 14,394 125,459 107,424 14,885 38,591	77% 86% 93% 70% 73% 83% 94% 90% 92%  ker Hill) ons not in Ser % Trips 25% 50% 39% 55% 34% 86% 86% 50% 73%	0.94 0.88 0.45 1.22 1.18 1.25 0.56 0.90 0.94 rvice Area Transit \$ 0.84 0.62 0.82 1.41 1.08 0.36 0.44

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 94 – 109

Tran			edford Sq. –				Tra	nsit Route: R						Tr	ansit Route: I					
0.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4		tions in Serv			ons not in Se				tions in Servi			ns not in Se				tions in Serv			ons not in Se	
Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips		Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Davis Square	24,098	30%	0.06	55,477	70%	1.06	East Medford	15,053	26%	0.14	43,361	74%	1.40	Harvard Square	85,565	54%	0.06	73,088	46%	0.88
Medford Hillside	11,537	35%	0.05	21,245	65%	1.41	West Malden	10,012	13%	0.32	68,065	87%	0.98	Davis Square	31,227	39%	0.13	48,347	61%	1.17
North Cambridge	11,374	14%	0.14	71,636	86%	0.88	Winter Hill	9,996	27%	0.13	27,363	73%	1.15	North Cambridge	26,414	32%	0.18	56,596	68%	1.06
Spring Hill	9,421	10%	0.23	87,597	90%	0.74	South Medford	9,516	28%	0.13	24,386	72%	1.30	Spring Hill	23,349	24%	0.15	73,669	76%	0.86
Harvard Square	8,558	5%	0.35	150,095	95%	0.44	East Somerville	9,312	22%	0.14	32,637	78%	1.10	Central Square	22,632	15%	0.21	123,547	85%	0.60
W. Medford/Medford Sq	8,021	27%	0.12	21,879	73%	1.48	Spring Hill	8,129	8%	0.23	88,889	92%	0.73	Medford Hillside	12,337	38%	0.11	20,445	62%	1.42
East Arlington	7,564	14%	0.14	46,113	86%	1.08	W Medford/Medford Sq	7,506	25%	0.15	22,393	75%	1.44	North Allston	10,207	20%	0.15	39,603	80%	1.01
South Medford	6,750	20%	0.09	27,151	80%	1.19	Davis Square	6,881	9%	0.30	72,693	91%	0.80	South Medford	8,980	26%	0.15	24,922	74%	1.27
East Medford	6,090	10%	0.34	52,325	90%	1.16	North Medford	6,436	17%	0.27	31,071	83%	1.58	Winter Hill	6,581	18%	0.32	30,778	82%	1.00
North Medford	4,723	13%	0.27	32,783	87%	1.51	Charlestown	6,019	10%	0.13	56,683	90%	0.90	East Medford	6,446	11%	0.41	51,968	89%	1.16
_												•••								
Tran		· ·	<u>lden Sta. – V</u>				Transit Route:		-					Tı	ransit Route:				/	
		tions in Serv			ons not in Se				tions in Servi			ns not in Se				tions in Serv			ons not in Se	
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
West Malden	20,592	26%	0.07	57,485	74%	1.20	West Malden	23,721	30%	0.07	54,356	70%	1.26	East Medford	13,074	22%	0.08	45,341	78%	1.36
West Everett	16,491	30%	0.07	38,925	70%	1.30	East Malden	18,447	18%	0.13	82,143	82%	1.26	West Malden	8,760	11%	0.13	69,317	89%	1.00
East Malden	13,269	13%	0.15	87,320	87%	1.19	West Everett	12,962	23%	0.11	42,455	77%	1.18	East Malden	4,672	5%	0.42	95,918	95%	1.09
East Everett	12,964	20%	0.13	52,764	80%	1.15	East Everett	9,103	14%	0.23	56,625	86%	1.06	North Medford	3,436	9%	0.24	34,070	91%	1.47
Chelsea	7,621	6%	0.45	121,952	94%	0.94	East Medford	8,080	14%	0.21	50,334	86%	1.21	Chelsea	3,128	2%	0.70	126,445	98%	0.91
East Medford	7,563	13%	0.19	50,851	87%	1.21	Chelsea	7,004	5%	0.54	122,570	95%	0.93	West Everett	3,005	5%	0.36	52,412	95%	0.97
East Revere	4,724	4%	0.71	105,602	96%	1.08	Melrose	6,196	8%	0.50	75,644	92%	1.30	East Everett	2,967	5%	0.49	62,762	95%	0.97
West Revere	4,381	6%	0.49	70,272	94%	1.18	West Revere	4,534	6%	0.54	70,119	94%	1.18	Melrose	2,918	4%	0.66	78,922	96%	1.26
Melrose	4,101	5%	0.52	77,739	95%	1.28	East Revere	4,248	4%	0.75	106,079	96%	1.08	W. Medford/Medford Sq	2,629	9%	0.19	27,271	91%	1.20
East Boston	2,876	2%	0.69	123,134	98%	0.82	North Medford	3,613	10%	0.34	33,893	90%	1.46	South Medford	2,088	6%	0.24	31,814	94%	1.02
Transit Rout					1/		Transit R	oute: Route 1						Transit R	Route: Route					
		tions in Serv			ons not in Se	ervice Area			tions in Servi	ice Area		ns not in Se	rvice Area		Destina	tions in Serv			ons not in Se	ervice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
West Malden	26,652	34%	0.15	51,425	66%	1.29	West Malden	21,227	27%	0.09	56,850	73%	1.20	East Malden	25,420	25%	0.09	75,169	75%	1.38
East Malden	18,542	18%	0.23	82,048	82%	1.24	East Malden	20,695	21%	0.12	79,895	79%	1.30	West Malden	21,690	28%	0.08	56,387	72%	1.21
Davis Square	15,338	19%	0.18	64,236	81%	0.90	West Everett	17,521	32%	0.09	37,896	68%	1.33	West Everett	17,040	31%	0.09	38,376	69%	1.31
East Medford	14,335	25%	0.23	44,080	75%	1.35	East Everett	15,257	23%	0.13	50,471	77%	1.19	East Everett	11,908	18%	0.19	53,820	82%	1.12
Winter Hill	13,243	35%	0.15	24,116	65%	1.27	Chelsea	8,752	7%	0.45	120,821	93%	0.94	Chelsea	8,873	7%	0.51	120,700	93%	0.94
South Medford	11,991	35%	0.15	21,911	65%	1.42	East Somerville	6,111	15%	0.19	35,838	85%	1.01	West Revere	6,111	8%	0.43	68,543	92%	1.20
Spring Hill	11,715	12%	0.24	85,303	88%	0.75	Charlestown	5,943	9%	0.16	56,759	91%	0.89	East Somerville	6,074	14%	0.19	35,875	86%	1.01
Medford Hillside	11,265	34%	0.12	21,517	66%	1.35	West Revere	5,443	7%	0.44	69,211	93%	1.19	Charlestown	5,876	9%	0.15	56,827	91%	0.89
East Somerville	11,119	27%	0.19	30,829	73%	1.14	East Revere	5,406	5%	0.71	104,921	95%	1.09	Melrose	5,725	7%	0.46	76,116	93%	1.30
W Made 1/M. 10 10	0.444			20.434	68%	1.55	East Modford	5 O10	00/	0.34	53,396	91%	1.14	Earl Danie	5,554	5%	0.74	104,772	95%	1.09
W. Medford/Medford Sq	9,466	32%	0.18	20,434	0070	1.33	East Medford	5,018	9%	0.54	33,370	71 /0	1.14	East Revere	3,334					
	.,											, , , ,	1.14							
W. Medford/Medford Sq  Transit Route:	Route 106 (	Franklin Sq	/Lebanon St	. Loop – We	ellington Sta	ı.)		nsit Route: R	oute 108 (Lin	nden Sq. – W	ellington St	ta.)	·		ansit Route:					
Transit Route:	Route 106 (	Franklin Sq tions in Serv	/Lebanon St	. Loop – Wo	ellington Sta	.) ervice Area	Tra	nsit Route: R Destina	oute 108 (Lin	nden Sq. – W ice Area	Vellington St Destinatio	ta.) ns not in Se	rvice Area	Tr	ansit Route: Destina	tions in Serv	ice Area	Destinati	ons not in Se	
Transit Route: Origin Neighborhood	Route 106 ( Destina	Franklin Sq tions in Serv % Trips	./Lebanon St vice Area Transit \$	Loop – Wo Destination # Trips	ellington Sta ons not in Se % Trips	.) ervice Area Transit \$	Trai	nsit Route: R  Destina  # Trips	oute 108 (Lintions in Servi	nden Sq. – W ice Area Transit \$	Vellington St Destination # Trips	ta.) ns not in Se % Trips	rvice Area Transit \$	Tr Origin Neighborhood	eansit Route:  Destina  # Trips	tions in Serv % Trips	ice Area Transit \$	Destinati # Trips	ons not in Se % Trips	Transit \$
Transit Route: Origin Neighborhood East Malden	Route 106 ( Destina # Trips 29,505	Franklin Sq tions in Serv % Trips 29%	/Lebanon Strice Area Transit \$	. Loop – We Destination # Trips 71,084	ellington Sta	crvice Area Transit \$	Trai Origin Neighborhood East Malden	nsit Route: R Destina #Trips 28,118	oute 108 (Lintions in Serving 78 Trips 28%	nden Sq. – Wice Area Transit \$ 0.09	Vellington St Destination # Trips 72,472	ta.) ns not in Se % Trips 72%	rvice Area Transit \$ 1.43	Tr Origin Neighborhood East Everett	Pansit Route:  Destina # Trips 14,513	tions in Serv % Trips 22%	ice Area Transit \$ 0.08	Destinati # Trips 51,215	ons not in Se % Trips 78%	<b>Transit \$</b> 1.19
Transit Route:  Origin Neighborhood  East Malden  West Malden	Route 106 ( Destina # Trips 29,505 23,021	Franklin Sq tions in Serv % Trips 29% 29%	J./Lebanon St vice Area Transit \$ 0.11 0.09	. Loop – We Destinated # Trips 71,084 55,056	ellington Sta ons not in Se % Trips 71% 71%	rvice Area Transit \$ 1.45 1.24	Origin Neighborhood East Malden West Malden	nsit Route: R	oute 108 (Lintions in Serving 28% 31%	nden Sq. – Wice Area Transit \$ 0.09 0.05	Vellington St Destinatio # Trips 72,472 53,530	ta.) ns not in Se % Trips 72% 69%	rvice Area Transit \$ 1.43 1.29	Origin Neighborhood East Everett West Everett	Destina   # Trips   14,513   13,913	tions in Serv % Trips 22% 25%	ice Area Transit \$ 0.08 0.06	<b>Destinati</b> # <b>Trips</b> 51,215 41,503	ons not in Se % Trips 78% 75%	Transit \$ 1.19 1.23
Transit Route:  Origin Neighborhood  East Malden  West Malden  Melrose	Route 106 ( Destina # Trips 29,505 23,021 21,514	Franklin Sq tions in Serv % Trips 29% 29% 26%	/Lebanon Strice Area Transit \$ 0.11 0.09 0.17	. Loop – We Destinate # Trips 71,084 55,056 60,326	ellington Sta ons not in Se % Trips 71% 71% 74%	1.45 1.24 1.62	Origin Neighborhood East Malden West Malden East Medford	nsit Route: R  Destina # Trips 28,118 24,547 12,569	oute 108 (Lintions in Serving   % Trips	nden Sq. – Wice Area Transit \$ 0.09 0.05 0.13	Vellington St Destinatio # Trips 72,472 53,530 45,846	ta.) ns not in Se % Trips 72% 69% 78%	rvice Area Transit \$ 1.43 1.29 1.33	Origin Neighborhood East Everett West Everett East Malden	ransit Route:  Destina # Trips 14,513 13,913 13,906	tions in Serv % Trips 22% 25% 14%	ice Area Transit \$ 0.08 0.06 0.15	<b>Destinati # Trips</b> 51,215 41,503 86,683	ons not in Se % Trips 78% 75% 86%	Transit \$ 1.19 1.23 1.20
Transit Route:  Origin Neighborhood  East Malden  West Malden  Melrose  West Everett	Route 106 ( Destina # Trips 29,505 23,021 21,514 14,347	Franklin Sq tions in Serv % Trips 29% 29% 26% 26%	/Lebanon Strice Area Transit \$ 0.11 0.09 0.17 0.12	. Loop – We Destinate # Trips 71,084 55,056 60,326 41,069	ellington States ons not in Security 71% 71% 74% 74%	1.3 Prvice Area Transit \$ 1.45 1.24 1.62 1.22	Origin Neighborhood East Malden West Malden East Medford West Everett	nsit Route: R  Destina # Trips 28,118 24,547 12,569 8,547	oute 108 (Lintions in Service) % Trips 28% 31% 22% 15%	nden Sq. – Wice Area Transit \$ 0.09 0.05 0.13 0.20	Vellington St Destinatio # Trips 72,472 53,530 45,846 46,869	ta.) ns not in Se % Trips 72% 69% 78% 85%	rvice Area Transit \$ 1.43 1.29 1.33 1.07	Origin Neighborhood East Everett West Everett East Malden Chelsea	Pansit Route:  Destina # Trips 14,513 13,913 13,906 8,103	tions in Serv % Trips 22% 25%	ice Area Transit \$ 0.08 0.06 0.15 0.38	# Trips 51,215 41,503 86,683 121,470	ons not in Se % Trips 78% 75% 86% 94%	Transit \$ 1.19 1.23 1.20 0.94
Transit Route:  Origin Neighborhood  East Malden  West Malden  Melrose  West Everett  East Everett	Route 106 ( Destina # Trips 29,505 23,021 21,514 14,347 10,738	Franklin Sq tions in Serv % Trips 29% 29% 26%	/Lebanon Strice Area Transit \$ 0.11 0.09 0.17	. Loop – We Destinate # Trips 71,084 55,056 60,326 41,069 54,991	ellington States	1.) Prvice Area Transit \$ 1.45 1.24 1.62 1.22 1.09	Origin Neighborhood East Malden West Malden East Medford West Everett East Everett	nsit Route: R  Destina # Trips 28,118 24,547 12,569 8,547 7,398	oute 108 (Lintions in Serving   % Trips	nden Sq. – Wice Area Transit \$ 0.09 0.05 0.13 0.20 0.37	Vellington St Destinatio # Trips 72,472 53,530 45,846 46,869 58,330	ta.) ns not in Se % Trips 72% 69% 78% 85%	rvice Area Transit \$ 1.43 1.29 1.33 1.07 1.02	Origin Neighborhood East Everett West Everett East Malden Chelsea West Revere	Pansit Route:  Destina # Trips 14,513 13,913 13,906 8,103 5,756	tions in Serv % Trips 22% 25% 14%	Transit \$ 0.08 0.06 0.15 0.38 0.34	# Trips 51,215 41,503 86,683 121,470 68,897	ons not in Se % Trips 78% 75% 86%	Transit \$ 1.19 1.23 1.20 0.94 1.20
Transit Route:  Origin Neighborhood  East Malden  West Malden  Melrose  West Everett	Route 106 ( Destina # Trips 29,505 23,021 21,514 14,347	Franklin Sq tions in Serv % Trips 29% 29% 26% 26%	/Lebanon Strice Area Transit \$ 0.11 0.09 0.17 0.12	. Loop – We Destinate # Trips 71,084 55,056 60,326 41,069 54,991 121,355	ellington States not in Sections not in Sections 71% 71% 74% 74% 84% 94%	1.) Prvice Area Transit \$ 1.45 1.24 1.62 1.22 1.09 0.93	Origin Neighborhood East Malden West Malden East Medford West Everett	nsit Route: R  Destina # Trips 28,118 24,547 12,569 8,547	oute 108 (Lintions in Service) % Trips 28% 31% 22% 15%	nden Sq. – Wice Area Transit \$ 0.09 0.05 0.13 0.20	Vellington St Destinatio # Trips 72,472 53,530 45,846 46,869 58,330 122,626	ta.) ns not in Se % Trips 72% 69% 78% 85%	rvice Area Transit \$ 1.43 1.29 1.33 1.07	Origin Neighborhood East Everett West Everett East Malden Chelsea	Pansit Route:  Destina # Trips 14,513 13,913 13,906 8,103	tions in Serv % Trips 22% 25% 14% 6%	ice Area Transit \$ 0.08 0.06 0.15 0.38	# Trips 51,215 41,503 86,683 121,470 68,897 104,698	ons not in Se % Trips 78% 75% 86% 94%	Transit \$ 1.19 1.23 1.20 0.94
Transit Route:  Origin Neighborhood  East Malden  West Malden  Melrose  West Everett  East Everett	Route 106 ( Destina # Trips 29,505 23,021 21,514 14,347 10,738	Franklin Sq tions in Serve % Trips 29% 29% 26% 26% 16%	/Lebanon Strice Area Transit \$ 0.11 0.09 0.17 0.12 0.23	. Loop – We Destinate # Trips 71,084 55,056 60,326 41,069 54,991	ellington States	1.) Prvice Area Transit \$ 1.45 1.24 1.62 1.22 1.09	Origin Neighborhood East Malden West Malden East Medford West Everett East Everett	nsit Route: R  Destina # Trips 28,118 24,547 12,569 8,547 7,398	oute 108 (Lintions in Service) % Trips 28% 31% 22% 15% 11%	nden Sq. – Wice Area Transit \$ 0.09 0.05 0.13 0.20 0.37	Vellington St Destinatio # Trips 72,472 53,530 45,846 46,869 58,330	ta.) ns not in Se % Trips 72% 69% 78% 85%	rvice Area Transit \$ 1.43 1.29 1.33 1.07 1.02	Origin Neighborhood East Everett West Everett East Malden Chelsea West Revere	Pansit Route:  Destina # Trips 14,513 13,913 13,906 8,103 5,756	tions in Serv % Trips 22% 25% 14% 6% 8%	Transit \$ 0.08 0.06 0.15 0.38 0.34	# Trips 51,215 41,503 86,683 121,470 68,897	ons not in Se % Trips 78% 75% 86% 94% 92%	Transit \$ 1.19 1.23 1.20 0.94 1.20
Transit Route:  Origin Neighborhood  East Malden  West Malden  Melrose  West Everett  East Everett  Chelsea	Route 106 ( Destina # Trips 29,505 23,021 21,514 14,347 10,738 8,218	Franklin Sq tions in Serve % Trips 29% 29% 26% 26% 16% 6%	/Lebanon Strice Area Transit \$ 0.11 0.09 0.17 0.12 0.23 0.58	. Loop – We Destinate # Trips 71,084 55,056 60,326 41,069 54,991 121,355	ellington States not in Sections not in Sections 71% 71% 74% 74% 84% 94%	1.) Prvice Area Transit \$ 1.45 1.24 1.62 1.22 1.09 0.93	Origin Neighborhood East Malden West Malden East Medford West Everett East Everett Chelsea	nsit Route: R  Destina # Trips 28,118 24,547 12,569 8,547 7,398 6,947	oute 108 (Lintions in Service) % Trips 28% 31% 22% 15% 11% 5%	nden Sq. – Wice Area Transit \$ 0.09 0.05 0.13 0.20 0.37 0.67	Vellington St Destinatio # Trips 72,472 53,530 45,846 46,869 58,330 122,626	ns not in Se % Trips 72% 69% 78% 85% 89%	rvice Area Transit \$ 1.43 1.29 1.33 1.07 1.02 0.92	Origin Neighborhood East Everett West Everett East Malden Chelsea West Revere East Revere	Pansit Route:  Destina # Trips 14,513 13,913 13,906 8,103 5,756 5,629	***tions in Serv **Trips **22% **25% **14% **6% **8% **5%	ice Area Transit \$ 0.08 0.06 0.15 0.38 0.34 0.69	# Trips 51,215 41,503 86,683 121,470 68,897 104,698	ons not in Se % Trips 78% 75% 86% 94% 92% 95%	Transit \$ 1.19 1.23 1.20 0.94 1.20 1.09
Transit Route:  Origin Neighborhood  East Malden  West Malden  Melrose  West Everett  East Everett  Chelsea  East Medford	Route 106 (	Franklin Sq tions in Servente 29% 29% 26% 26% 16% 6% 13%	/Lebanon Strice Area Transit \$ 0.11 0.09 0.17 0.12 0.23 0.58 0.28	. Loop – We Destination # Trips 71,084 55,056 60,326 41,069 54,991 121,355 50,634 67,591	ellington Sta ons not in Se % Trips 71% 74% 74% 84% 94% 87% 91%	1.) Prvice Area Transit \$ 1.45 1.24 1.62 1.22 1.09 0.93 1.20	Origin Neighborhood East Malden West Malden East Medford West Everett East Everett Chelsea Melrose	nsit Route: R  Destina #Trips 28,118 24,547 12,569 8,547 7,398 6,947 6,804 6,747	oute 108 (Lintions in Service 108) (Lintions	nden Sq. – Wice Area Transit \$ 0.09 0.05 0.13 0.20 0.37 0.67 0.45	Vellington St Destinatio # Trips 72,472 53,530 45,846 46,869 58,330 122,626 75,037 67,907	ns not in Se % Trips 72% 69% 78% 85% 89% 95%	rvice Area Transit \$ 1.43 1.29 1.33 1.07 1.02 0.92 1.31	Origin Neighborhood East Everett West Everett East Malden Chelsea West Revere East Revere Charlestown	ransit Route:  Destina # Trips  14,513  13,913  13,906  8,103  5,756  5,629  5,400  5,343	tions in Serv  "Trips 22% 25% 14% 6% 8% 5% 9%	ice Area Transit \$ 0.08 0.06 0.15 0.38 0.34 0.69 0.12	# Trips 51,215 41,503 86,683 121,470 68,897 104,698 57,303 36,606	ons not in Se  '\sigma Trips  78\%  75\%  86\%  94\%  92\%  95\%  91\%	Transit \$ 1.19 1.23 1.20 0.94 1.20 1.09 0.89 1.00
Transit Route:  Origin Neighborhood  East Malden  West Malden  Melrose  West Everett  East Everett  Chelsea  East Medford  West Revere	Route 106 (	Franklin Sq tions in Serv % Trips 29% 29% 26% 26% 16% 6% 13% 9%	/Lebanon Strice Area Transit \$ 0.11 0.09 0.17 0.12 0.23 0.58 0.28 0.47	. Loop – We Destinate # Trips 71,084 55,056 60,326 41,069 54,991 121,355 50,634	ellington States	1.) Prvice Area Transit \$ 1.45 1.24 1.62 1.22 1.09 0.93 1.20 1.21	Origin Neighborhood East Malden West Malden East Medford West Everett East Everett Chelsea Melrose West Revere	nsit Route: R  Destina #Trips 28,118 24,547 12,569 8,547 7,398 6,947 6,804	oute 108 (Lintions in Service 108) Trips 28% 31% 22% 15% 11% 5% 8%	nden Sq. – Wice Area Transit \$ 0.09 0.05 0.13 0.20 0.37 0.67 0.45 0.43	Vellington St Destinatio # Trips 72,472 53,530 45,846 46,869 58,330 122,626 75,037	ns not in Se % Trips 72% 69% 78% 85% 89% 95% 92% 91%	rvice Area Transit \$ 1.43 1.29 1.33 1.07 1.02 0.92 1.31 1.21	Origin Neighborhood East Everett West Everett East Malden Chelsea West Revere East Revere Charlestown East Somerville	ransit Route:  Destina # Trips  14,513  13,913  13,906  8,103  5,756  5,629  5,400	tions in Serv % Trips 22% 25% 14% 6% 8% 5% 9% 13%	ice Area Transit \$ 0.08 0.06 0.15 0.38 0.34 0.69 0.12 0.15	# Trips 51,215 41,503 86,683 121,470 68,897 104,698 57,303	ons not in Se  '\sigma Trips  78\%  75\%  86\%  94\%  92\%  95\%  91\%  87\%	Transit \$ 1.19 1.23 1.20 0.94 1.20 1.09 0.89

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 110 – 134

Transit Route: Route 112 (Wellington Sta. – Wood Island Sta.)

Transit Route: Route 111 (Woodlawn/Broadway & Park – Haymarket Sta.)

Transit Route: Route 110 (Wonderland Sta. – Wellington Sta.)

		c 110 ( ) Ollu	eriana Sta				II alisit Kout	. Route 111 (	W Ooula W II/ DI	vauway &		narket Sta.)		11alisi	i Koute: Koute		~		· · · · · · · · · · · · · · · · · · ·	
		ions in Servi	ce Area		ns not in Ser				ions in Servic	e Area		s not in Ser				ions in Servi	ce Area		ons not in Se	rvice Area
Origin Neighborhood			Transit \$			Transit \$	Origin Neighborhood			ransit \$			Transit \$	Origin Neighborhood			Transit \$	# Trips	% Trips	Transit \$
East Revere	21,004	19%	0.25	89,323	81%	1.26	Downtown	91,364	48%	0.02	98,390	52%	0.42	Chelsea	43,489	34%	0.10	86,084	66%	1.32
East Everett	20,278	31%	0.11	45,451	69%	1.32	Chelsea	48,372	37%	0.15	81,202	63%	1.36	East Boston	23,050	18%	0.16	102,960	82%	0.96
Chelsea	18,636	14%	0.31	110,937	86%	1.01	North End	23,593	56%	0.05	18,310	44%	0.87	East Everett	17,983	27%	0.08	47,746	73%	1.28
West Everett	15,426	28%	0.09	39,990	72%	1.26	Charlestown	23,144	37%	0.12	39,559	63%	1.23	East Revere	11,032	10%	0.50	99,295	90%	1.13
West Revere	14,871	20%	0.19	59,783	80%	1.37	Chinatown	22,937	20%	0.12	92,612	80%	0.40	West Everett	10,515	19%	0.14	44,902	81%	1.12
East Malden	11,860	12%	0.29	88,729	88%	1.16	West End	20,859	41%	0.05	29,793	59%	0.57	West Revere	7,962	11%	0.33	66,692	89%	1.23
West Malden	8,494	11%	0.27	69,583	89%	0.97	East Revere	18,966	17%	0.34	91,361	83%	1.22	East Malden	6,974	7%	0.44	93,616	93%	1.10
East Medford	6,351	11%	0.28	52,064	89%	1.17	East Boston	15,692	12%	0.39	110,318	88%	0.87	East Medford	5,517	9%	0.31	52,897	91%	1.15
East Boston	5,127	4%	0.58	120,883	96%	0.82	West Revere	15,396	21%	0.22	59,257	79%	1.38	West Malden	5,077	7%	0.42	73,000	93%	0.93
Winthrop	4,034	6%	0.88	61,627	94%	1.31	East Everett	14,673	22%	0.19	51,055	78%	1.17	Winthrop	3,543	5%	0.91	62,117	95%	1.30
w munop	7,037	070	0.00	01,027	7470	1.31	Last Everett	14,073	2270	0.17	31,033	7070	1.17	w munop	3,373	370	0.71	02,117	7570	1.50
Tran	sit Route: Rou	ıta 114 (Ralli	naham Sa	Mayarick S	Sto )		Trancit Roy	te: Route 116	(Wonderland	Sta May	voriek Sta vi	a Rayara)		Transit Ro	ute: Route 117	(Wonderlan	d Sta Ma	vorick Sta	via Reach)	
		ions in Servi	8 1		ns not in Ser	vice Area	Transit Not		ons in Servic			s not in Ser	vice Area	Transit Ko		ions in Servi			ons not in Se	rvice Area
Origin Neighborhood			Transit \$			Transit \$	Origin Neighborhood						Transit \$	Origin Neighborhood			Transit \$	# Trips	% Trips	Transit \$
Chelsea	# 111ps 44,231	34%	0.11	# 111ps 85,343	66%		Chelsea	46,064	36%	0.13	83,509	64%		_ 8 8		55%	0.02	85,652	45%	
						1.32							1.34	Downtown	104,103					0.49
East Boston	38,624	31%	0.09	87,386	69%	1.13	East Boston	39,798	32%	0.10	86,212	68%	1.14	Chelsea	53,207	41%	0.17	76,367	59%	1.42
East Revere	15,970	14%	0.27	94,357	86%	1.20	East Revere	22,841	21%	0.20	87,486	79%	1.29	East Boston	52,643	42%	0.13	73,367	58%	1.30
West Revere	11,839	16%	0.19	62,815	84%	1.32	West Revere	13,553	18%	0.18	61,100	82%	1.35	East Revere	27,911	25%	0.25	82,416	75%	1.34
East Everett	6,866	10%	0.22	58,863	90%	1.03	East Everett	7,356	11%	0.26	58,372	89%	1.03	Chinatown	25,925	22%	0.12	89,624	78%	0.41
East Malden	3,636	4%	0.65	96,954	96%	1.07	East Malden	4,338	4%	0.66	96,252	96%	1.07	North End	23,781	57%	0.04	18,122	43%	0.89
Winthrop	3,343	5%	0.83	62,318	95%	1.30	Winthrop	4,289	7%	0.77	61,372	93%	1.31	West End	20,257	40%	0.05	30,395	60%	0.56
West Everett	2,972	5%	0.50	52,445	95%	0.96	East Lynn	3,958	2%	0.64	160,921	98%	0.67	West Revere	15,122	20%	0.25	59,532	80%	1.36
East Lynn	2,679	2%	0.67	162,200	98%	0.67	West Everett	3,252	6%	0.53	52,164	94%	0.96	Back Bay	10,660	7%	0.29	135,100	93%	0.34
West Malden	1,828	2%	0.69	76,250	98%	0.90	West Lynn	2,360	3%	0.80	90,584	97%	1.15	Beacon Hill	9,911	33%	0.07	19,947	67%	0.58
Transit Ro	ute: Route 119	9 (Northgate	<b>Shopping C</b>	Ctr. – Beachn	nont Sta.)		Transit	<b>Route: Route</b>	120 (Orient l	Heights Sta	. – Maverick	Sta.)		Trans	it Route: Rout	e 121 (Wood	Island Sta.	– Maverick	Sta.)	
	Destinati	ions in Servi	ce Area	Destination	ns not in Ser	vice Area		Destinati	ions in Servic	e Area	Destination	s not in Ser	vice Area		Destinati	ions in Servi	e Area	Destination	ons not in Se	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips T	ransit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
East Revere	23,783	220/							2.10/	0.00	00.100	CC0/	1.22					00.210	71%	1.14
West Revere		22%	0.12	86,543	78%	1.33	East Boston	42,877	34%	0.02	83,133	66%	1.22	East Boston	36,691	29%	0.02	89,319	/ 1 /0	1.14
VV CSt ICC VCIC	16,988	22%	0.12		78% 77%	1.33	East Boston Chelsea			0.02		95%		East Boston Chelsea	36,691 5,097	29% 4%	0.02		96%	
Chelsea	16,988	23%	0.09	57,665	77%	1.45		6,184	5% 3%		123,389	95%	0.93		5,097			124,476	96%	0.93
Chelsea	16,988 13,210	23% 10%	0.09 0.29	57,665 116,363	77% 90%	1.45 0.98	Chelsea East Revere	6,184 3,241	5% 3%	0.39 0.40	123,389 107,086	95% 97%	0.93 1.09	Chelsea East Revere	5,097 1,711	4% 2%	0.39 0.40	124,476 108,616	96% 98%	0.93 1.08
Chelsea East Malden	16,988 13,210 5,135	23% 10% 5%	0.09 0.29 0.44	57,665 116,363 95,454	77% 90% 95%	1.45 0.98 1.09	Chelsea East Revere Winthrop	6,184 3,241 2,235	5% 3% 3%	0.39 0.40 0.63	123,389 107,086 63,426	95% 97% 97%	0.93 1.09 1.30	Chelsea East Revere Winthrop	5,097 1,711 1,045	4% 2% 2%	0.39 0.40 0.63	124,476 108,616 64,615	96% 98% 98%	0.93 1.08 1.29
Chelsea East Malden Winthrop	16,988 13,210 5,135 4,565	23% 10% 5% 7%	0.09 0.29 0.44 0.74	57,665 116,363 95,454 61,096	77% 90% 95% 93%	1.45 0.98 1.09 1.32	Chelsea East Revere Winthrop West Revere	6,184 3,241 2,235 1,138	5% 3% 3% 2%	0.39 0.40 0.63 0.61	123,389 107,086 63,426 73,515	95% 97% 97% 98%	0.93 1.09 1.30 1.14	Chelsea East Revere Winthrop East Lynn	5,097 1,711 1,045 668	4% 2% 2% 0%	0.39 0.40 0.63 0.75	124,476 108,616 64,615 164,211	96% 98% 98% 100%	0.93 1.08 1.29 0.67
Chelsea East Malden Winthrop East Everett	16,988 13,210 5,135 4,565 4,151	23% 10% 5% 7% 6%	0.09 0.29 0.44 0.74 0.40	57,665 116,363 95,454 61,096 61,577	77% 90% 95% 93% 94%	1.45 0.98 1.09 1.32 0.98	Chelsea East Revere Winthrop West Revere East Lynn	6,184 3,241 2,235 1,138 1,127	5% 3% 3% 2% 1%	0.39 0.40 0.63 0.61 0.75	123,389 107,086 63,426 73,515 163,752	95% 97% 97% 98% 99%	0.93 1.09 1.30 1.14 0.67	Chelsea East Revere Winthrop East Lynn East Everett	5,097 1,711 1,045 668 650	4% 2% 2% 0% 1%	0.39 0.40 0.63 0.75 0.66	124,476 108,616 64,615 164,211 65,078	96% 98% 98% 100% 99%	0.93 1.08 1.29 0.67 0.95
Chelsea East Malden Winthrop East Everett East Lynn	16,988 13,210 5,135 4,565 4,151 3,937	23% 10% 5% 7% 6% 2%	0.09 0.29 0.44 0.74 0.40 0.63	57,665 116,363 95,454 61,096 61,577 160,942	77% 90% 95% 93% 94% 98%	1.45 0.98 1.09 1.32 0.98 0.67	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester	6,184 3,241 2,235 1,138 1,127 939	5% 3% 3% 2% 1% 0%	0.39 0.40 0.63 0.61 0.75 0.78	123,389 107,086 63,426 73,515 163,752 196,779	95% 97% 97% 98% 99% 100%	0.93 1.09 1.30 1.14 0.67 0.95	Chelsea East Revere Winthrop East Lynn East Everett West Revere	5,097 1,711 1,045 668 650 650	4% 2% 2% 0% 1%	0.39 0.40 0.63 0.75 0.66 0.61	124,476 108,616 64,615 164,211 65,078 74,003	96% 98% 98% 100% 99%	0.93 1.08 1.29 0.67 0.95 1.14
Chelsea East Malden Winthrop East Everett East Lynn East Boston	16,988 13,210 5,135 4,565 4,151 3,937 3,712	23% 10% 5% 7% 6% 2% 3%	0.09 0.29 0.44 0.74 0.40 0.63 0.48	57,665 116,363 95,454 61,096 61,577 160,942 122,299	77% 90% 95% 93% 94% 98% 97%	1.45 0.98 1.09 1.32 0.98 0.67 0.82	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett	6,184 3,241 2,235 1,138 1,127 939 935	5% 3% 3% 2% 1% 0%	0.39 0.40 0.63 0.61 0.75 0.78	123,389 107,086 63,426 73,515 163,752 196,779 64,794	95% 97% 97% 98% 99% 100%	0.93 1.09 1.30 1.14 0.67 0.95 0.95	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester	5,097 1,711 1,045 668 650 650 615	4% 2% 2% 0% 1% 1%	0.39 0.40 0.63 0.75 0.66 0.61	124,476 108,616 64,615 164,211 65,078 74,003 197,103	96% 98% 98% 100% 99% 99%	0.93 1.08 1.29 0.67 0.95 1.14
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839	23% 10% 5% 7% 6% 2% 3% 5%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128	77% 90% 95% 93% 94% 98% 97%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway	6,184 3,241 2,235 1,138 1,127 939 935 791	5% 3% 3% 2% 1% 0% 1%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319	95% 97% 97% 98% 99% 100% 99%	0.93 1.09 1.30 1.14 0.67 0.95 0.95	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway	5,097 1,711 1,045 668 650 650 615	4% 2% 2% 0% 1% 1% 0%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549	96% 98% 98% 100% 99% 99% 100%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51
Chelsea East Malden Winthrop East Everett East Lynn East Boston	16,988 13,210 5,135 4,565 4,151 3,937 3,712	23% 10% 5% 7% 6% 2% 3%	0.09 0.29 0.44 0.74 0.40 0.63 0.48	57,665 116,363 95,454 61,096 61,577 160,942 122,299	77% 90% 95% 93% 94% 98% 97%	1.45 0.98 1.09 1.32 0.98 0.67 0.82	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett	6,184 3,241 2,235 1,138 1,127 939 935	5% 3% 3% 2% 1% 0%	0.39 0.40 0.63 0.61 0.75 0.78	123,389 107,086 63,426 73,515 163,752 196,779 64,794	95% 97% 97% 98% 99% 100%	0.93 1.09 1.30 1.14 0.67 0.95 0.95	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester	5,097 1,711 1,045 668 650 650 615	4% 2% 2% 0% 1% 1%	0.39 0.40 0.63 0.75 0.66 0.61	124,476 108,616 64,615 164,211 65,078 74,003 197,103	96% 98% 98% 100% 99% 99%	0.93 1.08 1.29 0.67 0.95 1.14
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723	23% 10% 5% 7% 6% 2% 3% 5% 3%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222	77% 90% 95% 93% 94% 98% 97% 95%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy	6,184 3,241 2,235 1,138 1,127 939 935 791 758	5% 3% 3% 2% 1% 0% 1% 0%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773	95% 97% 97% 98% 99% 100% 99% 100%	0.93 1.09 1.30 1.14 0.67 0.95 0.95	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy	5,097 1,711 1,045 668 650 650 615 561	4% 2% 2% 0% 1% 1% 0% 0% 0%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026	96% 98% 98% 100% 99% 99% 100% 100%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723	23% 10% 5% 7% 6% 2% 3% 5% 3%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222 ds – Malden	77% 90% 95% 93% 94% 98% 97% 95% 95%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy	6,184 3,241 2,235 1,138 1,127 939 935 791 758	5% 3% 3% 2% 1% 0% 1% 1% 0%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773	95% 97% 97% 98% 99% 100% 99% 100%	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy	5,097 1,711 1,045 668 650 650 615 561 505	4% 2% 2% 0% 1% 1% 0% 0% 0%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026 Wellington	96% 98% 98% 100% 99% 100% 100% 100%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn Trans	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723 it Route: Rout Destinati	23% 10% 5% 7% 6% 2% 3% 5% 3% te 131 (Melroions in Servi	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222 ds – Malden Destination	77% 90% 95% 93% 94% 98% 97% 95% 97%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy Transit I	6,184 3,241 2,235 1,138 1,127 939 935 791 758 Route: Route 1	5% 3% 3% 2% 1% 0% 1% 1% 0%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773 Ctr. – Malde Destination	95% 97% 97% 98% 99% 100% 99% 100% en Sta.)	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy Trans	5,097 1,711 1,045 668 650 650 615 561 505	4% 2% 2% 0% 1% 1% 0% 0% 0% 0% te 134 (North	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91 Woburn –	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026 Wellington Destination	96% 98% 98% 100% 99% 100% 100% 100%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51 0.95
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn Trans Origin Neighborhood	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723 it Route: Rout Destinati	23% 10% 5% 7% 6% 2% 3% 5% 3% te 131 (Melroions in Servi % Trips	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76 ose Highland ce Area Transit \$	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222 ds – Malden Destination # Trips	77% 90% 95% 93% 94% 98% 97% 95% 97% Sta.) ns not in Ser % Trips	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15 vice Area Transit \$	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy  Transit I	6,184 3,241 2,235 1,138 1,127 939 935 791 758  Route: Route 1 Destinati	5% 3% 3% 2% 1% 0% 1% 0% 4% 5% 1% 0% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773 Ctr. – Malde Destination # Trips	95% 97% 97% 98% 99% 100% 99% 100% en Sta.) ss not in Ser	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy  Trans  Origin Neighborhood	5,097 1,711 1,045 668 650 650 615 561 505 sit Route: Route Destinati	4% 2% 2% 0% 1% 1% 0% 0% 0% 0% Trips	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91 Woburn – ce Area Transit \$	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026 Wellington Destination	96% 98% 98% 100% 99% 100% 100% 100% <b>Sta.</b> )  Trips	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51 0.95
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn  Trans  Origin Neighborhood Melrose	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723 it Route: Rout  Destinati #Trips 23,036	23% 10% 5% 7% 6% 2% 3% 5% 3% te 131 (Melroions in Servi % Trips 28%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76 ose Highland ce Area Transit \$	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222 ds – Malden Destination # Trips 58,805	77% 90% 95% 93% 94% 98% 97% 95% 97%  Sta.)  ns not in Ser % Trips 72%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15 vice Area Transit \$ 1.68	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy  Transit I  Origin Neighborhood Stoneham	6,184 3,241 2,235 1,138 1,127 939 935 791 758  Route: Route 1 Destinati # Trips 17,740	5% 3% 3% 2% 1% 0% 1% 0% 4% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5% 5%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping e Area Tansit \$	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773 Ctr. – Malde Destination # Trips 52,240	95% 97% 97% 98% 99% 100% 99% 100% In Sta.) Is not in Sereward Trips 75%	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy  Trans  Origin Neighborhood East Woburn	5,097 1,711 1,045 668 650 650 615 561 505  sit Route: Rout Pestinati #Trips 17,633	4% 2% 2% 0% 1% 1% 0% 0% 0% 0%  te 134 (North ions in Service % Trips 18%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91 Woburn – ce Area Transit \$ 0.36	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026 Wellington Destination # Trips	96% 98% 98% 100% 99% 100% 100% 100% <b>Sta.</b> )  Das not in Ser  * Trips 82%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51 0.95
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn  Trans  Origin Neighborhood Melrose West Malden	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723  it Route: Rout  Destinati #Trips 23,036 20,127	23% 10% 5% 7% 6% 2% 3% 5% 3% te 131 (Melroions in Servi % Trips 28% 26%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76 <b>ose Highland</b> <b>ce Area</b> <b>Transit \$</b> 0.11 0.07	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222 ds – Malden Destination # Trips 58,805 57,950	77% 90% 95% 93% 94% 98% 97% 95% 97%  Sta.)  ns not in Ser % Trips 72% 74%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15 vice Area Transit \$ 1.68 1.18	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy  Transit I  Origin Neighborhood Stoneham West Malden	6,184 3,241 2,235 1,138 1,127 939 935 791 758  Route: Route 1 Destinati # Trips 17,740 16,813	5% 3% 3% 2% 1% 0% 1% 0%  1% 0%  \$\frac{1}{2}\text{0} \text{Stone} \text{cons in Service} \text{25%} \text{22%}	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping e Area Transit \$ 0.14 0.09	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773 Ctr. – Malde Destination # Trips 52,240 61,265	95% 97% 97% 98% 99% 100% 99% 100% en Sta.) ss not in Ser % Trips 75% 78%	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy  Trans  Origin Neighborhood East Woburn East Medford	5,097 1,711 1,045 668 650 650 615 561 505  sit Route: Rout Pestinati #Trips 17,633 13,493	4% 2% 2% 0% 1% 1% 0% 0% 0% 0%  te 134 (North ions in Servic % Trips 18% 23%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91 Woburn – ce Area Transit \$ 0.36 0.16	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026 Wellington Destination # Trips 79,062 44,921	96% 98% 98% 100% 99% 100% 100% 100% <b>Sta.</b> )  Das not in Set % Trips 82% 77%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51 0.95
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn  Trans  Origin Neighborhood Melrose West Malden East Malden	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723  it Route: Rout  Destinati #Trips 23,036 20,127 18,354	23% 10% 5% 7% 6% 2% 3% 5% 3% 5% 3% te 131 (Melrotions in Servi % Trips 28% 26% 18%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76    Ose Highland	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222 ds – Malden Destination # Trips 58,805 57,950 82,235	77% 90% 95% 93% 94% 98% 97% 95% 97%  Sta.) ns not in Ser 72% 74% 82%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15 vice Area Transit \$ 1.68 1.18 1.26	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy  Transit I  Origin Neighborhood Stoneham West Malden Melrose	6,184 3,241 2,235 1,138 1,127 939 935 791 758  Route: Route 1 Destinati # Trips 17,740 16,813 14,639	5% 3% 3% 2% 1% 0% 1% 0%  1% 0%  \$\$2\$ (Redstone ions in Service % Trips T 25% 22% 18%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping e Area Tansit \$ 0.14 0.09 0.21	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773 Ctr. – Malde Destination # Trips 52,240 61,265 67,201	95% 97% 97% 98% 99% 100% 99% 100% en Sta.) s not in Ser % Trips 75% 78% 82%	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy  Trans  Origin Neighborhood East Woburn East Medford Winchester	5,097 1,711 1,045 668 650 650 615 561 505  sit Route: Rout  #Trips 17,633 13,493 13,194	4% 2% 2% 0% 1% 1% 0% 0% 0% 0%  te 134 (North ions in Servic % Trips 18% 23% 20%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91 Woburn – ce Area Transit \$ 0.36 0.16 0.40	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026  Wellington Destination # Trips 79,062 44,921 52,263	96% 98% 98% 100% 99% 100% 100% 100%  Sta.)  Das not in Ser % Trips 82% 77% 80%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51 0.95
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn  Trans  Origin Neighborhood Melrose West Malden East Malden West Everett	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723  iit Route: Rout  Destinati #Trips 23,036 20,127 18,354 5,388	23% 10% 5% 7% 6% 2% 3% 5% 3% te 131 (Melroions in Servi % Trips 28% 26%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76    Ose Highland	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222  ds - Malden Destination # Trips 58,805 57,950 82,235 50,028	77% 90% 95% 93% 94% 98% 97% 95% 97%  Sta.) ns not in Ser % Trips 72% 74% 82% 90%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15 vice Area Transit \$ 1.68 1.18 1.26 1.01	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy  Transit I  Origin Neighborhood Stoneham West Malden Melrose East Malden	6,184 3,241 2,235 1,138 1,127 939 935 791 758  Route: Route 1 Destinati # Trips 17,740 16,813 14,639 9,936	5% 3% 3% 2% 1% 0% 1% 0%  1% 0%  \$\frac{1}{2}\text{0} \text{Stone} \text{cons in Service} \text{25%} \text{22%}	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping e Area Transit \$ 0.14 0.09	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773 Ctr. – Malde Destination # Trips 52,240 61,265 67,201 90,653	95% 97% 97% 98% 99% 100% 99% 100% en Sta.) s not in Ser % Trips 75% 78% 82% 90%	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95  vice Area Transit \$ 1.86 1.12 1.46 1.14	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy  Trans  Origin Neighborhood East Woburn East Medford Winchester West Woburn	5,097 1,711 1,045 668 650 650 615 561 505  sit Route: Rout  Destinati #Trips 17,633 13,493 13,194 7,813	4% 2% 2% 0% 1% 1% 0% 0% 0% 0%  te 134 (North ions in Servic % Trips 18% 23%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91 Woburn – ce Area Transit \$ 0.36 0.16	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026  Wellington Destination # Trips 79,062 44,921 52,263 39,279	96% 98% 98% 100% 99% 100% 100% 100% <b>Sta.</b> )  Das not in Set % Trips 82% 77%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51 0.95
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn  Trans  Origin Neighborhood Melrose West Malden East Malden	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723  it Route: Rout  Destinati #Trips 23,036 20,127 18,354	23% 10% 5% 7% 6% 2% 3% 5% 3% 5% 3% te 131 (Melrotions in Servi % Trips 28% 26% 18%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76    Ose Highland	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222 ds – Malden Destination # Trips 58,805 57,950 82,235	77% 90% 95% 93% 94% 98% 97% 95% 97%  Sta.) ns not in Ser 72% 74% 82%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15 vice Area Transit \$ 1.68 1.18 1.26	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy  Transit I  Origin Neighborhood Stoneham West Malden Melrose	6,184 3,241 2,235 1,138 1,127 939 935 791 758  Route: Route 1 Destinati # Trips 17,740 16,813 14,639	5% 3% 3% 2% 1% 0% 1% 0%  1% 0%  \$\$2\$ (Redstone ions in Service % Trips T 25% 22% 18%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping e Area Tansit \$ 0.14 0.09 0.21	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773 Ctr. – Malde Destination # Trips 52,240 61,265 67,201	95% 97% 97% 98% 99% 100% 99% 100% en Sta.) s not in Ser % Trips 75% 78% 82%	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy  Trans  Origin Neighborhood East Woburn East Medford Winchester	5,097 1,711 1,045 668 650 650 615 561 505  sit Route: Rout  #Trips 17,633 13,493 13,194	4% 2% 2% 0% 1% 1% 0% 0% 0% 0%  te 134 (North ions in Servic % Trips 18% 23% 20%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91 Woburn – ce Area Transit \$ 0.36 0.16 0.40	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026  Wellington Destination # Trips 79,062 44,921 52,263	96% 98% 98% 100% 99% 100% 100% 100%  Sta.)  Das not in Ser % Trips 82% 77% 80%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51 0.95
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn  Trans  Origin Neighborhood Melrose West Malden East Malden West Everett	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723  iit Route: Rout  Destinati #Trips 23,036 20,127 18,354 5,388	23% 10% 5% 7% 6% 2% 3% 5% 3% te 131 (Melroions in Servi % Trips 28% 26% 18% 10%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76    Ose Highland	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222  ds - Malden Destination # Trips 58,805 57,950 82,235 50,028	77% 90% 95% 93% 94% 98% 97% 95% 97%  Sta.) ns not in Ser % Trips 72% 74% 82% 90%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15 vice Area Transit \$ 1.68 1.18 1.26 1.01	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy  Transit I  Origin Neighborhood Stoneham West Malden Melrose East Malden	6,184 3,241 2,235 1,138 1,127 939 935 791 758  Route: Route 1 Destinati # Trips 17,740 16,813 14,639 9,936	5% 3% 3% 2% 1% 0% 1% 0%  1% 0%  32 (Redstone ions in Service "Y Trips T 25% 22% 18% 10%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping to Area 'ransit \$ 0.14 0.09 0.21 0.24	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773 Ctr. – Malde Destination # Trips 52,240 61,265 67,201 90,653	95% 97% 97% 98% 99% 100% 99% 100% en Sta.) s not in Ser % Trips 75% 78% 82% 90%	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95  vice Area Transit \$ 1.86 1.12 1.46 1.14	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy  Trans  Origin Neighborhood East Woburn East Medford Winchester West Woburn	5,097 1,711 1,045 668 650 650 615 561 505  sit Route: Rout  Destinati #Trips 17,633 13,493 13,194 7,813	4% 2% 2% 0% 1% 1% 0% 0% 0%  te 134 (North ions in Service % Trips 18% 23% 20% 17%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91 Woburn – Ce Area Transit \$ 0.36 0.16 0.40 0.50	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026  Wellington Destination # Trips 79,062 44,921 52,263 39,279	96% 98% 98% 100% 99% 100% 100% 100%  Sta.) Dans not in Ser % Trips 82% 77% 80% 83%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51 0.95  rvice Area Transit \$ 1.78 1.35 1.84 1.78
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn  Trans  Origin Neighborhood Melrose West Malden East Malden West Everett Wakefield Stoneham	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723  iit Route: Rout  Destinati #Trips 23,036 20,127 18,354 5,388 5,342 4,654	23% 10% 5% 7% 6% 2% 3% 5% 3% 5% 3% te 131 (Melroions in Servi % Trips 28% 26% 18% 10% 6% 7%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76    Ose Highland	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222  ds - Malden Destination # Trips 58,805 57,950 82,235 50,028 77,016 65,326	77% 90% 95% 93% 94% 98% 97% 95% 97%  Sta.) ns not in Ser % Trips 72% 74% 82% 90% 94% 93%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15  vice Area  Transit \$ 1.68 1.18 1.26 1.01 1.57 1.49	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy  Transit I  Origin Neighborhood Stoneham West Malden Melrose East Malden Wakefield East Woburn	6,184 3,241 2,235 1,138 1,127 939 935 791 758  Route: Route 1 Destinati # Trips 17,740 16,813 14,639 9,936 7,103 4,620	5% 3% 3% 2% 1% 0% 1% 1% 0%  32 (Redstone ions in Service '% Trips T 25% 22% 18% 10% 9% 5%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping e Area ransit \$ 0.14 0.09 0.21 0.24 0.52 0.99	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773  Ctr. – Malde Destination # Trips 52,240 61,265 67,201 90,653 75,256 92,074	95% 97% 97% 98% 99% 100% 99% 100% en Sta.) es not in Ser % Trips 75% 78% 82% 90% 91% 95%	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95  vice Area Transit \$ 1.86 1.12 1.46 1.14 1.59 1.55	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy  Trans  Origin Neighborhood East Woburn East Medford Winchester West Woburn West Malden W. Medford/Medford Sq	5,097 1,711 1,045 668 650 650 615 561 505  sit Route: Rout  Destinati #Trips 17,633 13,493 13,194 7,813 7,117 6,751	4% 2% 2% 0% 1% 1% 0% 0% 0%  te 134 (North ions in Service % Trips 18% 23% 20% 17% 9% 23%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91 Woburn – ce Area Transit \$ 0.36 0.16 0.40 0.50 0.37 0.19	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026  Wellington Destination # Trips 79,062 44,921 52,263 39,279 70,960 23,149	96% 98% 98% 100% 99% 100% 100% 100%  Sta.)  Dons not in Ser % Trips 82% 77% 80% 83% 91%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51 0.95  rvice Area Transit \$ 1.78 1.35 1.84 1.78 0.95 1.38
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn  Trans  Origin Neighborhood Melrose West Malden East Malden West Everett Wakefield Stoneham East Everett	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723  iit Route: Rout	23% 10% 5% 7% 6% 2% 3% 5% 3% 5% 3% te 131 (Melroions in Servi % Trips 28% 26% 18% 10% 6% 7% 6%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76    Ose Highland	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222  ds - Malden Destination # Trips 58,805 57,950 82,235 50,028 77,016 65,326 61,886	77% 90% 95% 93% 94% 98% 97% 95% 97%  Sta.) ns not in Ser % Trips 72% 74% 82% 90% 94% 93% 94%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15  vice Area Transit \$ 1.68 1.18 1.26 1.01 1.57 1.49 0.98	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy  Transit I  Origin Neighborhood Stoneham West Malden Melrose East Malden Wakefield East Woburn East Medford	6,184 3,241 2,235 1,138 1,127 939 935 791 758  Route: Route 1 Destinati # Trips 17,740 16,813 14,639 9,936 7,103 4,620 3,208	5% 3% 3% 2% 1% 0% 1% 1% 0%  32 (Redstone ions in Service '% Trips T 25% 22% 18% 10% 9% 5% 5%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping to Area 'ransit \$ 0.14 0.09 0.21 0.24 0.52 0.99 0.50	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773  Ctr Malde Destination # Trips 52,240 61,265 67,201 90,653 75,256 92,074 55,206	95% 97% 97% 98% 99% 100% 99% 100% en Sta.) es not in Ser % Trips 75% 78% 82% 90% 91% 95% 95%	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95  vice Area Transit \$ 1.86 1.12 1.46 1.14 1.59 1.55 1.11	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy  Trans  Origin Neighborhood East Woburn East Medford Winchester West Woburn West Malden W. Medford/Medford Sq North Medford	5,097 1,711 1,045 668 650 650 615 561 505 <b>Sit Route: Rout Destinati # Trips</b> 17,633 13,493 13,194 7,813 7,117 6,751 6,531	4% 2% 2% 0% 1% 1% 0% 0% 0%  te 134 (North ions in Service % Trips 18% 23% 20% 17% 9% 23% 17%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91 Woburn – ce Area Transit \$ 0.36 0.16 0.40 0.50 0.37 0.19 0.36	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026  Wellington Destination # Trips 79,062 44,921 52,263 39,279 70,960 23,149 30,975	96% 98% 98% 100% 99% 100% 100% 100%  Sta.)  Sta.)  Sta.)  82% 77% 80% 83% 91% 77% 83%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51 0.95  rvice Area Transit \$ 1.78 1.35 1.84 1.78 0.95 1.38 1.56
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn  Trans  Origin Neighborhood Melrose West Malden East Malden West Everett Wakefield Stoneham East Everett West Revere	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723  iit Route: Rout	23% 10% 5% 7% 6% 2% 3% 5% 3%  te 131 (Melroions in Servi % Trips 28% 26% 18% 10% 6% 7% 6% 5%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76  Description of the series	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222  ds - Malden Destination # Trips 58,805 57,950 82,235 50,028 77,016 65,326 61,886 71,020	77% 90% 95% 93% 94% 98% 97% 95% 97%  Sta.) ns not in Ser % Trips 72% 74% 82% 90% 94% 93% 94% 95%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15  vice Area Transit \$ 1.68 1.18 1.26 1.01 1.57 1.49 0.98 1.16	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy  Transit I  Origin Neighborhood Stoneham West Malden Melrose East Malden Wakefield East Woburn East Medford Winchester	6,184 3,241 2,235 1,138 1,127 939 935 791 758  Route: Route 1 Destinati # Trips 17,740 16,813 14,639 9,936 7,103 4,620 3,208 3,110	5% 3% 3% 2% 1% 0% 1% 1% 0%  32 (Redstone ions in Service '% Trips T 25% 22% 18% 10% 9% 5% 5%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping e Area ransit \$ 0.14 0.09 0.21 0.24 0.52 0.99 0.50 1.03	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773  Ctr. – Malde Destination # Trips 52,240 61,265 67,201 90,653 75,256 92,074 55,206 62,346	95% 97% 97% 98% 99% 100% 99% 100% en Sta.) es not in Ser % Trips 75% 78% 82% 90% 91% 95% 95% 95%	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95  vice Area Transit \$ 1.86 1.12 1.46 1.14 1.59 1.55 1.11 1.58	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy  Trans  Origin Neighborhood East Woburn East Medford Winchester West Woburn West Malden W. Medford/Medford Sq North Medford East Malden	5,097 1,711 1,045 668 650 650 615 561 505 <b>Sit Route: Rout Destinati # Trips</b> 17,633 13,493 13,194 7,813 7,117 6,751 6,531 4,986	4% 2% 2% 0% 1% 1% 0% 0% 0%  te 134 (North ions in Service % Trips 18% 23% 20% 17% 9% 23% 17% 5%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91 Woburn – ce Area Transit \$ 0.36 0.16 0.40 0.50 0.37 0.19 0.36 0.67	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026  Wellington Destination # Trips 79,062 44,921 52,263 39,279 70,960 23,149 30,975 95,604	96% 98% 98% 100% 99% 100% 100% 100%  Sta.)  Sta.)  Sta.)  82% 77% 80% 83% 91% 77% 83% 95%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51 0.95  rvice Area Transit \$ 1.78 1.35 1.84 1.78 0.95 1.38 1.56 1.08
Chelsea East Malden Winthrop East Everett East Lynn East Boston South Saugus West Lynn  Trans  Origin Neighborhood Melrose West Malden East Malden West Everett Wakefield Stoneham East Everett	16,988 13,210 5,135 4,565 4,151 3,937 3,712 2,839 2,723  iit Route: Rout	23% 10% 5% 7% 6% 2% 3% 5% 3% 5% 3% te 131 (Melroions in Servi % Trips 28% 26% 18% 10% 6% 7% 6%	0.09 0.29 0.44 0.74 0.40 0.63 0.48 0.59 0.76    Ose Highland	57,665 116,363 95,454 61,096 61,577 160,942 122,299 49,128 90,222  ds - Malden Destination # Trips 58,805 57,950 82,235 50,028 77,016 65,326 61,886 71,020 54,785	77% 90% 95% 93% 94% 98% 97% 95% 97%  Sta.) ns not in Ser % Trips 72% 74% 82% 90% 94% 93% 94%	1.45 0.98 1.09 1.32 0.98 0.67 0.82 1.27 1.15  vice Area Transit \$ 1.68 1.18 1.26 1.01 1.57 1.49 0.98	Chelsea East Revere Winthrop West Revere East Lynn South Dorchester East Everett Fenway South Quincy  Transit I  Origin Neighborhood Stoneham West Malden Melrose East Malden Wakefield East Woburn East Medford	6,184 3,241 2,235 1,138 1,127 939 935 791 758  Route: Route 1 Destinati # Trips 17,740 16,813 14,639 9,936 7,103 4,620 3,208	5% 3% 3% 2% 1% 0% 1% 1% 0%  32 (Redstone ions in Service '% Trips T 25% 22% 18% 10% 9% 5% 5%	0.39 0.40 0.63 0.61 0.75 0.78 0.66 0.52 0.91 Shopping to Area 'ransit \$ 0.14 0.09 0.21 0.24 0.52 0.99 0.50	123,389 107,086 63,426 73,515 163,752 196,779 64,794 138,319 192,773  Ctr Malde Destination # Trips 52,240 61,265 67,201 90,653 75,256 92,074 55,206	95% 97% 97% 98% 99% 100% 99% 100% en Sta.) es not in Ser % Trips 75% 78% 82% 90% 91% 95% 95%	0.93 1.09 1.30 1.14 0.67 0.95 0.95 0.51 0.95  vice Area Transit \$ 1.86 1.12 1.46 1.14 1.59 1.55 1.11	Chelsea East Revere Winthrop East Lynn East Everett West Revere South Dorchester Fenway South Quincy  Trans  Origin Neighborhood East Woburn East Medford Winchester West Woburn West Malden W. Medford/Medford Sq North Medford	5,097 1,711 1,045 668 650 650 615 561 505 <b>Sit Route: Rout Destinati # Trips</b> 17,633 13,493 13,194 7,813 7,117 6,751 6,531	4% 2% 2% 0% 1% 1% 0% 0% 0%  te 134 (North ions in Service % Trips 18% 23% 20% 17% 9% 23% 17%	0.39 0.40 0.63 0.75 0.66 0.61 0.78 0.52 0.91 Woburn – ce Area Transit \$ 0.36 0.16 0.40 0.50 0.37 0.19 0.36	124,476 108,616 64,615 164,211 65,078 74,003 197,103 138,549 193,026  Wellington Destination # Trips 79,062 44,921 52,263 39,279 70,960 23,149 30,975	96% 98% 98% 100% 99% 100% 100% 100%  Sta.)  Sta.)  Sta.)  82% 77% 80% 83% 91% 77% 83%	0.93 1.08 1.29 0.67 0.95 1.14 0.95 0.51 0.95  rvice Area Transit \$ 1.78 1.35 1.84 1.78 0.95 1.38 1.56

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 136 & 137 – 217

Destinations not in Service Area

Transit Route: Route 170 (Oak Park – Dudley Sta.)

Destinations in Service Area

Transit Route: Routes 136 and 137 (Malden Sta. via Lakeside/North Ave.)

Transit Route: Route 171 (Logan Airport – Dudley Sta.)

**Destinations not in Service Area** 

**Destinations in Service Area** 

	Desunau	ions in Serv	ice Area	Desunatio	ns not in Se	rvice Area			<u>ions in Serv</u>	ice Area	Desunation	ns not in Se	ervice Area		Destinati	ions in Servi	ice Area	Destinatio	ns not in Ser	vice Area
Origin Neighborhood		% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Melrose	25,373	31%	0.20	56,468	69%	1.71	Back Bay	89,706	62%	0.06	56,055	38%	0.79	South End	39,013	31%	0.06	86,433	69%	0.58
Wakefield	23,848	29%	0.21	58,510	71%	2.03	South End	72,947	58%	0.06	52,499	42%	0.92	East Boston	33,298	26%	0.10	92,712	74%	1.07
West Malden	21,023	27%	0.10	57,054	73%	1.19	South Waltham	56,386	38%	0.15	93,050	62%	1.32	South Boston	22,877	25%	0.16	67,047	75%	0.95
East Malden	19,548	19%	0.19	81,042	81%	1.26	Fenway	36,062	26%	0.10	103,048	74%	0.65	Waterfront	16,566	31%	0.10	36,589	69%	0.95
Reading	12,875	21%	0.13	49,892	79%	1.93	Chinatown	33,889	29%	0.12	81,660	71%	0.44	North Dorchester	14,985	15%	0.26	87,619	85%	0.93
Stoneham	9,886	14%	0.52	60,094	86%	1.57	North Waltham	27,028	30%	0.26	63,098	70%	1.91	North Roxbury	14,232	18%	0.14	63,620	82%	0.93
West Everett	5,724	10%	0.29	49,692	90%	1.01	North Roxbury	17,717	23%	0.18	60,135	77%	0.97	Downtown	12,751	7%	0.17	177,004	93%	0.24
East Woburn	5,417	6%	1.30	91,277	94%	1.53	Downtown	15,154	8%	0.24	174,601	92%	0.23	South Dorchester	12,363	6%	0.53	185,355	94%	0.98
North Saugus	4,523	10%	1.00	43,019	90%	1.67	North Newton	14,921	12%	0.40	107,826	88%	1.12	Chinatown	9,748	8%	0.20	105,801	92%	0.36
East Medford	4,262	7%	0.49	54,152	93%	1.12	South Dorchester	12,932	7%	0.57	184,786	93%	0.98	South Roxbury	9,388	10%	0.41	87,504	90%	0.94
Transit Route: Ro	ute 201 (Fields	s Corner St	a. – Fields C	orner Sta. vi	a Neponset	Ave.)	Transit Route: R	oute 202 (Fie	lds Corner S	Sta. – Fields	Corner Sta.	via Adams	St.)	Transit Route: 1	Route 210 (Oui	incy Ctr. Sta	a. – No. Quir	ncv Sta./Field	s Corner Sta	ı.)
114440101101101101		ions in Serv			ns not in Se			` `	ions in Serv			ns not in Se			, ,	ions in Servi		•	ns not in Ser	
Origin Neighborhood			Transit \$			Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips		Transit \$	Origin Neighborhood		% Trips	Transit \$		% Trips	Transit \$
North Quincy	41,652	32%	0.12	87,620	68%	1.24	North Quincy	41,652	32%	0.12	87,620	68%	1.24	South Quincy	62,380	32%	0.22	131,150	68%	1.30
South Dorchester	38,600	20%	0.13	159,118	80%	1.15	South Dorchester	38,600	20%	0.13	159,118	80%	1.15	North Quincy	48,336	37%	0.17	80,935	63%	1.31
South Quincy	18,992	10%	0.39	174,538	90%	1.01	South Quincy	18,992	10%	0.39	174,538	90%	1.01	South Dorchester	35,670	18%	0.22	162,049	82%	1.11
North Dorchester	7,121	7%	0.39	95,483	93%	0.87	North Dorchester	7,121	7%	0.39	95,483	93%	0.87	North Braintree	21,030	24%	0.25	65,443	76%	1.20
Mattapan	5,883	6%	0.41	89,167	94%	1.13	Mattapan	5,883	6%	0.41	89,167	94%	1.13	North Weymouth	8,526	9%	0.72	90,413	91%	1.18
South Roxbury	4,769	5%	0.40	92,123	95%	0.91	South Roxbury	4,769	5%	0.40	92,123	95%	0.91	North Dorchester	7,871	8%	0.72	94,733	92%	0.86
North Milton	4,547	9%	0.46	48,358	91%	1.34	North Milton	4,547	9%	0.46	48,358	91%	1.34	South Braintree	7,051	14%	0.52	41,806	86%	1.47
Hyde Park	3,429	3%	0.40	110,407	97%	1.23	Hyde Park	3,429	3%	0.40	110,407	97%	1.23	Mattapan	6,023	6%	0.58	89,027	94%	1.12
North Braintree	3,312	4%	0.83	83,161	96%	0.98	North Braintree	3,312	4%	0.83	83,161	96%	0.98	North Milton	5,744	11%	0.53	47,161	89%	1.12
North Roxbury	3,149	4%	0.70	74,703	96%	0.80	North Roxbury	3,149	4%	0.70	74,703	96%	0.80	Randolph	4,966	6%	0.90	83,124	94%	1.27
North Roxbury	3,147	7/0	0.54	74,703	7070	0.00	Ttorur Roxbury	3,147	<del>1</del> /0	0.54	74,703	7070	0.00	Kandorph	7,700	070	0.70	03,124	7470	1.27
Trai	nsit Route: Ro		•		_		Transit	Route: Rout	, ,	•				Tran	sit Route: Rou		•			
		ions in Serv			ns not in Se				ions in Serv		Destination					ions in Servi			ns not in Ser	
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trinc	0/ Tring	Trongit C	Ouigin Naighborhood	# Tring	0/2 Tring	Transit \$	# Trips	% Trips	Transit \$
							- 0				# Trips	% Trips		Origin Neighborhood		% Trips				
North Quincy	53,317	41%	0.10	75,954	59%	1.43	North Quincy	44,040	34%	0.10	85,231	66%	1.29	South Quincy	44,371	23%	0.10	149,159	77%	1.20
South Quincy	53,317 44,804	41% 23%	0.10 0.21	75,954 148,727	59% 77%	1.43 1.17	North Quincy South Quincy	44,040 39,452	34% 20%	0.10 0.19	85,231 154,078	66% 80%	1.29 1.15	South Quincy North Quincy	44,371 8,308	23% 6%	0.10 0.41	149,159 120,963	94%	0.92
South Quincy South Dorchester	53,317 44,804 10,559	41% 23% 5%	0.10 0.21 0.56	75,954 148,727 187,159	59% 77% 95%	1.43 1.17 0.97	North Quincy South Quincy South Dorchester	44,040 39,452 7,741	34% 20% 4%	0.10 0.19 0.58	85,231 154,078 189,977	66% 80% 96%	1.29 1.15 0.97	South Quincy North Quincy South Dorchester	44,371 8,308 3,278	23% 6% 2%	0.10 0.41 0.77	149,159 120,963 194,440	94% 98%	0.92 0.95
South Quincy South Dorchester North Milton	53,317 44,804 10,559 5,144	41% 23% 5% 10%	0.10 0.21 0.56 0.43	75,954 148,727 187,159 47,761	59% 77% 95% 90%	1.43 1.17 0.97 1.36	North Quincy South Quincy South Dorchester North Braintree	44,040 39,452 7,741 3,966	34% 20% 4% 5%	0.10 0.19 0.58 0.55	85,231 154,078 189,977 82,507	66% 80% 96% 95%	1.29 1.15 0.97 0.99	South Quincy North Quincy South Dorchester North Weymouth	44,371 8,308 3,278 2,865	23% 6% 2% 3%	0.10 0.41 0.77 0.66	149,159 120,963 194,440 96,074	94% 98% 97%	0.92 0.95 1.15
South Quincy South Dorchester North Milton North Braintree	53,317 44,804 10,559 5,144 4,706	41% 23% 5% 10% 5%	0.10 0.21 0.56 0.43 0.57	75,954 148,727 187,159 47,761 81,768	59% 77% 95% 90% 95%	1.43 1.17 0.97 1.36 0.99	North Quincy South Quincy South Dorchester North Braintree North Weymouth	44,040 39,452 7,741 3,966 3,830	34% 20% 4% 5% 4%	0.10 0.19 0.58 0.55 0.73	85,231 154,078 189,977 82,507 95,109	66% 80% 96% 95% 96%	1.29 1.15 0.97 0.99 1.15	South Quincy North Quincy South Dorchester North Weymouth North Braintree	44,371 8,308 3,278 2,865 2,766	23% 6% 2% 3% 3%	0.10 0.41 0.77 0.66 0.41	149,159 120,963 194,440 96,074 83,707	94% 98% 97% 97%	0.92 0.95 1.15 0.99
South Quincy South Dorchester North Milton North Braintree North Weymouth	53,317 44,804 10,559 5,144 4,706 4,593	41% 23% 5% 10% 5% 5%	0.10 0.21 0.56 0.43 0.57 0.74	75,954 148,727 187,159 47,761 81,768 94,346	59% 77% 95% 90% 95% 95%	1.43 1.17 0.97 1.36 0.99 1.16	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton	44,040 39,452 7,741 3,966 3,830 3,116	34% 20% 4% 5% 4% 6%	0.10 0.19 0.58 0.55 0.73 0.49	85,231 154,078 189,977 82,507 95,109 49,789	66% 80% 96% 95% 96% 94%	1.29 1.15 0.97 0.99 1.15 1.32	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton	44,371 8,308 3,278 2,865 2,766 1,556	23% 6% 2% 3% 3% 3%	0.10 0.41 0.77 0.66 0.41 0.55	149,159 120,963 194,440 96,074 83,707 51,349	94% 98% 97% 97% 97%	0.92 0.95 1.15 0.99 1.29
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester	53,317 44,804 10,559 5,144 4,706 4,593 3,501	41% 23% 5% 10% 5% 5% 3%	0.10 0.21 0.56 0.43 0.57 0.74	75,954 148,727 187,159 47,761 81,768 94,346 99,103	59% 77% 95% 90% 95% 95% 97%	1.43 1.17 0.97 1.36 0.99 1.16 0.84	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester	44,040 39,452 7,741 3,966 3,830 3,116 2,871	34% 20% 4% 5% 4% 6% 3%	0.10 0.19 0.58 0.55 0.73 0.49 0.65	85,231 154,078 189,977 82,507 95,109 49,789 99,733	66% 80% 96% 95% 96% 94% 97%	1.29 1.15 0.97 0.99 1.15 1.32 0.84	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham	44,371 8,308 3,278 2,865 2,766 1,556 1,355	23% 6% 2% 3% 3% 3% 2%	0.10 0.41 0.77 0.66 0.41 0.55 0.86	149,159 120,963 194,440 96,074 83,707 51,349 66,291	94% 98% 97% 97% 97% 98%	0.92 0.95 1.15 0.99 1.29 1.25
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275	41% 23% 5% 10% 5% 5% 3% 3%	0.10 0.21 0.56 0.43 0.57 0.74 0.66	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775	59% 77% 95% 90% 95% 95% 97% 97%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341	34% 20% 4% 5% 4% 6% 3% 2%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709	66% 80% 96% 95% 96% 94% 97% 98%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355	23% 6% 2% 3% 3% 3% 2% 1%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249	94% 98% 97% 97% 97% 98%	0.92 0.95 1.15 0.99 1.29 1.25 0.83
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879	41% 23% 5% 10% 5% 5% 3% 3% 3%	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958	59% 77% 95% 90% 95% 95% 97% 97%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072	34% 20% 4% 5% 4% 6% 3% 2%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765	66% 80% 96% 95% 96% 94% 97% 98%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355 1,215	23% 6% 2% 3% 3% 3% 2% 1%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835	94% 98% 97% 97% 97% 98% 99%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275	41% 23% 5% 10% 5% 5% 3% 3%	0.10 0.21 0.56 0.43 0.57 0.74 0.66	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775	59% 77% 95% 90% 95% 95% 97% 97%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341	34% 20% 4% 5% 4% 6% 3% 2%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709	66% 80% 96% 95% 96% 94% 97% 98%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355	23% 6% 2% 3% 3% 3% 2% 1%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249	94% 98% 97% 97% 97% 98%	0.92 0.95 1.15 0.99 1.29 1.25 0.83
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879	41% 23% 5% 10% 5% 5% 3% 3% 3% 1%	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529	59% 77% 95% 90% 95% 95% 97% 97% 97% 99%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072	34% 20% 4% 5% 4% 6% 3% 2% 2%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892	66% 80% 96% 95% 96% 94% 97% 98% 98%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355 1,215 1,207	23% 6% 2% 3% 3% 3% 2% 1% 1%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532	94% 98% 97% 97% 97% 98% 99% 99%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879 2,211 it Route: Rou	41% 23% 5% 10% 5% 5% 3% 3% 3% 1%	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529  - Ashmont \$1000000000000000000000000000000000000	59% 77% 95% 90% 95% 95% 97% 97% 97% 99%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09 1.23 0.94	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072 1,848 it Route: Rou	34% 20% 4% 5% 4% 6% 3% 2% 2%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892	66% 80% 96% 95% 96% 94% 97% 98% 98% 99%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09 1.22 0.94	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan Brockton	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355 1,215 1,207	23% 6% 2% 3% 3% 3% 2% 1% 1%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532 Sta. via Woll	94% 98% 97% 97% 97% 98% 99% 99%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879 2,211 it Route: Routed Destination	41% 23% 5% 10% 5% 5% 3% 3% 3% 1%	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97 ncy Ctr. Sta.	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529  - Ashmont S Destinatio	59% 77% 95% 90% 95% 95% 97% 97% 97% 99%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09 1.23 0.94	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072 1,848 it Route: Rou Destinat	34% 20% 4% 5% 4% 6% 3% 2% 2% 1% tte 216 (Quintions in Serv	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97 ncy Ctr. Sta.	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892 — Houghs N Destination	66% 80% 96% 95% 96% 94% 97% 98% 98% 99%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09 1.22 0.94	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan Brockton	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355 1,215 1,207  Route 217 (Webstination	23% 6% 2% 3% 3% 3% 3% 1% 1% 1% collaston Stations in Servi	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95 - Ashmont ice Area	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532 Sta. via Woll Destinatio	94% 98% 97% 97% 97% 98% 99% 99% 99%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton  Trans  Origin Neighborhood	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879 2,211 it Route: Routed Destination	41% 23% 5% 10% 5% 5% 3% 3% 3% 1% te 215 (Quitions in Serv	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97 ncy Ctr. Sta.	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529  - Ashmont S Destinatio	59% 77% 95% 90% 95% 95% 97% 97% 97% 99% Sta.)	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09 1.23 0.94	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072 1,848 it Route: Rou Destinat	34% 20% 4% 5% 4% 6% 3% 2% 2% 1% tte 216 (Quintions in Serv	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97 ncy Ctr. Sta.	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892 — Houghs N Destination	66% 80% 96% 95% 96% 94% 97% 98% 98% 99%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09 1.22 0.94	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan Brockton  Transit Route:	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355 1,215 1,207  Route 217 (Webstination	23% 6% 2% 3% 3% 3% 3% 1% 1% 1% ollaston Stations in Servi	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95 - Ashmont ice Area	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532 Sta. via Woll Destinatio	94% 98% 97% 97% 97% 98% 99% 99% 99%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton  Trans  Origin Neighborhood	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879 2,211 it Route: Route Bestinati	41% 23% 5% 10% 5% 5% 3% 3% 3% 1%  te 215 (Quintions in Serve % Trips	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97 ncy Ctr. Sta. ice Area	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529  - Ashmont () Destination # Trips 131,565	59% 77% 95% 90% 95% 95% 95% 97% 97% 97% 97% 97% 54.)  ns not in Ser 7 Trips 68%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09 1.23 0.94  rvice Area Transit \$ 1.31	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton  Transi	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072 1,848 it Route: Rou Destinat #Trips 48,221	34% 20% 4% 5% 4% 6% 3% 2% 1%  tte 216 (Quintions in Serv % Trips 25%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97 mcy Ctr. Sta. ice Area Transit \$	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892  - Houghs N Destination # Trips 145,310	66% 80% 96% 95% 96% 94% 97% 98% 99%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09 1.22 0.94 Prvice Area Transit \$	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan Brockton  Transit Route:  Origin Neighborhood	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,215 1,207  Route 217 (We Destination of Trips 53,110	23% 6% 2% 3% 3% 3% 3% 1% 1% 1% ollaston Stations in Servi % Trips 41%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95 - Ashmont ice Area	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532  Sta. via Woll Destinatio # Trips 76,162	94% 98% 97% 97% 97% 98% 99% 99% 99% <b>aston Beach</b> ns not in Ser % Trips	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94 vice Area Transit \$ 1.41
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton  Trans  Origin Neighborhood South Quincy South Dorchester	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879 2,211 it Route: Route  Destinate # Trips 61,965 41,941	41% 23% 5% 10% 5% 5% 3% 3% 3% 1%  te 215 (Quintions in Serve % Trips 32% 21%	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97 mcy Ctr. Sta. ice Area Transit \$ 0.19 0.19	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529  - Ashmont : Destination # Trips 131,565 155,777	59% 77% 95% 90% 95% 95% 97% 97% 97% 97% 97% <b>Sta.)</b> ns not in Ser  68% 79%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09 1.23 0.94  rvice Area Transit \$ 1.31 1.16	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton  Transi  Origin Neighborhood South Quincy North Quincy	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072 1,848 it Route: Rou Destinat # Trips 48,221 8,939	34% 20% 4% 5% 4% 6% 3% 2% 1%  tte 216 (Quintions in Serv % Trips 25% 7%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97 mcy Ctr. Sta. ice Area Transit \$ 0.10 0.41	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892  - Houghs N Destination # Trips 145,310 120,333	66% 80% 96% 95% 96% 94% 97% 98% 98% 99% <b>feck)</b> <b>ns not in Se</b> <b>% Trips</b> 75% 93%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09 1.22 0.94  ervice Area Transit \$ 1.23 0.92	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan Brockton  Transit Route:  Origin Neighborhood North Quincy South Quincy	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,215 1,207  Route 217 (Word Destination of the street of	23% 6% 2% 3% 3% 3% 3% 2% 1% 19 19 ollaston Sta. ions in Servi % Trips 41% 26%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95 - Ashmont ice Area Transit \$ 0.13 0.22	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532  Sta. via Woll Destinatio # Trips 76,162 143,307	94% 98% 97% 97% 97% 98% 99% 99% 99%  ### Asston Beach ### ns not in Ser ### Trips 59%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94 vice Area Transit \$ 1.41 1.21
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton  Trans  Origin Neighborhood South Quincy South Dorchester North Quincy	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879 2,211 it Route: Route  Destinate #Trips 61,965 41,941 39,551	41% 23% 5% 10% 5% 5% 3% 3% 3% 1%  te 215 (Quitions in Serv % Trips 32% 21% 31%	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97  mcy Ctr. Sta. ice Area Transit \$ 0.19 0.20	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529  - Ashmont : Destinatio # Trips 131,565 155,777 89,720	59% 77% 95% 90% 95% 95% 97% 97% 97% 97% 97% 54a.)  **s not in Second Sec	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09 1.23 0.94  rvice Area Transit \$ 1.31 1.16 1.18	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton  Transi  Origin Neighborhood South Quincy North Quincy South Dorchester	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072 1,848 it Route: Rou Destinat #Trips 48,221 8,939 3,576	34% 20% 4% 5% 4% 6% 3% 2% 1%  tte 216 (Quintions in Serv 7% 7% 2%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97 mcy Ctr. Sta. ice Area Transit \$ 0.10 0.41 0.77	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892  - Houghs N Destination # Trips 145,310 120,333 194,143	66% 80% 96% 95% 96% 94% 97% 98% 98% <b>eck)</b> <b>ns not in Se</b> <b>% Trips</b> 75% 93%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09 1.22 0.94  ervice Area Transit \$ 1.23 0.92 0.95	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan Brockton  Transit Route:  Origin Neighborhood North Quincy South Quincy South Dorchester	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355 1,215 1,207  Route 217 (Wo Destinati # Trips 53,110 50,224 24,993	23% 6% 2% 3% 3% 3% 3% 2% 1% 19 19 ollaston Sta. ions in Servi % Trips 41% 26% 13%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95 - Ashmont ice Area Transit \$ 0.13 0.22 0.31	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532  Sta. via Woll Destinatio # Trips 76,162 143,307 172,725	94% 98% 97% 97% 97% 98% 99% 99% 99%  **Laston Beach ns not in Ser ** Trips 59% 74% 87%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94 vice Area Transit \$ 1.41 1.21 1.04
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton  Trans  Origin Neighborhood South Quincy South Dorchester North Quincy North Braintree	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879 2,211 it Route: Rout  Destinati #Trips 61,965 41,941 39,551 9,796	41% 23% 5% 10% 5% 5% 3% 3% 3% 1%  te 215 (Quintions in Serv % Trips 32% 21% 31% 11%	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97  mcy Ctr. Sta. ice Area Transit \$ 0.19 0.20 0.42	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529  - Ashmont : Destinatio # Trips 131,565 155,777 89,720 76,678	59% 77% 95% 90% 95% 95% 97% 97% 97% 97% 97% 99%  Sta.) ns not in Sei % Trips 68% 79% 69% 89%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09 1.23 0.94  rvice Area Transit \$ 1.31 1.16 1.18 1.04	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton  Transi  Origin Neighborhood South Quincy North Quincy South Dorchester North Weymouth	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072 1,848 it Route: Rou Destinat #Trips 48,221 8,939 3,576 3,124	34% 20% 4% 5% 4% 6% 3% 2% 1%  tte 216 (Quintions in Serv 7% 7% 2% 3%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97 mcy Ctr. Sta. ice Area Transit \$ 0.10 0.41 0.77 0.66	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892  - Houghs N Destination # Trips 145,310 120,333 194,143 95,814	66% 80% 96% 95% 96% 94% 97% 98% 99% (eck) ns not in Se % Trips 75% 93% 98%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09 1.22 0.94  ervice Area Transit \$ 1.23 0.92 0.95 1.15	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan Brockton  Transit Route:  Origin Neighborhood North Quincy South Quincy South Dorchester North Milton	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355 1,215 1,207  Route 217 (Wo Destinati # Trips 53,110 50,224 24,993 9,861	23% 6% 2% 3% 3% 3% 3% 2% 1% 1% 0llaston Sta. ions in Servi % Trips 41% 26% 13% 19%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95 - Ashmont ice Area Transit \$ 0.13 0.22 0.31 0.38	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532  Sta. via Woll Destinatio # Trips 76,162 143,307 172,725 43,044	94% 98% 97% 97% 97% 98% 99% 99% 99%  **Laston Beach ns not in Ser ** Trips 59% 74% 87% 81%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94 2.25 1.41 1.41 1.21 1.04 1.47
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton  Trans  Origin Neighborhood South Quincy South Dorchester North Quincy North Braintree Mattapan	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879 2,211 it Route: Rout Destinati #Trips 61,965 41,941 39,551 9,796 8,731	41% 23% 5% 10% 5% 3% 3% 3% 1%  te 215 (Quintions in Serv 7 Trips 32% 21% 31% 11% 9%	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97  mcy Ctr. Sta. ice Area Transit \$ 0.19 0.20 0.42 0.45	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529  - Ashmont : Destinatio # Trips 131,565 155,777 89,720 76,678 86,319	59% 77% 95% 90% 95% 95% 97% 97% 97% 97% 98  Sta.) ns not in Sei % Trips 68% 79% 69% 89% 91%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09 1.23 0.94  rvice Area Transit \$ 1.31 1.16 1.18 1.04 1.15	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton  Transi  Origin Neighborhood South Quincy North Quincy South Dorchester North Weymouth North Braintree	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072 1,848 it Route: Rou Destinat #Trips 48,221 8,939 3,576 3,124 2,975	34% 20% 4% 5% 4% 6% 3% 2% 1% 1te 216 (Quintions in Serv 7% 25% 7% 2% 3% 3% 3%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97  mcy Ctr. Sta. ice Area Transit \$ 0.10 0.41 0.77 0.66 0.41	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892  - Houghs N Destination # Trips 145,310 120,333 194,143 95,814 83,499	66% 80% 96% 95% 96% 94% 97% 98% 99% (eck) ns not in Se % Trips 75% 93% 98% 97%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09 1.22 0.94  ervice Area Transit \$ 1.23 0.92 0.95 1.15 0.99	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan Brockton  Transit Route:  Origin Neighborhood North Quincy South Quincy South Dorchester North Milton Mattapan	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355 1,215 1,207  Route 217 (Wo Destinati # Trips 53,110 50,224 24,993 9,861 8,994	23% 6% 2% 3% 3% 3% 3% 1% 1% 1% collaston Sta. ions in Servi 9 Trips 41% 26% 13% 19% 9%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95 - Ashmont ice Area Transit \$ 0.13 0.22 0.31 0.38 0.45	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532  Sta. via Woll Destinatio # Trips 76,162 143,307 172,725 43,044 86,056	94% 98% 97% 97% 97% 98% 99% 99% 99%  Asston Beach ns not in Ser % Trips 59% 74% 87% 81% 91%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94 vice Area Transit \$ 1.41 1.21 1.04 1.47 1.15
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton  Trans  Origin Neighborhood South Quincy South Dorchester North Quincy North Braintree Mattapan North Milton	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879 2,211  it Route: Rout	41% 23% 5% 10% 5% 3% 3% 3% 3% 1%  te 215 (Quintions in Serv 7 Trips 32% 21% 31% 11% 9% 16%	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97  mcy Ctr. Sta. ice Area Transit \$ 0.19 0.20 0.42 0.45 0.42	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529  - Ashmont : Destinatio # Trips 131,565 155,777 89,720 76,678 86,319 44,370	59% 77% 95% 90% 95% 95% 97% 97% 97% 97% 98  Sta.) ns not in Sei % Trips 68% 79% 69% 89% 91% 84%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09 1.23 0.94  rvice Area Transit \$ 1.31 1.16 1.18 1.04 1.15 1.43	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton  Transi  Origin Neighborhood South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072 1,848 it Route: Rou Destinat #Trips 48,221 8,939 3,576 3,124 2,975 1,711	34% 20% 4% 5% 4% 6% 3% 2% 1%  tte 216 (Quinions in Serv 7% 25% 7% 2% 3% 3% 3% 3%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97  mcy Ctr. Sta. ice Area Transit \$ 0.10 0.41 0.77 0.66 0.41 0.55	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892  - Houghs N Destination # Trips 145,310 120,333 194,143 95,814 83,499 51,194	66% 80% 96% 95% 96% 94% 97% 98% 98% 99% <b>Teck)</b> <b>ns not in Se</b> <b>% Trips</b> 75% 93% 98% 97% 97%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09 1.22 0.94  Prvice Area Transit \$ 1.23 0.92 0.95 1.15 0.99 1.29	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan Brockton  Transit Route:  Origin Neighborhood North Quincy South Quincy South Dorchester North Milton Mattapan North Braintree	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355 1,215 1,207  Route 217 (Wo Destinati #Trips 53,110 50,224 24,993 9,861 8,994 5,470	23% 6% 2% 3% 3% 3% 3% 2% 1% 1% 1% collaston Sta. ions in Servi 9 Trips 41% 26% 13% 19% 9% 6%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95 Ashmont ice Area Transit \$ 0.13 0.22 0.31 0.38 0.45 0.59	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532  Sta. via Woll Destinatio # Trips 76,162 143,307 172,725 43,044 86,056 81,003	94% 98% 97% 97% 97% 98% 99% 99% 99% <b>laston Beach</b> ns not in Ser <b>% Trips</b> 59% 74% 87% 81% 91% 94%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94 vice Area Transit \$ 1.41 1.21 1.04 1.47 1.15 1.00
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton  Trans  Origin Neighborhood South Quincy South Dorchester North Quincy North Braintree Mattapan North Milton North Dorchester	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879 2,211  it Route: Rout  Destinati #Trips 61,965 41,941 39,551 9,796 8,731 8,535 7,862	41% 23% 5% 10% 5% 3% 3% 3% 3% 1%  te 215 (Quinions in Serv 7 Trips 32% 21% 31% 11% 9% 16% 8%	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97  mcy Ctr. Sta. ice Area Transit \$ 0.19 0.20 0.42 0.45 0.42 0.45	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529  - Ashmont : Destinatio # Trips 131,565 155,777 89,720 76,678 86,319 44,370 94,742	59% 77% 95% 90% 95% 95% 97% 97% 97% 97% 98%  Sta.)  s not in Ser 79% 68% 79% 69% 89% 91% 84% 92%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09 1.23 0.94  rvice Area Transit \$ 1.31 1.16 1.18 1.04 1.15 1.43 0.86	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton  Transi  Origin Neighborhood South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072 1,848 it Route: Rou Destinat #Trips 48,221 8,939 3,576 3,124 2,975 1,711 1,462	34% 20% 4% 5% 4% 6% 3% 2% 1%  tte 216 (Quinions in Serv % Trips 25% 7% 2% 3% 3% 3% 3% 3% 2%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97  mcy Ctr. Sta. ice Area Transit \$ 0.10 0.41 0.77 0.66 0.41 0.55 0.86	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892  - Houghs N Destination # Trips 145,310 120,333 194,143 95,814 83,499 51,194 66,184	66% 80% 96% 95% 96% 94% 97% 98% 98% 99% (eck) ms not in Se % Trips 75% 93% 98% 97% 97% 97%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09 1.22 0.94  Prvice Area Transit \$ 1.23 0.92 0.95 1.15 0.99 1.29 1.25	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan Brockton  Transit Route:  Origin Neighborhood North Quincy South Quincy South Dorchester North Milton Mattapan North Braintree North Weymouth	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355 1,215 1,207  Route 217 (Wo Destinati #Trips 53,110 50,224 24,993 9,861 8,994 5,470 5,118	23% 6% 2% 3% 3% 3% 3% 1% 1% 1% collaston Sta. ions in Servi 9 Trips 41% 26% 13% 19% 9% 6% 5%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95 - Ashmont ice Area Transit \$ 0.13 0.22 0.31 0.38 0.45 0.59 0.75	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532  Sta. via Woll Destinatio # Trips 76,162 143,307 172,725 43,044 86,056 81,003 93,820	94% 98% 97% 97% 97% 98% 99% 99% 99%  Asston Beach ns not in Ser % Trips 59% 74% 87% 81% 91% 94% 95%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94 vice Area Transit \$ 1.41 1.21 1.04 1.47 1.15 1.00 1.16
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton  Trans  Origin Neighborhood South Quincy South Dorchester North Quincy North Braintree Mattapan North Milton North Dorchester North Weymouth	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879 2,211  it Route: Rout	41% 23% 5% 10% 5% 3% 3% 3% 3% 1%  te 215 (Quintions in Serv % Trips 32% 21% 31% 11% 9% 16% 8% 6%	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97  mcy Ctr. Sta. ice Area Transit \$ 0.19 0.20 0.42 0.45 0.42 0.45 0.73	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529  - Ashmont : Destinatio # Trips 131,565 155,777 89,720 76,678 86,319 44,370 94,742 92,850	59% 77% 95% 90% 95% 95% 97% 97% 97% 97% 99%  Sta.) ns not in Ser % Trips 68% 79% 69% 89% 91% 84% 92% 94%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09 1.23 0.94  rvice Area Transit \$ 1.31 1.16 1.18 1.04 1.15 1.43 0.86 1.16	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton  Transi  Origin Neighborhood South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072 1,848 it Route: Rou Destinat #Trips 48,221 8,939 3,576 3,124 2,975 1,711 1,462 1,441	34% 20% 4% 5% 4% 6% 3% 2% 1%  tte 216 (Quinions in Serv % Trips 25% 7% 2% 3% 3% 3% 3% 3% 1%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97  mcy Ctr. Sta. ice Area Transit \$ 0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892  - Houghs N Destination # Trips 145,310 120,333 194,143 95,814 83,499 51,194 66,184 101,163	66% 80% 96% 96% 95% 96% 94% 97% 98% 98% 99%  (eck) ms not in Se % Trips 75% 93% 98% 97% 97% 97% 97% 98%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09 1.22 0.94  Prvice Area Transit \$ 1.23 0.92 0.95 1.15 0.99 1.29 1.25 0.83	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan Brockton  Transit Route:  Origin Neighborhood North Quincy South Quincy South Dorchester North Milton Mattapan North Braintree North Weymouth Hyde Park	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355 1,215 1,207  Route 217 (Wo Destinati # Trips 53,110 50,224 24,993 9,861 8,994 5,470 5,118 5,052	23% 6% 2% 3% 3% 3% 3% 2% 1% 1% 1% collaston Sta. ions in Servi 9 Trips 41% 26% 13% 19% 9% 6% 5% 4%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95 - Ashmont ice Area Transit \$ 0.13 0.22 0.31 0.38 0.45 0.59 0.75 0.85	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532  Sta. via Woll Destinatio # Trips 76,162 143,307 172,725 43,044 86,056 81,003 93,820 108,784	94% 98% 97% 97% 97% 98% 99% 99% 99%  Aston Beach ns not in Ser % Trips 59% 74% 87% 81% 91% 94% 95% 96%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94 1.10 1.41 1.21 1.04 1.47 1.15 1.00 1.16 1.24
South Quincy South Dorchester North Milton North Braintree North Weymouth North Dorchester Mattapan Hyde Park Brockton  Trans  Origin Neighborhood South Quincy South Dorchester North Quincy North Braintree Mattapan North Milton North Dorchester	53,317 44,804 10,559 5,144 4,706 4,593 3,501 3,275 2,879 2,211  it Route: Rout  Destinati #Trips 61,965 41,941 39,551 9,796 8,731 8,535 7,862	41% 23% 5% 10% 5% 3% 3% 3% 3% 1%  te 215 (Quinions in Serv 7 Trips 32% 21% 31% 11% 9% 16% 8%	0.10 0.21 0.56 0.43 0.57 0.74 0.66 0.84 1.00 0.97  mcy Ctr. Sta. ice Area Transit \$ 0.19 0.20 0.42 0.45 0.42 0.45	75,954 148,727 187,159 47,761 81,768 94,346 99,103 91,775 110,958 238,529  - Ashmont : Destinatio # Trips 131,565 155,777 89,720 76,678 86,319 44,370 94,742	59% 77% 95% 90% 95% 95% 97% 97% 97% 97% 98%  Sta.)  s not in Ser 79% 68% 79% 69% 89% 91% 84% 92%	1.43 1.17 0.97 1.36 0.99 1.16 0.84 1.09 1.23 0.94  rvice Area Transit \$ 1.31 1.16 1.18 1.04 1.15 1.43 0.86	North Quincy South Quincy South Dorchester North Braintree North Weymouth North Milton North Dorchester Mattapan Hyde Park Brockton  Transi  Origin Neighborhood South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham	44,040 39,452 7,741 3,966 3,830 3,116 2,871 2,341 2,072 1,848 it Route: Rou Destinat #Trips 48,221 8,939 3,576 3,124 2,975 1,711 1,462	34% 20% 4% 5% 4% 6% 3% 2% 1%  tte 216 (Quinions in Serv % Trips 25% 7% 2% 3% 3% 3% 3% 3% 2%	0.10 0.19 0.58 0.55 0.73 0.49 0.65 0.89 1.03 0.97  mcy Ctr. Sta. ice Area Transit \$ 0.10 0.41 0.77 0.66 0.41 0.55 0.86	85,231 154,078 189,977 82,507 95,109 49,789 99,733 92,709 111,765 238,892  - Houghs N Destination # Trips 145,310 120,333 194,143 95,814 83,499 51,194 66,184	66% 80% 96% 95% 96% 94% 97% 98% 98% 99% (eck) ms not in Se % Trips 75% 93% 98% 97% 97% 97%	1.29 1.15 0.97 0.99 1.15 1.32 0.84 1.09 1.22 0.94  Prvice Area Transit \$ 1.23 0.92 0.95 1.15 0.99 1.29 1.25	South Quincy North Quincy South Dorchester North Weymouth North Braintree North Milton Hingham North Dorchester Mattapan Brockton  Transit Route:  Origin Neighborhood North Quincy South Quincy South Dorchester North Milton Mattapan North Braintree North Weymouth	44,371 8,308 3,278 2,865 2,766 1,556 1,355 1,355 1,215 1,207  Route 217 (Wo Destinati #Trips 53,110 50,224 24,993 9,861 8,994 5,470 5,118	23% 6% 2% 3% 3% 3% 3% 1% 1% 1% collaston Sta. ions in Servi 9 Trips 41% 26% 13% 19% 9% 6% 5%	0.10 0.41 0.77 0.66 0.41 0.55 0.86 0.72 0.90 0.95 - Ashmont ice Area Transit \$ 0.13 0.22 0.31 0.38 0.45 0.59 0.75	149,159 120,963 194,440 96,074 83,707 51,349 66,291 101,249 93,835 239,532  Sta. via Woll Destinatio # Trips 76,162 143,307 172,725 43,044 86,056 81,003 93,820	94% 98% 97% 97% 97% 98% 99% 99% 99%  Asston Beach ns not in Ser % Trips 59% 74% 87% 81% 91% 94% 95%	0.92 0.95 1.15 0.99 1.29 1.25 0.83 1.09 0.94 vice Area Transit \$ 1.41 1.21 1.04 1.47 1.15 1.00 1.16

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 220 – 350

Tra	nsit Route: R	, ,					Trai	nsit Route: Ro	, ,					Transi		e 222 (Quincy				
		tions in Serv			ons not in Ser				tions in Servi			ns not in Se				ions in Servic			ons not in Se	
Origin Neighborhood	# Trips		Transit \$	# Trips		Transit \$	Origin Neighborhood		% Trips		# Trips		Transit \$	Origin Neighborhood	# Trips			# Trips	% Trips	Transit \$
South Quincy	48,397	25%	0.16	145,134	75%	1.21	South Quincy	45,542	24%	0.13	147,988	76%	1.21	South Quincy	47,253	24%	0.15	146,278	76%	1.21
Hingham	23,071	34%	0.40	44,575	66%	1.68	North Weymouth	11,920	12%	0.33	87,018	88%	1.25	North Weymouth	27,344	28%	0.28	71,594	72%	1.46
North Weymouth	18,503	19%	0.46	80,436	81%	1.29	North Quincy	8,185	6%	0.43	121,087	94%	0.91	Hingham	9,160	14%	0.67	58,486	86%	1.33
North Quincy	9,284	7%	0.48	119,987	93%	0.91	North Braintree	4,336	5%	0.45	82,138	95%	1.00	North Quincy	8,770	7%	0.45	120,502	93%	0.91
North Braintree	5,626	7%	0.56	80,847	93%	1.00	Hingham	3,616	5%	0.77	64,030	95%	1.27	North Braintree	6,501	8%	0.50	79,973	92%	1.01
South Dorchester	3,876	2%	0.81	193,842	98%	0.95	South Dorchester	3,293	2%	0.79	194,425	98%	0.95	South Weymouth	4,669	8%	0.37	55,016	92%	0.70
South Weymouth	2,650	4%	0.43	57,036	96%	0.68	North Milton	1,590	3%	0.59	51,315	97%	1.29	South Dorchester	3,605	2%	0.80	194,113	98%	0.95
Hull	2,595	9%	0.36	24,821	91%	0.35	South Braintree	1,497	3%	0.78	47,360	97%	1.35	South Braintree	2,517	5%	0.85	46,340	95%	1.36
South Braintree	2,077	4%	0.86	46,780	96%	1.35	South Weymouth	1,445	2%	0.41	58,240	98%	0.68	Brockton	2,195	1%	0.99	238,544	99%	0.94
Brockton	1,953	1%	1.02	238,786	99%	0.94	Brockton	1,405	1%	0.96	239,334	99%	0.94	Randolph	1,890	2%	0.99	86,201	98%	1.25
Transit R	Route: Route			•	- O/		Trans	sit Route: Rou	, ,					Transit		236 (Quincy (				
		tions in Serv	ice Area		ons not in Ser				tions in Servi			ns not in Se				ions in Servic			ons not in Se	rvice Area
Origin Neighborhood	# Trips		Transit \$	# Trips		Transit \$	Origin Neighborhood			Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$
South Quincy	54,004	28%	0.15	139,526	72%	1.26	South Quincy	48,936	25%	0.17	144,594	75%	1.22	South Quincy	51,417	27%	0.19	142,114	73%	1.23
North Weymouth	22,100	22%	0.37	76,839	78%	1.36	Brockton	22,536	9%	0.40	218,203	91%	0.99	North Braintree	29,786	34%	0.14	56,688	66%	1.41
South Weymouth	15,138	25%	0.15	44,547	75%	0.85	North Braintree	18,847	22%	0.23	67,626	78%	1.18	North Quincy	11,120	9%	0.52	118,152	91%	0.92
North Braintree	14,314	17%	0.33	72,159	83%	1.10	South Braintree	11,907	24%	0.39	36,950	76%	1.64	South Braintree	8,935	18%	0.43	39,921	82%	1.54
North Quincy	10,031	8%	0.45	119,240	92%	0.92	North Quincy	9,792	8%	0.48	119,479	92%	0.92	North Weymouth	7,663	8%	0.67	91,275	92%	1.18
Hingham	5,660	8%	0.74	61,986	92%	1.29	Randolph	7,995	9%	0.70	80,095	91%	1.30	Randolph	6,394	7%	0.88	81,696	93%	1.28
South Braintree	5,081	10%	0.68	43,775	90%	1.41	North Weymouth	6,728	7%	0.76	92,211	93%	1.16	South Dorchester	5,656	3%	0.85	192,062	97%	0.95
South Dorchester	4,372	2%	0.78	193,346	98%	0.95	Holbrook	6,393	22%	0.40	22,692	78%	1.57	Brockton	4,151	2%	1.02	236,588	98%	0.94
Brockton	3,470	1%	0.90	237,269	99%	0.94	South Dorchester	4,578	2%	0.83	193,140	98%	0.95	South Weymouth	3,596	6%	0.46	56,090	94%	0.69
Randolph	3,105	4%	0.89	84,985	96%	1.26	South Weymouth	4,499	8%	0.51	55,186	92%	0.69	North Milton	3,072	6%	0.75	49,833	94%	1.30
Transit Route: Ro	, ,	•					Tr	ansit Route: F			shmont Sta	ı.)		Trans		te 245 (Quinc				
		tions in Serv			ons not in Ser	_			tions in Servi			ns not in Se	rvice Area			ions in Servic			ons not in Se	rvice Area
Origin Neighborhood	# Trips		Transit \$	# Trips		Transit \$	Origin Neighborhood			Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$
South Quincy	59,022	30%	0.17	134,508	70%	1.30	South Quincy	51,989	27%	0.21	141,541	73%	1.23	South Quincy	55,392	29%	0.16	138,138	71%	1.27
North Braintree	20,412	24%	0.24	66,061	76%	1.20	Randolph	26,778	30%	0.30	61,312	70%	1.66	North Quincy	23,821	18%	0.24	105,451	82%	1.03
Randolph	19,131	22%	0.41	68,959	78%	1.48	South Dorchester	21,510	11%	0.32	176,208	89%	1.03	North Milton	12,203	23%	0.28	40,702	77%	1.56
North Quincy	11,941	9%	0.48	117,331	91%	0.92	North Braintree	21,152	24%	0.25	65,321	76%	1.20	South Dorchester	11,297	6%	0.56	106 /21	0.40/	0.97
South Braintree	9,035																0.00	186,421	94%	
Decolrton		18%	0.50	39,822	82%	1.52	North Quincy	12,638	10%	0.50	116,634	90%	0.92	Mattapan	7,468	8%	0.46	87,582	92%	1.14
Brockton	7,975	18% 3%	0.50 0.87	232,765	97%	0.94	North Quincy North Milton		10% 18%	0.50 0.41	116,634 43,554	90% 82%	0.92 1.45	Mattapan Hyde Park	7,468 6,327		0.46 0.61	87,582 107,509	92% 94%	1.26
North Weymouth	7,975 6,520		0.50 0.87 0.73	232,765 92,419				12,638			116,634 43,554 85,950	90%	0.92	Hyde Park North Braintree	7,468 6,327 4,673	8%	0.46 0.61 0.53	87,582 107,509 81,801	92%	1.26 0.99
	7,975 6,520 6,377	3%	0.50 0.87	232,765 92,419 191,341	97% 93% 97%	0.94	North Milton	12,638 9,351	18%	0.41	116,634 43,554 85,950 232,074	90% 82%	0.92 1.45	Hyde Park	7,468 6,327 4,673 4,420	8% 6%	0.46 0.61	87,582 107,509 81,801 94,519	92% 94%	1.26
North Weymouth	7,975 6,520	3% 7%	0.50 0.87 0.73	232,765 92,419	97% 93%	0.94 1.17	North Milton Mattapan	12,638 9,351 9,100	18% 10%	0.41 0.43	116,634 43,554 85,950	90% 82% 90%	0.92 1.45 1.16 0.94 1.44	Hyde Park North Braintree	7,468 6,327 4,673	8% 6% 5%	0.46 0.61 0.53	87,582 107,509 81,801	92% 94% 95%	1.26 0.99
North Weymouth South Dorchester	7,975 6,520 6,377	3% 7% 3%	0.50 0.87 0.73 0.82	232,765 92,419 191,341	97% 93% 97%	0.94 1.17 0.96	North Milton Mattapan Brockton	12,638 9,351 9,100 8,665	18% 10% 4%	0.41 0.43 0.87	116,634 43,554 85,950 232,074	90% 82% 90% 96%	0.92 1.45 1.16 0.94	Hyde Park North Braintree North Weymouth	7,468 6,327 4,673 4,420	8% 6% 5% 4%	0.46 0.61 0.53 0.72	87,582 107,509 81,801 94,519	92% 94% 95% 96%	1.26 0.99 1.16
North Weymouth South Dorchester Holbrook North Milton	7,975 6,520 6,377 3,906 3,769	3% 7% 3% 13% 7%	0.50 0.87 0.73 0.82 0.52 0.68	232,765 92,419 191,341 25,179 49,136	97% 93% 97% 87% 93%	0.94 1.17 0.96 1.43	North Milton Mattapan Brockton South Braintree North Weymouth	12,638 9,351 9,100 8,665 7,003 6,311	18% 10% 4% 14% 6%	0.41 0.43 0.87 0.67 0.75	116,634 43,554 85,950 232,074 41,854 92,628	90% 82% 90% 96% 86% 94%	0.92 1.45 1.16 0.94 1.44	Hyde Park North Braintree North Weymouth North Dorchester South Milton	7,468 6,327 4,673 4,420 2,837 2,830	8% 6% 5% 4% 3% 10%	0.46 0.61 0.53 0.72 0.71 0.60	87,582 107,509 81,801 94,519 99,767 25,726	92% 94% 95% 96% 97% 90%	1.26 0.99 1.16 0.84
North Weymouth South Dorchester Holbrook North Milton	7,975 6,520 6,377 3,906 3,769 ansit Route:	3% 7% 3% 13% 7% Route 325 (F	0.50 0.87 0.73 0.82 0.52 0.68	232,765 92,419 191,341 25,179 49,136 ymarket Sta	97% 93% 97% 87% 93%	0.94 1.17 0.96 1.43 1.31	North Milton Mattapan Brockton South Braintree North Weymouth	12,638 9,351 9,100 8,665 7,003 6,311	18% 10% 4% 14% 6% ute 326 (West	0.41 0.43 0.87 0.67 0.75 <b>t Medford – I</b>	116,634 43,554 85,950 232,074 41,854 92,628	90% 82% 90% 96% 86% 94%	0.92 1.45 1.16 0.94 1.44 1.16	Hyde Park North Braintree North Weymouth North Dorchester South Milton	7,468 6,327 4,673 4,420 2,837 2,830 sit Route: Rou	8% 6% 5% 4% 3% 10%	0.46 0.61 0.53 0.72 0.71 0.60	87,582 107,509 81,801 94,519 99,767 25,726	92% 94% 95% 96% 97% 90%	1.26 0.99 1.16 0.84 1.53
North Weymouth South Dorchester Holbrook North Milton	7,975 6,520 6,377 3,906 3,769 ansit Route: Destina	3% 7% 3% 13% 7% Route 325 (Ettions in Serv	0.50 0.87 0.73 0.82 0.52 0.68 Elm St. – Hayrice Area	232,765 92,419 191,341 25,179 49,136 ymarket Sta	97% 93% 97% 87% 93% a.)	0.94 1.17 0.96 1.43 1.31	North Milton Mattapan Brockton South Braintree North Weymouth Trans	12,638 9,351 9,100 8,665 7,003 6,311 sit Route: Rou Destinat	18% 10% 4% 14% 6% ute 326 (West tions in Servi	0.41 0.43 0.87 0.67 0.75 t Medford – I	116,634 43,554 85,950 232,074 41,854 92,628 Haymarket Destinatio	90% 82% 90% 96% 86% 94% Sta.)	0.92 1.45 1.16 0.94 1.44 1.16	Hyde Park North Braintree North Weymouth North Dorchester South Milton Trans	7,468 6,327 4,673 4,420 2,837 2,830 sit Route: Rou Destinat	8% 6% 5% 4% 3% 10% Ite 350 (Northions in Service	0.46 0.61 0.53 0.72 0.71 0.60 Burlington to Area	87,582 107,509 81,801 94,519 99,767 25,726 n – Alewife Destinati	92% 94% 95% 96% 97% 90% Sta.)	1.26 0.99 1.16 0.84 1.53
North Weymouth South Dorchester Holbrook North Milton  Tr  Origin Neighborhood	7,975 6,520 6,377 3,906 3,769 ansit Route: Destina # Trips	3% 7% 3% 13% 7% Route 325 (Fitions in Serv % Trips	0.50 0.87 0.73 0.82 0.52 0.68 Elm St. – Hayrice Area Transit \$	232,765 92,419 191,341 25,179 49,136 ymarket Sta Destination	97% 93% 97% 87% 93% a.) ons not in Ser % Trips	0.94 1.17 0.96 1.43 1.31 vvice Area Transit \$	North Milton Mattapan Brockton South Braintree North Weymouth  Trans Origin Neighborhood	12,638 9,351 9,100 8,665 7,003 6,311 sit Route: Rou Destinat # Trips	18% 10% 4% 14% 6% nte 326 (West tions in Servi % Trips	0.41 0.43 0.87 0.67 0.75 t Medford – I ice Area Transit \$	116,634 43,554 85,950 232,074 41,854 92,628 Haymarket Destinatio # Trips	90% 82% 90% 96% 86% 94% Sta.)	0.92 1.45 1.16 0.94 1.44 1.16	Hyde Park North Braintree North Weymouth North Dorchester South Milton  Trans  Origin Neighborhood	7,468 6,327 4,673 4,420 2,837 2,830 sit Route: Rou Destinat # Trips	8% 6% 5% 4% 3% 10% ate 350 (North ions in Service % Trips	0.46 0.61 0.53 0.72 0.71 0.60 Burlington e Area Transit \$	87,582 107,509 81,801 94,519 99,767 25,726 n – Alewife Destinati # Trips	92% 94% 95% 96% 97% 90% Sta.)	1.26 0.99 1.16 0.84 1.53 ervice Area Transit \$
North Weymouth South Dorchester Holbrook North Milton  Tr  Origin Neighborhood Downtown	7,975 6,520 6,377 3,906 3,769  ansit Route:  Destina #Trips 115,397	3% 7% 3% 13% 79  Route 325 (Fitions in Service Washington) 61%	0.50 0.87 0.73 0.82 0.52 0.68 Elm St. – Hayrice Area Transit \$ 0.01	232,765 92,419 191,341 25,179 49,136 ymarket Sta Destination # Trips 74,358	97% 93% 97% 87% 93% a.) ons not in Ser % Trips 39%	0.94 1.17 0.96 1.43 1.31 vvice Area Transit \$ 0.57	North Milton Mattapan Brockton South Braintree North Weymouth  Trans  Origin Neighborhood Downtown	12,638 9,351 9,100 8,665 7,003 6,311 sit Route: Rou Destinat # Trips 115,358	18% 10% 4% 14% 6% nte 326 (West tions in Servi % Trips 61%	0.41 0.43 0.87 0.67 0.75 t Medford – I ice Area Transit \$ 0.01	116,634 43,554 85,950 232,074 41,854 92,628 Haymarket Destinatio # Trips 74,397	90% 82% 90% 96% 86% 94% Sta.) ons not in Sec % Trips 39%	0.92 1.45 1.16 0.94 1.44 1.16 ervice Area Transit \$	Hyde Park North Braintree North Weymouth North Dorchester South Milton  Trans  Origin Neighborhood Burlington	7,468 6,327 4,673 4,420 2,837 2,830 sit Route: Rou Destinat # Trips 47,166	8% 6% 5% 4% 3% 10% ate 350 (North ions in Service % Trips 42%	0.46 0.61 0.53 0.72 0.71 0.60 Burlington e Area Transit \$ 0.20	87,582 107,509 81,801 94,519 99,767 25,726 <b>n – Alewife</b> <b>Destinati</b> <b># Trips</b> 64,542	92% 94% 95% 96% 97% 90%  Sta.)  ons not in Se % Trips 58%	1.26 0.99 1.16 0.84 1.53 ervice Area Transit \$ 2.05
North Weymouth South Dorchester Holbrook North Milton  Tr  Origin Neighborhood Downtown Chinatown	7,975 6,520 6,377 3,906 3,769 ransit Route: Destina # Trips 115,397 32,168	3% 7% 3% 13% 79  Route 325 (Fitions in Serv % Trips 61% 28%	0.50 0.87 0.73 0.82 0.52 0.68 Elm St. – Hayrice Area Transit \$ 0.01 0.09	232,765 92,419 191,341 25,179 49,136 ymarket Sta Destination # Trips 74,358 83,381	97% 93% 97% 87% 87% 93%  a.)  ons not in Ser % Trips 39% 72%	0.94 1.17 0.96 1.43 1.31 vvice Area Transit \$ 0.57 0.44	North Milton Mattapan Brockton South Braintree North Weymouth  Trans  Origin Neighborhood Downtown Chinatown	12,638 9,351 9,100 8,665 7,003 6,311 sit Route: Rou Destinat # Trips 115,358 32,136	18% 10% 4% 14% 6% nte 326 (West tions in Servi % Trips 61% 28%	0.41 0.43 0.87 0.67 0.75 t Medford – I ice Area Transit \$ 0.01 0.09	116,634 43,554 85,950 232,074 41,854 92,628 Haymarket Destinatio # Trips 74,397 83,413	90% 82% 90% 96% 86% 94% Sta.) ons not in Se % Trips 39% 72%	0.92 1.45 1.16 0.94 1.44 1.16 ervice Area Transit \$ 0.57 0.44	Hyde Park North Braintree North Weymouth North Dorchester South Milton  Trans  Origin Neighborhood Burlington East Arlington	7,468 6,327 4,673 4,420 2,837 2,830 sit Route: Rou Destinat # Trips 47,166 13,544	8% 6% 5% 4% 3% 10% nte 350 (North tions in Service % Trips 42% 25%	0.46 0.61 0.53 0.72 0.71 0.60 Burlington e Area Transit \$ 0.20 0.17	87,582 107,509 81,801 94,519 99,767 25,726 <b>n – Alewife</b> <b>Destinati</b> <b># Trips</b> 64,542 40,133	92% 94% 95% 96% 97% 90%  Sta.)  ons not in Se % Trips 58% 75%	1.26 0.99 1.16 0.84 1.53 Prvice Area Transit \$ 2.05 1.22
North Weymouth South Dorchester Holbrook North Milton  Tr  Origin Neighborhood  Downtown Chinatown North End	7,975 6,520 6,377 3,906 3,769  ansit Route:  Destina #Trips 115,397 32,168 23,362	3% 7% 3% 13% 13% 7%  Route 325 (Entions in Serve % Trips 61% 28% 56%	0.50 0.87 0.73 0.82 0.52 0.68 Elm St. – Hayrice Area Transit \$ 0.01 0.09 0.04	232,765 92,419 191,341 25,179 49,136 <b>ymarket Sta</b> <b>Destinatio</b> <b># Trips</b> 74,358 83,381 18,541	97% 93% 97% 87% 87% 93%  a.) ons not in Ser % Trips 39% 72% 44%	0.94 1.17 0.96 1.43 1.31 vice Area Transit \$ 0.57 0.44 0.88	North Milton Mattapan Brockton South Braintree North Weymouth  Trans  Origin Neighborhood Downtown Chinatown North End	12,638 9,351 9,100 8,665 7,003 6,311 sit Route: Rou Destinat # Trips 115,358 32,136 23,348	18% 10% 4% 14% 6%  nte 326 (West tions in Servi % Trips 61% 28% 56%	0.41 0.43 0.87 0.67 0.75 <b>t Medford – I</b> ice Area <b>Transit \$</b> 0.01 0.09 0.04	116,634 43,554 85,950 232,074 41,854 92,628 Haymarket Destinatio # Trips 74,397 83,413 18,555	90% 82% 90% 96% 86% 94% Sta.) ons not in Se % Trips 39% 72% 44%	0.92 1.45 1.16 0.94 1.44 1.16 ervice Area Transit \$ 0.57 0.44 0.87	Hyde Park North Braintree North Weymouth North Dorchester South Milton  Trans  Origin Neighborhood Burlington East Arlington North Cambridge	7,468 6,327 4,673 4,420 2,837 2,830 sit Route: Rou Destinat # Trips 47,166 13,544 12,670	8% 6% 5% 4% 3% 10% tte 350 (North tions in Servic % Trips 42% 25% 15%	0.46 0.61 0.53 0.72 0.71 0.60 Burlington te Area Transit \$ 0.20 0.17 0.15	87,582 107,509 81,801 94,519 99,767 25,726 <b>n – Alewife</b> <b>Destinati</b> <b># Trips</b> 64,542 40,133 70,340	92% 94% 95% 96% 97% 90%  Sta.) ions not in Se % Trips 58% 75% 85%	1.26 0.99 1.16 0.84 1.53 Prvice Area Transit \$ 2.05 1.22 0.90
North Weymouth South Dorchester Holbrook North Milton  Tr  Origin Neighborhood Downtown Chinatown North End West End	7,975 6,520 6,377 3,906 3,769 ansit Route: Destina # Trips 115,397 32,168 23,362 18,654	3% 7% 3% 13% 13% 7%  Route 325 (Itions in Serv % Trips 61% 28% 56% 37%	0.50 0.87 0.73 0.82 0.52 0.68  Elm St. – Hayrice Area Transit \$ 0.01 0.09 0.04 0.05	232,765 92,419 191,341 25,179 49,136 <b>ymarket Sta</b> <b>Destinatio</b> <b># Trips</b> 74,358 83,381 18,541 31,998	97% 93% 97% 87% 87% 93%  a.) ons not in Ser % Trips 39% 72% 44% 63%	0.94 1.17 0.96 1.43 1.31 vice Area Transit \$ 0.57 0.44 0.88 0.53	North Milton Mattapan Brockton South Braintree North Weymouth  Trans  Origin Neighborhood Downtown Chinatown North End West End	12,638 9,351 9,100 8,665 7,003 6,311 sit Route: Rou Destinat #Trips 115,358 32,136 23,348 18,642	18% 10% 4% 144% 6%  ate 326 (West tions in Servi % Trips 61% 28% 56% 37%	0.41 0.43 0.87 0.67 0.75 <b>t Medford – I</b> ice Area <b>Transit \$</b> 0.01 0.09 0.04 0.05	116,634 43,554 85,950 232,074 41,854 92,628 Haymarket Destinatio # Trips 74,397 83,413 18,555 32,011	90% 82% 90% 96% 86% 94%  Sta.)  ms not in Se % Trips 39% 72% 44% 63%	0.92 1.45 1.16 0.94 1.44 1.16 ervice Area Transit \$ 0.57 0.44 0.87 0.53	Hyde Park North Braintree North Weymouth North Dorchester South Milton  Trans  Origin Neighborhood Burlington East Arlington North Cambridge West Arlington	7,468 6,327 4,673 4,420 2,837 2,830 sit Route: Rou Destinat # Trips 47,166 13,544 12,670 11,307	8% 6% 5% 4% 3% 10% ate 350 (North tions in Service % Trips 42% 25% 15% 16%	0.46 0.61 0.53 0.72 0.71 0.60 a Burlington te Area Transit \$ 0.20 0.17 0.15 0.40	87,582 107,509 81,801 94,519 99,767 25,726 <b>n – Alewife</b> <b>Destinati</b> <b># Trips</b> 64,542 40,133 70,340 60,861	92% 94% 95% 96% 97% 90%  Sta.)  sons not in Se % Trips 58% 75% 85% 84%	1.26 0.99 1.16 0.84 1.53 Prvice Area Transit \$ 2.05 1.22 0.90 1.31
North Weymouth South Dorchester Holbrook North Milton  Tr  Origin Neighborhood Downtown Chinatown North End West End Back Bay	7,975 6,520 6,377 3,906 3,769 ansit Route: Destina #Trips 115,397 32,168 23,362 18,654 11,556	3% 7% 3% 13% 13% 7%  Route 325 (Intions in Serv % Trips 61% 28% 56% 37% 8%	0.50 0.87 0.73 0.82 0.52 0.68  Elm St. – Hayrice Area Transit \$ 0.01 0.09 0.04 0.05 0.26	232,765 92,419 191,341 25,179 49,136 <b>ymarket Sta</b> <b>Destinatio</b> <b># Trips</b> 74,358 83,381 18,541 31,998 134,204	97% 93% 97% 87% 87% 93%  a.) ons not in Ser % Trips 39% 72% 44% 63% 92%	0.94 1.17 0.96 1.43 1.31 vice Area Transit \$ 0.57 0.44 0.88 0.53 0.35	North Milton Mattapan Brockton South Braintree North Weymouth  Trans  Origin Neighborhood Downtown Chinatown North End West End Back Bay	12,638 9,351 9,100 8,665 7,003 6,311 sit Route: Rou Destinat #Trips 115,358 32,136 23,348 18,642 11,527	18% 10% 4% 14% 6%  nte 326 (West tions in Servi % Trips 61% 28% 56% 37% 8%	0.41 0.43 0.87 0.67 0.75 <b>t Medford – I</b> ice Area Transit \$ 0.01 0.09 0.04 0.05 0.26	116,634 43,554 85,950 232,074 41,854 92,628 Haymarket Destinatio # Trips 74,397 83,413 18,555 32,011 134,233	90% 82% 90% 96% 86% 94%  Sta.)  ms not in Se % Trips 39% 72% 44% 63% 92%	0.92 1.45 1.16 0.94 1.44 1.16 ervice Area Transit \$ 0.57 0.44 0.87 0.53 0.35	Hyde Park North Braintree North Weymouth North Dorchester South Milton  Trans  Origin Neighborhood Burlington East Arlington North Cambridge West Arlington Billerica	7,468 6,327 4,673 4,420 2,837 2,830 sit Route: Rou Destinat # Trips 47,166 13,544 12,670 11,307 8,824	8% 6% 5% 4% 3% 10% ate 350 (North tions in Service % Trips 42% 25% 15% 16% 10%	0.46 0.61 0.53 0.72 0.71 0.60 a Burlington te Area Transit \$ 0.20 0.17 0.15 0.40 0.69	87,582 107,509 81,801 94,519 99,767 25,726 <b>n – Alewife</b> <b>Destinati</b> <b># Trips</b> 64,542 40,133 70,340 60,861 76,789	92% 94% 95% 96% 97% 90%  Sta.)  Standard in Se % Trips 58% 75% 85% 84% 90%	1.26 0.99 1.16 0.84 1.53 Prvice Area Transit \$ 2.05 1.22 0.90 1.31 1.53
North Weymouth South Dorchester Holbrook North Milton  Tr  Origin Neighborhood Downtown Chinatown North End West End Back Bay Beacon Hill	7,975 6,520 6,377 3,906 3,769 ansit Route: Destina # Trips 115,397 32,168 23,362 18,654 11,556 10,327	3% 7% 3% 13% 7%  Route 325 (Fittions in Serv % Trips 61% 28% 56% 37% 8% 35%	0.50 0.87 0.73 0.82 0.52 0.68  Elm St. – Hayrice Area Transit \$ 0.01 0.09 0.04 0.05 0.26 0.06	232,765 92,419 191,341 25,179 49,136 <b>ymarket Sta</b> <b>Destinatio</b> <b># Trips</b> 74,358 83,381 18,541 31,998 134,204 19,531	97% 93% 97% 87% 87% 93%  a.) ons not in Ser % Trips 39% 72% 44% 63% 92% 65%	0.94 1.17 0.96 1.43 1.31 vice Area Transit \$ 0.57 0.44 0.88 0.53 0.35 0.59	North Milton Mattapan Brockton South Braintree North Weymouth  Trans  Origin Neighborhood Downtown Chinatown North End West End Back Bay Beacon Hill	12,638 9,351 9,100 8,665 7,003 6,311 sit Route: Rou Destinat #Trips 115,358 32,136 23,348 18,642 11,527 10,320	18% 10% 4% 144% 6%  ate 326 (West tions in Servi % Trips 61% 28% 56% 37% 8% 35%	0.41 0.43 0.87 0.67 0.75 <b>t Medford – I</b> ice Area <b>Transit \$</b> 0.01 0.09 0.04 0.05 0.26 0.06	116,634 43,554 85,950 232,074 41,854 92,628 Haymarket Destinatio # Trips 74,397 83,413 18,555 32,011 134,233 19,539	90% 82% 90% 96% 86% 94%  Sta.)  ms not in Se % Trips 39% 72% 44% 63% 92% 65%	0.92 1.45 1.16 0.94 1.44 1.16 ervice Area Transit \$ 0.57 0.44 0.87 0.53 0.35 0.59	Hyde Park North Braintree North Weymouth North Dorchester South Milton  Trans  Origin Neighborhood Burlington East Arlington North Cambridge West Arlington Billerica Winchester	7,468 6,327 4,673 4,420 2,837 2,830  sit Route: Rou  Destinat # Trips 47,166 13,544 12,670 11,307 8,824 8,138	8% 6% 5% 4% 3% 10% ate 350 (North- tions in Service % Trips 42% 25% 15% 16% 10% 12%	0.46 0.61 0.53 0.72 0.71 0.60 a Burlington te Area Transit \$ 0.20 0.17 0.15 0.40 0.69 0.57	87,582 107,509 81,801 94,519 99,767 25,726 <b>n – Alewife</b> <b>Destinati</b> <b># Trips</b> 64,542 40,133 70,340 60,861 76,789 57,319	92% 94% 95% 96% 97% 90%  Sta.) sons not in Se % Trips 58% 75% 85% 84% 90% 88%	1.26 0.99 1.16 0.84 1.53 Prvice Area Transit \$ 2.05 1.22 0.90 1.31 1.53
North Weymouth South Dorchester Holbrook North Milton  Tr  Origin Neighborhood Downtown Chinatown North End West End Back Bay Beacon Hill South End	7,975 6,520 6,377 3,906 3,769 ansit Route: Destina # Trips 115,397 32,168 23,362 18,654 11,556 10,327 10,185	3% 7% 3% 13% 7%  Route 325 (Fittions in Service Servic	0.50 0.87 0.73 0.82 0.52 0.68  Elm St. – Hayrice Area Transit \$ 0.01 0.09 0.04 0.05 0.26 0.06 0.33	232,765 92,419 191,341 25,179 49,136 <b>ymarket Sta</b> <b>Destination</b> <b># Trips</b> 74,358 83,381 18,541 31,998 134,204 19,531 115,261	97% 93% 97% 87% 87% 93%  a.) ons not in Ser % Trips 39% 72% 44% 63% 92% 65% 92%	0.94 1.17 0.96 1.43 1.31 vice Area Transit \$ 0.57 0.44 0.88 0.53 0.35 0.59 0.43	North Milton Mattapan Brockton South Braintree North Weymouth  Trans  Origin Neighborhood Downtown Chinatown North End West End Back Bay Beacon Hill South End	12,638 9,351 9,100 8,665 7,003 6,311 sit Route: Rou Destinat #Trips 115,358 32,136 23,348 18,642 11,527 10,320 10,150	18% 10% 4% 144% 6%  145 6%  146 326 (West tions in Servi % Trips 61% 28% 56% 37% 8% 35% 8%	0.41 0.43 0.87 0.67 0.75 <b>t Medford – I</b> ice Area Transit \$ 0.01 0.09 0.04 0.05 0.26 0.06 0.33	116,634 43,554 85,950 232,074 41,854 92,628 Haymarket Destinatio # Trips 74,397 83,413 18,555 32,011 134,233 19,539 115,296	90% 82% 90% 96% 86% 94%  Sta.)  Sta.)  72% 44% 63% 92% 65% 92%	0.92 1.45 1.16 0.94 1.44 1.16  Prvice Area Transit \$ 0.57 0.44 0.87 0.53 0.35 0.59 0.43	Hyde Park North Braintree North Weymouth North Dorchester South Milton  Trans  Origin Neighborhood Burlington East Arlington North Cambridge West Arlington Billerica Winchester West Woburn	7,468 6,327 4,673 4,420 2,837 2,830  sit Route: Rou  Destinat # Trips 47,166 13,544 12,670 11,307 8,824 8,138 7,678	8% 6% 5% 4% 3% 10% ate 350 (North tions in Service % Trips 42% 25% 15% 16% 10%	0.46 0.61 0.53 0.72 0.71 0.60 a Burlington te Area Transit \$ 0.20 0.17 0.15 0.40 0.69	87,582 107,509 81,801 94,519 99,767 25,726 <b>n – Alewife</b> <b>Destinati</b> <b># Trips</b> 64,542 40,133 70,340 60,861 76,789 57,319 39,414	92% 94% 95% 96% 97% 90%  Sta.) Sta.) 58% 75% 85% 84% 90% 88% 84%	1.26 0.99 1.16 0.84 1.53 2.05 1.22 0.90 1.31 1.53 1.69 1.78
North Weymouth South Dorchester Holbrook North Milton  Tr  Origin Neighborhood Downtown Chinatown North End West End Back Bay Beacon Hill South End East Boston	7,975 6,520 6,377 3,906 3,769  ansit Route:  Destina # Trips 115,397 32,168 23,362 18,654 11,556 10,327 10,185 9,801	3% 7% 3% 13% 7%  Route 325 (Fittions in Service Servic	0.50 0.87 0.73 0.82 0.52 0.68  Elm St. – Hayrice Area Transit \$ 0.01 0.09 0.04 0.05 0.26 0.06 0.33 0.35	232,765 92,419 191,341 25,179 49,136 <b>ymarket Sta</b> <b>Destination</b> <b># Trips</b> 74,358 83,381 18,541 31,998 134,204 19,531 115,261 116,209	97% 93% 97% 87% 87% 93%  a.) ons not in Ser % Trips 39% 72% 44% 63% 92% 65% 92%	0.94 1.17 0.96 1.43 1.31 vice Area Transit \$ 0.57 0.44 0.88 0.53 0.35 0.59 0.43 0.85	North Milton Mattapan Brockton South Braintree North Weymouth  Trans  Origin Neighborhood Downtown Chinatown North End West End Back Bay Beacon Hill South End East Boston	12,638 9,351 9,100 8,665 7,003 6,311  sit Route: Rou Destinat #Trips 115,358 32,136 23,348 18,642 11,527 10,320 10,150 9,635	18% 10% 4% 144% 6%  148 6%  149 6%  149 6%  149 6%  149 6% 156 619 619 619 619 619 619 619 619 619 61	0.41 0.43 0.87 0.67 0.75 <b>t Medford – I</b> ice Area Transit \$ 0.01 0.09 0.04 0.05 0.26 0.06 0.33 0.35	116,634 43,554 85,950 232,074 41,854 92,628 Haymarket Destinatio # Trips 74,397 83,413 18,555 32,011 134,233 19,539 115,296 116,375	90% 82% 90% 96% 86% 94%  Sta.)  Sta.)  72% 44% 63% 92% 65% 92%	0.92 1.45 1.16 0.94 1.44 1.16  Prvice Area Transit \$ 0.57 0.44 0.87 0.53 0.35 0.59 0.43 0.85	Hyde Park North Braintree North Weymouth North Dorchester South Milton  Trans  Origin Neighborhood Burlington East Arlington North Cambridge West Arlington Billerica Winchester West Woburn East Woburn	7,468 6,327 4,673 4,420 2,837 2,830  sit Route: Rou  Destinat # Trips 47,166 13,544 12,670 11,307 8,824 8,138 7,678 7,352	8% 6% 5% 4% 3% 10% ate 350 (North- tions in Service % Trips 42% 25% 15% 16% 10% 12%	0.46 0.61 0.53 0.72 0.71 0.60 a Burlington te Area Transit \$ 0.20 0.17 0.15 0.40 0.69 0.57	87,582 107,509 81,801 94,519 99,767 25,726 <b>n – Alewife</b> <b>Destinati</b> <b># Trips</b> 64,542 40,133 70,340 60,861 76,789 57,319 39,414 89,342	92% 94% 95% 96% 97% 90%  Sta.) sons not in Se % Trips 58% 75% 85% 84% 90% 88% 84% 92%	1.26 0.99 1.16 0.84 1.53 2.05 1.22 0.90 1.31 1.53 1.69 1.78 1.57
North Weymouth South Dorchester Holbrook North Milton  Tr  Origin Neighborhood Downtown Chinatown North End West End Back Bay Beacon Hill South End East Boston Waterfront	7,975 6,520 6,377 3,906 3,769  ansit Route:  Destina: #Trips 115,397 32,168 23,362 18,654 11,556 10,327 10,185 9,801 9,656	3% 7% 3% 13% 7%  Route 325 (Fittions in Service Servic	0.50 0.87 0.73 0.82 0.52 0.68  Elm St. – Hayrice Area Transit \$ 0.01 0.09 0.04 0.05 0.26 0.06 0.33	232,765 92,419 191,341 25,179 49,136 <b>ymarket Sta</b> <b>Destinatio</b> <b># Trips</b> 74,358 83,381 18,541 31,998 134,204 19,531 115,261 116,209 43,498	97% 93% 97% 87% 87% 93%  a.) ons not in Ser % Trips 39% 72% 44% 63% 92% 65% 92% 92% 82%	0.94 1.17 0.96 1.43 1.31 vice Area Transit \$ 0.57 0.44 0.88 0.53 0.35 0.59 0.43	North Milton Mattapan Brockton South Braintree North Weymouth  Trans  Origin Neighborhood Downtown Chinatown North End West End Back Bay Beacon Hill South End	12,638 9,351 9,100 8,665 7,003 6,311  sit Route: Rou Destinat #Trips 115,358 32,136 23,348 18,642 11,527 10,320 10,150 9,635 9,624	18% 10% 4% 144% 6%  145 6%  146 326 (West tions in Servi % Trips 61% 28% 56% 37% 8% 35% 8% 8% 18%	0.41 0.43 0.87 0.67 0.75 <b>t Medford – I</b> ice Area Transit \$ 0.01 0.09 0.04 0.05 0.26 0.06 0.33 0.35 0.13	116,634 43,554 85,950 232,074 41,854 92,628 Haymarket Destinatio # Trips 74,397 83,413 18,555 32,011 134,233 19,539 115,296 116,375 43,531	90% 82% 90% 96% 86% 94%  Sta.)  Sta.)  72% 44% 63% 92% 65% 92%	0.92 1.45 1.16 0.94 1.44 1.16  Prvice Area Transit \$ 0.57 0.44 0.87 0.53 0.35 0.59 0.43	Hyde Park North Braintree North Weymouth North Dorchester South Milton  Trans  Origin Neighborhood Burlington East Arlington North Cambridge West Arlington Billerica Winchester West Woburn	7,468 6,327 4,673 4,420 2,837 2,830  sit Route: Rou  Destinat # Trips 47,166 13,544 12,670 11,307 8,824 8,138 7,678 7,352 5,910	8% 6% 5% 4% 3% 10%  tte 350 (Northions in Service 7 Trips 42% 25% 15% 16% 10% 12% 16%	0.46 0.61 0.53 0.72 0.71 0.60 <b>Burlington te Area Transit \$</b> 0.20  0.17  0.15  0.40  0.69  0.57  0.46	87,582 107,509 81,801 94,519 99,767 25,726 <b>n – Alewife</b> <b>Destinati</b> <b># Trips</b> 64,542 40,133 70,340 60,861 76,789 57,319 39,414 89,342 73,664	92% 94% 95% 96% 97% 90%  Sta.) sons not in Se % Trips 58% 75% 85% 84% 90% 88% 84% 92% 93%	1.26 0.99 1.16 0.84 1.53 2.05 1.22 0.90 1.31 1.53 1.69 1.78
North Weymouth South Dorchester Holbrook North Milton  Tr  Origin Neighborhood Downtown Chinatown North End West End Back Bay Beacon Hill South End East Boston	7,975 6,520 6,377 3,906 3,769  ansit Route:  Destina # Trips 115,397 32,168 23,362 18,654 11,556 10,327 10,185 9,801	3% 7% 3% 13% 7%  Route 325 (Fittions in Service Servic	0.50 0.87 0.73 0.82 0.52 0.68  Elm St. – Hayrice Area Transit \$ 0.01 0.09 0.04 0.05 0.26 0.06 0.33 0.35	232,765 92,419 191,341 25,179 49,136 <b>ymarket Sta</b> <b>Destination</b> <b># Trips</b> 74,358 83,381 18,541 31,998 134,204 19,531 115,261 116,209	97% 93% 97% 87% 87% 93%  a.) ons not in Ser % Trips 39% 72% 44% 63% 92% 65% 92%	0.94 1.17 0.96 1.43 1.31 vice Area Transit \$ 0.57 0.44 0.88 0.53 0.35 0.59 0.43 0.85	North Milton Mattapan Brockton South Braintree North Weymouth  Trans  Origin Neighborhood Downtown Chinatown North End West End Back Bay Beacon Hill South End East Boston	12,638 9,351 9,100 8,665 7,003 6,311  sit Route: Rou Destinat #Trips 115,358 32,136 23,348 18,642 11,527 10,320 10,150 9,635	18% 10% 4% 144% 6%  148 6%  149 6%  149 6%  149 6%  149 6% 156 619 619 619 619 619 619 619 619 619 61	0.41 0.43 0.87 0.67 0.75 <b>t Medford – I</b> ice Area Transit \$ 0.01 0.09 0.04 0.05 0.26 0.06 0.33 0.35	116,634 43,554 85,950 232,074 41,854 92,628 Haymarket Destinatio # Trips 74,397 83,413 18,555 32,011 134,233 19,539 115,296 116,375	90% 82% 90% 96% 86% 94%  Sta.)  Sta.)  72% 44% 63% 92% 65% 92%	0.92 1.45 1.16 0.94 1.44 1.16  Prvice Area Transit \$ 0.57 0.44 0.87 0.53 0.35 0.59 0.43 0.85	Hyde Park North Braintree North Weymouth North Dorchester South Milton  Trans  Origin Neighborhood Burlington East Arlington North Cambridge West Arlington Billerica Winchester West Woburn East Woburn	7,468 6,327 4,673 4,420 2,837 2,830  sit Route: Rou  Destinat # Trips 47,166 13,544 12,670 11,307 8,824 8,138 7,678 7,352	8% 6% 5% 4% 3% 10%  tte 350 (Northions in Service 7 Trips 42% 25% 15% 16% 10% 12% 16% 8%	0.46 0.61 0.53 0.72 0.71 0.60 <b>Burlington te Area Transit \$</b> 0.20  0.17  0.15  0.40  0.69  0.57  0.46  0.86	87,582 107,509 81,801 94,519 99,767 25,726 <b>n – Alewife</b> <b>Destinati</b> <b># Trips</b> 64,542 40,133 70,340 60,861 76,789 57,319 39,414 89,342	92% 94% 95% 96% 97% 90%  Sta.) sons not in Se % Trips 58% 75% 85% 84% 90% 88% 84% 92%	1.26 0.99 1.16 0.84 1.53 2.05 1.22 0.90 1.31 1.53 1.69 1.78 1.57

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 351 – 434

**Transit Route: Route 354 (Woburn Line – State Street)** 

Transit Route: Route 352 (Burlington – State Street)

Transit Route: Route 351 (Oak Park – Alewife Sta.)

	Destinat	tions in Serv	vice Area	Destination	ns not in Se	rvice Area		Destinat	tions in Servic	e Area	Destination	ns not in Se	rvice Area		Destina	tions in Servi		Destination	ons not in Se	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Burlington	38,547	35%	0.22	73,161	65%	1.82	Downtown	125,123	66%	0.02	64,632	34%	0.64	Downtown	124,740	66%	0.02	65,014	34%	0.64
North Cambridge	10,649	13%	0.22	72,361	87%	0.88	Chinatown	37,829	33%	0.02	77,720	67%	0.47	Chinatown	37,638	33%	0.02	77,911	67%	0.47
-																				
Billerica	8,173	10%	0.69	77,440	90%	1.52	North End	24,827	59%	0.04	17,075	41%	0.94	North End	24,459	58%	0.04	17,444	42%	0.92
Bedford	6,388	11%	0.60	52,396	89%	1.72	West End	21,488	42%	0.05	29,164	58%	0.58	Burlington	23,050	21%	0.27	88,658	79%	1.53
East Arlington	4,899	9%	0.23	48,779	91%	1.02	Burlington	14,836	13%	0.22	96,872	87%	1.43	East Woburn	19,665	20%	0.34	77,029	80%	1.82
East Woburn	3,898	4%	1.00	92,796	96%	1.54	Back Bay	13,669	9%	0.25	132,092	91%	0.35	West End	19,465	38%	0.06	31,188	62%	0.54
Davis Square	3,835	5%	0.24	75,739	95%	0.79	Beacon Hill	11,899	40%	0.06	17,960	60%	0.64	Back Bay	13,624	9%	0.26	132,136	91%	0.35
West Arlington	3,618	5%	0.66	68,550	95%	1.20	South End	11,654	9%	0.32	113,792	91%	0.43	South End	11,643	9%	0.32	113,803	91%	0.43
Harvard Square	3,389	2%	0.34	155,264	98%	0.44	Waterfront	10,809	20%	0.14	42,346	80%	0.83	Beacon Hill	11,524	39%	0.07	18,335	61%	0.63
West Woburn	3,312	7%	0.59	43,781	93%	1.64	East Boston	10,223	8%	0.35	115,787	92%	0.85	Waterfront	10,910	21%	0.15	42,244	79%	0.82
Trai	nsit Route: Ro	oute 355 (M	ishawum Sta	. – State Stre	eet)		Transit R	oute: Route 4	11 (Malden St	ta. – Rever	e/Jack Satte	r House)		Transit Route:	<b>Route 424 (Ea</b>	astern & Esse	ex – Haymar	ket Sta./Wo	nderland Sta	a.)
	Destinat	tions in Serv	vice Area	Destination	ns not in Se	rvice Area		Destinat	tions in Servic	e Area	Destination	ns not in Se	rvice Area		Destina	tions in Servi	ce Area	Destination	ons not in Se	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips 7	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Downtown	124,650	66%	0.02	65,104	34%	0.64	East Malden	28,519	28%	0.12	72,071	72%	1.43	Downtown	102,599	54%	0.02	87,155	46%	0.48
Chinatown	37,595	33%	0.08	77,954	67%	0.47	East Revere	24,103	22%	0.20	86,224	78%	1.31	East Lynn	62,102	38%	0.12	102,778	62%	1.00
North End	24,441	58%	0.04	17,462	42%	0.92	West Malden	19,507	25%	0.08	58,570	75%	1.17	Chinatown	25,070	22%	0.11	90,479	78%	0.41
West End	19,448	38%	0.05	31,204	62%	0.54	West Nation West Revere	18,724	25%	0.16	55,929	75%	1.46	West Lynn	25,023	27%	0.11	67,921	73%	1.49
East Woburn	17,867	18%	0.03	78,827	82%	1.81	Chelsea	12,656	10%	0.10	116,918	90%	0.95	North End	22,694	54%	0.13	19,209	46%	0.85
												88%								
Back Bay	13,566	9%	0.26	132,194	91%	0.35	East Everett	8,084	12%	0.39	57,644		1.02	East Revere	18,868	17%	0.27	91,459	83%	1.23
South End	11,591	9%	0.32	113,855	91%	0.43	West Everett	7,806	14%	0.25	47,611	86%	1.04	West End	17,573	35%	0.05	33,079	65%	0.52
Beacon Hill	11,515	39%	0.07	18,344	61%	0.63	Melrose	6,400	8%	0.50	75,441	92%	1.30	East Boston	11,181	9%	0.39	114,829	91%	0.85
Waterfront	10,877	20%	0.15	42,278	80%	0.82	East Lynn	5,873	4%	0.68	159,006	96%	0.67	Chelsea	10,542	8%	0.49	119,031	92%	0.95
East Boston	10,382	8%	0.36	115,628	92%	0.85	South Saugus	5,312	10%	0.58	46,654	90%	1.30	Back Bay	9,938	7%	0.28	135,823	93%	0.34
Transit Route: F							Transit Route: R			•				Transit Rou	ite: Route 429					
		tions in Serv	vice Area		ns not in Se			Destinat	ions in Servic	e Area			rvice Area		Destina	tions in Servi			ons not in Se	
Origin Neighborhood	# Trips	% Trips	Transit \$			Transit \$	Origin Neighborhood	# Trips	% Trips 1	ransit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Downtown	102,997	54%	0.02	86,758	46%	0.48	Downtown	97,685	51%	0.02	92,070	49%	0.46	East Lynn	67,026	41%	0.13	97,853	59%	1.04
East Lynn	92,530	56%	0.13	72,349	44%	1.35	Chinatown	23,687	20%	0.11	01010	000/	0.40	***			0.00	64.046	69%	1.53
North Salem	22.040		0.13								91,862	80%	0.10	West Lynn	28,898	31%	0.28	64,046		
0 4 0 1	32,949	45%	0.10	40,101	55%	1.29	North End	22,354	53%	0.03	91,862 19,548	47%	0.84	West Lynn South Saugus	28,898 20,250	31% 39%	0.28	31,716	61%	1.86
South Salem	28,726			40,101 42,271	55% 60%		North End West End		53% 34%	0.03 0.05				South Saugus					61% 68%	
	28,726	45% 40%	0.10 0.23	42,271	60%	1.29 1.42	West End	22,354 17,317		0.05	19,548 33,336	47%	0.84		20,250 15,426	39%	0.25	31,716 32,117		1.86 2.20
West Lynn	28,726 28,713	45% 40% 31%	0.10 0.23 0.32	42,271 64,231	60% 69%	1.29 1.42 1.51	West End South Saugus	22,354 17,317 16,256	34% 31%	0.05 0.24	19,548 33,336 35,711	47% 66% 69%	0.84 0.51 1.68	South Saugus North Saugus West Revere	20,250 15,426 12,262	39% 32% 16%	0.25 0.38 0.44	31,716 32,117 62,391	68% 84%	1.86 2.20 1.27
West Lynn East Revere	28,726 28,713 28,670	45% 40% 31% 26%	0.10 0.23 0.32 0.30	42,271 64,231 81,657	60% 69% 74%	1.29 1.42 1.51 1.34	West End South Saugus East Malden	22,354 17,317 16,256 14,646	34% 31% 15%	0.05 0.24 0.39	19,548 33,336 35,711 85,943	47% 66% 69% 85%	0.84 0.51 1.68 1.17	South Saugus North Saugus West Revere East Revere	20,250 15,426 12,262 11,943	39% 32% 16% 11%	0.25 0.38 0.44 0.60	31,716 32,117 62,391 98,384	68% 84% 89%	1.86 2.20 1.27 1.12
West Lynn East Revere Chinatown	28,726 28,713 28,670 25,271	45% 40% 31% 26% 22%	0.10 0.23 0.32 0.30 0.11	42,271 64,231 81,657 90,278	60% 69% 74% 78%	1.29 1.42 1.51 1.34 0.41	West End South Saugus East Malden North Saugus	22,354 17,317 16,256 14,646 11,758	34% 31% 15% 25%	0.05 0.24 0.39 0.45	19,548 33,336 35,711 85,943 35,784	47% 66% 69% 85% 75%	0.84 0.51 1.68 1.17 1.99	South Saugus North Saugus West Revere East Revere East Malden	20,250 15,426 12,262 11,943 10,700	39% 32% 16% 11% 11%	0.25 0.38 0.44 0.60 0.56	31,716 32,117 62,391 98,384 89,890	68% 84% 89% 89%	1.86 2.20 1.27 1.12 1.11
West Lynn East Revere Chinatown North End	28,726 28,713 28,670 25,271 22,826	45% 40% 31% 26% 22% 54%	0.10 0.23 0.32 0.30 0.11 0.04	42,271 64,231 81,657 90,278 19,077	60% 69% 74% 78% 46%	1.29 1.42 1.51 1.34 0.41 0.85	West End South Saugus East Malden North Saugus East Revere	22,354 17,317 16,256 14,646 11,758 11,486	34% 31% 15% 25% 10%	0.05 0.24 0.39 0.45 0.57	19,548 33,336 35,711 85,943 35,784 98,841	47% 66% 69% 85% 75% 90%	0.84 0.51 1.68 1.17 1.99 1.13	South Saugus North Saugus West Revere East Revere East Malden Melrose	20,250 15,426 12,262 11,943 10,700 8,238	39% 32% 16% 11% 11%	0.25 0.38 0.44 0.60 0.56 0.79	31,716 32,117 62,391 98,384 89,890 73,602	68% 84% 89% 89% 90%	1.86 2.20 1.27 1.12 1.11 1.29
West Lynn East Revere Chinatown North End West Revere	28,726 28,713 28,670 25,271 22,826 18,054	45% 40% 31% 26% 22% 54% 24%	0.10 0.23 0.32 0.30 0.11 0.04 0.28	42,271 64,231 81,657 90,278 19,077 56,599	60% 69% 74% 78% 46% 76%	1.29 1.42 1.51 1.34 0.41 0.85 1.41	West End South Saugus East Malden North Saugus East Revere West Revere	22,354 17,317 16,256 14,646 11,758 11,486 11,458	34% 31% 15% 25% 10% 15%	0.05 0.24 0.39 0.45 0.57 0.42	19,548 33,336 35,711 85,943 35,784 98,841 63,195	47% 66% 69% 85% 75% 90% 85%	0.84 0.51 1.68 1.17 1.99 1.13	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield	20,250 15,426 12,262 11,943 10,700 8,238 5,666	39% 32% 16% 11% 11% 10% 7%	0.25 0.38 0.44 0.60 0.56 0.79	31,716 32,117 62,391 98,384 89,890 73,602 76,693	68% 84% 89% 89% 90% 93%	1.86 2.20 1.27 1.12 1.11 1.29 1.53
West Lynn East Revere Chinatown North End	28,726 28,713 28,670 25,271 22,826	45% 40% 31% 26% 22% 54%	0.10 0.23 0.32 0.30 0.11 0.04	42,271 64,231 81,657 90,278 19,077	60% 69% 74% 78% 46%	1.29 1.42 1.51 1.34 0.41 0.85	West End South Saugus East Malden North Saugus East Revere	22,354 17,317 16,256 14,646 11,758 11,486	34% 31% 15% 25% 10%	0.05 0.24 0.39 0.45 0.57	19,548 33,336 35,711 85,943 35,784 98,841	47% 66% 69% 85% 75% 90%	0.84 0.51 1.68 1.17 1.99 1.13	South Saugus North Saugus West Revere East Revere East Malden Melrose	20,250 15,426 12,262 11,943 10,700 8,238	39% 32% 16% 11% 11%	0.25 0.38 0.44 0.60 0.56 0.79	31,716 32,117 62,391 98,384 89,890 73,602	68% 84% 89% 89% 90%	1.86 2.20 1.27 1.12 1.11 1.29
West Lynn East Revere Chinatown North End West Revere West End	28,726 28,713 28,670 25,271 22,826 18,054 17,739	45% 40% 31% 26% 22% 54% 24% 35%	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05	42,271 64,231 81,657 90,278 19,077 56,599 32,914	60% 69% 74% 78% 46% 76% 65%	1.29 1.42 1.51 1.34 0.41 0.85 1.41	West End South Saugus East Malden North Saugus East Revere West Revere East Boston	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996	34% 31% 15% 25% 10% 15% 8%	0.05 0.24 0.39 0.45 0.57 0.42	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014	47% 66% 69% 85% 75% 90% 85% 92%	0.84 0.51 1.68 1.17 1.99 1.13	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278	39% 32% 16% 11% 11% 10% 7% 4%	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295	68% 84% 89% 89% 90% 93% 96%	1.86 2.20 1.27 1.12 1.11 1.29 1.53
West Lynn East Revere Chinatown North End West Revere West End	28,726 28,713 28,670 25,271 22,826 18,054 17,739 Route: Route	45% 40% 31% 26% 22% 54% 24% 35% e 430 (Appl	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05	42,271 64,231 81,657 90,278 19,077 56,599 32,914 gus – Malder	60% 69% 74% 78% 46% 76% 65%	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52	West End South Saugus East Malden North Saugus East Revere West Revere East Boston	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996	34% 31% 15% 25% 10% 15% 8%	0.05 0.24 0.39 0.45 0.57 0.42 0.43	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014 Central Sq.,	47% 66% 69% 85% 75% 90% 85% 92%	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278	39% 32% 16% 11% 11% 10% 7% 4% Route 434 (Pe	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295 wmarket Sta	68% 84% 89% 89% 90% 93% 96%	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91
West Lynn East Revere Chinatown North End West Revere West End Transit	28,726 28,713 28,670 25,271 22,826 18,054 17,739 Route: Route	45% 40% 31% 26% 22% 54% 24% 35% e 430 (Appl	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05	42,271 64,231 81,657 90,278 19,077 56,599 32,914 gus – Malder Destinatio	60% 69% 74% 78% 46% 76% 65% n Sta.)	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52	West End South Saugus East Malden North Saugus East Revere West Revere East Boston Transit	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996 Route: Route	34% 31% 15% 25% 10% 15% 8% 431 (Neptune	0.05 0.24 0.39 0.45 0.57 0.42 0.43 • Towers –	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014 Central Sq., Destinatio	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 ransit Route: I	39% 32% 16% 11% 11% 10% 7% 4% Route 434 (Petions in Servi	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76 eabody – Ha	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295 ymarket Sta	68% 84% 89% 89% 90% 93% 96% <b>a.</b> )	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91
West Lynn East Revere Chinatown North End West Revere West End Transit Origin Neighborhood	28,726 28,713 28,670 25,271 22,826 18,054 17,739 Route: Route Destinat #Trips	45% 40% 31% 26% 22% 54% 24% 35% e 430 (Appl tions in Serv % Trips	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05 eton St., Sauvice Area	42,271 64,231 81,657 90,278 19,077 56,599 32,914 gus – Malder Destinatio # Trips	60% 69% 74% 78% 46% 76% 65% n Sta.) ns not in Se	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52	West End South Saugus East Malden North Saugus East Revere West Revere East Boston  Transit  Origin Neighborhood	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996 Route: Route Destinat	34% 31% 15% 25% 10% 15% 8%  431 (Neptune tions in Service % Trips 7)	0.05 0.24 0.39 0.45 0.57 0.42 0.43 **Towers – e Area	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014  Central Sq., Destinatio # Trips	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se % Trips	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85 Prvice Area Transit \$	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea  Tr	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 ransit Route: I Destina # Trips	39% 32% 16% 11% 11% 10% 7% 4%  Route 434 (Petions in Servi	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76 cabody – Ha	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295 ymarket Sta Destination	68% 84% 89% 89% 90% 93% 96% <b>a.</b> ) <b>ons not in Ser</b>	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91
West Lynn East Revere Chinatown North End West Revere West End  Transit  Origin Neighborhood East Malden	28,726 28,713 28,670 25,271 22,826 18,054 17,739 <b>Route: Route</b> <b>Destinat</b> <b># Trips</b> 28,599	45% 40% 31% 26% 22% 54% 24% 35% e 430 (Appletions in Serv % Trips 28%	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05 eton St., Sauvice Area Transit \$	42,271 64,231 81,657 90,278 19,077 56,599 32,914 gus – Malder Destination # Trips 71,990	60% 69% 74% 78% 46% 76% 65% n Sta.) ns not in Se % Trips 72%	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52 rvice Area Transit \$	West End South Saugus East Malden North Saugus East Revere West Revere East Boston  Transit  Origin Neighborhood East Lynn	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996 Route: Route Destinat # Trips 58,894	34% 31% 15% 25% 10% 15% 8%  431 (Neptune tions in Service % Trips 7 36%	0.05 0.24 0.39 0.45 0.57 0.42 0.43 **Towers – e Area  **Transit \$ 0.05	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014  Central Sq., Destination # Trips 105,985	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se % Trips 64%	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85 Prvice Area Transit \$ 1.01	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea  Tr  Origin Neighborhood Downtown	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 ransit Route: J Destina # Trips 102,609	39% 32% 16% 11% 11% 10% 7% 4%  Route 434 (Petions in Servi % Trips 54%	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76 cabody – Ha ce Area Transit \$ 0.02	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295 ymarket Sta Destination # Trips 87,146	68% 84% 89% 89% 90% 93% 96% <b>a.</b> ) <b>ons not in Ser</b> <b>% Trips</b> 46%	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91 ervice Area Transit \$
West Lynn East Revere Chinatown North End West Revere West End  Transit  Origin Neighborhood East Malden West Malden	28,726 28,713 28,670 25,271 22,826 18,054 17,739 <b>Route: Route</b> <b>Destinat</b> # <b>Trips</b> 28,599 19,301	45% 40% 31% 26% 22% 54% 24% 35% e 430 (Appl tions in Ser- % Trips 28% 25%	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05 eton St., Sau vice Area Transit \$ 0.14 0.08	42,271 64,231 81,657 90,278 19,077 56,599 32,914  gus – Malder Destinatio # Trips 71,990 58,776	60% 69% 74% 78% 46% 65% n Sta.) ns not in Se % Trips 72% 75%	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52  rvice Area Transit \$ 1.42 1.17	West End South Saugus East Malden North Saugus East Revere West Revere East Boston  Transit  Origin Neighborhood East Lynn West Lynn	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996 Route: Route Destinat # Trips 58,894 9,454	34% 31% 15% 25% 10% 15% 8%  431 (Neptune tions in Service % Trips T 36% 10%	0.05 0.24 0.39 0.45 0.57 0.42 0.43 **Towers – e Area  **Transit \$ 0.05  0.19	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014  Central Sq., Destination # Trips 105,985 83,491	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se % Trips 64% 90%	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85 Prvice Area Transit \$ 1.01 1.25	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea  Tr  Origin Neighborhood Downtown East Lynn	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 Tansit Route: J Destina # Trips 102,609 52,848	39% 32% 16% 11% 11% 10% 7% 4%  Route 434 (Petions in Servi % Trips 54% 32%	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76 cabody – Ha ce Area Transit \$ 0.02 0.16	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295 ymarket Sta Destination # Trips 87,146 112,031	68% 84% 89% 89% 90% 93% 96%  1.) ons not in Ser % Trips 46% 68%	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91 ervice Area Transit \$ 0.48 0.91
West Lynn East Revere Chinatown North End West Revere West End  Transit  Origin Neighborhood East Malden West Malden South Saugus	28,726 28,713 28,670 25,271 22,826 18,054 17,739 <b>Route: Route</b> <b>Destinat</b> <b># Trips</b> 28,599 19,301 15,148	45% 40% 31% 26% 22% 54% 24% 35% e 430 (Appl tions in Serv % Trips 28% 25% 29%	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05 eton St., Sau vice Area Transit \$ 0.14 0.08 0.17	42,271 64,231 81,657 90,278 19,077 56,599 32,914  gus – Malder Destinatio # Trips 71,990 58,776 36,818	60% 69% 74% 78% 46% 65% n Sta.) ns not in Se % Trips 72% 75% 71%	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52  rvice Area Transit \$ 1.42 1.17 1.67	West End South Saugus East Malden North Saugus East Revere West Revere East Boston  Transit  Origin Neighborhood East Lynn West Lynn East Revere	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996 Route: Route Destinat # Trips 58,894 9,454 3,693	34% 31% 15% 25% 10% 15% 8%  431 (Neptune tions in Service % Trips T 36% 10% 3%	0.05 0.24 0.39 0.45 0.57 0.42 0.43 **Towers – e Area  **Transit \$ 0.05  0.19  0.62	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014  Central Sq., Destinatio # Trips 105,985 83,491 106,633	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se % Trips 64% 90% 97%	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85 Prvice Area Transit \$ 1.01 1.25 1.08	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea  Tr  Origin Neighborhood Downtown East Lynn West Lynn	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 Tansit Route: I Destina # Trips 102,609 52,848 29,534	39% 32% 16% 11% 11% 10% 7% 4%  Route 434 (Petions in Servi % Trips 54% 32% 32%	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76 eabody – Hage Area Transit \$ 0.02 0.16 0.21	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295 <b>wmarket Sta</b> <b>Destinatio</b> <b># Trips</b> 87,146 112,031 63,411	68% 84% 89% 89% 90% 93% 96%  1.) ons not in Ser % Trips 46% 68%	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91 ervice Area Transit \$ 0.48 0.91 1.57
West Lynn East Revere Chinatown North End West Revere West End  Transit  Origin Neighborhood East Malden West Malden South Saugus Melrose	28,726 28,713 28,670 25,271 22,826 18,054 17,739 <b>Route: Route</b> <b>Destinat</b> <b># Trips</b> 28,599 19,301 15,148 8,909	45% 40% 31% 26% 22% 54% 24% 35% e 430 (Applitions in Ser- % Trips 28% 25% 29% 11%	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05 eton St., Sauvice Area Transit \$ 0.14 0.08 0.17 0.50	42,271 64,231 81,657 90,278 19,077 56,599 32,914  gus – Malder Destinatio # Trips 71,990 58,776 36,818 72,932	60% 69% 74% 78% 46% 76% 65%  n Sta.) ns not in Se % Trips 72% 75% 71% 89%	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52  rvice Area Transit \$ 1.42 1.17 1.67 1.33	West End South Saugus East Malden North Saugus East Revere West Revere East Boston  Transit  Origin Neighborhood East Lynn West Lynn East Revere South Saugus	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996 Route: Route Destinat # Trips 58,894 9,454 3,693 1,643	34% 31% 15% 25% 10% 15% 8%  431 (Neptune tions in Service % Trips 1 36% 10% 3% 3%	0.05 0.24 0.39 0.45 0.57 0.42 0.43 *Towers – e Area *Cransit \$ 0.05 0.19 0.62 0.58	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014  Central Sq., Destinatio # Trips 105,985 83,491 106,633 50,324	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se % Trips 64% 90% 97%	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85  rvice Area Transit \$ 1.01 1.25 1.08 1.25	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea  Tr  Origin Neighborhood Downtown East Lynn West Lynn Chinatown	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 Tansit Route: I Destina #Trips 102,609 52,848 29,534 25,077	39% 32% 16% 11% 11% 10% 7% 4%  Route 434 (Petions in Servi % Trips 54% 32% 32% 22%	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76 eabody – Hage Area Transit \$ 0.02 0.16 0.21 0.11	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295 ymarket Sta Destination # Trips 87,146 112,031 63,411 90,472	68% 84% 89% 89% 90% 93% 96%  a.) ons not in Ser % Trips 46% 68% 68%	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91  ervice Area Transit \$ 0.48 0.91 1.57 0.41
West Lynn East Revere Chinatown North End West Revere West End  Transit  Origin Neighborhood East Malden West Malden South Saugus Melrose West Revere	28,726 28,713 28,670 25,271 22,826 18,054 17,739 <b>Route: Route</b> <b>Destinat</b> <b># Trips</b> 28,599 19,301 15,148 8,909 8,314	45% 40% 31% 26% 22% 54% 24% 35% e 430 (Appl tions in Ser % Trips 28% 25% 29% 11%	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05 eton St., Saugvice Area Transit \$ 0.14 0.08 0.17 0.50 0.51	42,271 64,231 81,657 90,278 19,077 56,599 32,914  gus – Malder Destinatio #Trips 71,990 58,776 36,818 72,932 66,339	60% 69% 74% 78% 46% 76% 65%  n Sta.) ns not in Se % Trips 72% 75% 71% 89% 89%	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52  rvice Area Transit \$ 1.42 1.17 1.67 1.33 1.22	West End South Saugus East Malden North Saugus East Revere West Revere East Boston  Transit  Origin Neighborhood East Lynn West Lynn East Revere South Saugus West Revere	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996 Route: Route Destinat # Trips 58,894 9,454 3,693 1,643 1,503	34% 31% 15% 25% 10% 15% 8%  431 (Neptune tions in Service % Trips T 36% 10% 3%	0.05 0.24 0.39 0.45 0.57 0.42 0.43 **Towers – e Area  **Transit \$ 0.05  0.19  0.62	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014  Central Sq., Destinatio # Trips 105,985 83,491 106,633	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se % Trips 64% 90% 97% 97%	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85  rvice Area Transit \$ 1.01 1.25 1.08 1.25 1.15	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea  Tr  Origin Neighborhood Downtown East Lynn West Lynn	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 Tansit Route: I Destina # Trips 102,609 52,848 29,534	39% 32% 16% 11% 11% 10% 7% 4%  Route 434 (Petions in Servi % Trips 54% 32% 32%	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76 eabody – Hage Area Transit \$ 0.02 0.16 0.21	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295 ymarket Sta Destination # Trips 87,146 112,031 63,411 90,472 19,205	68% 84% 89% 89% 90% 93% 96%  1.) ons not in Ser % Trips 46% 68%	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91 ervice Area Transit \$ 0.48 0.91 1.57
West Lynn East Revere Chinatown North End West Revere West End  Transit  Origin Neighborhood East Malden West Malden South Saugus Melrose	28,726 28,713 28,670 25,271 22,826 18,054 17,739 <b>Route: Route</b> <b>Destinat</b> <b># Trips</b> 28,599 19,301 15,148 8,909	45% 40% 31% 26% 22% 54% 24% 35% e 430 (Applitions in Ser- % Trips 28% 25% 29% 11%	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05 eton St., Sauvice Area Transit \$ 0.14 0.08 0.17 0.50	42,271 64,231 81,657 90,278 19,077 56,599 32,914  gus – Malder Destinatio # Trips 71,990 58,776 36,818 72,932	60% 69% 74% 78% 46% 76% 65%  n Sta.) ns not in Se % Trips 72% 75% 71% 89%	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52  rvice Area Transit \$ 1.42 1.17 1.67 1.33	West End South Saugus East Malden North Saugus East Revere West Revere East Boston  Transit  Origin Neighborhood East Lynn West Lynn East Revere South Saugus	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996 Route: Route Destinat # Trips 58,894 9,454 3,693 1,643	34% 31% 15% 25% 10% 15% 8%  431 (Neptune tions in Service % Trips 1 36% 10% 3% 3%	0.05 0.24 0.39 0.45 0.57 0.42 0.43 *Towers – e Area *Cransit \$ 0.05 0.19 0.62 0.58	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014  Central Sq., Destinatio # Trips 105,985 83,491 106,633 50,324	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se % Trips 64% 90% 97%	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85  rvice Area Transit \$ 1.01 1.25 1.08 1.25	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea  Tr  Origin Neighborhood Downtown East Lynn West Lynn Chinatown	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 Tansit Route: I Destina #Trips 102,609 52,848 29,534 25,077	39% 32% 16% 11% 11% 10% 7% 4%  Route 434 (Petions in Servi % Trips 54% 32% 32% 22%	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76 eabody – Hage Area Transit \$ 0.02 0.16 0.21 0.11	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295 ymarket Sta Destination # Trips 87,146 112,031 63,411 90,472	68% 84% 89% 89% 90% 93% 96%  a.) ons not in Ser % Trips 46% 68% 68%	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91  ervice Area Transit \$ 0.48 0.91 1.57 0.41
West Lynn East Revere Chinatown North End West Revere West End  Transit  Origin Neighborhood East Malden West Malden South Saugus Melrose West Revere	28,726 28,713 28,670 25,271 22,826 18,054 17,739 <b>Route: Route</b> <b>Destinat</b> <b># Trips</b> 28,599 19,301 15,148 8,909 8,314	45% 40% 31% 26% 22% 54% 24% 35% e 430 (Appl tions in Ser % Trips 28% 25% 29% 11%	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05 eton St., Saugvice Area Transit \$ 0.14 0.08 0.17 0.50 0.51	42,271 64,231 81,657 90,278 19,077 56,599 32,914  gus – Malder Destinatio #Trips 71,990 58,776 36,818 72,932 66,339	60% 69% 74% 78% 46% 76% 65%  n Sta.) ns not in Se % Trips 72% 75% 71% 89% 89%	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52  rvice Area Transit \$ 1.42 1.17 1.67 1.33 1.22	West End South Saugus East Malden North Saugus East Revere West Revere East Boston  Transit  Origin Neighborhood East Lynn West Lynn East Revere South Saugus West Revere	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996 Route: Route Destinat # Trips 58,894 9,454 3,693 1,643 1,503	34% 318 15% 25% 10% 15% 8%  431 (Neptune tions in Service % Trips 1 36% 10% 3% 3% 3% 2%	0.05 0.24 0.39 0.45 0.57 0.42 0.43 • Towers – • Area 0.05 0.19 0.62 0.58 0.69	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014  Central Sq., Destinatio # Trips 105,985 83,491 106,633 50,324 73,150	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se % Trips 64% 90% 97% 97%	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85  rvice Area Transit \$ 1.01 1.25 1.08 1.25 1.15	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea  Tr  Origin Neighborhood Downtown East Lynn West Lynn Chinatown North End	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 Tansit Route: I Destina #Trips 102,609 52,848 29,534 25,077 22,698	39% 32% 16% 11% 11% 10% 7% 4%  Route 434 (Petions in Servi % Trips 54% 32% 32% 32% 54%	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76 cabody – Ha ce Area Transit \$ 0.02 0.16 0.21 0.11 0.03	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295 ymarket Sta Destination # Trips 87,146 112,031 63,411 90,472 19,205	68% 84% 89% 89% 90% 93% 96%  a.) ons not in Ser % Trips 46% 68% 68% 78% 46%	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91 ervice Area Transit \$ 0.48 0.91 1.57 0.41
West Lynn East Revere Chinatown North End West Revere West End  Transit  Origin Neighborhood East Malden West Malden South Saugus Melrose West Revere North Saugus West Everett	28,726 28,713 28,670 25,271 22,826 18,054 17,739 E Route: Route Destinat # Trips 28,599 19,301 15,148 8,909 8,314 8,132 6,876	45% 40% 31% 26% 22% 54% 24% 35%  e 430 (Appl tions in Serv % Trips 28% 25% 29% 11% 11% 17%	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05 eton St., Sauvice Area Transit \$ 0.14 0.08 0.17 0.50 0.51 0.40 0.23	42,271 64,231 81,657 90,278 19,077 56,599 32,914  gus – Malder Destinatio # Trips 71,990 58,776 36,818 72,932 66,339 39,411 48,540	60% 69% 74% 78% 46% 76% 65%  n Sta.) ns not in Se % Trips 72% 75% 71% 89% 89% 88%	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52  rvice Area Transit \$ 1.42 1.17 1.67 1.33 1.22 1.86 1.03	West End South Saugus East Malden North Saugus East Revere West Revere East Boston  Transit  Origin Neighborhood East Lynn West Lynn East Revere South Saugus West Revere Swampscott North Saugus	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996 Route: Route Destinat # Trips 58,894 9,454 3,693 1,643 1,503 1,459 1,349	34% 318 318 15% 25% 10% 15% 8%  431 (Neptune tions in Service % Trips 1 36% 10% 3% 3% 2% 3% 3% 3%	0.05 0.24 0.39 0.45 0.57 0.42 0.43 *Towers – e Area *Cransit \$ 0.05 0.19 0.62 0.58 0.69 0.41	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014  Central Sq., Destinatio # Trips 105,985 83,491 106,633 50,324 73,150 43,164 46,193	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se % Trips 64% 90% 97% 97% 98% 97%	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85  rvice Area Transit \$ 1.01 1.25 1.08 1.25 1.15 1.03 1.64	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea  Tr  Origin Neighborhood Downtown East Lynn West Lynn Chinatown North End East Revere South Peabody	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 Tansit Route: I Destina # Trips 102,609 52,848 29,534 25,077 22,698 19,035 17,667	39% 32% 16% 11% 11% 10% 7% 4%  Route 434 (Petions in Servi % Trips 54% 32% 32% 54% 17% 17%	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76 cabody – Ha ce Area Transit \$ 0.02 0.16 0.21 0.11 0.03 0.29 0.27	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295  ymarket Sta Destinate # Trips 87,146 112,031 63,411 90,472 19,205 91,291 87,451	68% 84% 89% 89% 90% 93% 96%  a.) ons not in Ser % Trips 46% 68% 68% 78% 46% 83%	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91 Prvice Area Transit \$ 0.48 0.91 1.57 0.41 0.85 1.23 1.40
West Lynn East Revere Chinatown North End West Revere West End  Transit  Origin Neighborhood East Malden West Malden South Saugus Melrose West Revere North Saugus West Everett East Revere	28,726 28,713 28,670 25,271 22,826 18,054 17,739 ERoute: Route Destinat # Trips 28,599 19,301 15,148 8,909 8,314 8,132 6,876 6,166	45% 40% 31% 26% 22% 54% 24% 35%  2 430 (Appletions in Serve	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05  eton St., Sauvice Area Transit \$ 0.14 0.08 0.17 0.50 0.51 0.40 0.23 0.84	42,271 64,231 81,657 90,278 19,077 56,599 32,914  gus – Malder Destinatio # Trips 71,990 58,776 36,818 72,932 66,339 39,411 48,540 104,161	60% 69% 74% 78% 46% 76% 65%  n Sta.) ns not in Se % Trips 72% 75% 71% 89% 89% 83% 88% 94%	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52  rvice Area Transit \$ 1.42 1.17 1.67 1.33 1.22 1.86 1.03 1.08	West End South Saugus East Malden North Saugus East Revere West Revere East Boston  Transit  Origin Neighborhood East Lynn West Lynn East Revere South Saugus West Revere Swampscott North Saugus South Salem	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996 Route: Route Destinat # Trips 58,894 9,454 3,693 1,643 1,503 1,459 1,349 1,217	34% 31% 15% 25% 10% 15% 8%  431 (Neptune tions in Service % Trips 7 36% 10% 3% 3% 2% 3% 3% 2%	0.05 0.24 0.39 0.45 0.57 0.42 0.43  *Towers – e Area 0.05 0.19 0.62 0.58 0.69 0.41 0.73 0.57	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014  Central Sq., Destinatio # Trips 105,985 83,491 106,633 50,324 73,150 43,164 46,193 69,779	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se % Trips 64% 90% 97% 97% 98% 97% 98%	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85  rvice Area Transit \$ 1.01 1.25 1.08 1.25 1.15 1.03 1.64 0.94	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea  Tr  Origin Neighborhood Downtown East Lynn West Lynn Chinatown North End East Revere South Peabody West End	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 Tansit Route: I Destina # Trips 102,609 52,848 29,534 25,077 22,698 19,035 17,667 17,580	39% 32% 16% 11% 11% 10% 7% 4%  Route 434 (Petions in Servi % Trips 54% 32% 52% 54% 17% 17% 35%	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76 eabody – Ha ce Area Transit \$ 0.02 0.16 0.21 0.11 0.03 0.29 0.27 0.05	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295  ymarket Sta  Destination # Trips 87,146 112,031 63,411 90,472 19,205 91,291 87,451 33,072	68% 84% 89% 89% 90% 93% 96%  a.) ons not in Ser % Trips 46% 68% 68% 78% 46% 83% 83% 65%	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91 Prvice Area Transit \$ 0.48 0.91 1.57 0.41 0.85 1.23 1.40 0.52
West Lynn East Revere Chinatown North End West Revere West End  Transit  Origin Neighborhood East Malden West Malden South Saugus Melrose West Revere North Saugus West Everett East Revere East Everett	28,726 28,713 28,670 25,271 22,826 18,054 17,739 28,599 19,301 15,148 8,909 8,314 8,132 6,876 6,166 5,956	45% 40% 31% 26% 22% 54% 24% 35%  2 430 (Appletions in Serve	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05  eton St., Sau vice Area Transit \$ 0.14 0.08 0.17 0.50 0.51 0.40 0.23 0.84 0.44	42,271 64,231 81,657 90,278 19,077 56,599 32,914  gus – Malder Destinatio # Trips 71,990 58,776 36,818 72,932 66,339 39,411 48,540 104,161 59,773	60% 69% 74% 78% 46% 76% 65%  n Sta.) ns not in Se % Trips 72% 75% 71% 89% 89% 88% 94% 91%	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52  rvice Area Transit \$ 1.42 1.17 1.67 1.33 1.22 1.86 1.03 1.08 1.00	West End South Saugus East Malden North Saugus East Revere West Revere East Boston  Transit  Origin Neighborhood East Lynn West Lynn East Revere South Saugus West Revere Swampscott North Saugus South Salem South Peabody	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996  Route: Route  Destinat # Trips 58,894 9,454 3,693 1,643 1,503 1,459 1,349 1,217 1,060	34% 31% 15% 25% 10% 15% 8%  431 (Neptune tions in Service % Trips 7 36% 10% 3% 3% 2% 3% 3% 2% 1%	0.05 0.24 0.39 0.45 0.57 0.42 0.43  *Towers – e Area 0.05 0.19 0.62 0.58 0.69 0.41 0.73 0.57 0.80	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014  Central Sq., Destinatio # Trips 105,985 83,491 106,633 50,324 73,150 43,164 46,193 69,779 104,058	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se % Trips 64% 90% 97% 97% 98% 97% 98% 99%	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85  rvice Area Transit \$ 1.01 1.25 1.08 1.25 1.15 1.03 1.64 0.94 1.22	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea  Tr  Origin Neighborhood Downtown East Lynn West Lynn Chinatown North End East Revere South Peabody West End East Boston	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 Tansit Route: I Destina # Trips 102,609 52,848 29,534 25,077 22,698 19,035 17,667 17,580 11,120	39% 32% 16% 11% 11% 10% 7% 4%  Route 434 (Petions in Servi % Trips 54% 32% 52% 54% 17% 17% 35% 9%	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76  cabody - Ha ce Area Transit \$ 0.02 0.16 0.21 0.11 0.03 0.29 0.27 0.05 0.39	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295  ymarket Sta  Destinate # Trips 87,146 112,031 63,411 90,472 19,205 91,291 87,451 33,072 114,890	68% 84% 89% 89% 90% 93% 96%  a.) ons not in Ser % Trips 46% 68% 68% 46% 83% 65% 91%	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91  Prvice Area Transit \$ 0.48 0.91 1.57 0.41 0.85 1.23 1.40 0.52 0.85
West Lynn East Revere Chinatown North End West Revere West End  Transit  Origin Neighborhood East Malden West Malden South Saugus Melrose West Revere North Saugus West Everett East Revere	28,726 28,713 28,670 25,271 22,826 18,054 17,739 28,599 19,301 15,148 8,909 8,314 8,132 6,876 6,166 5,956 5,595	45% 40% 31% 26% 22% 54% 24% 35%  2 430 (Appletions in Serve	0.10 0.23 0.32 0.30 0.11 0.04 0.28 0.05  eton St., Sauvice Area Transit \$ 0.14 0.08 0.17 0.50 0.51 0.40 0.23 0.84	42,271 64,231 81,657 90,278 19,077 56,599 32,914  gus – Malder Destinatio # Trips 71,990 58,776 36,818 72,932 66,339 39,411 48,540 104,161 59,773	60% 69% 74% 78% 46% 76% 65%  n Sta.) ns not in Se % Trips 72% 75% 71% 89% 89% 83% 88% 94%	1.29 1.42 1.51 1.34 0.41 0.85 1.41 0.52  rvice Area Transit \$ 1.42 1.17 1.67 1.33 1.22 1.86 1.03 1.08	West End South Saugus East Malden North Saugus East Revere West Revere East Boston  Transit  Origin Neighborhood East Lynn West Lynn East Revere South Saugus West Revere Swampscott North Saugus South Salem	22,354 17,317 16,256 14,646 11,758 11,486 11,458 9,996 Route: Route Destinat # Trips 58,894 9,454 3,693 1,643 1,503 1,459 1,349 1,217	34% 31% 15% 25% 10% 15% 8%  431 (Neptune tions in Service % Trips 7 36% 10% 3% 3% 2% 3% 3% 2%	0.05 0.24 0.39 0.45 0.57 0.42 0.43  *Towers – e Area 0.05 0.19 0.62 0.58 0.69 0.41 0.73 0.57	19,548 33,336 35,711 85,943 35,784 98,841 63,195 116,014  Central Sq., Destinatio # Trips 105,985 83,491 106,633 50,324 73,150 43,164 46,193 69,779	47% 66% 69% 85% 75% 90% 85% 92%  Lynn) ns not in Se % Trips 64% 90% 97% 97% 98% 97% 98%	0.84 0.51 1.68 1.17 1.99 1.13 1.27 0.85  rvice Area Transit \$ 1.01 1.25 1.08 1.25 1.15 1.03 1.64 0.94	South Saugus North Saugus West Revere East Revere East Malden Melrose Wakefield Chelsea  Tr  Origin Neighborhood Downtown East Lynn West Lynn Chinatown North End East Revere South Peabody West End	20,250 15,426 12,262 11,943 10,700 8,238 5,666 5,278 Tansit Route: I Destina # Trips 102,609 52,848 29,534 25,077 22,698 19,035 17,667 17,580	39% 32% 16% 11% 11% 10% 7% 4%  Route 434 (Petions in Servi % Trips 54% 32% 52% 54% 17% 17% 35%	0.25 0.38 0.44 0.60 0.56 0.79 1.14 0.76 eabody – Ha ce Area Transit \$ 0.02 0.16 0.21 0.11 0.03 0.29 0.27 0.05	31,716 32,117 62,391 98,384 89,890 73,602 76,693 124,295  ymarket Sta  Destination # Trips 87,146 112,031 63,411 90,472 19,205 91,291 87,451 33,072	68% 84% 89% 89% 90% 93% 96%  a.) ons not in Ser % Trips 46% 68% 68% 78% 46% 83% 83% 65%	1.86 2.20 1.27 1.12 1.11 1.29 1.53 0.91 Prvice Area Transit \$ 0.48 0.91 1.57 0.41 0.85 1.23 1.40 0.52

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 435 – 459

Destinations not in Service Area

Transit Route: Route 436 (Danvers Sq. – Central Sq., Lynn)

**Destinations in Service Area** 

Transit Route: Route 435 (Liberty Tree Mall – Central Sq., Lynn)

Destinations not in Service Area

**Destinations in Service Area** 

Transit Route: Route 439 (Bass Point, Nahant – Central Sq., Lynn)

Destinations not in Service Area

Destinations in Service Area

		nons in serv	ice iii ca	Destination	ns not m se	1 vice iii cu		Destinat	ions in Servi	cc micu		ns not m se	I vice Area		Destinat	nons in servi	100 111 000	Destination	nis not in ser	vice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
East Lynn	70,943	43%	0.10	93,936	57%	1.09	East Lynn	88,221	54%	0.08	76,658	46%	1.34	East Lynn	56,462	34%	0.09	108,418	66%	0.97
South Peabody	43,956	42%	0.28	61,162	58%	1.88	South Peabody	31,435	30%	0.32	73,683	70%	1.59	Swampscott	16,307	37%	0.15	28,316	63%	1.51
West Lynn	27,771	30%	0.22	65,173	70%	1.53	West Lynn	30,337	33%	0.21	62,608	67%	1.59	South Salem	7,847	11%	0.34	63,149	89%	1.01
South Danvers	21,812	46%	0.21	25,396	54%	1.94	South Danvers	14,521	31%	0.33	32,687	69%	1.51	West Lynn	7,843	8%	0.40	85,101	92%	1.21
North Peabody	11,957	22%	0.89	43,123	78%	1.97	North Peabody	11,183	20%	0.82	43,896	80%	1.97	Marblehead	6,810	11%	0.47	54,075	89%	1.04
North Danvers	11,379	23%	0.27	38,438	77%	1.05	North Danvers	7,666	15%	0.41	42,152	85%	0.96	East Revere	3,435	3%	0.72	106,892	97%	1.08
West Beverly	9,106	11%	1.14	73,806	89%	0.91	South Salem	6,714	9%	0.73	64,283	91%	0.96	Nahant	3,254	31%	0.28	7,273	69%	2.36
North Salem	9,084	12%	0.61	63,966	88%	0.77	West Beverly	6,655	8%	1.12	76,257	92%	0.92	South Peabody	2,756	3%	0.89	102,362	97%	1.22
South Salem	8,444	12%	0.74	62,552	88%	0.96	North Salem	6,375	9%	0.65	66,674	91%	0.76	North Salem	2,571	4%	0.57	70,479	96%	0.76
East Revere	4,955	4%	0.76	105,371	96%	1.08	East Revere	6,121	6%	0.70	104,206	94%	1.09	South Saugus	1,557	3%	0.75	50,410	97%	1.25
	1,500								2,7		,									
Transit Route	: Route 441 (	Marblehead	l – Haymarko	et Sta./Wond	lerland Sta.	)	Transit Route	: Route 442 (I	Marblehead -	– Havmark	et Sta./Wond	lerland Sta.	)	Transi	it Route: Route	e 448 (Marb	lehead – Do	wntown Cros	ssing)	
	Destinat	tions in Serv	ice Area	Destination	ns not in Se	rvice Area		Destinat	ions in Servi	ce Area	Destination	ns not in Se	rvice Area		Destinat	tions in Servi	ice Area	Destination	ons not in Ser	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$			Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood			Transit \$	# Trips	% Trips	Transit \$
Downtown	102,842	54%	0.02	86,912	46%	0.48	Downtown	102,789	54%	0.02	86,965	46%	0.48	Downtown	129,843	68%	0.02	59,911	32%	0.68
East Lynn	88,142	53%	0.12	76,737	47%	1.30	East Lynn	86,151	52%	0.11	78,728	48%	1.28	East Lynn	63,074	38%	0.15	101,805	62%	0.99
Marblehead	27,387	45%	0.21	33,498	55%	1.60	Chinatown	25,159	22%	0.11	90,390	78%	0.41	Chinatown	56,470	49%	0.06	59,078	51%	0.62
Chinatown	25,184	22%	0.11	90,365	78%	0.41	East Revere	24,565	22%	0.29	85,762	78%	1.29	Marblehead	27,084	44%	0.21	33,800	56%	1.59
East Revere	25,010	23%	0.30	85,316	77%	1.29	Marblehead	24,506	40%	0.18	36,379	60%	1.51	Waterfront	24,662	46%	0.10	28,493	54%	1.20
North End	22,772	54%	0.04	19,131	46%	0.85	North End	22,758	54%	0.03	19,145	46%	0.85	East Revere	20,366	18%	0.33	89,961	82%	1.23
West Lynn	21,969	24%	0.33	70,976	76%	1.39	West Lynn	21,053	23%	0.03	71,892	77%	1.38	Swampscott	20,077	45%	0.33	24,546	55%	1.64
	20,537	46%	0.33	24,086	54%	1.67	West End		35%	0.05	33,003	65%	0.52	•	18,005	12%	0.24	127,755	88%	0.35
Swampscott West End			0.23	32,983	65%	0.52		17,649 12,880	29%		31,743	71%	1.31	Back Bay	17,356	14%	0.24	108,090	86%	0.33
West End South Salem	17,670 12,722	35% 18%	0.03		82%	1.04	Swampscott  Fact Pactor		10%	0.28	113,833	90%	0.86	South End North End	17,330	36%	0.27	26,671	64%	0.44
South Salem	12,722	18%	0.44	58,274	82%	1.04	East Boston	12,177	10%	0.41	113,033	90%	0.80	North End	13,232	30%	0.10	20,071	04%	0.38
Transit	t Route: Rout	o 440 (Monh	lahaad Dar	waterm Cree	raina)		Transit Route	. Doute 450 (S	Solom Donot	Uovmonl	ot Sto /Wone	lorland Sta	`	Т.,	ansit Route: R	Doute 451 (N	o Dovovly	Solom Dono	4)	
Transi		,			- 6/		Transit Route		salem Depot	– паушагк	et Sta./wond	ieriana Sta.	· <i>)</i>	1f	alisit Route: K	toute 451 (IV	o. beveriy –		/	
			tion Amon	Doctination	na nat in Sa	marian Amon		Docting	iona in Convi	00 4 200	Doctination	na not in Sa	muino Amoo		Docting	ions in Com	ion Amon	Doctinatio	ne not in Con	nvice Ance
Onigin Najahbanbaad		tions in Serv			ns not in Se		Owigin Naighbanhaad		ions in Servi			ns not in Se		Owigin Noighborhood		tions in Servi			ons not in Ser	
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Downtown	# <b>Trips</b> 129,614	% Trips 68%	Transit \$ 0.02	# <b>Trips</b> 60,141	% Trips 32%	Transit \$ 0.68	Downtown	# <b>Trips</b> 102,700	% Trips 54%	Transit \$	# <b>Trips</b> 87,054	% Trips 46%	Transit \$ 0.48	West Beverly	# <b>Trips</b> 36,826	% Trips 44%	Transit \$	# <b>Trips</b> 46,086	% Trips 56%	<b>Transit \$</b> 1.63
Downtown East Lynn	# <b>Trips</b> 129,614 59,767	% Trips 68% 36%	7 Transit \$ 0.02 0.13	# <b>Trips</b> 60,141 105,112	% Trips 32% 64%	7 Transit \$ 0.68 0.98	Downtown East Lynn	# <b>Trips</b> 102,700 64,903	% Trips 54% 39%	7 Transit \$ 0.02 0.14	# <b>Trips</b> 87,054 99,976	% Trips 46% 61%	7 Transit \$ 0.48 1.01	West Beverly North Salem	# <b>Trips</b> 36,826 29,759	% Trips 44% 41%	7 Transit \$ 0.07 0.06	# <b>Trips</b> 46,086 43,290	% Trips 56% 59%	1.63 1.23
Downtown East Lynn Chinatown	# <b>Trips</b> 129,614 59,767 56,246	% Trips 68% 36% 49%	7 Transit \$ 0.02 0.13 0.06	# <b>Trips</b> 60,141 105,112 59,303	% Trips 32% 64% 51%	7 Transit \$ 0.68 0.98 0.62	Downtown East Lynn North Salem	# <b>Trips</b> 102,700 64,903 33,587	% Trips 54% 39% 46%	7 Transit \$ 0.02 0.14 0.07	# <b>Trips</b> 87,054 99,976 39,462	% Trips 46% 61% 54%	7 Transit \$ 0.48 1.01 1.33	West Beverly North Salem East Beverly	# <b>Trips</b> 36,826 29,759 9,541	% Trips 44% 41% 23%	Transit \$ 0.07 0.06 0.29	# <b>Trips</b> 46,086 43,290 31,082	% Trips 56% 59% 77%	1.63 1.23 1.51
Downtown East Lynn Chinatown Waterfront	# Trips 129,614 59,767 56,246 24,451	% Trips 68% 36% 49% 46%	Transit \$ 0.02 0.13 0.06 0.09	# <b>Trips</b> 60,141 105,112 59,303 28,703	% Trips 32% 64% 51% 54%	Transit \$ 0.68 0.98 0.62 1.19	Downtown East Lynn North Salem West Lynn	# Trips 102,700 64,903 33,587 27,244	% Trips 54% 39% 46% 29%	Transit \$ 0.02 0.14 0.07 0.23	# Trips 87,054 99,976 39,462 65,700	% Trips 46% 61% 54% 71%	7 Transit \$ 0.48 1.01 1.33 1.52	West Beverly North Salem East Beverly South Salem	# Trips 36,826 29,759 9,541 8,478	% Trips 44% 41% 23% 12%	Transit \$ 0.07 0.06 0.29 0.41	# Trips 46,086 43,290 31,082 62,518	% Trips 56% 59% 77% 88%	Transit \$ 1.63 1.23 1.51 1.01
Downtown East Lynn Chinatown Waterfront Marblehead	# Trips 129,614 59,767 56,246 24,451 23,998	% Trips 68% 36% 49% 46% 39%	Transit \$ 0.02 0.13 0.06 0.09 0.17	# Trips 60,141 105,112 59,303 28,703 36,887	% Trips 32% 64% 51% 54% 61%	Transit \$ 0.68 0.98 0.62 1.19 1.50	Downtown East Lynn North Salem West Lynn Chinatown	# Trips 102,700 64,903 33,587 27,244 25,123	% Trips 54% 39% 46% 29% 22%	Transit \$	# Trips 87,054 99,976 39,462 65,700 90,426	% Trips 46% 61% 54% 71% 78%	7 Transit \$ 0.48 1.01 1.33 1.52 0.41	West Beverly North Salem East Beverly South Salem South Peabody	# Trips 36,826 29,759 9,541 8,478 7,118	% Trips 44% 41% 23% 12% 7%	Transit \$ 0.07 0.06 0.29 0.41 0.74	#Trips 46,086 43,290 31,082 62,518 98,000	% Trips 56% 59% 77% 88% 93%	Transit \$ 1.63 1.23 1.51 1.01 1.25
Downtown East Lynn Chinatown Waterfront Marblehead East Revere	#Trips 129,614 59,767 56,246 24,451 23,998 17,896	% Trips 68% 36% 49% 46% 39% 16%	Transit \$ 0.02 0.13 0.06 0.09 0.17 0.29	#Trips 60,141 105,112 59,303 28,703 36,887 92,431	% Trips 32% 64% 51% 54% 61% 84%	Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22	Downtown East Lynn North Salem West Lynn Chinatown North End	# Trips 102,700 64,903 33,587 27,244 25,123 22,729	% Trips 54% 39% 46% 29% 22% 54%	Transit \$ 0.02 0.14 0.07 0.23 0.11 0.03	#Trips 87,054 99,976 39,462 65,700 90,426 19,174	% Trips 46% 61% 54% 71% 78% 46%	7 Transit \$ 0.48 1.01 1.33 1.52 0.41 0.85	West Beverly North Salem East Beverly South Salem South Peabody South Danvers	# Trips 36,826 29,759 9,541 8,478 7,118 3,965	% Trips 44% 41% 23% 12% 7% 8%	7 1.01 Transit \$ 0.07 0.06 0.29 0.41 0.74 1.01	#Trips 46,086 43,290 31,082 62,518 98,000 43,243	% Trips 56% 59% 77% 88% 93% 92%	Transit \$ 1.63 1.23 1.51 1.01 1.25 1.16
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay	#Trips 129,614 59,767 56,246 24,451 23,998 17,896	% Trips 68% 36% 49% 46% 39% 16% 12%	7 Transit \$ 0.02 0.13 0.06 0.09 0.17 0.29 0.24	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970	% Trips 32% 64% 51% 54% 61% 84% 88%	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567	% Trips 54% 39% 46% 29% 22% 54% 18%	0.02 0.14 0.07 0.23 0.11 0.03 0.29	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760	% Trips 46% 61% 54% 71% 78% 46% 82%	1.01 1.33 1.52 0.44 0.85 1.23	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers	# Trips 36,826 29,759 9,541 8,478 7,118 3,965 3,804	% Trips 44% 41% 23% 12% 7% 8% 8%	7 0.07 0.06 0.29 0.41 0.74 1.01 0.79	#Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013	% Trips 56% 59% 77% 88% 93% 92%	Transit \$ 1.63 1.23 1.51 1.01 1.25 1.16 0.88
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072	% Trips 68% 36% 49% 46% 39% 16% 12% 14%	Transit \$ 0.02 0.13 0.06 0.09 0.17 0.29 0.24 0.26	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374	% Trips 32% 64% 51% 54% 61% 84% 88%	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620	% Trips 54% 39% 46% 29% 22% 54% 18% 35%	7 Transit \$ 0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032	% Trips 46% 61% 54% 71% 78% 46% 82% 65%	Transit \$ 0.48 1.01 1.33 1.52 0.41 0.85 1.23 0.52	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead	# Trips 36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425	% Trips 44% 41% 23% 12% 7% 8% 8% 6%	7 0.07 0.06 0.29 0.41 0.74 1.01 0.79	#Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459	% Trips 56% 59% 77% 88% 93% 92% 92% 94%	Transit \$ 1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36%	Transit \$ 0.02 0.13 0.06 0.09 0.17 0.29 0.24 0.26 0.09	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64%	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem	#Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23%	7 Transit \$ 0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77%	Transit \$ 0.48 1.01 1.33 1.52 0.41 0.85 1.23 0.52 1.14	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers	# Trips 36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639	% Trips 44% 41% 23% 12% 7% 8% 8% 6% 2%	7 0.07 0.06 0.29 0.41 0.74 1.01 0.79 0.94	#Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240	% Trips 56% 59% 77% 88% 93% 92% 92% 94% 98%	Transit \$ 1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072	% Trips 68% 36% 49% 46% 39% 16% 12% 14%	Transit \$ 0.02 0.13 0.06 0.09 0.17 0.29 0.24 0.26	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374	% Trips 32% 64% 51% 54% 61% 84% 88%	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620	% Trips 54% 39% 46% 29% 22% 54% 18% 35%	7 Transit \$ 0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032	% Trips 46% 61% 54% 71% 78% 46% 82% 65%	Transit \$ 0.48 1.01 1.33 1.52 0.41 0.85 1.23 0.52	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead	# Trips 36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425	% Trips 44% 41% 23% 12% 7% 8% 8% 6%	7 0.07 0.06 0.29 0.41 0.74 1.01 0.79	#Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459	% Trips 56% 59% 77% 88% 93% 92% 92% 94%	Transit \$ 1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%	Transit \$ 0.02 0.13 0.06 0.09 0.17 0.29 0.24 0.26 0.09 0.31	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85%	0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston	#Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9%	Transit \$ 0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%	Transit \$ 0.48 1.01 1.33 1.52 0.41 0.85 1.23 0.52 1.14	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396	% Trips 44% 41% 23% 12% 7% 8% 6% 2% 5%	7 Transit \$ 0.07 0.06 0.29 0.41 0.74 1.01 0.79 0.94 0.69 0.72	#Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227	% Trips 56% 59% 77% 88% 93% 92% 92% 94% 98% 95%	Transit \$ 1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (1	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%	Transit \$ 0.02 0.13 0.06 0.09 0.17 0.29 0.24 0.26 0.09 0.31 t - Haymark	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530 et Sta./Wond	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85%	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9%	7 Transit \$ 0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%	Transit \$     0.48     1.01     1.33     1.52     0.41     0.85     1.23     0.52     1.14     0.85	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott	# Trips 36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  t Route: Route	% Trips 44% 41% 23% 12% 7% 8% 6% 2% 5% e 459 (Salem	7 Consit \$ 0.07 0.06 0.29 0.41 0.74 1.01 0.79 0.94 0.69 0.72	#Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cross	% Trips 56% 59% 77% 88% 93% 92% 94% 94% 98% 95%	Transit \$ 1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston Transit Route	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (5	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Depositions in Serv	7 0.02 0.13 0.06 0.09 0.17 0.29 0.24 0.26 0.09 0.31 1 - Haymark	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530 et Sta./Wond	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85%	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83 0.y	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston Transi	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449 it Route: Route Destinat	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9% te 456 (Salentions in Service)	0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40 1 Depot – Coce Area	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%  ynn) ns not in Se	1.01 1.33 1.52 0.41 0.85 1.23 0.52 1.14 0.85	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  t Route: Route  Destinat	% Trips 44% 41% 23% 12% 7% 8% 6% 2% 5% e 459 (Salem tions in Servi	7 0.07 0.06 0.29 0.41 0.74 1.01 0.79 0.94 0.69 0.72 Depot – Do ice Area	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cross Destination	% Trips 56% 59% 77% 88% 93% 92% 92% 94% 95% ssing) ons not in Ser	1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston  Transit Route	# Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (5)  Destinate # Trips	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Deportions in Serv % Trips	7 0.02 0.13 0.06 0.09 0.17 0.29 0.24 0.26 0.09 0.31 1 - Haymark vice Area 7 Transit \$	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530 et Sta./Wond Destination #Trips	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85%  derland Stans not in Se % Trips	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83 0.  rvice Area Transit \$	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston  Transi	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449 it Route: Route Bestinat # Trips	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9% te 456 (Salenions in Service % Trips	7 Transit \$ 0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40 1 Depot - Ce Area 7 Transit \$	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination #Trips	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%  ynn) ns not in Se % Trips	Transit \$	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi Origin Neighborhood	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  t Route: Route  Destinat # Trips	% Trips 44% 41% 23% 12% 7% 8% 6% 2% 5% e 459 (Salem tions in Servi	7 0.07 0.06 0.29 0.41 0.74 1.01 0.79 0.94 0.69 0.72 Depot – Do ice Area	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Crost Destination # Trips	% Trips       56%       59%       77%       88%       93%       92%       94%       98%       95%       ssing)       ons not in Ser       % Trips	Transit \$ 1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston  Transit Route Origin Neighborhood Downtown	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (  Destinate #Trips 104,190	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Deportions in Serv % Trips 55%	7 0.02 0.13 0.06 0.09 0.17 0.29 0.24 0.26 0.09 0.31 1 - Haymark	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530 et Sta./Wone Destination #Trips 85,565	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85%  derland Stans not in Se % Trips 45%	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83 0.  rvice Area Transit \$ 0.49	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston  Transi  Origin Neighborhood East Lynn	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449 it Route: Rout Bestinat # Trips 89,975	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9%  te 456 (Salentions in Service % Trips 55%	7 C Area  Transit \$ 0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40  The Depot - Coe Area  Transit \$ 0.07	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination # Trips 74,905	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%  ynn) ns not in Se % Trips 45%	Transit \$	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  # Route: Route Destinat # Trips  129,989	% Trips 44% 41% 23% 12% 7% 8% 6% 2% 5% e 459 (Salem tions in Servi % Trips 69%	7 0.07 0.06 0.29 0.41 0.74 1.01 0.79 0.94 0.69 0.72 Depot – Do ice Area  Transit \$ 0.02	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cross Destination # Trips 59,766	% Trips       56%       59%       77%       88%       93%       92%       94%       98%       95%       ssing)       ons not in Ser       % Trips       31%	1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston  Transit Route  Origin Neighborhood Downtown East Lynn	# Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (5)  Destinate # Trips	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Deportions in Serv % Trips 55% 56%	7 0.02 0.13 0.06 0.09 0.17 0.29 0.24 0.26 0.09 0.31 1 - Haymark vice Area 7 Transit \$	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530 et Sta./Wond Destination #Trips 85,565 72,294	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85%  derland Stans not in Se % Trips	0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83  rvice Area Transit \$ 0.49 1.36	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston  Transi	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449 it Route: Route Bestinat # Trips	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9% te 456 (Salenions in Service % Trips	7 Transit \$ 0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40 1 Depot - Ce Area 7 Transit \$	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination #Trips	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%  ynn) ns not in Se % Trips 45% 56%	Transit \$	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi Origin Neighborhood	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  t Route: Route  Destinat # Trips	% Trips 44% 41% 23% 12% 7% 8% 6% 2% 5% e 459 (Salem tions in Servi	7 0.07 0.06 0.29 0.41 0.74 1.01 0.79 0.94 0.69 0.72 Depot – Do ice Area	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cross Destination # Trips 59,766 73,814	% Trips       56%       59%       77%       88%       93%       92%       94%       98%       95%       ssing)       ons not in Ser       % Trips	1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston  Transit Route Origin Neighborhood Downtown	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (  Destinate #Trips 104,190	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Deportions in Serv % Trips 55%	7 0.02 0.13 0.06 0.09 0.17 0.29 0.24 0.26 0.09 0.31 0.4 Haymark vice Area 7 Transit \$ 0.02	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530 et Sta./Wone Destination #Trips 85,565	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85%  derland Stans not in Se % Trips 45%	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83 0.  rvice Area Transit \$ 0.49	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston  Transi  Origin Neighborhood East Lynn	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449 it Route: Rout Bestinat # Trips 89,975	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9%  te 456 (Salentions in Service % Trips 55%	7 C Area  Transit \$ 0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40  The Depot - Coe Area  Transit \$ 0.07	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination # Trips 74,905	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%  ynn) ns not in Se % Trips 45%	Transit \$	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi  Origin Neighborhood Downtown	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  # Route: Route Destinat # Trips  129,989	% Trips 44% 41% 23% 12% 7% 8% 6% 2% 5% e 459 (Salem tions in Servi % Trips 69%	7 0.07 0.06 0.29 0.41 0.74 1.01 0.79 0.94 0.69 0.72 Depot – Do ice Area  Transit \$ 0.02	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cross Destination # Trips 59,766	% Trips       56%       59%       77%       88%       93%       92%       94%       98%       95%       ssing)       ons not in Ser       % Trips       31%	1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston  Transit Route  Origin Neighborhood Downtown East Lynn	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (step of the content	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Deportions in Serv % Trips 55% 56%	7 0.02 0.13 0.06 0.09 0.17 0.29 0.24 0.26 0.09 0.31 0.4 Haymark vice Area 7 ansit \$ 0.02 0.13	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530 et Sta./Wond Destination #Trips 85,565 72,294	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85% derland Stans not in Se % Trips 45% 44%	0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83  rvice Area Transit \$ 0.49 1.36	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston  Transi  Origin Neighborhood East Lynn North Salem	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449 tt Route: Rout # Trips 89,975 31,978	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9%  te 456 (Salentions in Service % Trips 55% 44%	0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40 Depot – Ce Area Transit \$ 0.07 0.06	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination # Trips 74,905 41,072	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%  ynn) ns not in Se % Trips 45% 56%	Transit \$	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi  Origin Neighborhood Downtown East Lynn	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  # Route: Route Destinat: # Trips  129,989 91,065	% Trips 44% 41% 23% 12% 7% 8% 6% 2% 5% e 459 (Salem tions in Servi % Trips 69% 55%	7 0.07 0.06 0.29 0.41 0.74 1.01 0.79 0.94 0.69 0.72 Depot – Do ice Area 7 0.02 0.12	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cross Destination # Trips 59,766 73,814	% Trips 56% 59% 77% 88% 93% 92% 92% 94% 98% 95% sssing) ons not in Ser % Trips 31% 45%	1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03  rvice Area Transit \$ 0.68 1.34
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston  Transit Route  Origin Neighborhood Downtown East Lynn East Boston	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (step of the content	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Depoil tions in Serv % Trips 55% 56% 40%	7 0.02 0.13 0.06 0.09 0.17 0.29 0.24 0.26 0.09 0.31 0.4 - Haymark vice Area 7 ansit \$ 0.02 0.13 0.13	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530 et Sta./Wond Destination #Trips 85,565 72,294 76,130	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85% derland Sta. ns not in Se % Trips 45% 44% 60%	0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83  rvice Area Transit \$ 0.49 1.36 1.26	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston  Transi  Origin Neighborhood East Lynn North Salem West Lynn	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449  tt Route: Rout  # Trips 89,975 31,978 21,791	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9%  te 456 (Salentions in Service % Trips 55% 44% 23%	0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40 Depot – Ce Area Transit \$ 0.07 0.06 0.22	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination #Trips 74,905 41,072 71,153	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%  ynn) ns not in Se % Trips 45% 56% 77%	Transit \$	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi  Origin Neighborhood Downtown East Lynn Chinatown	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  # Route: Route Destinat: # Trips  129,989 91,065 56,544	% Trips 44% 41% 23% 12% 7% 8% 6% 2% 5% e 459 (Salem tions in Servi % Trips 69% 55% 49%	7 0.01	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cros Destination # Trips 59,766 73,814 59,004	% Trips 56% 59% 77% 88% 93% 92% 92% 94% 95% 95% sssing) ons not in Ser % Trips 31% 45% 51%	1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03  rvice Area Transit \$ 0.68 1.34 0.62
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston  Transit Route  Origin Neighborhood Downtown East Lynn East Boston North Salem	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (3) Destinat #Trips 104,190 92,585 49,880 33,020	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Depoil tions in Serv % Trips 55% 56% 40% 45%	Transit \$   0.02   0.13   0.06   0.09   0.17   0.29   0.24   0.26   0.09   0.31   t - Haymark rice Area   Transit \$   0.02   0.13   0.13   0.10	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530 et Sta./Wond Destination #Trips 85,565 72,294 76,130 40,030	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85%  derland Sta. ns not in Se % Trips 45% 44% 60% 55%	0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83  rvice Area Transit \$ 0.49 1.36 1.26 1.29	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston  Transi  Origin Neighborhood East Lynn North Salem West Lynn South Salem	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449  tt Route: Rout  # Trips 89,975 31,978 21,791 15,695	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9%  te 456 (Salentions in Service % Trips 55% 44% 23% 22%	0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40 Depot – Ce Area Transit \$ 0.07 0.06 0.22 0.23	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination #Trips 74,905 41,072 71,153 55,302	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%  ynn) ns not in Se % Trips 45% 56% 77% 78%	Transit \$	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi  Origin Neighborhood Downtown East Lynn Chinatown North Salem	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  # Route: Route Destinat: # Trips  129,989 91,065 56,544 33,204	% Trips  44% 41% 23% 12% 7% 8% 8% 6% 2% 5% e 459 (Salem tions in Servi % Trips 69% 55% 49% 45%	7 0.01	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cros Destination # Trips 59,766 73,814 59,004 39,846	% Trips           56%           59%           77%           88%           93%           92%           94%           98%           95%           sssing)           ons not in Ser           % Trips           31%           45%           51%           55%	1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03  rvice Area Transit \$ 0.68 1.34 0.62 1.29
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston  Transit Route  Origin Neighborhood Downtown East Lynn East Boston North Salem East Revere	# Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (3) Destinat # Trips 104,190 92,585 49,880 33,020 29,661 28,712	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Depoil tions in Serv % Trips 55% 56% 40% 45% 27% 40%	Transit \$   0.02   0.13   0.06   0.09   0.17   0.29   0.24   0.26   0.09   0.31   t - Haymark vice Area   Transit \$   0.02   0.13   0.13   0.10   0.29   0.22	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530 et Sta./Wond Destination #Trips 85,565 72,294 76,130 40,030 80,665 42,284	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85%  derland Sta ns not in Se % Trips 45% 44% 60% 55% 73% 60%	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83 0.  rvice Area 7 Transit \$ 0.49 1.36 1.26 1.29 1.35 1.42	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston  Transi  Origin Neighborhood East Lynn North Salem West Lynn South Salem South Salem South Salem	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449  tt Route: Rout Destinat # Trips 89,975 31,978 21,791 15,695 9,072 5,486	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9%  te 456 (Salentions in Service % Trips 55% 44% 23% 22% 9% 5%	0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40  Depot – Coce Area Transit \$ 0.07 0.06 0.22 0.23 0.52 0.66	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination #Trips 74,905 41,072 71,153 55,302 96,046 104,841	46% 46% 54% 71% 78% 46% 82% 65% 77% 91%  s not in Se 77% 56% 77% 78% 91% 95%	Transit \$	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi  Origin Neighborhood Downtown East Lynn Chinatown North Salem South Salem Waterfront	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  # Route: Route Destinat: # Trips 129,989 91,065 56,544 33,204 28,786 24,769	% Trips  44% 41% 23% 12% 7% 8% 8% 6% 2% 5% e 459 (Salem tions in Servi % Trips 69% 55% 49% 45% 41% 47%	7 0.07 0.06 0.29 0.41 0.74 1.01 0.79 0.94 0.69 0.72 Depot – Doice Area 7 0.02 0.12 0.06 0.11 0.23 0.10	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cros Destinatio # Trips 59,766 73,814 59,004 39,846 42,210 28,386	% Trips           56%           59%           77%           88%           93%           92%           94%           98%           95%           sssing)           ons not in Ser           % Trips           31%           45%           51%           55%           59%	1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03  rvice Area Transit \$ 0.68 1.34 0.62 1.29 1.42 1.20
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston  Transit Route  Origin Neighborhood Downtown East Lynn East Boston North Salem East Revere South Salem Chinatown	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (3) Destinat #Trips 104,190 92,585 49,880 33,020 29,661 28,712 25,855	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Deportions in Serv % Trips 55% 56% 40% 45% 27% 40% 22%	Transit \$   0.02   0.13   0.06   0.09   0.17   0.29   0.24   0.26   0.09   0.31   t - Haymark rice Area   Transit \$   0.02   0.13   0.13   0.10   0.29   0.22   0.12	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530 et Sta./Wond Destination #Trips 85,565 72,294 76,130 40,030 80,665 42,284 89,694	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85%  derland Stans not in Se % Trips 45% 44% 60% 55% 73% 60% 78%	0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83  Price Area Transit \$ 0.49 1.36 1.26 1.29 1.35 1.42 0.41	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston  Transi  Origin Neighborhood East Lynn North Salem West Lynn South Salem South Peabody East Revere Swampscott	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449  it Route: Rout Destinat # Trips 89,975 31,978 21,791 15,695 9,072 5,486 5,168	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9%  te 456 (Salentions in Service) 44% 23% 22% 9% 55% 44% 21%	0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40  Depot – Coce Area Transit \$ 0.07 0.06 0.22 0.23 0.52 0.66 0.49	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination #Trips 74,905 41,072 71,153 55,302 96,046 104,841 39,455	## Trips  46% 61% 54% 71% 78% 46% 82% 65% 77% 91%  ## Synn)  ## snot in Se ## Trips  45% 56% 77% 78% 91% 95% 88%	Transit \$	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi  Origin Neighborhood Downtown East Lynn Chinatown North Salem South Salem Waterfront West Lynn	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  # Route: Route  Destinat: # Trips  129,989 91,065 56,544 33,204 28,786 24,769 22,471	% Trips  44% 41% 23% 12% 7% 8% 8% 6% 2% 5% e 459 (Salem tions in Servi % Trips 69% 55% 49% 45% 41%	7 Consit \$ 0.07 0.06 0.29 0.41 0.74 1.01 0.79 0.94 0.69 0.72 0.12 0.06 0.11 0.23 0.10 0.33	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cros Destination # Trips 59,766 73,814 59,004 39,846 42,210 28,386 70,474	% Trips           56%           59%           77%           88%           93%           92%           94%           98%           95%           ssing)           ons not in Ser           % Trips           31%           45%           51%           55%           59%           53%	Transit \$ 1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03  rvice Area Transit \$ 0.68 1.34 0.62 1.29 1.42 1.20 1.40
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston  Transit Route  Origin Neighborhood Downtown East Lynn East Boston North Salem East Revere South Salem Chinatown North End	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (3) Destinat #Trips 104,190 92,585 49,880 33,020 29,661 28,712 25,855 23,559	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Depol tions in Serv % Trips 55% 56% 40% 45% 27% 40% 22% 56%	Transit \$   0.02   0.13   0.06   0.09   0.17   0.29   0.24   0.26   0.09   0.31   t - Haymark vice Area   Transit \$   0.02   0.13   0.10   0.29   0.22   0.12   0.04	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530  et Sta./Wond Destination #Trips 85,565 72,294 76,130 40,030 80,665 42,284 89,694 18,344	% Trips  32% 64% 51% 54% 61% 84% 88% 86% 64% 85%  derland Stans not in Se % Trips 45% 44% 60% 55% 73% 60% 78% 44%	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83 0.83 0.9  rvice Area 7 Transit \$ 0.49 1.36 1.26 1.29 1.35 1.42 0.41 0.88	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston  Transi  Origin Neighborhood East Lynn North Salem West Lynn South Salem South Peabody East Revere Swampscott Marblehead	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449 it Route: Rout # Trips 89,975 31,978 21,791 15,695 9,072 5,486 5,168 5,059	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9%  te 456 (Salentions in Service) % Trips 55% 44% 23% 22% 9% 5% 12% 8%	0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40  Depot – Ce Area Transit \$ 0.07 0.06 0.22 0.23 0.52 0.66 0.49 0.73	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination #Trips 74,905 41,072 71,153 55,302 96,046 104,841 39,455 55,826	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%  ynn) ns not in Se % Trips 45% 56% 77% 91% 95% 88% 92%	Transit \$	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi  Origin Neighborhood Downtown East Lynn Chinatown North Salem South Salem Waterfront West Lynn East Revere	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  # Route: Route  Destinat: # Trips  129,989 91,065 56,544 33,204 28,786 24,769 22,471 20,972	% Trips 44% 41% 23% 12% 7% 8% 8% 6% 2% 5%  45% 459 (Salem tions in Servi % Trips 69% 55% 49% 45% 41% 47% 24% 19%	7 0.01	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cros Destinatio # Trips 59,766 73,814 59,004 39,846 42,210 28,386 70,474 89,355	% Trips           56%           59%           77%           88%           93%           92%           94%           98%           95%           ssing)           ons not in Ser           % Trips           31%           45%           51%           55%           59%           53%           76%           81%	1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03  rvice Area Transit \$ 0.68 1.34 0.62 1.29 1.42 1.20 1.40 1.23
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston  Transit Route  Origin Neighborhood Downtown East Lynn East Boston North Salem East Revere South Salem Chinatown North End West Lynn	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (Social Properties of the content of	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Deportions in Serv % Trips 55% 56% 40% 45% 27% 40% 22% 56% 25%	Transit \$   0.02   0.13   0.06   0.09   0.17   0.29   0.24   0.26   0.09   0.31   t - Haymark rice Area   Transit \$   0.02   0.13   0.10   0.29   0.22   0.12   0.04   0.34   0.34	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530 et Sta./Wone Destination #Trips 85,565 72,294 76,130 40,030 80,665 42,284 89,694 18,344 69,390	% Trips 32% 64% 51% 54% 61% 84% 88% 86% 64% 85%  derland Sta. ns not in Se % Trips 45% 44% 60% 55% 73% 60% 78% 44% 75%	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83 0.83 0.9  rvice Area 7 Transit \$ 0.49 1.36 1.26 1.29 1.35 1.42 0.41 0.88 1.41	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston  Transi  Origin Neighborhood East Lynn North Salem West Lynn South Salem South Peabody East Revere Swampscott Marblehead West Beverly	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449 it Route: Rout # Trips 89,975 31,978 21,791 15,695 9,072 5,486 5,168 5,059 4,940	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9%  te 456 (Salentions in Service) % Trips 55% 44% 23% 22% 9% 55% 44% 66%	0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40  Depot – Ce Area Transit \$ 0.07 0.06 0.22 0.23 0.52 0.66 0.49 0.73 0.57	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination #Trips 74,905 41,072 71,153 55,302 96,046 104,841 39,455 55,826 77,973	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%  ynn) ns not in Se % Trips 45% 56% 77% 91% 95% 88% 92% 94%	Transit \$	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi  Origin Neighborhood Downtown East Lynn Chinatown North Salem South Salem Waterfront West Lynn East Revere Back Bay	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  # Route: Route  Destinat: # Trips  129,989 91,065 56,544 33,204 28,786 24,769 22,471 20,972 18,098	% Trips 44% 41% 23% 12% 7% 8% 8% 6% 2% 5%  45% 459 (Salem tions in Servi % Trips 69% 45% 41% 47% 24% 19% 12%	O.07	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cros Destination # Trips 59,766 73,814 59,004 39,846 42,210 28,386 70,474 89,355 127,662	% Trips 56% 59% 77% 88% 93% 92% 92% 94% 98% 95% ssing) ons not in Ser % Trips 31% 45% 51% 55% 59% 53% 76% 81% 88%	1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03  rvice Area Transit \$ 0.68 1.34 0.62 1.29 1.42 1.20 1.40 1.23 0.35
Downtown East Lynn Chinatown Waterfront Marblehead East Revere Back Bay South End North End South Boston  Transit Route  Origin Neighborhood Downtown East Lynn East Boston North Salem East Revere South Salem Chinatown North End	#Trips 129,614 59,767 56,246 24,451 23,998 17,896 17,791 17,072 15,082 13,394 : Route 455 (  Destinat #Trips 104,190 92,585 49,880 33,020 29,661 28,712 25,855 23,559 23,555 22,641	% Trips 68% 36% 49% 46% 39% 16% 12% 14% 36% 15%  Salem Deportions in Serv % Trips 55% 56% 40% 45% 27% 40% 22% 56% 25% 17%	Transit \$   0.02   0.13   0.06   0.09   0.17   0.29   0.24   0.26   0.09   0.31   t - Haymark vice Area   Transit \$   0.02   0.13   0.10   0.29   0.22   0.12   0.04	#Trips 60,141 105,112 59,303 28,703 36,887 92,431 127,970 108,374 26,821 76,530  et Sta./Wond Destination #Trips 85,565 72,294 76,130 40,030 80,665 42,284 89,694 18,344	% Trips  32% 64% 51% 54% 61% 84% 88% 86% 64% 85%  derland Stans not in Se % Trips 45% 44% 60% 55% 73% 60% 78% 44%	7 Transit \$ 0.68 0.98 0.62 1.19 1.50 1.22 0.35 0.44 0.58 0.83 0.83 0.9  rvice Area 7 Transit \$ 0.49 1.36 1.26 1.29 1.35 1.42 0.41 0.88	Downtown East Lynn North Salem West Lynn Chinatown North End East Revere West End South Salem East Boston  Transi  Origin Neighborhood East Lynn North Salem West Lynn South Salem South Peabody East Revere Swampscott Marblehead	# Trips 102,700 64,903 33,587 27,244 25,123 22,729 19,567 17,620 16,629 11,449 it Route: Rout # Trips 89,975 31,978 21,791 15,695 9,072 5,486 5,168 5,059	% Trips 54% 39% 46% 29% 22% 54% 18% 35% 23% 9%  te 456 (Salentions in Service) % Trips 55% 44% 23% 22% 9% 5% 12% 8%	0.02 0.14 0.07 0.23 0.11 0.03 0.29 0.05 0.26 0.40  Depot – Ce Area Transit \$ 0.07 0.06 0.22 0.23 0.52 0.66 0.49 0.73	#Trips 87,054 99,976 39,462 65,700 90,426 19,174 90,760 33,032 54,368 114,561 entral Sq., L Destination #Trips 74,905 41,072 71,153 55,302 96,046 104,841 39,455 55,826	% Trips 46% 61% 54% 71% 78% 46% 82% 65% 77% 91%  ynn) ns not in Se % Trips 45% 56% 77% 91% 95% 88% 92%	Transit \$	West Beverly North Salem East Beverly South Salem South Peabody South Danvers North Danvers Marblehead East Lynn Swampscott  Transi  Origin Neighborhood Downtown East Lynn Chinatown North Salem South Salem Waterfront West Lynn East Revere	# Trips  36,826 29,759 9,541 8,478 7,118 3,965 3,804 3,425 2,639 2,396  # Route: Route  Destinat: # Trips  129,989 91,065 56,544 33,204 28,786 24,769 22,471 20,972	% Trips 44% 41% 23% 12% 7% 8% 8% 6% 2% 5%  45% 459 (Salem tions in Servi % Trips 69% 55% 49% 45% 41% 47% 24% 19%	7 Consit \$ 0.07 0.06 0.29 0.41 0.74 1.01 0.79 0.94 0.69 0.72 0.12 0.06 0.11 0.23 0.10 0.33 0.37	# Trips 46,086 43,290 31,082 62,518 98,000 43,243 46,013 57,459 162,240 42,227 wntown Cros Destinatio # Trips 59,766 73,814 59,004 39,846 42,210 28,386 70,474 89,355	% Trips           56%           59%           77%           88%           93%           92%           94%           98%           95%           ssing)           ons not in Ser           % Trips           31%           45%           51%           55%           59%           53%           76%           81%	1.63 1.23 1.51 1.01 1.25 1.16 0.88 0.98 0.67 1.03  rvice Area Transit \$ 0.68 1.34 0.62 1.29 1.42 1.20 1.40 1.23

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Route 465 – 556

Destinations not in Service Area

Origin Neighborhood

Transit Route: Route 500 (Riverside Sta. – Federal & Franklin Sts.)

# Trips % Trips Transit \$ # Trips % Trips Transit \$

**Destinations not in Service Area** 

**Destinations in Service Area** 

Transit Route: Route 468 (Danvers Sq. – Salem Depot)

Origin Neighborhood #Trips % Trips Transit \$ #Trips % Trips Transit \$

**Destinations in Service Area** 

Transit Route: Route 465 (Liberty Tree Mall – Salem Depot)

Origin Neighborhood # Trips % Trips Transit \$ # Trips % Trips Transit \$

Destinations not in Service Area

**Destinations in Service Area** 

South Peabody North Salem	40,282 34,507	38% 47%	0.29	64,835 38,543	62% 53%	1.79	North Salem South Peabody	28,758 12,404	39% 12%	0.05	44,292 92,713	61% 88%	1.21	Downtown Chinatown	126,771 59,340	67% 51%	0.02	62,983 56,208	33% 49%	0.66
																			85%	
South Danvers	21,830	46%	0.22	25,378	54%	1.94	South Danvers	9,050	19%	0.15	38,158	81%	1.38	Back Bay	22,582	15%	0.19	123,179		0.37
South Salem	13,338	19%	0.45	57,659	81%	1.05	South Salem	8,082	11%	0.37	62,914	89%	1.01	South End	19,175	15%	0.24	106,271	85%	0.45
North Peabody	11,441	21%	0.91	43,638	79%	1.95	West Beverly	6,346	8%	0.78	76,566	92%	0.95	Waterfront	16,942	32%	0.11	36,213	68%	0.95
North Danvers	11,298	23%	0.27	38,519	77%	1.05	North Danvers	4,428	9%	0.20	45,390	91%	0.94	North End	14,988	36%	0.09	26,915	64%	0.58
West Beverly	10,974	13%	0.97	71,938	87%	0.93	North Peabody	3,018	5%	1.10	52,061	95%	1.77	West End	12,427	25%	0.12	38,226	75%	0.43
East Beverly	5,612	14%	1.13	35,011	86%	1.24	East Beverly	2,999	7%	0.97	37,623	93%	1.25	East Boston	10,599	8%	0.35	115,411	92%	0.85
Marblehead	4,652	8%	1.01	56,233	92%	0.97	Marblehead	2,948	5%	0.94	57,937	95%	0.98	Beacon Hill	10,442	35%	0.11	19,417	65%	0.57
West Lynn	4,506	5%	0.79	88,438	95%	1.16	East Lynn	2,275	1%	0.68	162,604	99%	0.67	South Boston	10,368	12%	0.37	79,555	88%	0.80
Transit Ro	oute: Route 50						Tran			atertown Yaı				Trai	isit Route: Ro	•				
	Destinat	ions in Servi	ce Area		ns not in Se	rvice Area		<b>Destina</b>	tions in Serv	vice Area	Destinatio	ns not in Se	rvice Area		Destina	tions in Serv	vice Area	Destination	ons not in Ser	vice Area
Origin Neighborhood		% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Downtown	127,236	67%	0.02	62,519	33%	0.66	Back Bay	81,541	56%	0.05	64,219	44%	0.71	Back Bay	82,410	57%	0.05	63,350	43%	0.71
Chinatown	59,503	51%	0.05	56,046	49%	0.65	South End	36,667	29%	0.07	88,779	71%	0.56	South End	37,369	30%	0.07	88,077	70%	0.56
South Brighton	31,193	30%	0.19	72,448	70%	1.03	Chinatown	23,960	21%	0.13	91,589	79%	0.40	South Brighton	29,845	29%	0.17	73,797	71%	1.02
Back Bay	20,823	14%	0.23	124,938	86%	0.36	Fenway	16,615	12%	0.14	122,495	88%	0.56	Chinatown	24,422	21%	0.13	91,127	79%	0.40
South End	19,488	16%	0.26	105,958	84%	0.45	Downtown	10,417	5%	0.23	179,338	95%	0.23	Fenway	19,787	14%	0.19	119,323	86%	0.56
North Brookline	17,473	16%	0.33	93,009	84%	0.78	North Newton	9,843	8%	0.24	112,905	92%	1.10	North Brookline	16,752	15%	0.31	93,730	85%	0.78
Waterfront	17,322	33%	0.12	35,833	67%	0.96	East Watertown	9,362	12%	0.14	66,595	88%	1.00	South Allston	15,269	24%	0.23	49,048	76%	0.78
North Newton	16,588	14%	0.37	106,160	86%	1.14	Central Square	6,521	4%	0.44	139,658	96%	0.54	North Newton	15,072	12%	0.34	107,676	88%	1.13
South Allston	15,919	25%	0.24	48,398	75%	0.78	North Brookline	6,314	6%	0.44	104,168	94%	0.72	North Brighton	14,150	29%	0.18	34,767	71%	1.26
North End	15,154	36%	0.10	26,749	64%	0.58	South Newton	5,903	3%	0.58	178,888	97%	1.13	South Newton	12,274	7%	0.55	172,517	93%	1.15
Trotui Ziio	10,10	2070	0.10	20,7 .5	0.70		South 1 to Witch	2,200		0.00	170,000	27,70	1.10	Double 1 (C) (CO)	12,27	.,,	0.00	1,2,01,	75,0	1.10
Transit Rou	te: Route 504	(Watertow	n Yard – Fed	deral & Fra	nklin Sts.)		Transit Ro	oute: Route !	505 (Walthai	m Ctr. – Fed	eral & Fran	klin Sts.)		Transi	t Route: Rout	te 553 (Robe	erts – Federal	l & Franklin	Sts.)	
		ions in Servi			ns not in Se	rvice Area			tions in Serv			ns not in Se	rvice Area			tions in Serv			ons not in Ser	vice Area
Origin Neighborhood			Transit \$	# Trips		Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips		Transit \$
Downtown	127,442	67%	0.02	62,313	33%	0.66	Downtown	126,754	67%	0.02	63,000	33%	0.66	Downtown	127,041	67%	0.02	62,714	33%	0.66
Chinatown	59,536	52%	0.05	56,013	48%	0.66	Chinatown	59,016	51%	0.05	56,533	49%	0.65	South Waltham	60,656	41%	0.11	88,779	59%	1.40
Back Bay	20,467	14%	0.22	125,294	86%	0.36	South Waltham	35,549	24%	0.13	113,886	76%	1.11	Chinatown	59,264	51%	0.05	56,285	49%	0.65
South End	18,978	15%	0.25	106,468	85%	0.45	Back Bay	19,928	14%	0.22	125,833	86%	0.36	North Newton	32,910	27%	0.20	89,838	73%	1.34
Waterfront	17,072	32%	0.12	36,082	68%	0.96	South End	18,793	15%	0.25	106,653	85%	0.45	Back Bay	20,158	14%	0.23	125,603	86%	0.36
North End	15,133					0.70	North Newton				100,055		1.16	South End	20,130	17/0	0.23	123,003	85%	0.45
					6/1%	0.50			1.4%	0.27	105 245	86%			10 006	15%			05/0	
		36%	0.09	26,770	64% 75%	0.59		17,503	14%	0.27	105,245	86%			19,006	15%	0.26	106,440	68%	
West End	12,827	36% 25%	0.09 0.11	26,770 37,825	75%	0.43	Waterfront	17,034	32%	0.12	36,121	68%	0.95	Waterfront	17,250	32%	0.26 0.13	106,440 35,904	68%	0.96
North Newton	12,827 11,557	36% 25% 9%	0.09 0.11 0.30	26,770 37,825 111,191	75% 91%	0.43 1.11	Waterfront North End	17,034 14,967	32% 36%	0.12 0.09	36,121 26,936	68% 64%	0.95 0.58	Waterfront South Newton	17,250 16,464	32% 9%	0.26 0.13 0.58	106,440 35,904 168,327	91%	1.17
North Newton Beacon Hill	12,827 11,557 11,084	36% 25% 9% 37%	0.09 0.11 0.30 0.10	26,770 37,825 111,191 18,774	75% 91% 63%	0.43 1.11 0.59	Waterfront North End West End	17,034 14,967 12,398	32% 36% 24%	0.12 0.09 0.12	36,121 26,936 38,255	68% 64% 76%	0.95 0.58 0.43	Waterfront South Newton North End	17,250 16,464 15,034	32% 9% 36%	0.26 0.13 0.58 0.09	106,440 35,904 168,327 26,869	91% 64%	1.17 0.58
North Newton	12,827 11,557	36% 25% 9%	0.09 0.11 0.30	26,770 37,825 111,191	75% 91%	0.43 1.11	Waterfront North End	17,034 14,967	32% 36%	0.12 0.09	36,121 26,936	68% 64%	0.95 0.58	Waterfront South Newton	17,250 16,464	32% 9%	0.26 0.13 0.58	106,440 35,904 168,327	91%	1.17
North Newton Beacon Hill East Boston	12,827 11,557 11,084 10,740	36% 25% 9% 37% 9%	0.09 0.11 0.30 0.10 0.36	26,770 37,825 111,191 18,774 115,270	75% 91% 63% 91%	0.43 1.11 0.59	Waterfront North End West End East Boston	17,034 14,967 12,398 10,646	32% 36% 24% 8%	0.12 0.09 0.12 0.36	36,121 26,936 38,255 115,364	68% 64% 76% 92%	0.95 0.58 0.43 0.85	Waterfront South Newton North End West End	17,250 16,464 15,034 12,481	32% 9% 36% 25%	0.26 0.13 0.58 0.09 0.12	106,440 35,904 168,327 26,869 38,171	91% 64% 75%	1.17 0.58
North Newton Beacon Hill East Boston	12,827 11,557 11,084 10,740 oute: Route 5	36% 25% 9% 37% 9%	0.09 0.11 0.30 0.10 0.36	26,770 37,825 111,191 18,774 115,270	75% 91% 63% 91%	0.43 1.11 0.59 0.85	Waterfront North End West End	17,034 14,967 12,398 10,646 Route 555 (R	32% 36% 24% 8% Riverside Sta.	0.12 0.09 0.12 0.36	36,121 26,936 38,255 115,364 <b>Franklin S</b>	68% 64% 76% 92%	0.95 0.58 0.43 0.85	Waterfront South Newton North End	17,250 16,464 15,034 12,481 ee: Route 556	32% 9% 36% 25% (Waltham I	0.26 0.13 0.58 0.09 0.12 Highlands – F	106,440 35,904 168,327 26,869 38,171 Federal & Fr	91% 64% 75% ranklin Sts.)	1.17 0.58 0.43
North Newton Beacon Hill East Boston Transit Re	12,827 11,557 11,084 10,740 oute: Route 5	36% 25% 9% 37% 9% 554 (Waverly ions in Servi	0.09 0.11 0.30 0.10 0.36 V Sq. – Feder	26,770 37,825 111,191 18,774 115,270 ral & Frank Destinatio	75% 91% 63% 91% clin Sts.)	0.43 1.11 0.59 0.85	Waterfront North End West End East Boston  Transit Route: 1	17,034 14,967 12,398 10,646 Route 555 (R	32% 36% 24% 8% Riverside Sta.	0.12 0.09 0.12 0.36 . – Federal & vice Area	36,121 26,936 38,255 115,364 z Franklin St	68% 64% 76% 92% is. via Newto ns not in Se	0.95 0.58 0.43 0.85 on)	Waterfront South Newton North End West End  Transit Rout	17,250 16,464 15,034 12,481 re: Route 556 Destinate	32% 9% 36% 25% (Waltham I	0.26 0.13 0.58 0.09 0.12 Highlands – F	106,440 35,904 168,327 26,869 38,171 Federal & Fr Destination	91% 64% 75% ranklin Sts.)	1.17 0.58 0.43
North Newton Beacon Hill East Boston  Transit Ro  Origin Neighborhood	12,827 11,557 11,084 10,740 oute: Route 5 Destinat # Trips	36% 25% 9% 37% 9% 554 (Waverly ions in Service % Trips	0.09 0.11 0.30 0.10 0.36 7 <b>Sq. – Feder</b> <b>ce Area</b> <b>Transit</b> \$	26,770 37,825 111,191 18,774 115,270 ral & Frank Destinatio # Trips	75% 91% 63% 91% clin Sts.) ons not in Sec % Trips	0.43 1.11 0.59 0.85	Waterfront North End West End East Boston  Transit Route: 1  Origin Neighborhood	17,034 14,967 12,398 10,646 Route 555 (R Destina # Trips	32% 36% 24% 8% Riverside Stantions in Serv % Trips	0.12 0.09 0.12 0.36 - Federal & vice Area Transit \$	36,121 26,936 38,255 115,364 z Franklin St Destinatio # Trips	68% 64% 76% 92% ss. via Newtons not in Se % Trips	0.95 0.58 0.43 0.85 on) rvice Area Transit \$	Waterfront South Newton North End West End  Transit Rout  Origin Neighborhood	17,250 16,464 15,034 12,481 ee: Route 556 Destinat # Trips	32% 9% 36% 25% (Waltham I tions in Serv % Trips	0.26 0.13 0.58 0.09 0.12 Highlands – Frice Area Transit \$	106,440 35,904 168,327 26,869 38,171 Sederal & Fr Destination	91% 64% 75% ranklin Sts.) ons not in Serv % Trips	1.17 0.58 0.43 vice Area Transit \$
North Newton Beacon Hill East Boston  Transit Ro  Origin Neighborhood Downtown	12,827 11,557 11,084 10,740 oute: Route 5 Destinat # Trips 127,024	36% 25% 9% 37% 9% 554 (Waverly ions in Service ** Trips 67%	0.09 0.11 0.30 0.10 0.36 7 <b>Sq. – Feder</b> <b>ce Area</b> <b>Transit</b> \$ 0.02	26,770 37,825 111,191 18,774 115,270 ral & Frank Destinatio # Trips 62,730	75% 91% 63% 91% din Sts.) ons not in Ser % Trips 33%	0.43 1.11 0.59 0.85  rvice Area Transit \$ 0.66	Waterfront North End West End East Boston  Transit Route: 1  Origin Neighborhood Downtown	17,034 14,967 12,398 10,646 Route 555 (R Destina #Trips 136,184	32% 36% 24% 8% Riverside Stantions in Serv % Trips 72%	0.12 0.09 0.12 0.36 - Federal & vice Area Transit \$ 0.03	36,121 26,936 38,255 115,364 <b>Franklin St</b> <b>Destinatio</b> <b># Trips</b> 53,570	68% 64% 76% 92% ss. via Newtons not in Se % Trips 28%	0.95 0.58 0.43 0.85 on) rvice Area Transit \$ 0.73	Waterfront South Newton North End West End  Transit Rout  Origin Neighborhood Downtown	17,250 16,464 15,034 12,481 ee: Route 556 Destinat # Trips 127,024	32% 9% 36% 25% (Waltham I tions in Serv % Trips 67%	0.26 0.13 0.58 0.09 0.12 Highlands – Frice Area Transit \$ 0.02	106,440 35,904 168,327 26,869 38,171 Sederal & Fr Destination # Trips 62,731	91% 64% 75% ranklin Sts.) ons not in Ser- % Trips 33%	1.17 0.58 0.43 vice Area Transit \$ 0.66
North Newton Beacon Hill East Boston  Transit Re Origin Neighborhood Downtown Chinatown	12,827 11,557 11,084 10,740 oute: Route 5 Destinat: # Trips 127,024 59,239	36% 25% 9% 37% 9% 554 (Waverly ions in Service % Trips 67% 51%	0.09 0.11 0.30 0.10 0.36 7 <b>Sq. – Feder</b> <b>ce Area</b> <b>Transit \$</b> 0.02 0.05	26,770 37,825 111,191 18,774 115,270 ral & Frank Destinatio # Trips 62,730 56,310	75% 91% 63% 91% clin Sts.) ons not in Sec " Trips 33% 49%	0.43 1.11 0.59 0.85  rvice Area Transit \$ 0.66 0.65	Waterfront North End West End East Boston  Transit Route: I  Origin Neighborhood Downtown Back Bay	17,034 14,967 12,398 10,646 Route 555 (R Destina # Trips 136,184 99,204	32% 36% 24% 8% Riverside Stantions in Serv % Trips 72% 68%	0.12 0.09 0.12 0.36 - Federal & vice Area Transit \$ 0.03 0.08	36,121 26,936 38,255 115,364 <b>Franklin St</b> <b>Destinatio</b> <b># Trips</b> 53,570 46,556	68% 64% 76% 92% ss. via Newtons not in Se % Trips 28% 32%	0.95 0.58 0.43 0.85 on) rvice Area Transit \$ 0.73 0.89	Waterfront South Newton North End West End  Transit Rout  Origin Neighborhood  Downtown Chinatown	17,250 16,464 15,034 12,481 ee: Route 556 Destinar # Trips 127,024 59,242	32% 9% 36% 25% (Waltham I tions in Serv % Trips 67% 51%	0.26 0.13 0.58 0.09 0.12 Highlands – Frice Area Transit \$ 0.02 0.05	106,440 35,904 168,327 26,869 38,171 Sederal & Fr Destination # Trips 62,731 56,307	91% 64% 75% ranklin Sts.) ons not in Ser % Trips 33% 49%	1.17 0.58 0.43 vice Area Transit \$ 0.66 0.65
North Newton Beacon Hill East Boston  Transit Re Origin Neighborhood Downtown Chinatown South Waltham	12,827 11,557 11,084 10,740 oute: Route 5 Destinat # Trips 127,024 59,239 45,677	36% 25% 9% 37% 9% 554 (Waverly ions in Service % Trips 67% 51% 31%	0.09 0.11 0.30 0.10 0.36 V Sq. – Feder ce Area Transit \$ 0.02 0.05 0.19	26,770 37,825 111,191 18,774 115,270 ral & Frank Destinatio # Trips 62,730 56,310 103,758	75% 91% 63% 91% clin Sts.) sons not in Sec. 75% 71% 75% 75% 75% 75% 75% 75% 75% 75% 75% 75	0.43 1.11 0.59 0.85  rvice Area Transit \$ 0.66 0.65 1.18	Waterfront North End West End East Boston  Transit Route: I  Origin Neighborhood Downtown Back Bay Chinatown	17,034 14,967 12,398 10,646 Route 555 (R Destina # Trips 136,184 99,204 79,523	32% 36% 24% 8% Riverside Stantions in Serv % Trips 72% 68% 69%	0.12 0.09 0.12 0.36 - Federal & vice Area Transit \$ 0.03 0.08 0.07	36,121 26,936 38,255 115,364 <b>Franklin St</b> <b>Destinatio</b> <b># Trips</b> 53,570 46,556 36,026	68% 64% 76% 92% ss. via Newtons not in Se % Trips 28% 32% 31%	0.95 0.58 0.43 0.85 on) rvice Area Transit \$ 0.73 0.89 0.94	Waterfront South Newton North End West End  Transit Rout  Origin Neighborhood  Downtown Chinatown South Waltham	17,250 16,464 15,034 12,481 e: Route 556 Destinar # Trips 127,024 59,242 40,672	32% 9% 36% 25% (Waltham I tions in Serv % Trips 67% 51% 27%	0.26 0.13 0.58 0.09 0.12 Highlands – Frice Area Transit \$ 0.02 0.05 0.15	106,440 35,904 168,327 26,869 38,171 Sederal & Fr Destination # Trips 62,731 56,307 108,763	91% 64% 75% ranklin Sts.) ons not in Ser % Trips 33% 49% 73%	1.17 0.58 0.43 vice Area Transit \$ 0.66 0.65 1.15
North Newton Beacon Hill East Boston  Transit Re Origin Neighborhood Downtown Chinatown South Waltham North Newton	12,827 11,557 11,084 10,740 oute: Route 5 Destinat # Trips 127,024 59,239 45,677 33,030	36% 25% 9% 37% 9% 554 (Waverly ions in Service % Trips 67% 51% 31% 27%	0.09 0.11 0.30 0.10 0.36 V Sq. – Feder ce Area Transit \$ 0.02 0.05 0.19 0.20	26,770 37,825 111,191 18,774 115,270 ral & Frank Destinatio # Trips 62,730 56,310 103,758 89,718	75% 91% 63% 91% clin Sts.) ons not in Ser % Trips 33% 49% 69% 73%	0.43 1.11 0.59 0.85 rvice Area Transit \$ 0.66 0.65 1.18 1.34	Waterfront North End West End East Boston  Transit Route: I  Origin Neighborhood Downtown Back Bay Chinatown South End	17,034 14,967 12,398 10,646 Route 555 (R Destina # Trips 136,184 99,204 79,523 54,314	32% 36% 24% 8% Eliverside Stations in Serv % Trips 72% 68% 69% 43%	0.12 0.09 0.12 0.36 - Federal & vice Area Transit \$ 0.03 0.08 0.07 0.13	36,121 26,936 38,255 115,364 <b>Franklin St</b> <b>Destinatio</b> <b># Trips</b> 53,570 46,556 36,026 71,132	68% 64% 76% 92% ss. via Newtons not in Se % Trips 28% 32% 31% 57%	0.95 0.58 0.43 0.85 on)  rvice Area  Transit \$  0.73  0.89  0.94  0.64	Waterfront South Newton North End West End  Transit Rout  Origin Neighborhood Downtown Chinatown South Waltham North Newton	17,250 16,464 15,034 12,481 <b>e: Route 556</b> <b>Destinat</b> <b># Trips</b> 127,024 59,242 40,672 29,828	32% 9% 36% 25% (Waltham I tions in Serv % Trips 67% 51% 27% 24%	0.26 0.13 0.58 0.09 0.12 Highlands – Frice Area Transit \$ 0.02 0.05 0.15 0.20	106,440 35,904 168,327 26,869 38,171 <b>Sederal &amp; Fr</b> <b>Destination</b> <b># Trips</b> 62,731 56,307 108,763 92,920	91% 64% 75% ranklin Sts.) ons not in Serventin	1.17 0.58 0.43 vice Area Transit \$ 0.66 0.65 1.15 1.30
North Newton Beacon Hill East Boston  Transit Re Origin Neighborhood Downtown Chinatown South Waltham North Newton Back Bay	12,827 11,557 11,084 10,740 oute: Route 5 Destinat # Trips 127,024 59,239 45,677 33,030 20,168	36% 25% 9% 37% 9% 554 (Waverly ions in Service % Trips 67% 51% 31% 27% 14%	0.09 0.11 0.30 0.10 0.36 V Sq. – Feder ce Area Transit \$ 0.02 0.05 0.19 0.20 0.23	26,770 37,825 111,191 18,774 115,270 <b>ral &amp; Frank</b> <b>Destinatio</b> <b># Trips</b> 62,730 56,310 103,758 89,718 125,593	75% 91% 63% 91% clin Sts.) ons not in Ser % Trips 33% 49% 69% 73% 86%	0.43 1.11 0.59 0.85 rvice Area Transit \$ 0.66 0.65 1.18 1.34 0.36	Waterfront North End West End East Boston  Transit Route: I  Origin Neighborhood Downtown Back Bay Chinatown South End North Newton	17,034 14,967 12,398 10,646 Route 555 (R Destina # Trips 136,184 99,204 79,523 54,314 39,276	32% 36% 24% 8% Eliverside Stations in Serv % Trips 72% 68% 69% 43% 32%	0.12 0.09 0.12 0.36 - Federal & vice Area Transit \$ 0.03 0.08 0.07 0.13 0.18	36,121 26,936 38,255 115,364 <b>Franklin St</b> <b>Destinatio</b> <b># Trips</b> 53,570 46,556 36,026 71,132 83,472	68% 64% 76% 92% ss. via Newtons not in Se % Trips 28% 32% 31% 57% 68%	0.95 0.58 0.43 0.85 on)  rvice Area  Transit \$ 0.73  0.89  0.94  0.64  1.44	Waterfront South Newton North End West End  Transit Rout  Origin Neighborhood Downtown Chinatown South Waltham North Newton Back Bay	17,250 16,464 15,034 12,481 e: Route 556 Destinat # Trips 127,024 59,242 40,672 29,828 20,159	32% 9% 36% 25% (Waltham I tions in Serv % Trips 67% 51% 27% 24% 14%	0.26 0.13 0.58 0.09 0.12 Highlands – Frice Area Transit \$ 0.02 0.05 0.15 0.20 0.23	106,440 35,904 168,327 26,869 38,171 Federal & Fr Destination # Trips 62,731 56,307 108,763 92,920 125,602	91% 64% 75% ranklin Sts.) ons not in Ser % Trips 33% 49% 73% 76% 86%	1.17 0.58 0.43 vice Area Transit \$ 0.66 0.65 1.15 1.30 0.36
North Newton Beacon Hill East Boston  Transit Re Origin Neighborhood Downtown Chinatown South Waltham North Newton Back Bay South End	12,827 11,557 11,084 10,740 oute: Route 5 Destinat # Trips 127,024 59,239 45,677 33,030 20,168 19,022	36% 25% 9% 37% 9% 554 (Waverly ions in Servie % Trips 67% 51% 31% 27% 14% 15%	0.09 0.11 0.30 0.10 0.36 7 Sq. – Feder ce Area Transit \$ 0.02 0.05 0.19 0.20 0.23 0.26	26,770 37,825 111,191 18,774 115,270 ral & Frank Destinatio # Trips 62,730 56,310 103,758 89,718 125,593 106,424	75% 91% 63% 91%  din Sts.) ons not in Ser % Trips 33% 49% 69% 73% 86% 85%	0.43 1.11 0.59 0.85 rvice Area Transit \$ 0.66 0.65 1.18 1.34 0.36 0.45	Waterfront North End West End East Boston  Transit Route: I  Origin Neighborhood Downtown Back Bay Chinatown South End North Newton Fenway	17,034 14,967 12,398 10,646 Route 555 (R Destina # Trips 136,184 99,204 79,523 54,314 39,276 24,091	32% 36% 24% 8% Eliverside Sta. tions in Serv % Trips 72% 68% 69% 43% 32% 17%	0.12 0.09 0.12 0.36 - Federal & vice Area Transit \$ 0.03 0.08 0.07 0.13 0.18 0.20	36,121 26,936 38,255 115,364 <b>Franklin St</b> <b>Destinatio</b> <b># Trips</b> 53,570 46,556 36,026 71,132 83,472 115,019	68% 64% 76% 92% is. via Newtons not in Se % Trips 28% 32% 31% 57% 68% 83%	0.95 0.58 0.43 0.85 on)  rvice Area  Transit \$ 0.73  0.89  0.94  0.64  1.44  0.57	Waterfront South Newton North End West End  Transit Rout  Origin Neighborhood Downtown Chinatown South Waltham North Newton	17,250 16,464 15,034 12,481 <b>e: Route 556</b> <b>Destinat</b> <b># Trips</b> 127,024 59,242 40,672 29,828 20,159 18,992	32% 9% 36% 25% (Waltham I tions in Serv % Trips 67% 51% 27% 24% 14% 15%	0.26 0.13 0.58 0.09 0.12 Highlands – Frice Area Transit \$ 0.02 0.05 0.15 0.20 0.23 0.26	106,440 35,904 168,327 26,869 38,171 Federal & Fr Destination # Trips 62,731 56,307 108,763 92,920 125,602 106,454	91% 64% 75% ranklin Sts.) ons not in Serventin	1.17 0.58 0.43 vice Area Transit \$ 0.66 0.65 1.15 1.30 0.36 0.45
North Newton Beacon Hill East Boston  Transit Re  Origin Neighborhood Downtown Chinatown South Waltham North Newton Back Bay South End Waterfront	12,827 11,557 11,084 10,740 oute: Route 5 Destinat # Trips 127,024 59,239 45,677 33,030 20,168	36% 25% 9% 37% 9% 554 (Waverly ions in Service % Trips 67% 51% 31% 27% 14%	0.09 0.11 0.30 0.10 0.36 V Sq. – Feder ce Area Transit \$ 0.02 0.05 0.19 0.20 0.23	26,770 37,825 111,191 18,774 115,270 ral & Frank Destinatio # Trips 62,730 56,310 103,758 89,718 125,593 106,424 35,906	75% 91% 63% 91% clin Sts.) ons not in Ser % Trips 33% 49% 69% 73% 86%	0.43 1.11 0.59 0.85 rvice Area Transit \$ 0.66 0.65 1.18 1.34 0.36	Waterfront North End West End East Boston  Transit Route: I  Origin Neighborhood Downtown Back Bay Chinatown South End North Newton	17,034 14,967 12,398 10,646 Route 555 (R Destina' # Trips 136,184 99,204 79,523 54,314 39,276 24,091 23,098	32% 36% 24% 8% Stiverside Sta. tions in Serv % Trips 72% 68% 69% 43% 32% 17% 12%	0.12 0.09 0.12 0.36 - Federal & vice Area Transit \$ 0.03 0.08 0.07 0.13 0.18	36,121 26,936 38,255 115,364 <b>Franklin St</b> <b>Destinatio</b> <b># Trips</b> 53,570 46,556 36,026 71,132 83,472 115,019 161,693	68% 64% 76% 92% ss. via Newtons not in Se % Trips 28% 32% 31% 57% 68%	0.95 0.58 0.43 0.85 on)  rvice Area  Transit \$ 0.73  0.89  0.94  0.64  1.44	Waterfront South Newton North End West End  Transit Rout  Origin Neighborhood Downtown Chinatown South Waltham North Newton Back Bay South End Waterfront	17,250 16,464 15,034 12,481 <b>e: Route 556</b> <b>Destinat</b> <b># Trips</b> 127,024 59,242 40,672 29,828 20,159 18,992 17,203	32% 9% 36% 25% (Waltham I tions in Serv % Trips 67% 51% 27% 24% 14% 15% 32%	0.26 0.13 0.58 0.09 0.12 Highlands – Frice Area Transit \$ 0.02 0.05 0.15 0.20 0.23 0.26 0.12	106,440 35,904 168,327 26,869 38,171 Federal & Fr Destination # Trips 62,731 56,307 108,763 92,920 125,602 106,454 35,952	91% 64% 75% ranklin Sts.) ons not in Ser % Trips 33% 49% 73% 76% 86%	1.17 0.58 0.43 vice Area Transit \$ 0.66 0.65 1.15 1.30 0.36 0.45 0.96
North Newton Beacon Hill East Boston  Transit Re Origin Neighborhood Downtown Chinatown South Waltham North Newton Back Bay South End	12,827 11,557 11,084 10,740 oute: Route 5 Destinat # Trips 127,024 59,239 45,677 33,030 20,168 19,022	36% 25% 9% 37% 9% 554 (Waverly ions in Servie % Trips 67% 51% 31% 27% 14% 15%	0.09 0.11 0.30 0.10 0.36 7 Sq. – Feder ce Area Transit \$ 0.02 0.05 0.19 0.20 0.23 0.26	26,770 37,825 111,191 18,774 115,270 ral & Frank Destinatio # Trips 62,730 56,310 103,758 89,718 125,593 106,424	75% 91% 63% 91%  din Sts.) ons not in Ser % Trips 33% 49% 69% 73% 86% 85%	0.43 1.11 0.59 0.85 rvice Area Transit \$ 0.66 0.65 1.18 1.34 0.36 0.45	Waterfront North End West End East Boston  Transit Route: I  Origin Neighborhood Downtown Back Bay Chinatown South End North Newton Fenway	17,034 14,967 12,398 10,646 Route 555 (R Destina # Trips 136,184 99,204 79,523 54,314 39,276 24,091	32% 36% 24% 8% Eliverside Sta. tions in Serv % Trips 72% 68% 69% 43% 32% 17%	0.12 0.09 0.12 0.36 - Federal & vice Area Transit \$ 0.03 0.08 0.07 0.13 0.18 0.20	36,121 26,936 38,255 115,364 <b>Franklin St</b> <b>Destinatio</b> <b># Trips</b> 53,570 46,556 36,026 71,132 83,472 115,019	68% 64% 76% 92% is. via Newtons not in Se % Trips 28% 32% 31% 57% 68% 83%	0.95 0.58 0.43 0.85 on)  rvice Area  Transit \$ 0.73  0.89  0.94  0.64  1.44  0.57	Waterfront South Newton North End West End  Transit Rout  Origin Neighborhood Downtown Chinatown South Waltham North Newton Back Bay South End	17,250 16,464 15,034 12,481 <b>e: Route 556</b> <b>Destinat</b> <b># Trips</b> 127,024 59,242 40,672 29,828 20,159 18,992	32% 9% 36% 25% (Waltham I tions in Serv % Trips 67% 51% 27% 24% 14% 15%	0.26 0.13 0.58 0.09 0.12 Highlands – Frice Area Transit \$ 0.02 0.05 0.15 0.20 0.23 0.26	106,440 35,904 168,327 26,869 38,171 Federal & Fr Destination # Trips 62,731 56,307 108,763 92,920 125,602 106,454 35,952 26,874	91% 64% 75% ranklin Sts.) ons not in Serventin	1.17 0.58 0.43 vice Area Transit \$ 0.66 0.65 1.15 1.30 0.36 0.45
North Newton Beacon Hill East Boston  Transit Re  Origin Neighborhood Downtown Chinatown South Waltham North Newton Back Bay South End Waterfront	12,827 11,557 11,084 10,740 oute: Route 5 Destinat # Trips 127,024 59,239 45,677 33,030 20,168 19,022 17,248	36% 25% 9% 37% 9% 554 (Waverly ions in Servi- % Trips 67% 51% 31% 27% 14% 15% 32%	0.09 0.11 0.30 0.10 0.36 7 <b>Sq. – Feder</b> <b>ce Area</b> <b>Transit \$</b> 0.02 0.05 0.19 0.20 0.23 0.26 0.13	26,770 37,825 111,191 18,774 115,270 ral & Frank Destinatio # Trips 62,730 56,310 103,758 89,718 125,593 106,424 35,906	75% 91% 63% 91%  clin Sts.) 9ns not in Ser 77ips 33% 49% 69% 73% 86% 85% 68%	0.43 1.11 0.59 0.85 Transit \$ 0.66 0.65 1.18 1.34 0.36 0.45 0.96	Waterfront North End West End East Boston  Transit Route: I  Origin Neighborhood Downtown Back Bay Chinatown South End North Newton Fenway South Newton	17,034 14,967 12,398 10,646 Route 555 (R Destina' # Trips 136,184 99,204 79,523 54,314 39,276 24,091 23,098	32% 36% 24% 8% Stiverside Sta. tions in Serv % Trips 72% 68% 69% 43% 32% 17% 12%	0.12 0.09 0.12 0.36 - Federal & vice Area Transit \$ 0.03 0.08 0.07 0.13 0.18 0.20 0.48	36,121 26,936 38,255 115,364 <b>Franklin St</b> <b>Destinatio</b> <b># Trips</b> 53,570 46,556 36,026 71,132 83,472 115,019 161,693	68% 64% 76% 92% is. via Newto ns not in Se % Trips 28% 32% 31% 57% 68% 83%	0.95 0.58 0.43 0.85 on)  rvice Area  Transit \$ 0.73  0.89  0.94  0.64  1.44  0.57  1.20	Waterfront South Newton North End West End  Transit Rout  Origin Neighborhood Downtown Chinatown South Waltham North Newton Back Bay South End Waterfront	17,250 16,464 15,034 12,481 <b>e: Route 556</b> <b>Destinat</b> <b># Trips</b> 127,024 59,242 40,672 29,828 20,159 18,992 17,203	32% 9% 36% 25% (Waltham I tions in Serv % Trips 67% 51% 27% 24% 14% 15% 32%	0.26 0.13 0.58 0.09 0.12 Highlands – Frice Area Transit \$ 0.02 0.05 0.15 0.20 0.23 0.26 0.12	106,440 35,904 168,327 26,869 38,171 Federal & Fr Destination # Trips 62,731 56,307 108,763 92,920 125,602 106,454 35,952	91% 64% 75% ranklin Sts.) ons not in Serventin	1.17 0.58 0.43 vice Area Transit \$ 0.66 0.65 1.15 1.30 0.36 0.45 0.96
North Newton Beacon Hill East Boston  Transit Re  Origin Neighborhood Downtown Chinatown South Waltham North Newton Back Bay South End Waterfront South Newton	12,827 11,557 11,084 10,740 oute: Route 5 Destinat # Trips 127,024 59,239 45,677 33,030 20,168 19,022 17,248 16,711	36% 25% 9% 37% 9%  554 (Waverly ions in Service % Trips 67% 51% 31% 27% 14% 15% 32% 9%	0.09 0.11 0.30 0.10 0.36 7 <b>Sq. – Feder</b> <b>ce Area</b> <b>Transit \$</b> 0.02 0.05 0.19 0.20 0.23 0.26 0.13 0.59	26,770 37,825 111,191 18,774 115,270 ral & Frank Destinatio # Trips 62,730 56,310 103,758 89,718 125,593 106,424 35,906 168,080	75% 91% 63% 91%  clin Sts.) ons not in Ser % Trips 33% 49% 69% 73% 86% 85% 68% 91%	0.43 1.11 0.59 0.85 rvice Area Transit \$ 0.66 0.65 1.18 1.34 0.36 0.45 0.96 1.17	Waterfront North End West End East Boston  Transit Route: I  Origin Neighborhood Downtown Back Bay Chinatown South End North Newton Fenway South Newton Waterfront	17,034 14,967 12,398 10,646 Route 555 (R Destinate Trips 136,184 99,204 79,523 54,314 39,276 24,091 23,098 18,251	32% 36% 24% 8% Riverside Sta. Attions in Serv % Trips 72% 68% 69% 43% 32% 17% 12% 34%	0.12 0.09 0.12 0.36 - Federal & vice Area Transit \$ 0.03 0.08 0.07 0.13 0.18 0.20 0.48 0.16	36,121 26,936 38,255 115,364 <b>Franklin St</b> <b>Destinatio</b> <b># Trips</b> 53,570 46,556 36,026 71,132 83,472 115,019 161,693 34,904	68% 64% 76% 92%  is. via Newto ns not in Se % Trips 28% 32% 31% 57% 68% 83% 88% 66%	0.95 0.58 0.43 0.85 on)  rvice Area  Transit \$ 0.73  0.89  0.94  0.64  1.44  0.57  1.20  0.96	Waterfront South Newton North End West End  Transit Rout  Origin Neighborhood Downtown Chinatown South Waltham North Newton Back Bay South End Waterfront North End	17,250 16,464 15,034 12,481 e: Route 556 Destinat # Trips 127,024 59,242 40,672 29,828 20,159 18,992 17,203 15,029	32% 9% 36% 25% (Waltham I tions in Serv % Trips 67% 51% 27% 24% 14% 15% 32% 36%	0.26 0.13 0.58 0.09 0.12 Highlands – Frice Area Transit \$ 0.02 0.05 0.15 0.20 0.23 0.26 0.12 0.09	106,440 35,904 168,327 26,869 38,171 Federal & Fr Destination # Trips 62,731 56,307 108,763 92,920 125,602 106,454 35,952 26,874	91% 64% 75% ranklin Sts.) ons not in Serventin	1.17 0.58 0.43 vice Area Transit \$ 0.66 0.65 1.15 1.30 0.36 0.45 0.96 0.58

TABLE 81 – Continued

Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 558, CT1-3, Silver Line Waterfront, and Silver Line Washington Street

Transit Route: Route 708/CT3 (Beth Israel Deaconess – Andrew Sta.)

Transit Route: Route 701/CT1: Central Sq., Cambridge – So. End Med. Area)

Transit Route: Route 558 (Riverside – Federal & Franklin Sts.)

Neighborhood lies outside route's service area

	Destina	tions in Ser	vice Area	Destinati	ons not in So	ervice Area		Destina	ations in Ser	vice Area	Destination	ons not in Se	ervice Area		Destina	ations in Serv	vice Area	Destination	ons not in Serv	vice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Downtown	127,146	67%	0.02	62,608	33%	0.66	South End	62,747	50%	0.06	62,699	50%	0.77	Longwood	65,295	64%	0.05	37,024	36%	0.95
Chinatown	59,350	51%	0.05	56,199	49%	0.65	Back Bay	60,210	41%	0.07	85,551	59%	0.53	Fenway	58,086	42%	0.11	81,024	58%	0.79
South Waltham	40,887	27%	0.17	108,549	73%	1.14	Central Square	54,094	37%	0.08	92,085	63%	0.81	South End	49,624	40%	0.07	75,822	60%	0.64
North Newton	35,611	29%	0.20	87,137	71%	1.38	Fenway	52,813	38%	0.09	86,297	62%	0.76	North Roxbury	25,753	33%	0.16	52,099	67%	1.10
Back Bay	20,296	14%	0.23	125,465	86%	0.36	Kendall/MIT	30,471	41%	0.05	43,932	59%	0.90	North Dorchester	17,600	17%	0.27	85,004	83%	0.95
South End	19,115	15%	0.26	106,331	85%	0.45	Harvard Square	19,609	12%	0.22	139,044	88%	0.47	BU	17,460	30%	0.20	41,511	70%	0.66
South Newton	18,696	10%	0.52	166,095	90%	1.18	North Roxbury	16,023	21%	0.22	61,829	79%	0.94	North Brookline	16,981	15%	0.22	93,501	85%	0.79
Waterfront	17,307	33%	0.13	35,848	67%	0.96	Chinatown	15,741	14%	0.21	99,808	86%	0.36	Mission Hill	16,498	33%	0.18	33,985	67%	0.93
North End	15,065	36%	0.10	26,838	64%	0.58	Longwood	14,608	14%	0.25	87,711	86%	0.40	South Roxbury	16,267	17%	0.41	80,625	83%	0.98
West End	12,511	25%	0.12	38,141	75%	0.43	BU	14,598	25%	0.17	44,373	75%	0.64	South Dorchester	15,678	8%	0.53	182,040	92%	0.99
Trans	sit Route: Ro	utes 741, 74	2, 746/Silver				Trans			(Sullivan Sta				Tı	ransit Route:					
	Destina	tions in Ser	vice Area	Destinati	ons not in So	ervice Area		Destina	ations in Ser	vice Area		ons not in Se	ervice Area		<b>Destina</b>	ations in Serv	vice Area	Destination	ons not in Serv	vice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips		Transit \$
Downtown	111,383	59%	0.02	78,372	41%	0.53	Longwood	68,182	67%	0.06	34,137	33%	1.00	Downtown	123,192	65%	0.03	66,563	35%	0.60
Chinatown	47,423	41%	0.06	68,126	59%	0.54	Fenway	64,926	47%	0.13	74,184	53%	0.83	Chinatown	71,445	62%	0.06	44,104	38%	0.79
Waterfront	22,881	43%	0.09	30,273	57%	1.14	Central Square	57,167	39%	0.09	89,011	61%	0.83	South End	66,094	53%	0.09	59,352	47%	0.78
South End	14,195	11%	0.27	111,251	89%	0.44	Kendall/MIT	38,883	52%	0.05	35,520	48%	1.11	Back Bay	42,876	29%	0.14	102,884	71%	0.42
Back Bay	13,495	9%	0.24	132,266	91%	0.35	BU	29,546	50%	0.15	29,425	50%	0.89	South Dorchester	16,682	8%	0.52	181,036	92%	0.99
North End	12,238	29%	0.10	29,665	71%	0.54	North Brookline	26,426	24%	0.21	84,056	76%	0.86	Waterfront	16,206	30%	0.16	36,949	70%	0.92
South Boston	11,480	13%	0.33	78,443	87%	0.81	Spring Hill	23,926	25%	0.16	73,092	75%	0.86	Fenway	15,311	11%	0.26	123,799	89%	0.54
East Boston	10,074	8%	0.34	115,936	92%	0.85	East Cambridge	22,008	38%	0.07	35,710	62%	0.76	South Boston	15,137	17%	0.37	74,786	83%	0.83
Courth Donahaston	10.024	70/	0.54	10= 101												1001	0.40	40.050	0.1.07	0.02
South Dorchester	10,034	5%	0.54	187,684	95%	0.97	North Roxbury	18,245	23%	0.26	59,607	77%	0.95	North Roxbury	14,974	19%	0.18	62,878	81%	0.93

TABLE 82
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 1 – 7

Origins not in Service Area

54%

% Trips Transit \$

1.12

Destination

Downtown

Neighborhood

Transit Route: Orange Line (Oak Grove Sta. – Forest Hills Sta.)

#Trips %Trips Transit \$ #Trips %Trips Transit \$

5,593

0.07

Origins not in Service Area

32%

1.15

Origins in Service Area

68%

11,617

Transit Route: Blue Line (Wonderland Sta. – Bowdoin Sta.)

#Trips % Trips Transit \$ #Trips

0.13

8,921

Origins in Service Area

46%

7,665

Transit Route: Red Line (Alewife Sta. – Ashmont Sta./Braintree Sta.)

# Trips % Trips Transit \$ # Trips

0.22

33,565

Origins not in Service Area

62%

% Trips Transit \$

1.38

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Destination

East Revere

Neighborhood

Origins in Service Area

38%

20,685

Destination

Waterfront

Neighborhood

	- ,							.,			- 7-				,			- ,		
Downtown	12,044	70%	0.09	5,165	30%	1.09	East Boston	7,064	84%	0.05	1,318	16%	1.30	Chinatown	11,473	71%	0.10	4,765	29%	1.15
Chinatown	10,608	65%	0.12	5,631	35%	0.99	Waterfront	5,899	11%	0.23	48,352	89%	1.10	Waterfront	10,520	19%	0.27	43,731	81%	1.17
South Quincy	7,585	50%	0.29	7,597	50%	1.10	Chinatown	4,140	25%	0.12	12,099	75%	0.75	Fenway	9,627	77%	0.13	2,878	23%	0.94
East Cambridge	6,723	35%	0.16	12,682	65%	1.02	West End	3,865	47%	0.06	4,415	53%	1.05	Back Bay	9,198	100%	0.11	-1,106	0%	1.09
Central Square	6,262	88%	0.13	865	12%	1.07	Downtown	2,814	16%	0.04	14,396	84%	0.99	East Cambridge	8,706	45%	0.21	10,699	55%	0.87
Back Bay	6,065	75%	0.31	2,027	25%	0.67	North End	2,555	75%	0.06	866	25%	1.07	West End	6,389	77%	0.12	1,891	23%	1.05
North Cambridge	4,961	58%	0.18	3,649	42%	1.21	Back Bay	2,282	28%	0.27	5,810	72%	0.64	East Somerville	6,188	18%	0.22	27,970	82%	1.17
South Dorchester	4,547	69%	0.18	1,996	31%	1.03	Chelsea	1,872	14%	0.42	11,480	86%	0.82	South End	5,977	52%	0.14	5,608	48%	0.97
West End	4,124	50%	0.14	4,157	50%	1.05	Winthrop	1,604	83%	0.16	337	17%	0.24	Charlestown	5,276	56%	0.18	4,130	44%	1.08
	· · · · · · · · · · · · · · · · · · ·						•													
Transit Rout	e: Green B Bra	anch (Bostor	1 College – G	overnment	Center Sta.)		Transit	Route: Green	C Branch (	Cleveland Ci	rcle – North	ı Sta.)		Transit	Route: Green D B	ranch (Rive	rside – Gove	ernment Cei	nter Sta.)	
Destination	Origi	ns in Service	Area	Origins	not in Servi	ce Area	Destination		s in Service			not in Servi	ce Area	Destination		in Service			not in Service	e Area
Neighborhood	# Trips			# Trips		Transit \$	Neighborhood						Transit \$	Neighborhood						Transit \$
Fenway	12,137	97%	0.15	368	3%	0.88	Fenway	13,177	100%	0.15	-672	0%	0.89	Fenway	14,667	100%	0.15	-2,162	0%	0.92
Waterfront	7,688	14%	0.29	46,562	86%	1.14	Waterfront	7,983	15%	0.28	46,268	85%	1.14	Longwood	8,893	60%	0.11	6,012	40%	0.95
Back Bay	7,686	95%	0.10	406	5%	1.12	Back Bay	7,918	98%	0.10	174	2%	1.12	Waterfront	7,846	14%	0.29	46,405	86%	1.14
Chinatown	7,161	44%	0.10	9,078	56%	1.06	Chinatown	7,412	46%	0.10	8,827	54%	1.07	Back Bay	7,502	93%	0.10	590	7%	1.12
South End	4,192	36%	0.18	7,393	64%	0.82	West End	5,066	61%	0.10	3,214	39%	1.01	Chinatown	7,103	44%	0.10	9,135	56%	1.06
West End	4,124	50%	0.14	4,156	50%	0.92		4,308	29%	0.11	10,597	71%	0.68	South End	4,167	36%	0.10	7,418	64%	0.82
	3,830	22%		13,379	78%	1.07	Longwood South End	4,266	37%	0.17	7,319	63%	0.82			50%	0.18	4,134	50%	0.82
Downtown			0.08			1.07								West End	4,146					
North Brookline	3,215	69%	0.21	1,451	31%		Downtown	4,255	25%	0.07	12,954	75%	1.10	Downtown	3,938	23%	0.07	13,271	77%	1.06
Longwood	3,197	21%	0.28	11,709	79%	0.61	North Brookline	3,710	80%	0.15	956	20%	1.16	North Brookline	2,651	57%	0.20	2,014	43%	1.03
North Allston	2,188	18%	0.35	9,984	82%	1.14	North End	3,101	91%	0.08	320	9%	1.21	Mission Hill	2,507	42%	0.24	3,424	58%	0.90
Th.	** D	ED 1	(TT 41 G4		Gt )		<b>.</b>	. D M	T: 0	<b>.</b>					** D	TT 10	D 11 6			
1 ran	sit Route: Gre	en & Brancn	ı (Heath St. –	- Lecnmere	Sta.)		1 ransi	t Route: Matta	ban Line (N	iaitanan Sta.	. — Asnmonī	t Sta.)		1 rans	sit Route: Route 1 (	Harvara So	ı. – Duaiev S	ota. via Mass	s. Ave.)	
D 4: 4:	0	· · · · · · · · · · · · · · · · · · ·	À	0-1-1-	d • d•		D 41 41	0	<u> </u>						0-:-:-					
Destination		ns in Service			not in Servi		Destination		s in Service	Area	Origins	not in Servi		Destination		in Service	Area	Origins	not in Service	
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	s in Service % Trips	Area Transit \$	Origins : # Trips	not in Servi % Trips	Transit \$	Destination Neighborhood	# Trips 0	in Service % Trips	Area Transit \$	Origins # Trips	not in Service % Trips	Transit \$
Neighborhood Fenway	# <b>Trips</b> 13,123	% Trips 100%	Transit \$ 0.12	# <b>Trips</b> -618	% Trips 0%	Transit \$ 1.03	Neighborhood South Dorchester	# <b>Trips</b> 2,707	s in Service % Trips 41%	Area Transit \$ 0.14	<b>Origins</b> 1 <b># Trips</b> 3,836	not in Servi % Trips 59%	<b>Transit \$</b> 0.98	Destination Neighborhood Fenway	# <b>Trips</b> 7,936	in Service 76 Trips 63%	Area Transit \$ 0.09	Origins # Trips 4,569	not in Service % Trips 37%	Transit \$ 0.92
Neighborhood Fenway East Cambridge	# <b>Trips</b> 13,123 10,888	% Trips 100% 56%	7 Transit \$ 0.12 0.13	# <b>Trips</b> -618 8,517	% Trips 0% 44%	1.03 1.02	Neighborhood South Dorchester Mattapan	# <b>Trips</b> 2,707 1,421	s in Service % Trips 41% 25%	Area Transit \$ 0.14 0.17	Origins 1 # Trips 3,836 4,252	not in Servi % Trips 59% 75%	7 Transit \$ 0.98 1.08	<b>Destination Neighborhood</b> Fenway Central Square	# <b>Trips</b> 7,936 7,409	in Service % Trips 63% 100%	Area Transit \$ 0.09 0.09	Origins # Trips 4,569 -282	not in Service % Trips 37% 0%	7 Transit \$ 0.92 1.05
Neighborhood Fenway East Cambridge Longwood	# Trips 13,123 10,888 10,725	% Trips 100% 56% 72%	Transit \$ 0.12 0.13 0.09	# <b>Trips</b> -618 8,517 4,181	% Trips 0% 44% 28%	1.03 1.02 1.09	Neighborhood South Dorchester Mattapan Hyde Park	# <b>Trips</b> 2,707 1,421 844	s in Service % Trips 41% 25% 20%	Area Transit \$ 0.14 0.17 0.39	Origins 1 # Trips 3,836 4,252 3,308	not in Servi % Trips 59% 75% 80%	7 Transit \$ 0.98 1.08 1.06	Destination Neighborhood Fenway Central Square South End	# <b>Trips</b> 7,936 7,409 3,921	63% 100% 34%	Area Transit \$ 0.09 0.09 0.09	Origins # Trips 4,569 -282 7,664	not in Service % Trips 37% 0% 66%	7 Transit \$ 0.92 1.05 0.98
Neighborhood Fenway East Cambridge Longwood Waterfront	# Trips 13,123 10,888 10,725 8,497	% Trips 100% 56% 72% 16%	Transit \$ 0.12 0.13 0.09 0.27	# <b>Trips</b> -618 8,517 4,181 45,754	% Trips 0% 44% 28% 84%	Transit \$ 1.03 1.02 1.09 1.15	Neighborhood South Dorchester Mattapan Hyde Park Waterfront	# <b>Trips</b> 2,707 1,421 844 691	s in Service % Trips 41% 25% 20% 1%	Area Transit \$ 0.14 0.17 0.39 0.67	Origins 3 # Trips 3,836 4,252 3,308 53,560	not in Servi % Trips 59% 75% 80% 99%	Transit \$ 0.98 1.08 1.06 1.00	Destination Neighborhood Fenway Central Square South End Longwood	# Trips 7,936 7,409 3,921 3,872	63% 100% 34% 26%	Area Transit \$ 0.09 0.09 0.09 0.26	Origins # Trips 4,569 -282 7,664 11,033	not in Service % Trips 37% 0% 66% 74%	Transit \$ 0.92 1.05 0.98 0.61
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown	#Trips 13,123 10,888 10,725 8,497 7,825	% Trips 100% 56% 72% 16% 48%	Transit \$ 0.12 0.13 0.09 0.27 0.10	# Trips -618 8,517 4,181 45,754 8,414	% Trips 0% 44% 28% 84% 52%	1.03 1.02 1.09 1.15 1.10	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale	# Trips 2,707 1,421 844 691 538	s in Service % Trips 41% 25% 20% 1% 25%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51	Origins 9 # Trips 3,836 4,252 3,308 53,560 1,586	not in Servi % Trips 59% 75% 80% 99% 75%	Transit \$ 0.98 1.08 1.06 1.00 0.93	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury	# Trips 7,936 7,409 3,921 3,872 3,405	63% 100% 34% 26% 55%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16	Origins # Trips 4,569 -282 7,664 11,033 2,842	not in Service % Trips 37% 0% 66% 74% 45%	Transit \$ 0.92 1.05 0.98 0.61 0.90
Neighborhood Fenway East Cambridge Longwood Waterfront	#Trips 13,123 10,888 10,725 8,497 7,825 7,713	% Trips 100% 56% 72% 16% 48% 95%	Transit \$ 0.12 0.13 0.09 0.27	# Trips -618 8,517 4,181 45,754 8,414 379	% Trips 0% 44% 28% 84% 52% 5%	1.03 1.02 1.09 1.15 1.10 1.18	Neighborhood South Dorchester Mattapan Hyde Park Waterfront	# Trips 2,707 1,421 844 691 538 484	s in Service % Trips 41% 25% 20% 1%	Area Transit \$ 0.14 0.17 0.39 0.67	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881	not in Servi % Trips 59% 75% 80% 99% 75% 86%	Transit \$ 0.98 1.08 1.06 1.00	Destination Neighborhood Fenway Central Square South End Longwood	# Trips 7,936 7,409 3,921 3,872 3,405 3,162	6 in Service 76 Trips 63% 100% 34% 26% 55% 26%	Area Transit \$ 0.09 0.09 0.09 0.26	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009	not in Service % Trips 37% 0% 66% 74%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564	% Trips 100% 56% 72% 16% 48%	Transit \$ 0.12 0.13 0.09 0.27 0.10	# Trips -618 8,517 4,181 45,754 8,414	% Trips 0% 44% 28% 84% 52% 5% 33%	1.03 1.02 1.09 1.15 1.10	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale	# Trips 2,707 1,421 844 691 538	s in Service % Trips 41% 25% 20% 1% 25%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97%	Transit \$ 0.98 1.08 1.06 1.00 0.93	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury	# Trips 7,936 7,409 3,921 3,872 3,405 3,162 2,474	63% 100% 34% 26% 55%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16	Origins # Trips 4,569 -282 7,664 11,033 2,842	not in Service % Trips 37% 0% 66% 74% 45% 74% 0%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493	% Trips 100% 56% 72% 16% 48% 95% 67% 32%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07	#Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716	% Trips 0% 44% 28% 84% 52% 5% 33% 68%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury	# Trips 2,707 1,421 844 691 538 484	s in Service % Trips 41% 25% 20% 1% 25% 14%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston	# Trips 7,936 7,409 3,921 3,872 3,405 3,162 2,474 2,324	6 in Service 76 Trips 63% 100% 34% 26% 55% 26%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07	#Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood	# Trips 2,707 1,421 844 691 538 484 424 394 339	s in Service % Trips 41% 25% 20% 1% 25% 14% 3%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square	# Trips 7,936 7,409 3,921 3,872 3,405 3,162 2,474 2,324 1,572	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349	not in Service % Trips 37% 0% 66% 74% 45% 74% 0%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493	% Trips 100% 56% 72% 16% 48% 95% 67% 32%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07	#Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716	% Trips 0% 44% 28% 84% 52% 5% 33% 68%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy	# Trips 2,707 1,421 844 691 538 484 424 394	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront	# Trips 7,936 7,409 3,921 3,872 3,405 3,162 2,474 2,324	63% 100% 34% 26% 55% 26% 100% 4%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15	# Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville	# Trips 2,707 1,421 844 691 538 484 424 394 339 206	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 1%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 86% 92% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay	# Trips 7,936 7,409 3,921 3,872 3,405 3,162 2,474 2,324 1,572 1,237	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15	# Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville	# Trips 2,707 1,421 844 691 538 484 424 394 339	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 1%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85	# Trips 3,836 4,252 3,308 53,560 1,586 2,881 15,803 3,250 3,927 33,951 mack Hous	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay	# Trips 7,936 7,409 3,921 3,872 3,405 3,162 2,474 2,324 1,572	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Ro	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15  h Sta. – Worl	# Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Route Origins	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% 8% 1%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85	# Trips 3,836 4,252 3,308 53,560 1,586 2,881 15,803 3,250 3,927 33,951 mack Hous	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 86% 92% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis &	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855 Summer St Origins	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Re Origin	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – World	# Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23% cr.) not in Servi	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville Tran	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Route Origins	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack House   Origins   # Trips   # Trips	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood	# Trips	6 in Service 6 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15% 15%  te 7 (City Person of Service)	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis &	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85% s.) not in Service	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill Tra Destination	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Ro	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Norther in Service)	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – World	# Trips	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23% er.) not in Servi	1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Route Origins	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% 8% 1%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack House   Origins   1	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi	1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination	# Trips	6 in Service 6 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15% 15%  te 7 (City Person of Service)	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis &	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855 Summer St Origins	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Rou	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77% oute 4 (Norther in Service) % Trips	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – Work Area Transit \$	# Trips	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  r.)  not in Servi % Trips	Transit \$	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Route Origins # Trips	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% s in Service % Trips	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  Dint – McCor Area Transit \$	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack House   Origins   # Trips   # Trips	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Person of City Person	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85% s.) not in Service % Trips	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Re Origin #Trips 29,950 15,402	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77% oute 4 (Norther in Service % Trips 55%	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 4 Area 7 Transit \$ 0.11	# Trips	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23% er.) not in Servi % Trips 45%	Transit \$	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% s in Service % Trips 67%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  bint – McCor Area Transit \$ 0.10	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack House   Origins   # Trips   1,655   52,043	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Period in Service 76 Trips 54%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11	Origins # Trips	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85% s.) not in Service % Trips 46%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Re Origin #Trips 29,950	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71%	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 1 Sta. – World Area 7 Transit \$ 0.11 0.03	# Trips	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  r.) not in Servi % Trips 45% 10%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% s in Service % Trips 67% 4%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  bint – McCor Area Transit \$ 0.10 0.19	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack Housi Origins   # Trips   1,655   52,043   5,425	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown	# Trips	6 in Service 6 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15% 15%  te 7 (City Period of the Service 7 Trips 54% 89%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855 Summer St Origins # Trips 24,707 1,840	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85% s.) not in Service % Trips 46% 11%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown Back Bay	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572  ansit Route: Re Origin #Trips 29,950 15,402 11,537 6,310	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78%	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15  1 Sta. – Worl Area 7 Transit \$ 0.11 0.03 0.07 0.23	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  cr.)  not in Servi % Trips 45% 10% 29% 22%	1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208 822	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11%  te 5 (City Position Service % Trips 67% 4% 13% 12%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  bint – McCor Area Transit \$ 0.10 0.19 0.35	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack Housi Origins   # Trips   1,655   52,043   5,425   5,752	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay	# Trips	6 in Service 6 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15% te 7 (City Position Service 7 Trips 54% 89% 68% 80%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05 0.21	Origins # Trips	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85% s.) not in Service % Trips 46% 11% 32% 20%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown Back Bay West End	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Re Origin #Trips 29,950 15,402 11,537 6,310 5,226	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78% 63%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – Worl Area Transit \$ 0.11 0.03 0.07 0.23 0.05	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782 3,054	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  Er.) not in Servi % Trips 45% 10% 29%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65 1.08	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester North Quincy	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208 822 792	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 1%  te 5 (City Position Service % Trips 67% 4% 13% 12% 11%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  bint - McCor Area Transit \$ 0.10 0.19 0.35 0.41	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack Housi Origins   # Trips   1,655   52,043   5,425   5,752   3,243	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88% 88%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80 0.87	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End	# Trips	6 in Service 6 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15% te 7 (City Position Service 7 Trips 54% 89% 68%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855 Summer St Origins # Trips 24,707 1,840 5,257	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85% s.) not in Service % Trips 46% 11% 32% 20% 65%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65 0.70
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown Back Bay West End North End	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572  ansit Route: Re Origin #Trips 29,950 15,402 11,537 6,310 5,226 3,470	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78% 63% 100%	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15  h Sta. – Worl Area 7 Transit \$ 0.11 0.03 0.07 0.23 0.05 0.04	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782 3,054 -49	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  rr.)  not in Servi % Trips 45% 10% 29% 22% 37% 0%	1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65 1.08 1.16	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester North Quincy East Somerville	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208 822 792 400 387	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 1%  te 5 (City Pos in Service % Trips 67% 4% 13% 12% 11% 11%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  bint - McCor Area Transit \$ 0.10 0.19 0.35 0.41 0.60	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack Housi Origins   # Trips   1,655   52,043   5,425   5,752   3,243   33,771	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88% 89% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80 0.87 1.02	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Period of the Service 76 Trips 54% 89% 68% 80% 35% 42%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05 0.21 0.25 0.13	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips 24,707 1,840 5,257 1,640 7,564 4,820	not in Service  % Trips  37%  0%  66%  74%  45%  74%  96%  72%  85%  s.)  not in Service % Trips  46%  11%  32%  20%  65%  58%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65 0.70 0.79
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown Back Bay West End North End South End	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572  ansit Route: Re Origin #Trips 29,950 15,402 11,537 6,310 5,226 3,470 3,113	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78% 63% 100% 27%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – Worl Area Transit \$ 0.11 0.03 0.07 0.23 0.05 0.04 0.28	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782 3,054 -49 8,472	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  cr.)  not in Servi % Trips 45% 10% 29% 22% 37% 0% 73%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65 1.08 1.16 0.69	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester North Quincy East Somerville North Paintree	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208 822 792 400 387 372	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11%  te 5 (City Posi in Service % Trips 67% 4% 13% 12% 11% 11% 9%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  oint – McCor Area Transit \$ 0.10 0.19 0.35 0.41 0.60 0.68 0.86	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack Hous   Origins   # Trips   1,655   52,043   5,425   5,752   3,243   33,771   3,674	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88% 89% 99% 91%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80 0.87 1.02 1.24	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Period of the Service 76 Trips 54% 89% 68% 80% 35% 42% 26%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05 0.21 0.25 0.13 0.36	Origins # Trips  4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips 24,707 1,840 5,257 1,640 7,564 4,820 9,289	not in Service  % Trips  37%  0%  66%  74%  45%  74%  96%  72%  85%  s.)  not in Service % Trips  46%  11%  32%  20%  65%  58%  74%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65 0.70 0.79 0.65
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown Back Bay West End North End South End East Cambridge	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Re Origin #Trips 29,950 15,402 11,537 6,310 5,226 3,470 3,113 2,218	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78% 63% 100% 27% 11%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – Worl Area Transit \$ 0.11 0.03 0.07 0.23 0.05 0.04 0.28 0.22	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782 3,054 -49 8,472 17,187	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  cr.) not in Servi % Trips 45% 10% 29% 22% 37% 0% 73% 89%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65 1.08 1.16 0.69 0.78	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester North Quincy East Somerville North Braintree South Roxbury	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208 822 792 400 387 372 368	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% 8% 1% 44 31% 44% 13% 12% 11% 11% 9% 5%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  oint – McCor Area Transit \$ 0.10 0.19 0.35 0.41 0.60 0.68 0.86 0.46	Origins # Trips  3,836 4,252 3,308 53,560 1,586 2,881 15,803 3,250 3,927 33,951  mack House Origins # Trips  1,655 52,043 5,425 5,752 3,243 33,771 3,674 7,518	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88% 89% 99% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80 0.87 1.02 1.24 0.73	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway North Dorchester	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Period of the Service 76 Trips 54% 89% 68% 80% 35% 42% 26% 46%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05 0.21 0.25 0.13 0.36 0.37	Origins # Trips  4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips  24,707 1,840 5,257 1,640 7,564 4,820 9,289 2,655	not in Service  % Trips  37%  0%  66%  74%  45%  74%  96%  72%  85%  s.)  not in Service % Trips  46%  11%  32%  20%  65%  58%  74%  54%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65 0.70 0.79 0.65 0.87
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown Back Bay West End North End South End South End East Cambridge Kendall/MIT	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Re Origin #Trips 29,950 15,402 11,537 6,310 5,226 3,470 3,113 2,218 2,150	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78% 63% 100% 27% 11% 100%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – Worl Area Transit \$ 0.11 0.03 0.07 0.23 0.05 0.04 0.28 0.22 0.33	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782 3,054 -49 8,472 17,187 -4,744	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  cr.) not in Servi % Trips 45% 10% 29% 22% 37% 0% 73% 89% 0%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65 1.08 1.16 0.69 0.78 0.74	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester North Quincy East Somerville North Braintree South Roxbury Westwood	# Trips 2,707 1,421 844 691 538 484 424 394 339 206  sit Route: Rout Origins # Trips 3,300 2,208 822 792 400 387 372 368 243	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% 8% 1% 67% 4% 13% 12% 11% 11% 9% 5% 1%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  bint - McCor Area Transit \$ 0.10 0.19 0.35 0.41 0.60 0.68 0.86 0.46 0.78	Origins # Trips  3,836 4,252 3,308 53,560 1,586 2,881 15,803 3,250 3,927 33,951  mack House Origins # Trips  1,655 52,043 5,425 5,752 3,243 33,771 3,674 7,518 15,984	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88% 89% 99% 91% 95% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80 0.87 1.02 1.24 0.73 0.95	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway North Dorchester Kendall/MIT	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Period of the Service	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05 0.21 0.25 0.13 0.36 0.37 0.36	Origins # Trips  4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips 24,707 1,840 5,257 1,640 7,564 4,820 9,289 2,655 -4,143	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85%  s.) not in Service % Trips 46% 11% 32% 20% 65% 58% 74% 54% 0%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65 0.70 0.79 0.65 0.87 0.73
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra Destination Neighborhood Waterfront Downtown Chinatown Back Bay West End North End South End East Cambridge	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572  ansit Route: Ro  Origin #Trips 29,950 15,402 11,537 6,310 5,226 3,470 3,113 2,218 2,150 1,978	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78% 63% 100% 27% 11% 100% 16%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – Worl Area Transit \$ 0.11 0.03 0.07 0.23 0.05 0.04 0.28 0.22	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782 3,054 -49 8,472 17,187	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  cr.) not in Servi % Trips 45% 10% 29% 22% 37% 0% 73% 89%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65 1.08 1.16 0.69 0.78	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester North Quincy East Somerville North Braintree South Roxbury	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208 822 792 400 387 372 368	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% 8% 1% 44 31% 44% 13% 12% 11% 11% 9% 5%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  oint – McCor Area Transit \$ 0.10 0.19 0.35 0.41 0.60 0.68 0.86 0.46	Origins # Trips  3,836 4,252 3,308 53,560 1,586 2,881 15,803 3,250 3,927 33,951  mack House Origins # Trips  1,655 52,043 5,425 5,752 3,243 33,771 3,674 7,518	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88% 89% 99% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80 0.87 1.02 1.24 0.73	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway North Dorchester	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Period of the Service 76 Trips 54% 89% 68% 80% 35% 42% 26% 46%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05 0.21 0.25 0.13 0.36 0.37	Origins # Trips  4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips  24,707 1,840 5,257 1,640 7,564 4,820 9,289 2,655	not in Service  % Trips  37%  0%  66%  74%  45%  74%  96%  72%  85%  s.)  not in Service % Trips  46%  11%  32%  20%  65%  58%  74%  54%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65 0.70 0.79 0.65 0.87

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 8 – 22

Origins not in Service Area

Destination

Transit Route: Route 10 (City Point – Copley Sq. via B.C.H.)

Origins not in Service Area

Origins in Service Area

Transit Route: Route 9 (City Point – Copley Sq. via Broadway Sta.)

Origins in Service Area

Transit Route: Route 8 (Harbor Point/UMass – Kenmore Sta.)

Origins not in Service Area

Destination

Origins in Service Area

Destination

		s in Service		·	not in Servic		Destination		is ili Service A	· · · · · · · · · · · · · · · · · · ·	Origins	iot in Servic	C AICA	Destination	Origins			Origins		
Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$	Neighborhood	# Trips		Transit \$		% Trips	Transit \$	Neighborhood	# Trips %		Transit \$			Transit \$
Fenway	15,313	100%	0.11	-2,808	0%	1.10	Fenway	20,458	100%	0.11	-7,953	0%	1.25	Fenway	6,973	56%	0.16	5,532	44%	0.76
Longwood	11,583	78%	0.10	3,322	22%	1.15	Waterfront	14,906	27%	0.23	39,345	73%	1.24	South End	4,792	41%	0.08	6,793	59%	1.20
South End	4,987	43%	0.09	6,598	57%	1.10	Longwood	12,225	82%	0.11	2,681	18%	1.20	North Roxbury	4,319	69%	0.13	1,928	31%	1.09
North Roxbury	4,824	77%	0.15	1,423	23%	1.02	Downtown	12,066	70%	0.22	5,143	30%	0.69	Waterfront	4,285	8%	0.26	49,966	92%	1.12
Mission Hill	3,321	56%	0.23	2,610	44%	0.96	Chinatown	8,970	55%	0.13	7,269	45%	0.94	Back Bay	4,236	52%	0.08	3,856	48%	0.99
Waterfront	3,263	6%	0.44	50,987	94%	1.04	South End	8,889	77%	0.11	2,696	23%	1.38	Downtown	3,317	19%	0.30	13,892	81%	0.64
Downtown	2,073	12%	0.36	15,136	88%	0.63	Back Bay	8,875	100%	0.10	-784	0%	1.22	Longwood	2,901	19%	0.25	12,004	81%	0.60
North Dorchester	1,790	36%	0.13	3,165	64%	1.23	North Roxbury	5,748	92%	0.18	499	8%	0.99	North Dorchester	2,771	56%	0.18	2,184	44%	1.05
East Somerville	1,266	4%	0.60	32,892	96%	1.03	Mission Hill	3,470	58%	0.24	2,461	42%	0.97	South Roxbury	1,740	22%	0.23	6,147	78%	0.83
North Brookline	877	19%	0.27	3,788	81%	0.87	North Dorchester	2,455	50%	0.27	2,499	50%	0.99	Chinatown	1,712	11%	0.18	14,526	89%	0.75
	Transit Route:	Route 11 (C	itv Point – l	Downtown)			Tı	ansit Route: Ro	ute 14 (Rosli	indale Sq. H	eath St. Loo	p)			Transit Route: F	Route 15 (Ka	ane Sa. – Ru	iggles Sta.)		
Destination		s in Service	U		not in Servic	e Area	Destination		s in Service	•		ot in Servic	ce Area	Destination		in Service			not in Servic	e Area
Neighborhood						Transit \$	Neighborhood						Transit \$	Neighborhood						Transit \$
Waterfront	31,232	58%	0.12	23,019	42%	1.46	South Roxbury	4,229	54%	0.15	3,657	46%	1.08	South Dorchester	3,685	56%	0.14	2,858	44%	1.09
Downtown	17,182	100%	0.05	27	0%	0.99	Mission Hill	3,853	65%	0.12	2,077	35%	1.04	Fenway	3,177	25%	0.13	9,328	75%	0.81
Chinatown	13,387	82%	0.08	2,851	18%	1.01	Longwood	3,274	22%	0.20	11,631	78%	0.62	Longwood	2,975	20%	0.19	11,931	80%	0.64
Back Bay	8,023	99%	0.18	68	1%	0.69	North Roxbury	2,140	34%	0.17	4,107	66%	1.12	North Roxbury	2,738	44%	0.17	3,509	56%	1.13
South End	6,203	54%	0.16	5,382	46%	0.79	South Brookline	1,610	31%	0.34	3,599	69%	1.00	Waterfront	2,141	4%	0.54	52,110	96%	1.01
Fenway	4,380	35%	0.34	8,125	65%	0.65	Jamaica Plain	1,581	60%	0.28	1,038	40%	1.13	South End	2,049	18%	0.22	9,536	82%	0.74
West End	3,565	43%	0.16	4,715	57%	0.79	Waterfront	1,500	3%	0.64	52,751	97%	1.00	South Roxbury	2,035	26%	0.26	5,851	74%	0.88
North Dorchester	3,194	64%	0.10	1,761	36%	0.90	South End	1,199	10%	0.28	10,386	90%	0.71	Mission Hill	1,537	26%	0.25	4,394	74%	0.90
Kendall/MIT	1,795	100%	0.37	-4,389	0%	0.74	Mattapan	1,196	21%	0.35	4,477	79%	0.90	Downtown	1,203	7%	0.23	16,006	93%	0.62
North Roxbury	1,545	25%	0.42	4,702	75%	0.74	Fenway	1,111	9%	0.33	11,394	91%	0.68	Mattapan	953	17%	0.39	4,720	83%	0.86
	Transit Route: 1				1370	0.75		nsit Route: Rou					0.00	Hattapan	Transit Route: Rou					0.00
		<b>Route 10 (10</b>	i cot illiio ot	iu. Civiuss)			110	non noute. Itou	te i / (i icius									and the state	,	
Dectination	()rigin	s in Service	A rea	Origins 1	not in Servic	e Area	Destination	Origin	s in Service			•	re Area	Destination					not in Servic	e Area
Destination Neighborhood		s in Service A			not in Servic		Destination Neighborhood		s in Service	Area	Origins 1	ot in Servic		Destination Neighborhood	Origins	in Service	Area	Origins	not in Servic % Trips	
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Area Transit \$	Origins 1 # Trips	ot in Servio % Trips	Transit \$	Neighborhood	Origins # Trips %	in Service A	Area Transit \$	Origins i	% Trips	Transit \$
Neighborhood South Roxbury	# <b>Trips</b> 3,853	% Trips 49%	<b>Transit \$</b> 0.19	# <b>Trips</b> 4,033	% Trips 51%	Transit \$ 0.95	Neighborhood South Dorchester	# <b>Trips</b> 3,353	<b>% Trips</b> 51%	Area Fransit \$ 0.14	Origins 1 # Trips 3,191	ot in Service % Trips 49%	Transit \$ 0.96	Neighborhood South Dorchester	Origins # Trips 9 4,811	in Service A 6 Trips 74%	Area Transit \$ 0.11	Origins 1 # Trips 1,733	% Trips 26%	Transit \$ 1.03
Neighborhood South Roxbury North Dorchester	# <b>Trips</b> 3,853 3,357	% Trips 49% 68%	7	# <b>Trips</b> 4,033 1,598	% Trips 51% 32%	7 Transit \$ 0.95 1.29	Neighborhood South Dorchester North Dorchester	# <b>Trips</b> 3,353 2,834	% Trips 51% 57%	Area Fransit \$ 0.14 0.15	Origins 1 # Trips 3,191 2,121	ot in Service 7 Trips 49% 43%	7 Transit \$ 0.96 1.12	Neighborhood South Dorchester North Dorchester	Origins # Trips 9 4,811 2,009	in Service A 6 Trips 74% 41%	Area Transit \$ 0.11 0.14	Origins 1 # Trips 1,733 2,946	% Trips 26% 59%	Transit \$ 1.03 1.14
Neighborhood South Roxbury North Dorchester South Dorchester	# Trips 3,853 3,357 2,236	% Trips	0.19 0.12 0.29	# <b>Trips</b> 4,033 1,598 4,307	% Trips 51% 32% 66%	7 Transit \$ 0.95 1.29 0.89	Neighborhood South Dorchester North Dorchester South Roxbury	# Trips 3,353 2,834 2,318	% Trips 51% 57% 29%	Area Fransit \$ 0.14 0.15 0.26	Origins 1 # Trips 3,191 2,121 5,568	not in Service % Trips 49% 43% 71%	7 Transit \$ 0.96 1.12 0.80	Neighborhood South Dorchester North Dorchester Waterfront	Origins # Trips 9 4,811 2,009 1,185	in Service 2 6 Trips 74% 41% 2%	Area Transit \$ 0.11 0.14 0.44	Origins 1 # Trips 1,733 2,946 53,065	% Trips 26% 59% 98%	Transit \$ 1.03 1.14 1.02
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury	# Trips 3,853 3,357 2,236 1,924	% Trips 49% 68% 34% 31%	0.19 0.12 0.29 0.17	# <b>Trips</b> 4,033 1,598 4,307 4,323	% Trips 51% 32% 66% 69%	Transit \$ 0.95 1.29 0.89 1.08	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront	# Trips 3,353 2,834 2,318 1,099	% Trips 51% 57% 29% 2%	Area Transit \$ 0.14 0.15 0.26 0.43	Origins 1 # Trips 3,191 2,121 5,568 53,151	49% 43% 71% 98%	7 Transit \$ 0.96 1.12 0.80 1.01	Neighborhood South Dorchester North Dorchester Waterfront Mattapan	Origins # Trips 9 4,811 2,009 1,185 1,006	in Service 2 6 Trips 74% 41% 2% 18%	Area Transit \$ 0.11 0.14 0.44 0.35	Origins 1 # Trips 1,733 2,946 53,065 4,667	% Trips 26% 59% 98% 82%	Transit \$ 1.03 1.14 1.02 0.85
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront	#Trips 3,853 3,357 2,236 1,924 1,830	% Trips 49% 68% 34% 31% 3%	Transit \$ 0.19 0.12 0.29 0.17 0.45	# Trips 4,033 1,598 4,307 4,323 52,421	% Trips 51% 32% 66% 69% 97%	7 Transit \$ 0.95 1.29 0.89 1.08 1.02	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan	# Trips 3,353 2,834 2,318 1,099 601	% Trips 51% 57% 29% 2% 11%	Area Fransit \$ 0.14 0.15 0.26 0.43 0.41	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072	not in Service % Trips 49% 43% 71% 98% 89%	7 Transit \$ 0.96 1.12 0.80 1.01 0.83	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury	Origins # Trips 9 4,811 2,009 1,185 1,006 687	in Service A 6 Trips 74% 41% 2% 18% 9%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199	% Trips 26% 59% 98% 82% 91%	Transit \$ 1.03 1.14 1.02 0.85 0.77
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End	#Trips 3,853 3,357 2,236 1,924 1,830 1,158	% Trips 49% 68% 34% 31% 3% 10%	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27	# Trips 4,033 1,598 4,307 4,323 52,421 10,427	% Trips 51% 32% 66% 69% 97% 90%	7 Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville	# Trips 3,353 2,834 2,318 1,099 601 363	% Trips 51% 57% 29% 2% 11% 1%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795	not in Service % Trips 49% 43% 71% 98% 89%	0.96 1.12 0.80 1.01 0.83 1.02	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville	Origins # Trips 9 4,811 2,009 1,185 1,006 687 378	in Service A 74% 41% 2% 18% 9% 1%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780	% Trips 26% 59% 98% 82% 91% 99%	Transit \$ 1.03 1.14 1.02 0.85 0.77 1.02
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028	% Trips 49% 68% 34% 31% 31% 10% 18%	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645	% Trips 51% 32% 66% 69% 97% 90% 82%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury	# Trips 3,353 2,834 2,318 1,099 601 363 211	% Trips 51% 57% 29% 2% 11% 1% 3%	Area Fransit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036	not in Service % Trips 49% 43% 71% 98% 89% 99%	0.96 1.12 0.80 1.01 0.83 1.02 0.87	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton	Origins           # Trips         9           4,811         2,009           1,185         1,006           687         378           294         294	in Service A 6 Trips 74% 41% 2% 18% 9% 1% 12%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172	% Trips  26% 59% 98% 82% 91% 99% 88%	Transit \$ 1.03 1.14 1.02 0.85 0.77 1.02 1.15
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730	% Trips 49% 68% 34% 31% 3% 10% 18% 4%	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45	#Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479	% Trips 51% 32% 66% 69% 97% 90% 82% 96%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown	#Trips 3,353 2,834 2,318 1,099 601 363 211 190	% Trips 51% 57% 29% 2% 11% 1% 3% 1%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019	not in Servic % Trips 49% 43% 71% 98% 89% 99% 97%	0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park	Origins # Trips 9 4,811 2,009 1,185 1,006 687 378 294 218	in Service A 6 Trips 74% 41% 2% 18% 9% 1% 12% 5%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933	% Trips  26% 59% 98% 82% 91% 99% 88% 95%	Transit \$ 1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635	% Trips 49% 68% 34% 31% 31% 10% 18% 4% 2%	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70	#Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183	% Trips 51% 51% 57% 29% 2% 11% 1% 3% 1% 1%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043	not in Servic % Trips 49% 43% 71% 98% 89% 99% 97% 99%	1.12 0.80 1.01 0.83 1.02 0.87 0.62	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood	Origins # Trips 9 4,811 2,009 1,185 1,006 687 378 294 218 207	in Service A 174% 41% 2% 18% 9% 11% 12% 5% 11%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 99%	Transit \$ 1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534	% Trips 49% 68% 34% 31% 3% 10% 18% 4% 2% 25%	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165	% Trips 51% 51% 57% 29% 2% 11% 1% 3% 1% 1% 7%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302	not in Service % Trips 49% 43% 71% 98% 89% 99% 97% 99% 99% 93%	0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy	Origins # Trips 9 4,811 2,009 1,185 1,006 687 378 294 218 207 153	in Service A 174% 41% 2% 18% 9% 11% 12% 5% 11% 44%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%	Transit \$ 1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale Transit Ro	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534  oute: Route 19 (1	% Trips 49% 68% 34% 31% 31% 10% 18% 4% 25% Fields Corne	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43	#Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165	% Trips 51% 51% 57% 29% 2% 11% 1% 3% 1% 1% 7% atte 21 (Ashm	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Dorest Hills St	not in Service % Trips 49% 43% 71% 98% 89% 99% 97% 99% 93%	Transit \$ 0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy Transit	Origins # Trips 9 4,811 2,009 1,185 1,006 687 378 294 218 207 153	in Service A 174% 41% 2% 18% 9% 11% 12% 5% 14% 4%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale Transit Ro	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534  oute: Route 19 (1) Origin	% Trips	Transit \$	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins 1	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.)	Transit \$	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton Tra	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin	% Trips 51% 51% 57% 29% 2% 11% 1% 3% 1% 7% tte 21 (Ashm is in Service 2.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5	Area  Fransit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  ont Sta. – F  Area	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Origins 1	not in Service % Trips 49% 43% 71% 98% 89% 97% 99% 93% a.)	1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit Destination	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 1% 4% Ashmont Stain Service 2	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a. – Ruggles Area	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%  bot Ave.) not in Service	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale Transit Ro Destination Neighborhood	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534  oute: Route 19 (1) Origin #Trips	% Trips	Transit \$	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Servic % Trips	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  ansit Route: Rou Origin #Trips	% Trips	Area  Fransit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  ont Sta. – F  Area  Fransit \$	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Origins 1 # Trips	not in Service  149% 43% 43% 71% 98% 89% 99% 97% 99% 93%  1a.)  1bot in Service  1c.  1c.  1c.  1c.  1c.  1c.  1c.  1	Transit \$	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit Destination Neighborhood	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 1% 4% Ashmont Stain Service 2% Trips	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a. – Ruggles Area Transit \$	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%  bot Ave.) not in Servic % Trips	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway	# Trips  3,853  3,357  2,236  1,924  1,830  1,158  1,028  730  635  534   oute: Route 19 (1)  Origin # Trips  12,822	% Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips -317	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Service % Trips 0%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165 ansit Route: Rou Origin #Trips 3,471	% Trips 51% 57% 29% 2% 11% 1% 3% 1% 7%  atte 21 (Ashm is in Service 2%) Trips 53%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  ont Sta F Area Transit \$ 0.15	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Origins 1 # Trips 3,072	not in Service % Trips 49% 43% 71% 98% 89% 99% 97% 99% 93%  a.) not in Service % Trips 47%	7 Transit \$ 0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13 2e Area Transit \$ 0.93	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 1% 44%  Ashmont Station Service 2 6 Trips 67%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips 4,889	% Trips	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  2e Area Transit \$ 1.09
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534  oute: Route 19 (1) Origin #Trips 12,822 11,393	% Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips -317 3,513	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Service % Trips 0% 24%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040	% Trips 51% 57% 29% 2% 11% 1% 3% 1% 7%  atte 21 (Ashm is in Service 253% 36%	Area Fransit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  ont Sta F Area Fransit \$ 0.15 0.10	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Origins 1 # Trips 3,072 3,633	not in Service % Trips 49% 43% 71% 98% 89% 99% 97% 99% 93%  a.) not in Service % Trips 47% 64%	7 Transit \$ 0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13 2e Area Transit \$ 0.93 1.12	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway	Origins   # Trips   9   4,811   2,009   1,185   1,006   687   378   294   218   207   153     # Route: Route 22 (A Origins # Trips   9   10,016   7,932	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont States of the Service 26 67% 63%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a. – Ruggles Area Transit \$ 0.10 0.14	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips 4,889 4,573	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%  bot Ave.) not in Servic % Trips 33% 37%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  Transit \$ 1.09 0.93
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534  oute: Route 19 (1) Origin #Trips 12,822 11,393 3,460	% Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips -317 3,513 2,471	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Service % Trips 0% 24% 42%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21 1.07	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831	% Trips 51% 57% 29% 2% 11% 1% 3% 1% 7%  atte 21 (Ashm is in Service 2) % Trips 53% 36% 20%	Area Fransit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  Ont Sta F  Area Fransit \$ 0.15 0.10 0.53	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Drest Hills St Origins 1 # Trips 3,072 3,633 3,321	not in Service  "Not in Service "Not Trips  49%  43%  71%  98%  89%  97%  99%  93%  a.)  not in Service "Not in Service "Not Trips  47%  64%  80%	7	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Statin Service 2 6 Trips 67% 63% 72%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a. – Ruggles Area Transit \$ 0.10 0.14 0.17	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips 4,889 4,573 1,632	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%  bot Ave.) not in Servic % Trips 33% 37% 28%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  2e Area Transit \$ 1.09 0.93 1.15
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill South Roxbury	#Trips  3,853  3,357  2,236  1,924  1,830  1,158  1,028  730  635  534   oute: Route 19 (1)  Origin  #Trips  12,822  11,393  3,460  3,429	West   Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20 0.18	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips -317 3,513 2,471 4,458	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Servic % Trips 0% 24% 42% 57%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21 1.07 1.11	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park Roslindale	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831 825	7 Trips 5 1% 5 1% 5 1% 5 1% 5 1% 5 1% 2 9% 2% 1 11% 1 1% 3 1% 1 1% 7 1% 1 1% 1 1% 1	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  ont Sta F Area Transit \$ 0.15 0.10 0.53 0.34	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Origins 1 # Trips  3,072 3,633 3,321 1,299	not in Service  "Not in Service "Not Trips  49%  43%  71%  98%  89%  97%  99%  93%  a.)  not in Service "Not Trips  47%  64%  80%  61%	7 C Area  Transit \$ 0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13  Ce Area  Transit \$ 0.93 1.12 1.00 0.95	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill South Roxbury	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Stain Service 2 6 Trips 67% 63% 72% 50%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17 0.15	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips 4,889 4,573 1,632 3,939	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%  bot Ave.) not in Servic % Trips 33% 37% 28% 50%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  2e Area Transit \$ 1.09 0.93 1.15 1.20
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill South Roxbury Waterfront	#Trips  3,853  3,357  2,236  1,924  1,830  1,158  1,028  730  635  534   oute: Route 19 (1)  Origin  #Trips  12,822  11,393  3,460  3,429  3,151	West   Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20 0.18 0.54	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips -317 3,513 2,471 4,458 51,100	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Service % Trips 0% 24% 42% 57% 94%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21 1.07 1.11 1.03	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park Roslindale Waterfront	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831 825 802	% Trips 51% 57% 29% 2% 11% 1% 3% 1% 7%  tte 21 (Ashm is in Service 2) % Trips 53% 36% 20% 39% 1%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  Ont Sta F  Area Transit \$ 0.15 0.10 0.53 0.34 0.66	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Drest Hills St Origins 1 # Trips  3,072 3,633 3,321 1,299 53,449	not in Service  "Not in Service "Not Trips  49%  43%  71%  98%  89%  97%  99%  93%  a.)  not in Service "Not in Service "Not Trips  47%  64%  80%  61%  99%	7	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill South Roxbury North Roxbury	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Stain Service 2 6 Trips 67% 63% 72% 50% 46%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17 0.15 0.21	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips 4,889 4,573 1,632 3,939 3,352	% Trips           26%           59%           98%           82%           91%           99%           88%           95%           96%           bot Ave.)           not in Service           % Trips           33%           37%           28%           50%           54%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  2e Area Transit \$ 1.09 0.93 1.15 1.20 1.12
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill South Roxbury Waterfront North Roxbury	#Trips  3,853  3,357  2,236  1,924  1,830  1,158  1,028  730  635  534   oute: Route 19 (1)  Origin  #Trips  12,822  11,393  3,460  3,429  3,151  3,090	West   Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20 0.18 0.54 0.19	# Trips  4,033  1,598  4,307  4,323  52,421  10,427  4,645  16,479  33,523  1,590  ggles or Kenr Origins I # Trips  -317  3,513  2,471  4,458  51,100  3,157	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Service % Trips 0% 24% 42% 57% 94% 51%	7	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park Roslindale Waterfront Jamaica Plain	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831 825 802 407	51% 57% 29% 2% 11% 1% 3% 1% 1% 7%  **Mete 21 (Ashm is in Service 2.5% 53% 36% 20% 39% 1% 16%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  Ont Sta F  Area Transit \$ 0.15 0.10 0.53 0.34 0.66 0.31	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Drest Hills St Origins 1 # Trips  3,072 3,633 3,321 1,299 53,449 2,212	not in Service  "Yes Trips  49%  43%  71%  98%  89%  99%  97%  99%  93%  a.)  not in Service  "Trips  47%  64%  80%  61%  99%  84%	7	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill South Roxbury North Roxbury Waterfront	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Statin Service 2 6 Trips 67% 63% 72% 50% 46% 5%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17 0.15 0.21 0.57	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Tall: Origins 1 # Trips 4,889 4,573 1,632 3,939 3,352 51,743	% Trips           26%           59%           98%           82%           91%           99%           88%           95%           96%           bot Ave.)           not in Service           % Trips           33%           37%           28%           50%           54%           95%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  Transit \$ 1.09 0.93 1.15 1.20 1.12 1.01
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill South Roxbury Waterfront North Roxbury South Dorchester	#Trips  3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534  oute: Route 19 (1	We Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20 0.18 0.54 0.19 0.16	# Trips  4,033  1,598  4,307  4,323  52,421  10,427  4,645  16,479  33,523  1,590  ggles or Kenr Origins I # Trips  -317  3,513  2,471  4,458  51,100  3,157  4,330	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) mot in Service % Trips 0% 24% 42% 57% 94% 51% 66%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21 1.07 1.11 1.03 1.23 1.15	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park Roslindale Waterfront Jamaica Plain West Roxbury	#Trips  3,353  2,834  2,318  1,099  601  363  211  190  183  165  msit Route: Rou  Origin #Trips  3,471  2,040  831  825  802  407  355	51% 51% 57% 29% 2% 11% 1% 3% 1% 1% 1% 58 4 21 (Ashm is in Service 2) 53% 36% 20% 39% 1% 16% 11%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  Ont Sta F  Area Transit \$ 0.15 0.10 0.53 0.34 0.66 0.31 0.71	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Drest Hills St Origins 1 # Trips  3,072 3,633 3,321 1,299 53,449 2,212 3,011	not in Service  "Yes Trips  49%  43%  71%  98%  89%  97%  99%  93%  a.)  not in Service  "Trips  47%  64%  80%  61%  99%  84%  89%	7	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill South Roxbury North Roxbury Waterfront South Dorchester	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Stain Service 2 6 Trips 67% 63% 72% 50% 46% 5% 34%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17 0.15 0.21 0.57 0.20	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Tall: Origins 1 # Trips 4,889 4,573 1,632 3,939 3,352 51,743 4,326	% Trips           26%           59%           98%           82%           91%           99%           88%           95%           96%           bot Ave.)           not in Service           % Trips           33%           37%           28%           50%           54%           95%           66%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  Transit \$ 1.09 0.93 1.15 1.20 1.12 1.01 0.99
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill South Roxbury Waterfront North Roxbury	#Trips  3,853  3,357  2,236  1,924  1,830  1,158  1,028  730  635  534  oute: Route 19 (1)  Origin #Trips  12,822  11,393  3,460  3,429  3,151  3,090  2,213  2,189	## Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20 0.18 0.54 0.19 0.16 0.19	# Trips  4,033  1,598  4,307  4,323  52,421  10,427  4,645  16,479  33,523  1,590  ggles or Kenr Origins I # Trips  -317  3,513  2,471  4,458  51,100  3,157  4,330  9,396	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Service % Trips 0% 24% 42% 57% 94% 51% 66% 81%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21 1.07 1.11 1.03 1.23 1.15 0.82	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park Roslindale Waterfront Jamaica Plain West Roxbury North Milton	#Trips  3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831 825 802 407 355 346	% Trips 51% 57% 29% 2% 11% 1% 3% 1% 1% 7%  ate 21 (Ashm is in Service 2	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  Ont Sta F  Area Transit \$ 0.15 0.10 0.53 0.34 0.66 0.31 0.71 0.43	Origins I # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Drest Hills St Origins I # Trips  3,072 3,633 3,321 1,299 53,449 2,212 3,011 2,121	not in Service  "Yes Trips  49%  43%  71%  98%  89%  99%  97%  99%  93%  a.)  not in Service  "Trips  47%  64%  80%  61%  99%  84%  89%  86%	7 Transit \$ 0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13 2e Area 7 Transit \$ 0.93 1.12 1.00 0.95 1.00 1.03 1.13 1.19	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill South Roxbury North Roxbury Waterfront South Dorchester Downtown	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Stain Service 2 6 Trips 67% 63% 72% 50% 46% 5% 34% 9%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17 0.15 0.21 0.57 0.20 0.44	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips 4,889 4,573 1,632 3,939 3,352 51,743 4,326 15,663	% Trips           26%           59%           98%           82%           91%           99%           88%           95%           96%           bot Ave.)           not in Service           % Trips           33%           37%           28%           50%           54%           95%           66%           91%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  Transit \$ 1.09 0.93 1.15 1.20 1.12 1.01 0.99 0.62
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill South Roxbury Waterfront North Roxbury South Dorchester	#Trips  3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534  oute: Route 19 (1	We Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20 0.18 0.54 0.19 0.16	# Trips  4,033  1,598  4,307  4,323  52,421  10,427  4,645  16,479  33,523  1,590  ggles or Kenr Origins I # Trips  -317  3,513  2,471  4,458  51,100  3,157  4,330	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) mot in Service % Trips 0% 24% 42% 57% 94% 51% 66%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21 1.07 1.11 1.03 1.23 1.15	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park Roslindale Waterfront Jamaica Plain West Roxbury	#Trips  3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831 825 802 407 355	51% 51% 57% 29% 2% 11% 1% 3% 1% 1% 1% 58 4 21 (Ashm is in Service 2) 53% 36% 20% 39% 1% 16% 11%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  Ont Sta F  Area Transit \$ 0.15 0.10 0.53 0.34 0.66 0.31 0.71	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Drest Hills St Origins 1 # Trips  3,072 3,633 3,321 1,299 53,449 2,212 3,011	not in Service  "Yes Trips  49%  43%  71%  98%  89%  97%  99%  93%  a.)  not in Service  "Trips  47%  64%  80%  61%  99%  84%  89%	7	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill South Roxbury North Roxbury Waterfront South Dorchester	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Stain Service 2 6 Trips 67% 63% 72% 50% 46% 5% 34%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17 0.15 0.21 0.57 0.20	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Tall: Origins 1 # Trips 4,889 4,573 1,632 3,939 3,352 51,743 4,326	% Trips           26%           59%           98%           82%           91%           99%           88%           95%           96%           bot Ave.)           not in Service           % Trips           33%           37%           28%           50%           54%           95%           66%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95

**TABLE 82 – Continued** Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 23 - 35

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

Neighborhood

Transit Route: Route 26 (Ashmont Sta. – Norfolk & Morton Belt Line)

# Trips % Trips Transit \$ # Trips

Origins not in Service Area

% Trips Transit \$

Origins in Service Area

Transit Route: Route 24 (Wakefield Ave. – Mattapan Sta.)

Origins in Service Area

Transit Route: Route 23 (Ashmont Sta. – Ruggles Sta. via Washington St.)

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Destination

Neighborhood

Origins in Service Area

Destination

Neighborhood

Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood		% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	<b>_</b>	% Trips		# Trips	% Trips	Transit \$
Fenway	3,270	26%	0.13	9,235	74%	0.81	South Dorchester	2,139	33%	0.19	4,405	67%	0.90	South Dorchester	4,001	61%	0.10	2,543	39%	0.98
South Roxbury	3,132	40%	0.16	4,754	60%	1.09	Mattapan	1,420	25%	0.23	4,253	75%	0.96	Mattapan	1,650	29%	0.11	4,022	71%	1.09
Longwood	2,793	19%	0.20	12,112	81%	0.64	Roslindale	619	29%	0.44	1,505	71%	0.94	Waterfront	683	1%	0.63	53,568	99%	1.00
South Dorchester	2,521	39%	0.16	4,023	61%	1.03	Waterfront	597	1%	0.71	53,654	99%	1.00	Hyde Park	565	14%	0.58	3,586	86%	0.99
North Roxbury	2,418	39%	0.18	3,829	61%	1.14	West Roxbury	560	17%	0.66	2,806	83%	1.14	Roslindale	292	14%	0.51	1,832	86%	0.92
South End	2,073	18%	0.23	9,512	82%	0.73	Westwood	550	3%	0.76	15,677	97%	0.95	North Milton	241	10%	0.42	2,226	90%	1.19
Waterfront	1,860	3%	0.56	52,391	97%	1.01	North Quincy	329	9%	0.70	3,315	91%	0.88	Westwood	204	1%	0.79	16,023	99%	0.95
Mission Hill	1,428	24%	0.23	4,503	76%	0.92	East Dedham	323	8%	0.69	3,942	92%	1.38	West Roxbury	160	5%	0.82	3,206	95%	1.13
Mattapan	1,215	21%	0.36	4,457	79%	0.89	West Dedham	233	6%	0.79	3,430	94%	1.44	East Somerville	158	0%	0.82	34,000	100%	1.02
Downtown	1,021	6%	0.44	16,188	94%	0.62	South Quincy	213	1%	0.83	14,968	99%	0.93	East Dedham	157	4%	0.94	4,109	96%	1.35
	,-			-,			<u> </u>				,- ,							,		
Tra	nsit Route: R	oute 27 (Ma	ttapan Sta. –	Ashmont St	a.)			Transit Route: Ro	ute 28 (Mat	tapan Sta. –	Ruggles Sta	a.)			Transit Route: Rout	e 29 (Matta	pan Sta. – Ja	ckson Sa. S	ta.)	
Destination		ins in Servic	-		not in Servi	ce Area	Destination		s in Service	-		not in Serv	ice Area	Destination		s in Service			not in Service	ce Area
Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$	Neighborhood					% Trips	Transit \$	Neighborhood						Transit \$
South Dorchester	2,105	32%	0.12	4,439	68%	0.89	Longwood	9,627	65%	0.09	5,279	35%	1.06	Longwood	3,571	24%	0.20	11,334	76%	0.65
Mattapan	1,111	20%	0.19	4,562	80%	0.92	Fenway	9,346	75%	0.12	3,159	25%	0.92	South Roxbury	3,567	45%	0.17	4,319	55%	1.07
Hyde Park	637	15%	0.17	3,515	85%	1.01	North Roxbury	3,011	48%	0.12	3,236	52%	1.16	Mission Hill	2,973	50%	0.17	2,958	50%	1.02
-	406			53,845	99%	0.99			37%	0.19		63%	1.16			42%		3,612	58%	0.99
Waterfront		1%	0.64				South Roxbury	2,950			4,937			North Roxbury	2,635		0.25			
Roslindale	294	14%	0.54	1,830	86%	0.91	Mission Hill	2,934	49%	0.21	2,997	51%	1.00	Fenway	2,429	19%	0.15	10,075	81%	0.81
North Quincy	264	7%	0.61	3,379	93%	0.88	Waterfront	2,509	5%	0.60	51,742	95%	1.01	Waterfront	1,882	3%	0.62	52,369	97%	1.01
West Roxbury	254	8%	0.80	3,112	92%	1.12	South End	2,149	19%	0.22	9,436	81%	0.75	Mattapan	1,473	26%	0.16	4,200	74%	1.21
Westwood	225	1%	0.81	16,002	99%	0.95	Mattapan	1,561	28%	0.18	4,112	72%	1.22	Jamaica Plain	1,314	50%	0.33	1,306	50%	1.12
North Milton	223	9%	0.36	2,243	91%	1.21	Roslindale	890	42%	0.45	1,234	58%	0.97	South End	1,228	11%	0.28	10,357	89%	0.72
East Dedham	189	4%	0.89	4,077	96%	1.35	East Somerville	849	2%	0.66	33,309	98%	1.03	South Brookline	1,084	21%	0.48	4,125	79%	0.97
Tra	nsit Route: Ro	oute 30 (Mai	ttanan Sta 🕳	Roslindale S	a )		Т	ransit Route: Rout	te 31 (Matta	nan Sta. – F	aract Hille (	ita )		Two	ansit Route: Route 32	(Wolcott Sc	/Cloopy Sa	_ Forest Hi	ills Sta.)	
					* /				`	•										
Destination		ins in Servic	e Area	Origins	not in Servi		Destination	Origins	s in Service	Area	Origins	not in Serv		Destination	Origin	s in Service	Area	Origins	not in Service	
Neighborhood	# Trips	ins in Servic % Trips	e Area Transit \$	Origins # Trips	not in Servi % Trips	Transit \$	Destination Neighborhood	Origins # Trips	s in Service % Trips	Area Transit \$	Origins # Trips	not in Serv % Trips	Transit \$	Destination Neighborhood	Origin # Trips	s in Service % Trips	Area Transit \$	Origins # Trips	not in Service % Trips	Transit \$
	# <b>Trips</b> 826	ins in Servic % Trips 25%	e Area Transit \$ 0.47	Origins # Trips 2,539	not in Servi % Trips 75%	Transit \$	Destination Neighborhood Mattapan	Origins # Trips 1,661	s in Service % Trips 29%	Area Transit \$ 0.09	Origins # Trips 4,012	not in Serv % Trips 71%	<b>Transit \$</b> 1.10	Neighborhood South Roxbury	Origin # Trips 3,275	s in Service % Trips 42%	Area Transit \$ 0.15	Origins # Trips 4,612	not in Service % Trips 58%	<b>Transit \$</b> 0.97
Neighborhood West Roxbury Mattapan	# Trips	ins in Servic % Trips	e Area Transit \$ 0.47 0.23	Origins # Trips 2,539 4,901	not in Servi % Trips 75% 86%	1.17 0.92	Destination Neighborhood	Origins # Trips	s in Service % Trips 29% 23%	Area Transit \$ 0.09 0.32	Origins # Trips 4,012 5,057	not in Serv % Trips 71% 77%	Transit \$	Destination Neighborhood	Origin # Trips	% Trips 42% 62%	Area Transit \$ 0.15 0.27	Origins # Trips 4,612 1,008	not in Service % Trips 58% 38%	7 1.10
Neighborhood West Roxbury	# <b>Trips</b> 826  772  630	ins in Servic % Trips 25% 14% 24%	e Area Transit \$ 0.47 0.23 0.29	Origins #Trips 2,539 4,901 1,990	not in Servi % Trips 75%	Transit \$	Destination Neighborhood Mattapan	Origins # Trips 1,661	s in Service % Trips 29%	Area Transit \$ 0.09	Origins # Trips 4,012 5,057 3,157	not in Serv % Trips 71% 77% 76%	<b>Transit \$</b> 1.10	Neighborhood South Roxbury	Origin # Trips 3,275	s in Service % Trips 42%	Area Transit \$ 0.15	Origins # Trips 4,612 1,008 4,354	not in Service % Trips 58%	<b>Transit \$</b> 0.97
Neighborhood West Roxbury Mattapan	# <b>Trips</b> 826 772	ins in Servic % Trips 25% 14%	e Area Transit \$ 0.47 0.23	Origins # Trips 2,539 4,901	not in Servi % Trips 75% 86%	1.17 0.92	Destination Neighborhood Mattapan South Dorchester	# Trips 1,661 1,487	s in Service % Trips 29% 23%	Area Transit \$ 0.09 0.32	Origins # Trips 4,012 5,057	not in Serv % Trips 71% 77%	Transit \$ 1.10 0.83	Destination Neighborhood South Roxbury Jamaica Plain	Origin # Trips 3,275 1,612	% Trips 42% 62%	Area Transit \$ 0.15 0.27	Origins # Trips 4,612 1,008	not in Service % Trips 58% 38%	7 1.10
Neighborhood West Roxbury Mattapan Jamaica Plain	# <b>Trips</b> 826  772  630	ins in Servic % Trips 25% 14% 24%	e Area Transit \$ 0.47 0.23 0.29	Origins #Trips 2,539 4,901 1,990	not in Servi % Trips 75% 86% 76%	Transit \$ 1.17 0.92 1.04	Destination Neighborhood Mattapan South Dorchester Hyde Park	Origins # Trips 1,661 1,487 994	s in Service % Trips 29% 23% 24%	Area Transit \$ 0.09 0.32 0.38	Origins # Trips 4,012 5,057 3,157	not in Serv % Trips 71% 77% 76%	Transit \$ 1.10 0.83 1.03	Destination Neighborhood South Roxbury Jamaica Plain Mattapan	Origin: # Trips 3,275 1,612 1,319	s in Service % Trips 42% 62% 23%	Area Transit \$ 0.15 0.27 0.33	Origins # Trips 4,612 1,008 4,354	not in Service % Trips 58% 38% 77%	7 Transit \$ 0.97 1.10 0.90
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park	# <b>Trips</b> 826  772  630  626	ins in Servic % Trips 25% 14% 24% 15%	e Area Transit \$ 0.47 0.23 0.29 0.29	Origins # Trips 2,539 4,901 1,990 3,526	not in Servi % Trips 75% 86% 76% 85%	Transit \$ 1.17 0.92 1.04 1.11	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale	Origins # Trips 1,661 1,487 994 989	s in Service % Trips 29% 23% 24% 47%	Area Transit \$ 0.09 0.32 0.38 0.31	Origins # Trips 4,012 5,057 3,157 1,135	not in Serv % Trips 71% 77% 76% 53%	Transit \$ 1.10 0.83 1.03 0.96	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront	Origin: #Trips 3,275 1,612 1,319 917	s in Service % Trips 42% 62% 23% 2%	Area Transit \$ 0.15 0.27 0.33 0.72	Origins # Trips 4,612 1,008 4,354 53,334	not in Service % Trips 58% 38% 77% 98%	7 Transit \$ 0.97 1.10 0.90 1.00
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront	# Trips 826 772 630 626 463	ins in Servic % Trips 25% 14% 24% 15% 1%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77	Origins # Trips 2,539 4,901 1,990 3,526 53,788	not in Servi % Trips 75% 86% 76% 85% 99%	1.17 0.92 1.04 1.11 0.99	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain	Origins # Trips 1,661 1,487 994 989 618	s in Service % Trips 29% 23% 24% 47% 24%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29	Origins # Trips 4,012 5,057 3,157 1,135 2,001	not in Serv % Trips 71% 77% 76% 53% 76%	1.10 0.83 1.03 0.96 1.03	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury	Origin: #Trips 3,275 1,612 1,319 917 794	s in Service % Trips 42% 62% 23% 2% 24%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52	Origins # Trips 4,612 1,008 4,354 53,334 2,572	not in Service % Trips 58% 38% 77% 98% 76%	Transit \$ 0.97 1.10 0.90 1.00 1.18
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham	#Trips 826 772 630 626 463 403 351	ins in Servic % Trips 25% 14% 24% 15% 1% 2%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92%	Transit \$ 1.17 0.92 1.04 1.11 0.99 0.95 1.37	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury	Origins #Trips 1,661 1,487 994 989 618 602	s in Service % Trips 29% 23% 24% 47% 24% 1%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84%	1.10 0.83 1.03 0.96 1.03 0.99 1.14	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale	#Trips 3,275 1,612 1,319 917 794 674 449	s in Service % Trips 42% 62% 23% 2% 24% 4%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675	not in Service % Trips 58% 38% 77% 98% 76% 96% 79%	7 Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham	#Trips 826 772 630 626 463 403 351 289	ins in Servic % Trips 25% 14% 24% 15% 1% 2% 8%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 92%	Transit \$ 1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury	Origins # Trips  1,661  1,487  994  989  618  602  553  549	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton	Origin: # Trips 3,275 1,612 1,319 917 794 674 449 416	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 17%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83%	Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville	#Trips 826 772 630 626 463 403 351	ins in Servic % Trips 25% 14% 24% 15% 1% 2% 8%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 92% 100%	Transit \$ 1.17 0.92 1.04 1.11 0.99 0.95 1.37	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury	Origins # Trips  1,661  1,487  994  989  618  602  553	s in Service % Trips 29% 23% 24% 47% 24% 1% 16%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale	Origin: # Trips 3,275 1,612 1,319 917 794 674 449 416 378	s in Service % Trips 42% 62% 23% 2% 24% 4% 21%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94%	Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham	#Trips 826 772 630 626 463 403 351 289 157	ins in Servic  '% Trips  25%  14%  24%  15%  1%  2%  8%  8%  0%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 92%	Transit \$ 1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham	Origins # Trips  1,661  1,487  994  989  618  602  553  549  345	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester	Origin: # Trips 3,275 1,612 1,319 917 794 674 449 416	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 17% 6%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83%	Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy	#Trips 826 772 630 626 463 403 351 289 157	ins in Servic  % Trips 25% 14% 24% 15% 1% 2% 8% 8% 0% 4%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 92% 100% 96%	Transit \$ 1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood	Origins # Trips  1,661  1,487  994  989  618  602  553  549  345  300	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8% 2%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester	Origin: # Trips 3,275 1,612 1,319 917 794 674 449 416 378 319	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 17% 6% 9%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%	Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy	#Trips 826 772 630 626 463 403 351 289 157 156	ins in Servic % Trips 25% 14% 24% 15% 1% 2% 8% 8% 0% 4%	e Area  Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts.	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8% 2%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fe	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Drest Hills S	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham	#Trips 3,275 1,612 1,319 917 794 674 449 416 378 319  Transit Route: Rou	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 66% 9%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  mm Mall – Fe	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%	7 Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination	#Trips 826 772 630 626 463 403 351 289 157 156 t Route: Route	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  8%  0%  4%  te 33 (River ins in Servic	e Area  Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts.	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96% Sta.) not in Servi	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8% 2%  te 34 (Dedh s in Service	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line – Fo	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927 Orest Hills S Origins	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  sta.) not in Serv	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination	# Trips  3,275  1,612  1,319  917  794  674  449  416  378  319  Transit Route: Rou  Origin	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 66% 9% te 35 (Dedhas in Service	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  am Mall – Fo	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood	#Trips  826 772 630 626 463 403 351 289 157 156  # Route: Route Original Trips	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  8%  0%  4%  te 33 (River ins in Servic % Trips	e Area  Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area  Transit \$	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96% Sta.) not in Servi % Trips	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  Destination Neighborhood	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Route   Origins   # Trips   1,661   1,487   1,4	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 2%  te 34 (Dedh s in Service % Trips	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927 Orest Hills S Origins # Trips	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 66% 9%  te 35 (Dedha s in Service % Trips	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service % Trips	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan	#Trips  826 772 630 626 463 403 351 289 157 156 t Route: Route Origi #Trips 1,124	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84 & Milton Sts. e Area Transit \$ 0.32	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury	#Trips 1,661 1,487 994 989 618 602 553 549 345 300  ransit Route: Rou Origins #Trips 3,367	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8% 2%  te 34 (Dedh s in Service % Trips 43%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927 Orest Hills S Origins # Trips 4,519	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 17% 6% 9% te 35 (Dedhas in Service % Trips 54%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service % Trips 46%	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  2ce Area Transit \$ 0.98
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury	#Trips  826 772 630 626 463 403 351 289 157 156 t Route: Rout Origi #Trips 1,124 979	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84 & Milton Sts. e Area Transit \$ 0.32 0.51	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Rou   Origins   # Trips   3,367   2,897	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 2%  te 34 (Dedh s in Service % Trips 43% 48%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fe Area Transit \$ 0.15 0.25	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Origins # Trips 4,519 3,143	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 17% 6% 9% te 35 (Dedhas in Service % Trips 54% 89%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service % Trips 46% 11%	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  2ce Area 7 2 3 1.47
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%  5%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84 & Milton Sts. e Area Transit \$ 0.32 0.51 0.68	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Rou   Origins   # Trips   3,367   2,897   2,168	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fe Area Transit \$ 0.15 0.25 0.42	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319         Transit Route: Rou   Origin   # Trips   8,016   5,299   3,201	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 66% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303	not in Service  % Trips  58%  38%  77%  98%  76%  96%  79%  83%  94%  91%  ta.)  not in Service  % Trips  46%  11%  74%	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  2ce Area 7 2
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%  5%  1%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84 & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  Ce Area Transit \$ 0.89 1.19 0.96 0.99	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Rou   Origins   # Trips   3,367   2,897   2,168   1,668	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fe Area Transit \$ 0.15 0.25 0.42 0.27	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Origins # Trips 4,519 3,143 2,097 951	not in Serv % Trips 71% 77% 76% 53% 766 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 66% 9%  te 35 (Dedhas in Service % Trips 54% 89% 26% 49%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Transit \$ 0.07 0.13 0.21 0.27	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303 2,643	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service % Trips 46% 11% 74% 51%	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  2ce Area 7 2
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront Jamaica Plain	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623 594	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%  5%  1%  23%	e Area  Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area  Transit \$ 0.32 0.51 0.68 0.80 0.36	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628 2,026	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99% 77%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96 0.99 1.03	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain Mattapan	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Rou   Origins   # Trips   3,367   2,897   2,168   1,668   1,148	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64% 20%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15 0.25 0.42 0.27 0.35	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097 951 4,525	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36% 80%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11 0.88	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline North Brookline	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319     Transit Route: Rou   Origin   # Trips   8,016   5,299   3,201   2,566   2,048	s in Service % Trips 42% 62% 23% 24% 24% 46% 21% 17% 6% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26% 49% 44%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27 0.28	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303 2,643 2,617	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service % Trips 46% 11% 74% 51% 56%	Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  ce Area Transit \$ 0.98 1.11 0.74 1.08 0.83
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront Jamaica Plain Roslindale	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623 594 455	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%  5%  1%  23%  21%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80 0.36 0.18	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628 2,026 1,669	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99% 77% 79%	Transit \$  1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96 0.99 1.03 1.19	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain Mattapan Hyde Park	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Rou   Origins   # Trips   3,367   2,897   2,168   1,668   1,148   1,068	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64% 20% 26%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15 0.25 0.42 0.27 0.35 0.45	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097 951 4,525 3,084	not in Serv % Trips 71% 76% 76% 53% 766% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36% 80% 74%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11 0.88 1.06	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline North Brookline Waterfront	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319     Transit Route: Rou   Origin   # Trips   8,016   5,299   3,201   2,566   2,048   1,415	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 17% 6% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26% 49% 44% 3%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27 0.28 0.68	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303 2,643 2,617 52,836	not in Service  % Trips  58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.)  not in Service % Trips 46% 11% 74% 51% 56% 97%	Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  ce Area Transit \$ 0.98 1.11 0.74 1.08 0.83 1.00
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront Jamaica Plain Roslindale West Dedham	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623 594 455 415	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%  5%  1%  23%  21%  11%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80 0.36 0.18 0.65	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628 2,026 1,669 3,248	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99% 77% 79% 89%	Transit \$  1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  cc Area Transit \$ 0.89 1.19 0.96 0.99 1.03 1.19 1.49	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain Mattapan Hyde Park West Roxbury	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Trips   3,367   2,897   2,168   1,668   1,148   1,068   1,029	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64% 20% 26% 31%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15 0.25 0.42 0.27 0.35 0.45 0.39	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097 951 4,525 3,084 2,337	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36% 80% 74% 69%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11 0.88 1.06 1.28	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline North Brookline Waterfront North Roxbury	Origin: #Trips   3,275   1,612   1,319   917   794   674   449   416   378   319     Transit Route: Rou   Origin: #Trips   8,016   5,299   3,201   2,566   2,048   1,415   1,303	s in Service % Trips 42% 62% 23% 24% 4% 21% 17% 6% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26% 49% 44% 3% 21%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27 0.28 0.68 0.31	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303 2,643 2,617 52,836 4,944	not in Service  % Trips  58%  38%  77%  98%  76%  96%  79%  83%  94%  91%  ta.)  not in Service  % Trips  46%  11%  74%  51%  56%  97%  79%	7 CE Area 7 CO PS 7 CO
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront Jamaica Plain Roslindale West Dedham Hyde Park	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623 594 455 415 366	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  8%  0%  44%  te 33 (River ins in Servic % Trips  20%  29%  5%  1%  23%  21%  11%  9%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80 0.36 0.18 0.65 0.14	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628 2,026 1,669 3,248 3,785	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99% 77% 79% 89% 91%	Transit \$  1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96 0.99 1.03 1.19 1.49 1.43	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain Mattapan Hyde Park West Roxbury Waterfront	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Trips     # Trips   3,367   2,897   2,168   1,668   1,148   1,068   1,029   952	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64% 20% 26% 31% 2%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15 0.25 0.42 0.27 0.35 0.45 0.39 0.73	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097 951 4,525 3,084 2,337 53,299	not in Serv % Trips 71% 76% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36% 80% 74% 69% 98%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11 0.88 1.06 1.28 1.00	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline North Brookline Waterfront North Roxbury South Roxbury	Origin: #Trips   3,275   1,612   1,319   917   794   674   449   416   378   319     Transit Route: Rou   Origin: #Trips   8,016   5,299   3,201   2,566   2,048   1,415   1,303   949	s in Service % Trips 42% 62% 23% 24% 24% 4% 21% 17% 6% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26% 49% 44% 3% 21% 12%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27 0.28 0.68 0.31 0.36	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303 2,643 2,617 52,836 4,944 6,937	not in Service  % Trips  58%  38%  77%  98%  76%  96%  79%  83%  94%  91%  ta.)  not in Service  % Trips  46%  11%  74%  51%  56%  97%  79%  88%	7 CE Area 7 CO 98 7 Transit \$ 7 0.97 7 1.10 7 0.90 7 1.00 7 1.18 7 0.96 7 1.19 7 1.15 7 0.83 7 1.47 7 1.08 7 0.98 7 1.11 7 0.74 7 1.08 7 0.83 7 1.00 7 0.85 7 0.77
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront Jamaica Plain Roslindale West Dedham Hyde Park Norwood	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623 594 455 415 366 278	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  8%  0%  44%   te 33 (River ins in Servic  % Trips  20%  29%  5%  1%  23%  21%  11%  9%  5%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80 0.36 0.18 0.65 0.14 0.98	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628 2,026 1,669 3,248 3,785 5,761	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99% 77% 79% 89% 91% 95%	Transit \$  1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96 0.99 1.03 1.19 1.49 1.43 1.22	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain Mattapan Hyde Park West Roxbury Waterfront West Dedham	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Trips   # Trips   7,2897   2,168   1,668   1,148   1,068   1,029   952   844	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64% 20% 26% 31% 2% 23%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15 0.25 0.42 0.27 0.35 0.45 0.39 0.73 0.42	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097 951 4,525 3,084 2,337 53,299 2,819	not in Serv % Trips 71% 77% 76% 53% 766% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36% 80% 74% 69% 98% 77%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11 0.88 1.06 1.28 1.00 1.65	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline North Brookline Waterfront North Roxbury South Roxbury Hyde Park	Origin     # Trips     3,275     1,612     1,319     917     794     674     449     416     378     319     Transit Route: Rou     Origin     # Trips     8,016     5,299     3,201     2,566     2,048     1,415     1,303     949     911	s in Service % Trips 42% 62% 23% 24% 44% 21% 17% 6% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26% 49% 44% 3% 21% 12% 22%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27 0.28 0.68 0.31 0.36 0.44	Origins # Trips  4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Origins # Trips 6,890 632 9,303 2,643 2,617 52,836 4,944 6,937 3,241	not in Service  % Trips  58%  38%  77%  98%  76%  96%  79%  83%  94%  91%  ta.)  not in Service  % Trips  46%  11%  74%  51%  56%  97%  79%  88%  78%	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  22 Area 7 1.11 0.74 1.08 0.83 1.00 0.85 0.77 1.05
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront Jamaica Plain Roslindale West Dedham Hyde Park	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623 594 455 415 366 278	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%  5%  1%  23%  21%  11%  9%  5%  2%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80 0.36 0.18 0.65 0.14	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628 2,026 1,669 3,248 3,785	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99% 77% 79% 89% 91%	Transit \$  1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96 0.99 1.03 1.19 1.49 1.43	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain Mattapan Hyde Park West Roxbury Waterfront	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Trips     # Trips   3,367   2,897   2,168   1,668   1,148   1,068   1,029   952	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64% 20% 26% 31% 2%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15 0.25 0.42 0.27 0.35 0.45 0.39 0.73	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097 951 4,525 3,084 2,337 53,299	not in Serv % Trips 71% 76% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36% 80% 74% 69% 98%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11 0.88 1.06 1.28 1.00	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline North Brookline Waterfront North Roxbury South Roxbury	Origin: #Trips   3,275   1,612   1,319   917   794   674   449   416   378   319     Transit Route: Rou   Origin: #Trips   8,016   5,299   3,201   2,566   2,048   1,415   1,303   949	s in Service % Trips 42% 62% 23% 24% 24% 4% 21% 17% 6% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26% 49% 44% 3% 21% 12%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27 0.28 0.68 0.31 0.36	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303 2,643 2,617 52,836 4,944 6,937	not in Service  % Trips  58%  38%  77%  98%  76%  96%  79%  83%  94%  91%  ta.)  not in Service  % Trips  46%  11%  74%  51%  56%  97%  79%  88%	7 CE Area 7 CO 98 7 Transit \$ 7 0.97 7 1.10 7 0.90 7 1.00 7 1.18 7 0.96 7 1.19 7 1.15 7 0.83 7 1.47 7 1.08 7 0.98 7 1.11 7 0.74 7 1.08 7 0.83 7 1.00 7 0.85 7 0.77

TABLE 82 - Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 36 – 48

Origins not in Service Area

82%

% Trips Transit \$

1.02

Destination

Longwood

Neighborhood

Transit Route: Route 38 (Wren St. – Forest Hills Sta.)

# Trips % Trips Transit \$ # Trips

0.08

Origins not in Service Area

49%

7,308

% Trips Transit \$

1.00

Origins in Service Area

51%

7,597

Transit Route: Route 37 (Baker & Vermont Sts. – Forest Hills Sta.)

# Trips % Trips Transit \$ # Trips

0.45

3,410

Origins in Service Area

18%

742

Transit Route: Route 36 (VA Hosp. – Forest Hills Sta. via Chas. River Loop)

% Trips Transit \$ # Trips

0.15

4,543

Origins not in Service Area

58%

% Trips Transit \$

0.97

Destination

Hyde Park

Neighborhood

Origins in Service Area

42%

# Trips

3,344

Destination

Neighborhood

South Roxbury

South Roxbury	3,344	42%	0.15	4,543	58%	0.97	Hyde Park	/42	18%	0.45	3,410	82%	1.02	Longwood	7,597	51%	0.08	7,308	49%	1.00
Jamaica Plain	1,654	63%	0.28	966	37%	1.13	Jamaica Plain	557	21%	0.30	2,063	79%	1.04	Mission Hill	5,350	90%	0.14	581	10%	1.17
Hyde Park	1,307	31%	0.44	2,845	69%	1.06	Mattapan	377	7%	0.53	5,296	93%	0.82	South Roxbury	4,068	52%	0.16	3,818	48%	1.04
Mattapan	1,212	21%	0.37	4,460	79%	0.88	Waterfront	348	1%	0.81	53,902	99%	0.99	Fenway	2,555	20%	0.23	9,950	80%	0.75
West Roxbury	927	28%	0.19	2,438	72%	1.60	Westwood	336	2%	0.64	15,890	98%	0.96	South Brookline	2,406	46%	0.29	2,803	54%	1.09
West Dedham	900	25%	0.36	2,762	75%	1.68	West Dedham	304	8%	0.49	3,359	92%	1.49	Waterfront	1,781	3%	0.66	52,470	97%	1.01
Waterfront	887	2%	0.74	53,363	98%	1.00	North Newton	238	10%	0.91	2,208	90%	1.09	North Brookline	1,746	37%	0.31	2,920	63%	0.83
Westwood	767	5%	0.62	15,460	95%	0.97	South Newton	205	7%	0.67	2,688	93%	1.24	Jamaica Plain	1,651	63%	0.20	968	37%	1.42
South Newton	583	20%	0.85	2,311	80%	1.24	Needham	189	2%	0.89	9,256	98%	1.17	North Roxbury	1,513	24%	0.25	4,734	76%	0.98
East Dedham	542	13%	0.58	3,723	87%	1.45	East Dedham	187	4%	0.71	4,079	96%	1.38	Mattapan	742	13%	0.40	4,931	87%	0.88
				-,						****	1,012							.,,,,,		
Tra	ansit Route: Ro	ute 39 (Fores	t Hills Sta	Back Bay St	ta.)		T	ransit Route: Ro	ute 40 (Georg	getowne – F	orest Hills S	Sta.)		Tran	sit Route: Route	41 (Centre	& Eliot Sts	- JFK/UMas	s Sta.)	
Destination	Origi	ns in Service	Area	Origins 1	not in Servi	ce Area	Destination	Origin	ns in Service	Area	Origins	not in Serv	ice Area	Destination	Origin	s in Service	Area	Origins	not in Servic	ce Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Fenway	11,585	93%	0.11	920	7%	1.04	West Roxbury	666	20%	0.38	2,699	80%	1.26	Mission Hill	3,329	56%	0.12	2,602	44%	1.02
Longwood	10,168	68%	0.09	4,738	32%	1.15	Hyde Park	641	15%	0.18	3,511	85%	1.21	North Roxbury	2,799	45%	0.13	3,448	55%	1.10
Mission Hill	5,128	86%	0.15	803	14%	1.20	Westwood	629	4%	0.65	15,598	96%	0.96	South Roxbury	2,682	34%	0.20	5,204	66%	0.85
Back Bay	4,543	56%	0.08	3,549	44%	1.06	Mattapan	570	10%	0.43	5,103	90%	0.83	North Dorchester	2,168	44%	0.12	2,787	56%	1.13
Downtown	3,675	21%	0.31	13,534	79%	0.64	Jamaica Plain	533	20%	0.31	2,087	80%	1.04	Longwood	1,832	12%	0.20	13,074	88%	0.60
Waterfront	2,939	5%	0.47	51,312	95%	1.03	Waterfront	469	1%	0.80	53,782	99%	0.99	Waterfront	1,624	3%	0.53	52,627	97%	1.01
South End	2,758	24%	0.12	8,827	76%	0.89	West Dedham	331	9%	0.57	3,331	91%	1.52	South Brookline	1,445	28%	0.34	3,764	72%	0.97
North Roxbury	2,701	43%	0.24	3,546	57%	0.89	South Newton	286	10%	0.97	2,608	90%	1.22	South End	1,157	10%	0.24	10,428	90%	0.71
South Brookline	2,477	48%	0.25	2,732	52%	1.06	North Milton	248	10%	0.70	2,219	90%	1.13	Downtown	1,047	6%	0.44	16,162	94%	0.62
Chinatown	1,724	11%	0.17	14,515	89%	0.73	Norwood	245	4%	0.93	5,795	96%	1.13	Jamaica Plain	885	34%	0.19	1,734	66%	1.20
Cimatown	1,721	1170	0.17	11,515	0770	0.73	110111000	213	170	0.75	5,775	7070	1.22	sumarea i min	002	3170	0.17	1,731	0070	1.20
Tr	ansit Route: Ro	oute 42 (Fore	st Hills Sta.	– Ruggles Sta	a.)		Tra	nsit Route: Rout	e 43 (Ruggles	Sta. – Parl	k & Tremor	t Sts.)		Т	Transit Route: Ro	nte 44 (Jack	son Sa. Sta.	– Ruggles St	a.)	
Destination		ns in Service			not in Servi	ce Area	Destination		ns in Service			not in Serv	ice Area	Destination		s in Service			not in Servic	re Area
Neighborhood	# Trips		Transit \$			Transit \$	Neighborhood	# Trips		Fransit \$	# Trips		Transit \$	Neighborhood			Transit \$	# Trips		Transit \$
Fenway	3,663	29%	0.12	8,842	71%	0.81	Fenway	9,737	78%	0.10	2,768	22%	0.84	North Roxbury	3,545	57%	0.14	2,702	43%	1.07
North Roxbury	3,588	57%	0.15	2,659	43%	1.00	Chinatown	8,073	50%	0.08	8,165	50%	1.05	Fenway	3,418	27%	0.12	9,086	73%	0.81
Longwood	3,374	23%	0.19	11,532	77%	0.64	Waterfront	7,734	14%	0.24	46,516	86%	1.13	Longwood	3,366	23%	0.18	11,540	77%	0.65
Mission Hill	2,590	44%	0.19	3,341	56%	0.94	South End	7,161	62%	0.08	4,423	38%	1.17	Mission Hill	3,071	52%	0.16	2,860	48%	0.97
South End	2,438	21%	0.18	9,147	79%	0.73	Downtown	6,609	38%	0.06	10,600	62%	0.99	South Roxbury	2,800	36%	0.13	5,087	64%	0.96
South End South Roxbury	2,066	26%	0.17	5,821	74%	0.87	Back Bay	5,320	66%	0.10	2,772	34%	0.89	South End	2,511	22%	0.19	9,074	78%	0.73
Waterfront	1,434	3%	0.57	52,817	97%	1.00	North Roxbury	3,731	60%	0.16	2,516	40%	0.88	Waterfront	1,428	3%	0.56	52,823	97%	1.00
Jamaica Plain	1,335	51%	0.20	1,284	49%	1.19	Longwood	3,291	22%	0.20	11,615	78%	0.62	Jamaica Plain	1,178	45%	0.27	1,442	55%	1.08
Downtown	1,124	7%	0.42	16,085	93%	0.62	West End	3,131	38%	0.20	5,149	62%	0.02	Downtown	1,050	6%	0.41	16,159	94%	0.62
Chinatown	651	4%	0.36	15,588	96%	0.63	East Somerville	1,495	4%	0.49	32,663	96%	1.04	Chinatown	732	5%	0.36	15,507	95%	0.63
Cimatown	031	-170	0.50	13,300	7070	0.03	East Somer vine	1,475	470	0.47	32,003	7070	1.0-7	Cimiatown	132	370	0.50	13,307	7370	0.03
				. Ruggles Sta	.)		Trans	t Route: Route 4	7 (Central So	Cambrid	lge – Broady	wav Sta.)		Transi	it Route: Route 48	3 (Centre &	Eliot Sts. – J	Iamaica Plai	n Loop)	
T	ransit Route: R	oute 45 (Fra	nklin Park –						ıs in Service			not in Serv	ice Area	Destination		s in Service			not in Servic	ce Area
		oute 45 (Frans in Service			not in Servi	ce Area	Destination	Origii											% Trips	_
Destination Neighborhood	Origin	ns in Service	Area	Origins 1			Destination Neighborhood				# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	/0 11105	Transit \$
Destination Neighborhood	Origin # Trips	ns in Service % Trips	Area Transit \$	Origins 1 # Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Fransit \$	# Trips -2.857		Transit \$	- 10-8	# Trips 2,590		•			Transit \$
<b>Destination Neighborhood</b> Fenway	Origin # Trips 3,329	ns in Service % Trips 27%	Area Transit \$ 0.13	Origins 1 # Trips 9,175	<b>% Trips</b> 73%	Transit \$ 0.81	<b>Neighborhood</b> Fenway	# <b>Trips</b> 15,362	% Trips 100%	<b>Fransit \$</b> 0.12	-2,857	0%	1.03	Mission Hill	2,590	44%	0.10	3,341	56%	0.94
Neighborhood Fenway South Dorchester	Origin # Trips 3,329 3,029	ns in Service % Trips 27% 46%	Area Transit \$ 0.13 0.19	Origins 1 # Trips 9,175 3,515	% Trips 73% 54%	7 Transit \$ 0.81 0.99	Neighborhood Fenway Longwood	# <b>Trips</b> 15,362 12,192	% Trips 100% 82%	0.12 0.09	-2,857 2,714	0% 18%	1.03 1.14	Mission Hill South Roxbury	2,590 2,138	44% 27%	0.10 0.10	3,341 5,748	56% 73%	0.94 0.82
Neighborhood Fenway South Dorchester South Roxbury	# Trips 3,329 3,029 2,900	ns in Service % Trips 27% 46% 37%	Area Transit \$ 0.13 0.19 0.18	Origins 1 # Trips 9,175 3,515 4,986	% Trips 73% 54% 63%	7 Transit \$ 0.81 0.99 1.05	Neighborhood Fenway Longwood Waterfront	#Trips 15,362 12,192 11,020	% Trips 100% 82% 20%	0.12 0.09 0.27	-2,857 2,714 43,231	0% 18% 80%	1.03 1.14 1.11	Mission Hill South Roxbury Jamaica Plain	2,590 2,138 1,472	44% 27% 56%	0.10 0.10 0.11	3,341 5,748 1,147	56% 73% 44%	0.94 0.82 1.21
Neighborhood Fenway South Dorchester South Roxbury Longwood	Origin # Trips 3,329 3,029 2,900 2,872	ns in Service % Trips 27% 46% 37% 19%	Area Transit \$ 0.13 0.19 0.18 0.19	Origins 1 # Trips 9,175 3,515 4,986 12,034	% Trips 73% 54% 63% 81%	7 Transit \$ 0.81 0.99 1.05 0.64	Neighborhood Fenway Longwood Waterfront Downtown	#Trips 15,362 12,192 11,020 9,099	% Trips 100% 82% 20% 53%	0.12 0.09 0.27 0.24	-2,857 2,714 43,231 8,111	0% 18% 80% 47%	1.03 1.14 1.11 0.66	Mission Hill South Roxbury Jamaica Plain South Brookline	2,590 2,138 1,472 1,238	44% 27% 56% 24%	0.10 0.10 0.11 0.27	3,341 5,748 1,147 3,971	56% 73% 44% 76%	0.94 0.82 1.21 0.96
Pestination Neighborhood Fenway South Dorchester South Roxbury Longwood North Roxbury	Origin # Trips 3,329 3,029 2,900 2,872 2,701	ns in Service % Trips 27% 46% 37% 19% 43%	Area Transit \$ 0.13 0.19 0.18 0.19 0.16	Origins I # Trips 9,175 3,515 4,986 12,034 3,546	% Trips 73% 54% 63% 81% 57%	7 Transit \$ 0.81 0.99 1.05 0.64 1.17	Neighborhood Fenway Longwood Waterfront Downtown South End	#Trips 15,362 12,192 11,020 9,099 8,078	% Trips 100% 82% 20% 53% 70%	0.12 0.09 0.27 0.24 0.10	-2,857 2,714 43,231 8,111 3,507	0% 18% 80% 47% 30%	1.03 1.14 1.11 0.66 1.06	Mission Hill South Roxbury Jamaica Plain South Brookline North Roxbury	2,590 2,138 1,472 1,238 862	44% 27% 56% 24% 14%	0.10 0.10 0.11 0.27 0.21	3,341 5,748 1,147 3,971 5,384	56% 73% 44% 76% 86%	0.94 0.82 1.21 0.96 0.84
Pestination Neighborhood Fenway South Dorchester South Roxbury Longwood North Roxbury South End	Origin # Trips 3,329 3,029 2,900 2,872 2,701 1,969	ns in Service % Trips 27% 46% 37% 19% 43% 17%	Area Transit \$ 0.13 0.19 0.18 0.19 0.16 0.22	Origins I # Trips 9,175 3,515 4,986 12,034 3,546 9,616	% Trips 73% 54% 63% 81% 57% 83%	0.81 0.99 1.05 0.64 1.17 0.74	Neighborhood Fenway Longwood Waterfront Downtown South End Chinatown	#Trips 15,362 12,192 11,020 9,099 8,078 6,926	% Trips 100% 82% 20% 53% 70% 43%	7 Caract \$ 0.12 0.09 0.27 0.24 0.10 0.15	-2,857 2,714 43,231 8,111 3,507 9,312	0% 18% 80% 47% 30% 57%	1.03 1.14 1.11 0.66 1.06 0.74	Mission Hill South Roxbury Jamaica Plain South Brookline North Roxbury Waterfront	2,590 2,138 1,472 1,238 862 576	44% 27% 56% 24% 14% 1%	0.10 0.10 0.11 0.27 0.21 0.64	3,341 5,748 1,147 3,971 5,384 53,675	56% 73% 44% 76% 86% 99%	0.94 0.82 1.21 0.96 0.84 1.00
Pestination Neighborhood Fenway South Dorchester South Roxbury Longwood North Roxbury South End Waterfront	Origin # Trips 3,329 3,029 2,900 2,872 2,701 1,969 1,926	ns in Service % Trips 27% 46% 37% 19% 43% 17% 4%	Area Transit \$ 0.13 0.19 0.18 0.19 0.16 0.22 0.57	Origins I # Trips 9,175 3,515 4,986 12,034 3,546 9,616 52,324	% Trips 73% 54% 63% 81% 57% 83% 96%	Transit \$ 0.81 0.99 1.05 0.64 1.17 0.74 1.01	Neighborhood Fenway Longwood Waterfront Downtown South End Chinatown Central Square	#Trips 15,362 12,192 11,020 9,099 8,078 6,926 5,891	% Trips 100% 82% 20% 53% 70% 43% 83%	0.12 0.09 0.27 0.24 0.10 0.15	-2,857 2,714 43,231 8,111 3,507 9,312 1,235	0% 18% 80% 47% 30% 57% 17%	1.03 1.14 1.11 0.66 1.06 0.74 0.92	Mission Hill South Roxbury Jamaica Plain South Brookline North Roxbury Waterfront Downtown	2,590 2,138 1,472 1,238 862 576 430	44% 27% 56% 24% 14% 1% 3%	0.10 0.10 0.11 0.27 0.21 0.64 0.47	3,341 5,748 1,147 3,971 5,384 53,675 16,779	56% 73% 44% 76% 86% 99% 97%	0.94 0.82 1.21 0.96 0.84 1.00 0.62
Pestination Neighborhood Fenway South Dorchester South Roxbury Longwood North Roxbury South End Waterfront Mattapan	Origin # Trips 3,329 3,029 2,900 2,872 2,701 1,969 1,926 1,673	ns in Service % Trips 27% 46% 37% 19% 43% 17% 4% 29%	Area Transit \$ 0.13 0.19 0.18 0.19 0.16 0.22 0.57 0.28	Origins I # Trips 9,175 3,515 4,986 12,034 3,546 9,616 52,324 4,000	% Trips 73% 54% 63% 81% 57% 83% 96% 71%	Transit \$ 0.81 0.99 1.05 0.64 1.17 0.74 1.01 0.95	Neighborhood Fenway Longwood Waterfront Downtown South End Chinatown Central Square North Roxbury	#Trips 15,362 12,192 11,020 9,099 8,078 6,926 5,891 4,667	% Trips 100% 82% 20% 53% 70% 43% 83% 75%	0.12 0.09 0.27 0.24 0.10 0.15 0.09	-2,857 2,714 43,231 8,111 3,507 9,312 1,235 1,579	0% 18% 80% 47% 30% 57% 17% 25%	1.03 1.14 1.11 0.66 1.06 0.74 0.92 0.95	Mission Hill South Roxbury Jamaica Plain South Brookline North Roxbury Waterfront Downtown Back Bay	2,590 2,138 1,472 1,238 862 576 430 343	44% 27% 56% 24% 14% 1% 3% 4%	0.10 0.10 0.11 0.27 0.21 0.64 0.47 0.43	3,341 5,748 1,147 3,971 5,384 53,675 16,779 7,748	56% 73% 44% 76% 86% 99% 97% 96%	0.94 0.82 1.21 0.96 0.84 1.00 0.62 0.61
Destination Neighborhood Fenway South Dorchester South Roxbury Longwood North Roxbury South End Waterfront Mattapan Mission Hill	Origin # Trips 3,329 3,029 2,900 2,872 2,701 1,969 1,926 1,673 1,368	ns in Service % Trips 27% 46% 37% 19% 43% 17% 4% 29% 23%	Area Transit \$ 0.13 0.19 0.18 0.19 0.16 0.22 0.57 0.28 0.23	Origins I # Trips 9,175 3,515 4,986 12,034 3,546 9,616 52,324 4,000 4,563	% Trips 73% 54% 63% 81% 57% 83% 96% 71% 77%	Transit \$ 0.81 0.99 1.05 0.64 1.17 0.74 1.01 0.95 0.92	Neighborhood Fenway Longwood Waterfront Downtown South End Chinatown Central Square North Roxbury Mission Hill	#Trips 15,362 12,192 11,020 9,099 8,078 6,926 5,891 4,667 3,541	% Trips 100% 82% 20% 53% 70% 43% 83% 75% 60%	0.12 0.09 0.27 0.24 0.10 0.15 0.09 0.16	-2,857 2,714 43,231 8,111 3,507 9,312 1,235 1,579 2,390	0% 18% 80% 47% 30% 57% 17% 25% 40%	1.03 1.14 1.11 0.66 1.06 0.74 0.92 0.95	Mission Hill South Roxbury Jamaica Plain South Brookline North Roxbury Waterfront Downtown Back Bay Chinatown	2,590 2,138 1,472 1,238 862 576 430 343 287	44% 27% 56% 24% 14% 1% 3% 4% 2%	0.10 0.10 0.11 0.27 0.21 0.64 0.47 0.43 0.43	3,341 5,748 1,147 3,971 5,384 53,675 16,779 7,748 15,952	56% 73% 44% 76% 86% 99% 97% 96% 98%	0.94 0.82 1.21 0.96 0.84 1.00 0.62 0.61 0.62
Pestination Neighborhood Fenway South Dorchester South Roxbury Longwood North Roxbury South End Waterfront Mattapan	Origin # Trips 3,329 3,029 2,900 2,872 2,701 1,969 1,926 1,673 1,368 936	ns in Service % Trips 27% 46% 37% 19% 43% 17% 4% 29% 23% 5%	Area Transit \$ 0.13 0.19 0.18 0.19 0.16 0.22 0.57 0.28	Origins I # Trips 9,175 3,515 4,986 12,034 3,546 9,616 52,324 4,000	% Trips 73% 54% 63% 81% 57% 83% 96% 71%	Transit \$ 0.81 0.99 1.05 0.64 1.17 0.74 1.01 0.95	Neighborhood Fenway Longwood Waterfront Downtown South End Chinatown Central Square North Roxbury	#Trips 15,362 12,192 11,020 9,099 8,078 6,926 5,891 4,667	% Trips 100% 82% 20% 53% 70% 43% 83% 75%	0.12 0.09 0.27 0.24 0.10 0.15 0.09	-2,857 2,714 43,231 8,111 3,507 9,312 1,235 1,579	0% 18% 80% 47% 30% 57% 17% 25%	1.03 1.14 1.11 0.66 1.06 0.74 0.92 0.95	Mission Hill South Roxbury Jamaica Plain South Brookline North Roxbury Waterfront Downtown Back Bay	2,590 2,138 1,472 1,238 862 576 430 343	44% 27% 56% 24% 14% 1% 3% 4%	0.10 0.10 0.11 0.27 0.21 0.64 0.47 0.43	3,341 5,748 1,147 3,971 5,384 53,675 16,779 7,748	56% 73% 44% 76% 86% 99% 97% 96%	0.94 0.82 1.21 0.96 0.84 1.00 0.62 0.61

**TABLE 82 – Continued** Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 50 – 67

Origins not in Service Area

Transit Route: Route 52 (Dedham Mall – Watertown Yard)

Origins not in Service Area

Origins in Service Area

Transit Route: Route 51 (Cleveland Circle – Forest Hills Sta.)

Origins in Service Area

Transit Route: Route 50 (Cleary Sq. – Forest Hills Sta. via Metropolitan)

Origins not in Service Area

Destination

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Origins in Service Area

Destination

Destination		ns in Servic		8	not in Servi		Destination		ıs in Service			not in Serv	rice Area	Destination	Origiı	ns in Service			not in Serv	
Neighborhood	# Trips	% Trips	Transit \$	# Trips		Transit \$	Neighborhood			Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
West Roxbury	619	18%	0.41	2,746	82%	1.20	South Brighton	3,269	100%	0.14	-442	0%	1.19	South Brighton	2,149	76%	0.15	678	24%	1.01
Jamaica Plain	504	19%	0.28	2,116	81%	1.03	North Brookline	1,720	37%	0.26	2,945	63%	0.88	East Watertown	1,540	42%	0.24	2,156	58%	1.07
Mattapan	445	8%	0.40	5,228	92%	0.83	North Allston	1,419	12%	0.28	10,752	88%	1.15	North Brighton	710	52%	0.17	656	48%	1.31
Hyde Park	432	10%	0.17	3,719	90%	1.14	Waterfront	1,025	2%	0.70	53,226	98%	1.00	North Allston	639	5%	0.43	11,532	95%	1.05
Waterfront	385	1%	0.78	53,866	99%	0.99	East Watertown	838	23%	0.54	2,858	77%	0.97	North Newton	636	26%	0.39	1,810	74%	1.24
Westwood	368	2%	0.66	15,859	98%	0.95	South Brookline	717	14%	0.22	4,493	86%	1.17	Needham	631	7%	0.56	8,814	93%	1.22
West Dedham	300	8%	0.63	3,363	92%	1.46	Jamaica Plain	691	26%	0.33	1,929	74%	1.07	South Waltham	593	28%	0.76	1,548	72%	0.96
East Dedham	195	5%	0.60	4,070	95%	1.38	Hyde Park	646	16%	0.54	3,505	84%	1.01	Westwood	558	3%	0.71	15,669	97%	0.96
North Milton	188	8%	0.67	2,279	92%	1.12	Longwood	634	4%	0.42	14,271	96%	0.56	Waterfront	558	1%	0.77	53,693	99%	1.00
East Somerville	127	0%	0.82	34,030	100%	1.02	South Allston	618	89%	0.19	80	11%	0.88	West Watertown	547	23%	0.26	1,863	77%	0.91
Trans	sit Route: Route	55 (Queens	berry St. – Pa	ark & Trem	ont Sts.)		Tra	nsit Route: Rou	ite 57 (Wate	rtown Yard	– Kenmore	Sta.)		Tra	nsit Route: Route	e 59 (Needha	m Junction	– Watertow	n Sq.)	
Destination	Origi	ns in Servic	e Area	Origins	not in Servi	ce Area	Destination	Origii	ns in Service	Area	Origins	not in Serv	rice Area	Destination	Origii	ns in Service	Area	Origins	not in Serv	ice Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Fenway	15,779	100%	0.09	-3,274	0%	1.07	Fenway	10,788	86%	0.15	1,717	14%	0.94	Needham	3,979	42%	0.18	5,466	58%	1.57
Waterfront	8,071	15%	0.26	46,180	85%	1.14	Longwood	9,698	65%	0.10	5,208	35%	1.12	East Watertown	941	25%	0.19	2,755	75%	1.05
Back Bay	7,777	96%	0.08	314	4%	1.17	North Brookline	4,324	93%	0.21	342	7%	1.09	South Waltham	512	24%	0.67	1,629	76%	0.97
Chinatown	7,720	48%	0.09	8,518	52%	1.07	Mission Hill	2,771	47%	0.24	3,160	53%	0.94	West Watertown	477	20%	0.18	1,933	80%	0.92
Longwood	7,503	50%	0.11	7,403	50%	0.86	Waterfront	2,157	4%	0.59	52,094	96%	1.01	South Newton	311	11%	0.29	2,582	89%	1.37
Downtown	6,128	36%	0.07	11,081	64%	1.01	North Allston	2,064	17%	0.28	10,107	83%	1.29	Westwood	309	2%	0.78	15,918	98%	0.95
South End	5,266	45%	0.12	6,318	55%	0.89	East Watertown	1,880	51%	0.24	1,816	49%	1.08	Wellesley	280	6%	1.06	4,695	94%	1.17
West End	3,213	39%	0.10	5,067	61%	0.99	North Roxbury	1,350	22%	0.33	4,897	78%	0.84	Waterfront	254	0%	0.84	53,997	100%	0.99
North Roxbury	2,203	35%	0.28	4,043	65%	0.83	South Brookline	1,277	25%	0.34	3,932	75%	1.06	West Roxbury	240	7%	0.78	3,125	93%	1.13
East Somerville	1,727	5%	0.49	32,430	95%	1.04	South Brighton	1,251	44%	0.19	1,576	56%	1.29	South Belmont	234	10%	0.57	2,067	90%	0.98
<b>Destination</b>	Transit Route: R Origi	oute 60 (Ch			ta.) s not in Servi	ce Area	<b>Destination</b>	nsit Route: Rou Origii	te 62 (Bedfo ns in Service			Sta.) not in Serv	rice Area	Trai	nsit Route: Route Origi	e 64 (Oak Sq ns in Service		•	ridge) not in Serv	ice Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Longwood	10,130	68%	0.07	4,776	32%	0.98	North Cambridge	4,328	50%	0.19	4,282	50%	0.95	Central Square	10,260	100%	0.06	-3,133	0%	1.12
Fenway	9,929	79%	0.14	2,576	21%	0.82	West Arlington	1,640	44%	0.21	2,079	56%	1.30	North Allston	6,258	51%	0.16	5,913	49%	1.37
Mission Hill	3,944	67%	0.12	1,987	33%	0.97	Davis Square	1,625	100%	0.32	-894	0%	0.73	East Cambridge	4,582	24%	0.08	14,823	76%	0.97
North Brookline	3,167	68%	0.19	1,498	32%	0.89	East Lexington	1,213	42%	0.29	1,695	58%	2.03	Harvard Square	3,566	100%	0.17	-14,440	0%	0.68
South Brookline	2,164	42%	0.19	3,045	58%	1.11	Bedford	1,023	21%	0.50	3,768	79%	2.12	Spring Hill	1,833	32%	0.18	3,868	68%	0.84
South Newton	1,431	49%	0.35	1,463	51%	1.29	West Lexington	704	45%	0.37	854	55%	2.38	South Allston	1,675	100%	0.14	-977	0%	0.91
Waterfront	1,342	2%	0.58	52,909	98%	1.00	Burlington	692	5%	0.95	12,408	95%	1.45	East Somerville	1,499	4%	0.47	32,659	96%	1.05
North Roxbury	774	12%	0.35	5,473	88%	0.81	East Arlington	505	20%	0.18	2,030	80%	1.01	North Brookline	1,424	31%	0.32	3,242	69%	0.82
Downtown	653	4%	0.39	16,557	96%	0.62	North Belmont	464	38%	0.29	746	62%	1.32	Waterfront	1,148	2%	0.54	53,103	98%	1.01
East Somerville	615	2%	0.63	33,543	98%	1.02	West Woburn	435	14%	0.94	2,614	86%	1.56	South Brighton	959	34%	0.23	1,868	66%	0.91
Tı	ransit Route: Ro	ute 65 (Brig	hton Center	– Kenmore	Sta.)		Transit	Route: Route 6	66 (Harvard	Sq. – Dudley	y Sta. via Br	ookline)			Transit Route:	Route 67 (Ti	ırkey Hill –	Alewife Sta.	)	
Destination	Origi	ns in Servic	e Area	Origins	not in Servi	ce Area	Destination		ns in Service			not in Serv	rice Area	Destination	Origiı	ns in Service	Area	Origins	not in Serv	ice Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Longwood	10,325	69%	0.08	4,581	31%	1.01	Longwood	8,927	60%	0.08	5,979	40%	1.01	North Cambridge	4,240	49%	0.14	4,370	51%	0.95
Fenway	8,466	68%	0.17	4,039	32%	0.84	North Brookline	6,595	100%	0.16	-1,929	0%	1.23	Davis Square	1,748	100%	0.23	-1,017	0%	0.74
North Brookline	5,171	100%	0.16	-506	0%	1.13	Mission Hill	4,838	82%	0.15	1,092	18%	1.05	East Arlington	815	32%	0.10	1,719	68%	1.11
Mission Hill	3,724	63%	0.14	2,207	37%	0.98	North Allston	4,717	39%	0.20	7,454	61%	1.47	North Belmont	714	59%	0.19	496	41%	1.27
South Brookline	3,240	62%	0.18	1,970	38%	1.19	South Brookline	3,197	61%	0.22	2,012	39%	1.16	West Arlington	431	12%	0.11	3,288	88%	1.44
South Brighton	2,761	98%	0.15	66	2%	1.14	Fenway	2,430	19%	0.26	10,074	81%	0.75	Fresh Pond	401	85%	0.34	70	15%	1.00
Waterfront	1,832	3%	0.60	52,419	97%	1.01	Central Square	2,314	32%	0.27	4,813	68%	0.74	East Lexington	390	13%	0.56	2,518	87%	1.62
East Somerville	781	2%	0.65	33,377	98%	1.03	Waterfront	2,231	4%	0.60	52,020	96%	1.02	Waterfront	355	1%	0.68	53,895	99%	0.99
East Watertown	651	18%	0.54	3,046	82%	0.96	North Roxbury	2,227	36%	0.00	4,020	64%	0.93	West Woburn	320	10%	0.74	2,729	90%	1.54
Downtown	617	4%	0.42		96%	0.62	South Brighton	2,173	77%	0.20	653	23%	1.25	South Belmont	311	14%	0.74	1,990	86%	
Neighborhood lies ou			0.42	10,372	7070	0.02	South Diffiton	2,173	11/0	0.17	033	23/0	1.23	South Definiont	311	14/0	0.43	1,770	00/0	1.00
rveignoornood nes ou	usiae route's serv	ice area																		

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 68 – 79

	Route 68 (	Harvard So	. – Kendall/M	IIT Sta.)				Transit Route: R	oute 69 (Ha	rvard Sa. –	Lechmere St	ta.)		Transit Route: Ro	oute 70/70A (	Cedarwood/	No. Walthar	n – Central :	Sa., Cambrid	lge)
Destination		ins in Servic			not in Serv	ice Area	Destination		ns in Servic			not in Serv	vice Area	<b>Destination</b>		ns in Service			s not in Servi	
Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Central Square	8,537	100%	0.05	-1,410	0%	1.06	East Cambridge	11,672	60%	0.08	7,732	40%	1.03	Central Square	7,198	100%	0.07	-72	0%	0.95
East Cambridge	4,361	22%	0.03	15,043	78%	0.97	Central Square	6,297	88%	0.07	829	12%	0.93	North Allston	5,200	43%	0.15	6,971	57%	1.27
Harvard Square	3,054	100%	0.05	-13,928	0%	0.94	Spring Hill	4,687	82%	0.08	1,014	18%	0.89	Harvard Square	2,667	100%	0.13	-13,541	0%	0.66
Spring Hill	2,744	48%	0.03	2,957	52%	0.86	Harvard Square	3,285	100%	0.05	-14,159	0%	0.93	South Waltham	2,026	95%	0.17	115	5%	1.65
North Allston	1,714	14%	0.32	10,457	86%	1.01	East Somerville	3,080	9%	0.03	31,078	91%	1.08	East Watertown	1,455	39%	0.17	2,241	61%	1.31
East Somerville	1,071	3%	0.32	33,087	97%	1.05	Charlestown	2,076	22%	0.26	7,330	78%	0.89	West Watertown	1,274	53%	0.23	1,136	47%	1.35
Waterfront	730	1%	0.44	53,521	99%	1.00	North Allston	1,620	13%	0.26	10,551	87%	1.00	North Waltham	1,103	65%	0.18	582	35%	2.30
Longwood	202	1%	0.48	14,704	99%	0.55	West End	956	12%	0.30	7,324	88%	0.71	South Belmont	888	39%	0.33	1,412	61%	1.08
West End	195	2%	0.31	8,085	98%	0.55	Downtown	924	5%	0.27	16,285	95%	0.62	North Newton	858	35%	0.43	1,588	65%	1.16
North Newton	161	7%	0.32	2,285	93%	1.09	Waterfront	806	1%	0.50	53,445	93%	1.00	South Allston	815	100%	0.45	-117	05%	0.68
North Newton	101	7%	0.81	2,285	93%	1.09	waterfront	800	1%	0.50	55,445	99%	1.00	South Aliston	813	100%	0.36	-11/	0%	0.08
Tra	ansit Route: R	oute 71 (Wa	tertown Sa	- Harvard St	a.)		Trar	sit Route: Route 7	2 (Aberdee	n & Mt. Aul	ourn – Harv	ard Sta.)		Tra	ansit Route: I	Route 73 (Wa	averly Sq. –	Harvard Sta	ı.)	
Destination		ins in Servic			not in Serv	ice Area	Destination		ns in Service			not in Serv	vice Area	Destination		ns in Service			s not in Servi	ice Area
Neighborhood	# Trips	% Trips	Transit \$			Transit \$	Neighborhood			Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
North Allston	2,354	19%	0.12	9,817	81%	1.10	North Allston	2,404	20%	0.13	9,768	80%	1.10	North Allston	2,347	19%	0.13	9,824	81%	1.10
Central Square	2,047	29%	0.18	5,080	71%	0.73	Central Square	1,897	27%	0.14	5,229	73%	0.77	Central Square	2,174	31%	0.18	4,953	69%	0.73
Spring Hill	507	9%	0.24	5,194	91%	0.80	Harvard Square	1,047	100%	0.06	-11,921	0%	0.96	Spring Hill	487	9%	0.25	5,215	91%	0.80
Waterfront	427	1%	0.59	53,824	99%	1.00	North Cambridge	897	10%	0.23	7,713	90%	1.00	Waterfront	422	1%	0.60	53,828	99%	1.00
South Belmont	255	11%	0.25	2,045	89%	1.09	Spring Hill	823	14%	0.23	4,879	86%	0.81	North Newton	269	11%	0.64	2,177	89%	1.10
East Watertown	248	7%	0.11	3,448	93%	1.33	Waterfront	502	1%	0.56	53,748	99%	1.00	East Somerville	236	1%	0.60	33,922	99%	1.03
West Watertown	242	10%	0.11	2,168	90%	0.95	North Belmont	389	32%	0.19	822	68%	1.37	West Arlington	204	5%	0.70	3,516	95%	1.06
North Newton	222	9%	0.13	2,223	91%	1.10	North Newton	279	11%	0.77	2,167	89%	1.09	South Newton	158	5%	0.83	2,736	95%	1.21
East Somerville	219	1%	0.59	33,939	99%	1.03	East Somerville	249	1%	0.77	33,909	99%	1.03	East Lexington	149	5%	0.90	2,758	95%	1.57
South Newton	177	6%	0.76	2,717	94%	1.03	Longwood	175	1%	0.59	14,730	99%	0.55	Longwood	145	1%	0.50	14,761	99%	0.55
South Newton	1//	070	0.70	2,717	7470	1.22	Longwood	173	1 /0	0.57	14,730	77/0	0.55	Longwood	143	1 /0	0.01	14,701	7770	0.55
Transit Ro	ute: Route 74	(Belmont Ct	r. – Harvard	Sta. via Con	cord Ave.)		Transit R	oute: Route 75 (Be	lmont Ctr.	– Harvard S	ta. via Fresl	Pond Pkw	v.)	Transit I	Route: Route	76 (Hanscon	a Air Force	Base – Alew	ife Sta.)	
Destination		ins in Servic			not in Serv	ice Area	Destination	,	s in Service			not in Serv	• /	Destination		ns in Service			s not in Servi	ice Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
North Cambridge	4,350	51%	0.18	4,260	49%	1.07	North Cambridge	3,423	40%	0.18	5,187	60%	1.05	North Cambridge	4,380	51%	0.17	4,230	49%	0.95
North Allston	2,424	20%	0.13	9,748	80%	1.10	North Allston	2,379	20%	0.13	9,793	80%	1.10	Davis Square	1,661	100%	0.29	-930	0%	0.73
Central Square	1,823	26%	0.20	5,303	74%	0.73	Central Square	1,764	25%	0.19	5,363	75%	0.73	West Arlington	1,585	43%	0.25	2,135	57%	1.22
North Belmont	776	64%	0.20	434	36%	1.39	North Belmont	642	53%	0.19	568	47%	1.38	East Lexington	1,063	37%	0.27	1,845	63%	1.95
Waterfront	585	1%	0.57	53,666	99%	1.00	Waterfront	537	1%	0.57	53,714	99%	1.00	Burlington	515	4%	0.92	12,586	96%	1.44
North Newton	391	16%	0.81	2,055	84%	1.09	North Newton	339	14%	0.80	2,107	86%	1.09	East Arlington	454	18%	0.17	2,081	82%	1.00
Spring Hill	359	6%	0.23	5,342	94%	0.81	Spring Hill	299	5%	0.24	5,402	95%	0.81	North Belmont	430	35%	0.26	781	65%	1.32
East Somerville	310	1%	0.59	33,848	99%	1.03	East Somerville	262	1%	0.59	33,896	99%	1.03	Fresh Pond	410	87%	0.40	61	13%	1.00
West Arlington	266	7%	0.46	3,454	93%	1.09	South Newton	178	6%	0.87	2,715	94%	1.21	South Belmont	370	16%	0.55	1,931	84%	1.00
East Lexington	225	8%	0.68	2,682	92%	1.59	Longwood	170	1%	0.60	14,735	99%	0.55	Waterfront	359	1%	0.74	53,892	99%	0.99
East Echington	223	070	0.00	2,002	7270	1.57	Longwood	170	170	0.00	11,755	7770	0.55	Water Fort	337	170	0.71	33,072	2270	0.55
Trar	nsit Route: Ro	ute 77 (Arlir	gton Heights	s – Harvard S	Sta.)			Transit Route: Ro	ute 78 (Arlr	nont Village	- Harvard	Sta.)		Trans	sit Route: Ro	ute 79 (Arlir	gton Height	s – Alewife S	Sta.)	
Destination	Origi	ins in Servic	e Area	Origins	not in Serv	ice Area	Destination	Origi	ns in Servic	e Area	Origins	not in Serv	vice Area	Destination	Origi	ns in Service			s not in Servi	ice Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
North Cambridge	3,190	37%	0.17	5,420	63%	1.23	North Cambridge	4,479	52%	0.18	4,131	48%	1.08	North Cambridge	5,060	59%	0.14	3,550	41%	0.97
North Allston	2,371	19%	0.16	9,801	81%	1.10	North Allston	2,435	20%	0.14	9,737	80%	1.10	Davis Square	2,531	100%	0.14	-1,800	0%	0.78
	2,195	100%	0.15	-1,464	0%	0.97	Central Square	1,830	26%	0.20	5,296	74%	0.73	East Arlington	1,467	58%	0.09	1,068	42%	1.30
Davis Square	2,193								35%	0.17	2,415	65%	1.27	West Arlington	1,087	29%	0.10		710/	1.54
Davis Square East Arlington	1,007	40%	0.12	1,528	60%	1.38	West Arlington	1,305	3370	0.17	2,413	03%	1.4/	West / Hilligton	1,007	29%	0.10	2,633	71%	1.57
		40% 2%	0.12 0.59	1,528 53,428	60% 98%	1.38	Waterfront	1,305	1%	0.17	53,595	99%	1.00	Medford Hillside	477	100%	0.10	-839	0%	0.84
East Arlington	1,007																			
East Arlington Waterfront West Arlington	1,007 823 721	2% 19%	0.59 0.14	53,428 2,998	98% 81%	1.00 1.58	Waterfront North Belmont	656 571	1% 47%	0.57 0.24	53,595 639	99% 53%	1.00 1.38	Medford Hillside Waterfront	477 443	100% 1%	0.29 0.67	-839 53,808	0% 99%	0.84 0.99
East Arlington Waterfront	1,007 823	2%	0.59	53,428	98%	1.00	Waterfront	656	1%	0.57	53,595	99%	1.00	Medford Hillside	477	100%	0.29	-839	0%	0.84

Neighborhood lies outside route's service area
For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

87%

99%

1.09

1.05

Spring Hill

East Arlington

273

259

5%

10%

0.25

0.21

5,428

2,276

95%

90%

0.81

0.95

North Allston

South Belmont

311

303

3%

13%

0.64

0.61

11,861

1,997

97%

87%

0.98

0.99

2,132

33,873

North Newton

East Somerville

314

285

13%

1%

0.88

0.53

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 80 – 93

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

Neighborhood

Transit Route: Route 84 (Arlmont Loop –Alewife Sta.)

# Trips % Trips Transit \$ # Trips % Trips Transit \$

Origins not in Service Area

Origins in Service Area

Transit Route: Route 83 (Rindge Ave. – Central Sq., Cambridge)

Origins in Service Area

**Transit Route: Route 80 (Arlington Center – Lechmere Sta.)** 

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Neighborhood

Origins in Service Area

**Destination** 

Neighborhood

East Cambridge East Somerville Spring Hill Charlestown North Cambridge South Medford Davis Square Winter Hill Waterfront West End	10,750 8,197 6,988 2,408 1,882 1,851 1,677 1,439 963 855	55% 24% 100% 26% 22% 100% 100%	0.09 0.17 0.10 0.28 0.28 0.12	8,655 25,961 -1,287	45% 76%	0.99				Transit \$	# Trips	% Trips	Transit \$	Neighborhood		% Trips	Transit \$	# Trips	% Trips	Transit \$
Spring Hill Charlestown North Cambridge South Medford Davis Square Winter Hill Waterfront West End	6,988 2,408 1,882 1,851 1,677 1,439 963	100% 26% 22% 100% 100%	0.10 0.28 0.28	-1,287	760/	0.77	Central Square	6,913	97%	0.07	214	3%	1.10	North Cambridge	4,322	50%	0.13	4,288	50%	0.94
Charlestown North Cambridge South Medford Davis Square Winter Hill Waterfront West End	2,408 1,882 1,851 1,677 1,439 963	26% 22% 100% 100% 100%	0.28 0.28		/0%	1.35	Spring Hill	4,594	81%	0.08	1,107	19%	1.07	Davis Square	1,650	100%	0.22	-918	0%	0.73
Charlestown North Cambridge South Medford Davis Square Winter Hill Waterfront West End	2,408 1,882 1,851 1,677 1,439 963	26% 22% 100% 100% 100%	0.28 0.28		0%	1.07	North Cambridge	3,589	42%	0.15	5,021	58%	1.25	West Arlington	1,563	42%	0.16	2,156	58%	1.21
North Cambridge South Medford Davis Square Winter Hill Waterfront West End	1,882 1,851 1,677 1,439 963	22% 100% 100% 100%	0.28	6,998	74%	0.92	Harvard Square	2,308	100%	0.08	-13,183	0%	1.16	Fresh Pond	402	85%	0.33	69	15%	1.00
South Medford Davis Square Winter Hill Waterfront West End	1,851 1,677 1,439 963	100% 100% 100%		6,728	78%	0.92	North Allston	1,819	15%	0.36	10,352	85%	1.02	North Belmont	396	33%	0.19	814	67%	1.30
Davis Square Winter Hill Waterfront West End	1,677 1,439 963	100% 100%		-254	0%	1.37	East Somerville	1,230	4%	0.37	32,928	96%	1.09	East Arlington	385	15%	0.11	2,150	85%	1.00
Winter Hill Waterfront West End	1,439 963	100%	0.11	-945	0%	1.06	Waterfront	1,038	2%	0.53	53,212	98%	1.01	Waterfront	322	1%	0.66	53,929	99%	0.99
Waterfront West End	963		0.11	-497	0%	1.41	Winter Hill	518	55%	0.25	424	45%	0.92	North Allston	264	2%	0.64	11,907	98%	0.98
West End		70/-	0.63	53,288	98%	1.00	BU	410	100%	0.23	-1,443	0%	0.60	South Belmont	251	11%	0.43	2,049	89%	1.00
	833	2%			90%					0.37	2,074			East Somerville						
Tuonait		10%	0.31	7,425	90%	0.71	North Newton	372	15%	0.80	2,074	85%	1.09	East Somerville	242	1%	0.73	33,915	99%	1.02
	t Route: Ro	ute 85 (Spri	ng Hill _ Ker	ndall/MIT St	ita)		Tr	ınsit Route: Rou	ıte 86 (Sulli	van Sta _ Cl	eveland Cir	cle)		Transit Rout	te: Route 87 (Cla	rendon Hill	_ I echmere	Sta via Son	nerville Ave	)
Destination		s in Service			not in Servi	ce Area	Destination		s in Service			not in Servi	ice Area	Destination Destination	1	s in Service			not in Servi	
						Transit \$	Neighborhood						Transit \$	Neighborhood			Transit \$			Transit \$
Spring Hill	6,994	100%	0.03	-1,293	0%	1.08	East Somerville	6,554	19%	0.16	27,604	81%	1.24	East Cambridge	10,728	55%	0.10	8,677	45%	1.01
East Cambridge	5,117	26%	0.08	14,288	74%	1.00	Spring Hill	5,320	93%	0.09	381	7%	1.01	Spring Hill	6,119	100%	0.09	-418	0%	1.15
Central Square	4,760	67%	0.06	2,366	33%	0.85	Central Square	4,440	62%	0.05	2,686	38%	0.82	East Somerville	4,438	13%	0.03	29,719	87%	1.18
East Somerville	4,760	13%	0.06	29,802	87%		•	4,369	36%	0.15	7,803	64%	1.33		4,438	47%	0.23	4,575	53%	1.18
						1.14	North Allston							North Cambridge	,					
Harvard Square	1,933	100%	0.18	-12,808	0%	0.62	South Brighton	2,819	100%	0.12	12.962	0%	1.02	Davis Square	2,248	100%	0.09	-1,517	0%	1.10
Winter Hill	1,316	100%	0.08	-374	0%	0.98	Harvard Square	1,989	100%	0.07	-12,863	0%	0.98	Charlestown	2,214	24%	0.29	7,192	76%	0.90
North Allston	726	6%	0.45	11,446	94%	0.99	Charlestown	1,251	13%	0.21	8,155	87%	0.95	Winter Hill	1,258	100%	0.23	-316	0%	0.98
Waterfront	626	1%	0.55	53,625	99%	1.00	Waterfront	1,067	2%	0.59	53,184	98%	1.01	South Medford	1,141	71%	0.25	456	29%	1.04
Charlestown	225	2%	0.43	9,181	98%	0.87	North Brighton	685	50%	0.13	682	50%	1.23	Waterfront	1,014	2%	0.59	53,237	98%	1.00
Downtown	206	1%	0.41	17,003	99%	0.62	Winter Hill	661	70%	0.22	281	30%	0.92	West End	890	11%	0.31	7,390	89%	0.71
Transit Route: R	Pouto 88 (Cl	onondon Ui	ll Lochmon	o Sto vio Ui	ighland Ava	`	T	ansit Route: Ro	uto 80 (Clos	randan Uill	Cullivan Ct	a )		Т.,	ansit Route: Rou	to 00 (Dovid	Sa Sto V	Vallington St	to )	
Destination		as in Service			not in Servi		Destination		s in Service			not in Servi	ico Aron	Destination		s in Service			not in Servi	oo Aron
	-		Transit \$			Transit \$	Neighborhood						Transit \$	Neighborhood						Transit \$
					45%		East Somerville							East Somerville					54%	
East Cambridge	10,690	55%	0.09	8,715 -888		1.00		12,908	38%	0.16	21,250	62%	1.31		15,661	46%	0.11	18,497		1.35
Spring Hill	6,589	100%	0.08		0%	1.12	North Cambridge	4,060	47%	0.17	4,550	53%	1.00	Spring Hill	7,574	100%	0.07	-1,872	0%	1.11
East Somerville	6,271	18%	0.16	27,887	82%	1.26	Spring Hill	3,537	62%	0.14	2,164	38%	0.95	North Cambridge	2,812	33%	0.19	5,798	67%	0.97
North Cambridge	4,075	47%	0.16	4,535	53%	1.02	Davis Square	3,184	100%	0.08	-2,453	0%	1.14	East Medford	2,481	46%	0.17	2,950	54%	1.15
Charlestown	2,307	25%	0.26	7,099	75%	0.91	Charlestown	2,266	24%	0.17	7,140	76%	0.96	Charlestown	2,437	26%	0.18	6,969	74%	0.96
Davis Square	2,020	100%	0.09	-1,289	0%	1.09	South Medford	1,797	100%	0.11	-200	0%	1.31	Winter Hill	2,038	100%	0.09	-1,096	0%	1.24
Winter Hill	1,332	100%	0.13	-390	0%	1.13	Winter Hill	1,056	100%	0.11	-114	0%	1.35	South Medford	1,312	82%	0.21	285	18%	1.10
South Medford	1,264	79%	0.21	333	21%	1.08	Waterfront	970	2%	0.63	53,281	98%	1.00	East Cambridge	1,146	6%	0.31	18,258	94%	0.76
Waterfront	901	2%	0.60	53,350	98%	1.00	Downtown	870	5%	0.48	16,340	95%	0.62	Downtown	1,132	7%	0.47	16,077	93%	0.62
West End	838	10%	0.31	7,442	90%	0.71	East Cambridge	841	4%	0.40	18,563	96%	0.74	Waterfront	975	2%	0.63	53,276	98%	1.00
			a. a .				m					<b>35.</b> 6. 3. 3				.a a				
	nite: Konte '			al Sq., Camb				oute: Route 92 (	•	•					Route: Route 93	(				
					not in Servi		Destination		s in Service		- 0 -	not in Servi		Destination		s in Service		- 0 -	not in Servi	
Destination	Origin	s in Service	I wone-4			Transit \$	Neighborhood					% Trips		Neighborhood			Transit \$			Transit \$
Destination Neighborhood	Origin # Trips	% Trips		-307	0%	0.96	East Somerville	13,421	39%	0.10	20,737	61%	1.20	Chinatown	7,653	47%	0.07	8,586	53%	0.88
Destination Neighborhood Central Square	Origin # Trips 7,434	% Trips 100%	0.04		010/	1.22	Chinatown	8,009	49%	0.07	8,229	51%	0.88	Waterfront	7,304	13%	0.21	46,947	87%	1.12
Destination Neighborhood Central Square East Somerville	Origin # Trips 7,434 6,466	% Trips 100% 19%	0.04 0.09	27,691	81%		Downtown	7,883	46%	0.04	9,326	54%	1.05	Downtown	7 220					
Destination Neighborhood Central Square East Somerville Spring Hill	Origin # Trips 7,434 6,466 4,980	% Trips 100% 19% 87%	0.04 0.09 0.06	27,691 721	13%	0.93	Downtown	7,003	7070						7,239	42%	0.04	9,970	58%	1.06
Destination Neighborhood Central Square East Somerville	Origin # Trips 7,434 6,466 4,980 3,397	% Trips 100% 19% 87% 100%	0.04 0.09 0.06 0.18	27,691 721 -14,271	13% 0%	0.64	Waterfront	7,499	14%	0.21	46,752	86%	1.12	East Somerville	5,488	42% 16%	0.12	9,970 28,670	84%	1.06 1.14
Destination Neighborhood Central Square East Somerville Spring Hill Harvard Square Charlestown	Origin # Trips 7,434 6,466 4,980 3,397 1,261	% Trips 100% 19% 87%	0.04 0.09 0.06 0.18 0.15	27,691 721	13% 0% 87%			7,499 4,949			46,752 3,143	86% 39%	1.12 0.65	East Somerville Back Bay	5,488 4,634			9,970 28,670 3,458	84% 43%	
Destination Neighborhood Central Square East Somerville Spring Hill Harvard Square	Origin # Trips 7,434 6,466 4,980 3,397	% Trips 100% 19% 87% 100%	0.04 0.09 0.06 0.18	27,691 721 -14,271	13% 0%	0.64	Waterfront	7,499	14%	0.21	46,752	86%	1.12	East Somerville	5,488	16%	0.12	9,970 28,670	84%	1.14
Destination Neighborhood Central Square East Somerville Spring Hill Harvard Square Charlestown	Origin # Trips 7,434 6,466 4,980 3,397 1,261	% Trips 100% 19% 87% 100% 13% 88%	0.04 0.09 0.06 0.18 0.15	27,691 721 -14,271 8,145	13% 0% 87%	0.64 0.95	Waterfront Back Bay	7,499 4,949	14% 61%	0.21 0.23	46,752 3,143	86% 39%	1.12 0.65	East Somerville Back Bay	5,488 4,634	16% 57%	0.12 0.23	9,970 28,670 3,458	84% 43%	1.14 0.65
Destination Neighborhood Central Square East Somerville Spring Hill Harvard Square Charlestown North Allston	Origin # Trips 7,434 6,466 4,980 3,397 1,261 1,029	% Trips 100% 19% 87% 100% 13%	0.04 0.09 0.06 0.18 0.15 0.39	27,691 721 -14,271 8,145 11,143 368	13% 0% 87% 92% 39%	0.64 0.95 1.00	Waterfront Back Bay West End	7,499 4,949 4,856	14% 61% 59%	0.21 0.23 0.07	46,752 3,143 3,424 5,493	86% 39% 41% 58%	1.12 0.65 0.98 1.35	East Somerville Back Bay West End	5,488 4,634 4,409 2,992	16% 57% 53%	0.12 0.23 0.06 0.07	9,970 28,670 3,458 3,871 6,414	84% 43% 47% 68%	1.14 0.65 1.11 1.38
Destination Neighborhood Central Square East Somerville Spring Hill Harvard Square Charlestown North Allston Winter Hill Waterfront	Origin # Trips 7,434 6,466 4,980 3,397 1,261 1,029 574	% Trips 100% 19% 87% 100% 13% 8% 61% 1%	0.04 0.09 0.06 0.18 0.15 0.39 0.19 0.53	27,691 721 -14,271 8,145 11,143 368 53,737	13% 0% 87% 92% 39%	0.64 0.95 1.00 0.91	Waterfront Back Bay West End Charlestown North End	7,499 4,949 4,856 3,913	14% 61% 59% 42%	0.21 0.23 0.07 0.08 0.06	46,752 3,143 3,424 5,493 367	86% 39% 41% 58% 11%	1.12 0.65 0.98 1.35 1.21	East Somerville Back Bay West End Charlestown North End	5,488 4,634 4,409 2,992 2,883	16% 57% 53% 32%	0.12 0.23 0.06	9,970 28,670 3,458 3,871 6,414 538	84% 43% 47% 68% 16%	1.14 0.65 1.11
Destination Neighborhood Central Square East Somerville Spring Hill Harvard Square Charlestown North Allston Winter Hill	Origin # Trips 7,434 6,466 4,980 3,397 1,261 1,029 574 513	% Trips 100% 19% 87% 100% 13% 88% 61%	0.04 0.09 0.06 0.18 0.15 0.39	27,691 721 -14,271 8,145 11,143 368	13% 0% 87% 92% 39%	0.64 0.95 1.00 0.91 1.00	Waterfront Back Bay West End Charlestown	7,499 4,949 4,856 3,913 3,054	14% 61% 59% 42% 89%	0.21 0.23 0.07 0.08	46,752 3,143 3,424 5,493	86% 39% 41% 58%	1.12 0.65 0.98 1.35	East Somerville Back Bay West End Charlestown	5,488 4,634 4,409 2,992	16% 57% 53% 32% 84%	0.12 0.23 0.06 0.07 0.05	9,970 28,670 3,458 3,871 6,414	84% 43% 47% 68%	1.14 0.65 1.11 1.38 1.22

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 94 – 109

Origins not in Service Area

Destination

Transit Route: Route 96 (Medford Sq. – Harvard Sta.)

Origins not in Service Area

Origins in Service Area

Transit Route: Route 95 (West Medford – Sullivan Sta.)

Origins in Service Area

Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
North Cambridge	3,553	41%	0.16	5,057	59%	0.98	East Somerville	13,474	39%	0.16	20,684	61%	1.28	North Cambridge	2,638	31%	0.18	5,972	69%	1.12
Davis Square	3,193	100%	0.05	-2,462	0%	1.07	East Medford	2,836	52%	0.13	2,595	48%	1.31	North Allston	2,358	19%	0.15	9,813	81%	1.10
South Medford	1,495	94%	0.10	102	6%	1.17	Spring Hill	2,656	47%	0.22	3,045	53%	0.85	Davis Square	1,751	100%	0.09	-1,020	0%	1.15
East Somerville	658	2%	0.52	33,500	98%	1.05	Charlestown	2,276	24%	0.16	7,130	76%	0.95	South Medford	1,216	76%	0.10	381	24%	1.23
East Arlington	503	20%	0.14	2,032	80%	1.04	Downtown	917	5%	0.49	16,292	95%	0.62	Waterfront	781	1%	0.59	53,470	99%	1.00
Waterfront	500	1%	0.65	53,751	99%	1.00	Waterfront	847	2%	0.70	53,404	98%	1.00	Spring Hill	778	14%	0.18	4,923	86%	0.91
North Allston	280	2%	0.66	11,892	98%	0.98	Winter Hill	843	89%	0.14	99	11%	1.18	East Somerville	667	2%	0.49	33,491	98%	1.07
East Cambridge	276	1%	0.54	19,129	99%	0.73	West Malden	765	17%	0.30	3,818	83%	0.89	Central Square	455	6%	0.23	6,672	94%	0.75
Winchester	250	7%	0.65	3,210	93%	1.52	East Cambridge	695	4%	0.40	18,710	96%	0.74	Winter Hill	324	34%	0.30	618	66%	0.95
West Arlington	239	6%	0.50	3,481	94%	1.10	South Medford	683	43%	0.13	914	57%	1.37	East Cambridge	293	2%	0.47	19,112	98%	0.74
Transit Route: Route 97 (Malden Sta. – Wellington Sta.)					Transit Route: Route 99 (Boston Reg. Med. Ctr. Stoneham – Wellington Sta.)							Transit Route: Route 100 (Elm St. – Wellington Sta.)								
Destination	Origins in Service Area			Origins not in Service Area			Destination					not in Serv		Destination	Origins in Service Area Origins not in Service Area					
Neighborhood	# Trips	% Trips	Transit \$	# Trips		Transit \$	Neighborhood	# Trips		Transit \$		% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$
East Somerville	7,847	23%	0.45	26,311	77%	1.07	East Somerville	8,217	24%	0.46	25,941	76%	1.07	East Medford	2,933	54%	0.09	2,498	46%	1.28
West Malden	3,860	84%	0.07	723	16%	1.15	West Malden	6,215	100%	0.06	-1,631	0%	1.23	West Malden	1,732	38%	0.10	2,851	62%	0.92
West Everett	2,917	100%	0.05	-516	0%	1.23	East Medford	2,885	53%	0.24	2,546	47%	1.17	East Somerville	1,474	4%	0.45	32,684	96%	1.04
East Everett	2,779	100%	0.11	-396	0%	1.10	East Malden	2,471	44%	0.12	3,108	56%	1.06	W. Medford/Medford Sq	379	36%	0.20	682	64%	1.19
East Medford	2,469	45%	0.23	2,963	55%	1.16	West Everett	1,578	66%	0.10	823	34%	1.05	Waterfront	298	1%	0.73	53,953	99%	0.99
East Malden	2,183	39%	0.13	3,396	61%	1.02	Downtown	1,490	9%	0.50	15,719	91%	0.61	Downtown	246	1%	0.52	16,963	99%	0.61
Downtown	1,362	8%	0.51	15,847	92%	0.61	Charlestown	1,316	14%	0.48	8,090	86%	0.86	Stoneham	188	2%	0.86	7,503	98%	1.50
Charlestown	1,310	14%	0.48	8,096	86%	0.87	East Everett	1,256	53%	0.23	1,127	47%	1.00	South Medford	184	12%	0.31	1,413	88%	1.00
Waterfront	790	1%	0.73	53,461	99%	0.99	Waterfront	840	2%	0.72	53,411	98%	0.99	Melrose	182	5%	0.64	3,743	95%	1.15
Chinatown	674	4%	0.52	15,565	96%	0.62	Chinatown	755	5%	0.52	15,483	95%	0.62	East Malden	174	3%	0.37	5,405	97%	0.90
	ute: Route 10	•						Route: Route 1				· • · · · · · · · · · · · · · · · · · ·			oute: Route 1					
	C <u>-</u> -	in Service Area Origins not in Service Area				Origins in Service Area Origins not in Service Area							Origins in Service Area Origins not in Service Area							
Destination							Destination							Destination						
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Neighborhood East Somerville	# <b>Trips</b> 14,408	% Trips 42%	Transit \$ 0.21	# <b>Trips</b> 19,750	<b>% Trips</b> 58%	Transit \$ 1.35	Neighborhood  East Somerville	# <b>Trips</b> 10,421	% Trips 31%	Transit \$ 0.25	# <b>Trips</b> 23,737	<b>% Trips</b> 69%	<b>Transit \$</b> 1.16	Neighborhood  East Somerville	# <b>Trips</b> 10,606	<b>% Trips</b> 31%	Transit \$ 0.24	# <b>Trips</b> 23,552	% Trips 69%	<b>Transit \$</b> 1.16
Neighborhood East Somerville West Malden	# <b>Trips</b> 14,408 5,403	% Trips 42% 100%	7 Transit \$ 0.21 0.13	# <b>Trips</b> 19,750 -820	% Trips 58% 0%	1.35 1.23	Neighborhood East Somerville West Malden	# <b>Trips</b> 10,421 5,233	% Trips 31% 100%	Transit \$ 0.25 0.09	# <b>Trips</b> 23,737 -650	% Trips 69% 0%	1.16 1.17	Neighborhood East Somerville West Malden	# <b>Trips</b> 10,606 5,951	% Trips 31% 100%	Transit \$ 0.24 0.08	# <b>Trips</b> 23,552 -1,368	% Trips 69% 0%	Transit \$ 1.16 1.18
Neighborhood  East Somerville  West Malden  Spring Hill	# <b>Trips</b> 14,408 5,403 3,031	% Trips 42% 100% 53%	Transit \$	# <b>Trips</b> 19,750 -820 2,670	% Trips 58% 0% 47%	Transit \$ 1.35 1.23 0.89	Neighborhood East Somerville West Malden West Everett	# <b>Trips</b> 10,421 5,233 3,109	% Trips 31% 100% 100%	Transit \$ 0.25 0.09 0.07	# <b>Trips</b> 23,737 -650 -708	% Trips 69% 0% 0%	Transit \$ 1.16 1.17 1.23	Neighborhood East Somerville West Malden East Malden	# <b>Trips</b> 10,606 5,951 3,264	% Trips 31% 100% 59%	Transit \$ 0.24 0.08 0.09	# <b>Trips</b> 23,552 -1,368 2,314	% Trips 69% 0% 41%	Transit \$ 1.16 1.18 1.23
Neighborhood  East Somerville West Malden Spring Hill Charlestown	# Trips 14,408 5,403 3,031 2,405	% Trips 42% 100% 53% 26%	Transit \$	# <b>Trips</b> 19,750 -820 2,670 7,001	% Trips 58% 0% 47% 74%	Transit \$ 1.35 1.23 0.89 0.96	Neighborhood East Somerville West Malden West Everett East Malden	# Trips 10,421 5,233 3,109 3,019	% Trips 31% 100% 100% 54%	Transit \$ 0.25 0.09 0.07 0.10	# <b>Trips</b> 23,737 -650 -708 2,559	% Trips 69% 0% 0% 46%	1.16 1.17 1.23 1.13	Neighborhood East Somerville West Malden East Malden Charlestown	# Trips 10,606 5,951 3,264 2,300	% Trips 31% 100% 59% 24%	Transit \$ 0.24 0.08 0.09 0.18	# Trips 23,552 -1,368 2,314 7,106	% Trips 69% 0% 41% 76%	1.16 1.18 1.23 0.94
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford	# Trips 14,408 5,403 3,031 2,405 2,274	% Trips 42% 100% 53% 26% 42%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21	# Trips 19,750 -820 2,670 7,001 3,157	% Trips 58% 0% 47% 74% 58%	1.35 1.23 0.89 0.96 1.30	Neighborhood East Somerville West Malden West Everett East Malden East Everett	#Trips 10,421 5,233 3,109 3,019 2,482	% Trips 31% 100% 100% 54% 100%	Transit \$ 0.25 0.09 0.07 0.10 0.13	# Trips 23,737 -650 -708 2,559 -99	% Trips 69% 0% 0% 46% 0%	Transit \$ 1.16 1.17 1.23 1.13 1.13	Neighborhood East Somerville West Malden East Malden Charlestown East Everett	# Trips 10,606 5,951 3,264 2,300 1,971	% Trips 31% 100% 59% 24% 83%	Transit \$	# Trips 23,552 -1,368 2,314 7,106 412	% Trips 69% 0% 41% 76% 17%	Transit \$ 1.16 1.18 1.23 0.94 1.06
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden	# Trips 14,408 5,403 3,031 2,405 2,274 1,533	% Trips 42% 100% 53% 26% 42% 27%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.21 0.21	#Trips 19,750 -820 2,670 7,001 3,157 4,045	% Trips 58% 0% 47% 74% 58% 73%	1.35 1.23 0.89 0.96 1.30 1.03	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown	#Trips 10,421 5,233 3,109 3,019 2,482 2,313	% Trips 31% 100% 100% 54% 100% 25%	Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18	# Trips 23,737 -650 -708 2,559 -99 7,093	% Trips 69% 0% 0% 46% 0% 75%	Transit \$ 1.16 1.17 1.23 1.13 1.13 0.94	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett	# Trips 10,606 5,951 3,264 2,300 1,971 1,967	% Trips 31% 100% 59% 24% 83% 82%	7 Consit \$ 0.24 0.08 0.09 0.18 0.17 0.07	#Trips 23,552 -1,368 2,314 7,106 412 434	% Trips 69% 0% 41% 76% 17% 18%	Transit \$ 1.16 1.18 1.23 0.94 1.06 1.22
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284	% Trips 42% 100% 53% 26% 42% 27% 7%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.21 0.21 0.22 0.49	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925	% Trips 58% 0% 47% 74% 58% 73% 93%	1.35 1.23 0.89 0.96 1.30 1.03 0.62	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317	% Trips 31% 100% 100% 54% 100% 25% 8%	Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892	% Trips 69% 0% 0% 46% 0% 75% 92%	1.16 1.17 1.23 1.13 1.13 0.94 0.62	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311	% Trips 31% 100% 59% 24% 83% 82% 8%	7ransit \$ 0.24 0.08 0.09 0.18 0.17 0.07 0.49	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898	% Trips 69% 0% 41% 76% 17% 18% 92%	1.16 1.18 1.23 0.94 1.06 1.22 0.62
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront	#Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237	% Trips 42% 100% 53% 26% 42% 27% 7% 2%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.21 0.22 0.49 0.69	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014	% Trips 58% 0% 47% 74% 58% 73% 93%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828	% Trips 31% 100% 100% 54% 100% 25% 8% 2%	7 Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423	% Trips 69% 0% 0% 46% 0% 75% 92%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042	% Trips 31% 100% 59% 24% 83% 82% 8% 19%	7 Consit \$  0.24  0.08  0.09  0.18  0.17  0.07  0.49  0.36	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389	% Trips 69% 0% 41% 76% 17% 18% 92% 81%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221	% Trips 42% 100% 53% 26% 42% 27% 7% 2% 100%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.21 0.22 0.49 0.69 0.20	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490	% Trips 58% 0% 47% 74% 58% 73% 93% 98% 0%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823	% Trips 31% 100% 100% 54% 100% 25% 8% 2% 15%	Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10	Neighborhood  East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853	% Trips 31% 100% 59% 24% 83% 82% 8% 19% 2%	7 Consit \$  0.24  0.08  0.09  0.18  0.17  0.07  0.49  0.36  0.72	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398	% Trips 69% 0% 41% 76% 17% 18% 92% 81%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront	#Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237	% Trips 42% 100% 53% 26% 42% 27% 7% 2%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.21 0.22 0.49 0.69	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014	% Trips 58% 0% 47% 74% 58% 73% 93%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828	% Trips 31% 100% 100% 54% 100% 25% 8% 2%	7 Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423	% Trips 69% 0% 0% 46% 0% 75% 92%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042	% Trips 31% 100% 59% 24% 83% 82% 8% 19%	7 Consit \$  0.24  0.08  0.09  0.18  0.17  0.07  0.49  0.36	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389	% Trips 69% 0% 41% 76% 17% 18% 92% 81%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953	% Trips 42% 100% 53% 26% 42% 27% 7% 2% 100% 60%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16	# Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644	% Trips 58% 0% 47% 74% 58% 73% 93% 98% 0% 40%	Transit \$ 1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693	% Trips 31% 100% 100% 54% 100% 25% 8% 2% 15% 4%	Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35 0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546	% Trips 69% 0% 0% 46% 75% 92% 98% 85% 96%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692	% Trips 31% 100% 59% 24% 83% 82% 8% 19% 2% 4%	0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546	% Trips 69% 0% 41% 76% 17% 18% 92% 81% 98%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout	#Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1	% Trips       42%       100%       53%       26%       42%       27%       7%       2%       100%       60%   Franklin Sq	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644 Loop – We	% Trips       58%       0%       47%       74%       58%       73%       93%       98%       0%       40%       Illington Sta.	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R	% Trips       31%       100%       100%       54%       100%       25%       8%       2%       15%       4%       oute 108 (Lin	7 Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35 0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  rellington Sta	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: J	% Trips 31% 100% 59% 24% 83% 82% 8% 19% 2% 4%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta.	% Trips 69% 0% 41% 76% 17% 18% 92% 81% 98% 96%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi	% Trips       42%       100%       53%       26%       42%       27%       7%       2%       100%       60%       Franklin Sq       ns in Service	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644 Loop – Wei	% Trips       58%       0%       47%       74%       58%       73%       93%       98%       0%       40%       Illington Sta.       not in Service	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54 ce Area	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R	7 Trips 31% 100% 100% 54% 100% 25% 8% 2% 15% 4%  100 (Linns in Service)	0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35 0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington Sta	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96% a.)	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I	Nation	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins	% Trips 69% 0% 41% 76% 17% 18% 92% 81% 98% 96%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62
Neighborhood East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood	# Trips  14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips	## Trips  42%  100%  53%  26%  42%  7%  2%  100%  60%  Franklin Sq ns in Service  ## Trips	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16  7 Lebanon St e Area Transit \$	# Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644 Loop – Wei	% Trips       58%       0%       47%       74%       58%       73%       93%       98%       0%       40%       Illington Sta.       not in Service       % Trips	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  ce Area Transit \$	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips	Name	7 Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35 0.51 0.60 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.7	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington State Origins # Trips	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62 ice Area Transit \$	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origin	Trips   31%   100%   59%   24%   83%   82%   8%   19%   2%   4%     Route 109 (Less in Service % Trips	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips	% Trips 69% 0% 41% 76% 17% 18% 92% 81% 98% 96% a.) s not in Service % Trips	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$
Neighborhood East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden	#Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi #Trips 5,142	## Trips  42%  100%  53%  26%  42%  7%  7%  2%  100%  60%  Franklin Sq ns in Service  Trips  100%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16  7 Lebanon St e Area  7 Transit \$ 0.08	# Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644 Loop – Wei Origins # Trips -559	% Trips           58%           0%           47%           74%           58%           73%           93%           98%           40%           Illington Sta.           not in Service           % Trips           0%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  ce Area Transit \$ 1.18	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr  Destination Neighborhood West Malden	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621	Name	7 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35 0.51 0.49 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington State Origins # Trips -1,038	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896	Trips   31%   100%   59%   24%   83%   82%   8%   19%   2%   4%     Route 109 (Less in Service	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips 24,261	% Trips 69% 69% 41% 76% 17% 18% 92% 81% 98% 96% a.) s not in Service % Trips 71%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16  7 Lebanon St e Area 7 Transit \$ 0.08 0.09	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644 Loop – We Origins #Trips -559 2,270	% Trips           58%           0%           47%           74%           58%           73%           93%           98%           40%           Illington Sta.           not in Service           % Trips           0%           41%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr  Destination Neighborhood West Malden East Malden	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736	Name	7 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35 0.51 0.49 0.74 0.08	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington State Origins # Trips -1,038 1,842	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0% 33%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr  Destination Neighborhood East Somerville East Everett	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669	Nation   100%	0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 inden Sq. – Area Transit \$ 0.20 0.07	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips 24,261 -286	% Trips 69% 0% 41% 76% 17% 18% 92% 81% 98% 96% 1.) s not in Servi % Trips 71% 0%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14 1.13
Neighborhood East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%	O.21   O.23   O.21   O.23   O.21   O.21   O.22   O.49   O.69   O.20   O.16	# Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644 Loop – We Origins # Trips -559 2,270 32,330	% Trips           58%           0%           47%           74%           58%           73%           93%           0%           40%           Ulington Sta.           not in Service           % Trips           0%           41%           95%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr  Destination Neighborhood West Malden East Medford East Medford	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063	Name	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546 Cellington Sta Origins # Trips -1,038 1,842 2,369	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0% 33% 44%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr  Destination Neighborhood East Somerville East Everett West Everett	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316	Nation   100%	0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 inden Sq. – Area Transit \$ 0.20 0.07 0.04	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips 24,261 -286 85	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Servi   W Trips   71%   0%   4%   4%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14 1.13 1.14
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828 1,804	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%	O.21   O.23   O.21   O.23   O.21   O.21   O.22   O.49   O.69   O.20   O.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – We Origins #Trips -559 2,270 32,330 3,627	% Trips           58%           0%           47%           74%           58%           73%           93%           0%           40%           Ulington Sta.           not in Service           % Trips           0%           41%           95%           67%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05 1.14	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Medford East Medford East Somerville	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032	Name	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington Sta Origins # Trips -1,038 1,842 2,369 32,126	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0% 33% 44% 94%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221	Name	7 Consit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips 24,261 -286 85 7,185	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Service   W Trips   71%   0%   4%   76%   76%   10%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14 1.13 1.14 0.94
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828 1,804 1,723	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%  72%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16  7 Lebanon St e Area 7 Transit \$ 0.08 0.09 0.55 0.32 0.10	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – We Origins #Trips -559 2,270 32,330 3,627 678	% Trips           58%           0%           47%           74%           58%           73%           93%           98%           40%           Ulington Sta.           not in Service           % Trips           0%           41%           95%           67%           28%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05 1.14 1.08	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Medford East Medford East Somerville West Everett	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032 1,307	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%     4%     100%   67%   56%   6%   54%   100%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington Sta Origins # Trips -1,038 1,842 2,369 32,126 1,094	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0% 33% 44% 94% 46%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05 0.91	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown East Malden	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221 1,342	No.   Trips   31%   100%   59%   24%   83%   82%   88%   19%   24%   4%   100%   96%   24%   24%   24%   100%	7 Consit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15 0.13	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips 24,261 -286 85 7,185 4,237	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Service   W Trips   71%   0%   4%   76%   76%   76%   76%   10%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14 1.13 1.14 0.94 1.03
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford West Everett East Everett	# Trips  14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828 1,804 1,723 1,200	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%  72%  50%	O.21   O.23   O.21   O.23   O.21   O.21   O.22   O.49   O.69   O.20   O.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – We Origins #Trips -559 2,270 32,330 3,627 678 1,183	% Trips           58%           0%           47%           74%           58%           73%           93%           98%           40%           Ulington Sta.           not in Service           % Trips           0%           41%           95%           67%           28%           50%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Cee Area Transit \$ 1.18 1.25 1.05 1.14 1.08 1.01	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Medford East Somerville West Everett West Revere	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032 1,307 1,152	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%     4%     100%   67%   56%   6%   54%   16%   16%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington Sta Origins # Trips -1,038 1,842 2,369 32,126 1,094 5,998	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0% 33% 44% 94% 46% 84%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05 0.91 1.00	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown East Malden West Revere	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221 1,342 926	Name	7 Cansit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15 0.13 0.38	# Trips  23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips  24,261 -286 85 7,185 4,237 6,225	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Service   71%   0%   4%   76%   76%   87%   87%   10	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14 1.13 1.14 0.94 1.03 0.99
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford West Everett East Everett Waterfront	# Trips  14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828 1,804 1,723 1,200 588	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%  72%  50%  1%	O.21   O.23   O.21   O.23   O.21   O.21   O.22   O.49   O.69   O.20   O.16	# Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – We Origins # Trips -559 2,270 32,330 3,627 678 1,183 53,663	7 Trips 58% 0% 47% 74% 58% 73% 93% 98% 0% 40%  **Blington Sta.** not in Service Trips 0% 41% 95% 67% 28% 50% 99%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Cee Area Transit \$ 1.18 1.25 1.05 1.14 1.08 1.01 0.99	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Medford East Somerville West Everett West Revere Downtown	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032 1,307 1,152 693	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%   4%   100%   67%   56%   6%   54%   16%   4%   4%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips  23,737  -650  -708  2,559  -99  7,093  15,892  53,423  4,608  15,546  Cellington Sta Origins  # Trips  -1,038  1,842  2,369  32,126  1,094  5,998  16,517	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0% 33% 44% 94% 46% 84% 96%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05 0.91 1.00 0.61	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown East Malden West Revere Downtown	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221 1,342 926 807	No	7 Cansit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15 0.13 0.38 0.51	# Trips  23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips  24,261 -286 85 7,185 4,237 6,225 16,402	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Servion   W Trips   71%   0%   4%   76%   76%   87%   95%   95%   10%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14 1.13 1.14 0.94 1.03 0.99 0.61
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford West Everett East Everett Waterfront Stoneham	# Trips  14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828 1,804 1,723 1,200 588 529	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%  72%  50%  1%  7%	O.21   O.23   O.21   O.23   O.21   O.22   O.49   O.69   O.20   O.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – Wei Origins #Trips -559 2,270 32,330 3,627 678 1,183 53,663 7,161	7 Trips 58% 0% 47% 74% 58% 73% 93% 98% 0% 40%  **Blington Sta.** not in Service Trips 0% 41% 95% 67% 28% 50% 99% 93%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05 1.14 1.08 1.01 0.99 1.54	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Revere Downtown Waterfront	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032 1,307 1,152 693 617	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%   100%   67%   56%   6%   54%   16%   4%   1%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips  23,737  -650  -708  2,559  -99  7,093  15,892  53,423  4,608  15,546  Cellington Sta Origins  # Trips  -1,038  1,842  2,369  32,126  1,094  5,998  16,517  53,634	% Trips           69%           0%           0%           46%           0%           75%           92%           98%           85%           96%           a.)           mot in Serv           % Trips           0%           33%           44%           94%           46%           84%           96%           99%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05 0.91 1.00 0.61 0.99	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown East Malden West Revere Downtown Chelsea	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221 1,342 926 807 748	Name	7 Cansit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15 0.13 0.38 0.51 0.34	# Trips  23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips  24,261 -286 85 7,185 4,237 6,225 16,402 12,604	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Servier   W Trips   71%   0%   44%   76%   87%   95%   94%   94%   10%	Transit \$   1.16   1.18   1.23   0.94   1.06   1.22   0.62   1.11   1.00   0.62
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford West Everett East Everett Waterfront Stoneham West Revere	# Trips  14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828 1,804 1,723 1,200 588 529 503	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%  72%  50%  1%  7%  7%	O.21   O.23   O.21   O.23   O.21   O.22   O.49   O.69   O.20   O.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – We Origins #Trips -559 2,270 32,330 3,627 678 1,183 53,663 7,161 6,647	7 Trips 58% 0% 47% 74% 58% 73% 93% 98% 0% 40%  **Blington Sta.** not in Service Trips 0% 41% 95% 67% 28% 50% 99% 93% 93%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05 1.14 1.08 1.01 0.99 1.54 0.99	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Somerville West Everett West Revere Downtown Waterfront Melrose	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032 1,307 1,152 693 617 528	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%   4%   16%   66%   54%   16%   4%   16%   4%   13%   13%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips  23,737  -650  -708  2,559  -99  7,093  15,892  53,423  4,608  15,546  Cellington State  Origins  # Trips  -1,038  1,842  2,369  32,126  1,094  5,998  16,517  53,634  3,397	% Trips           69%           0%           0%           46%           0%           75%           92%           98%           85%           96%           a.)           mot in Serv           % Trips           0%           33%           44%           94%           46%           84%           96%           99%           87%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05 0.91 1.00 0.61 0.99 1.21	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown East Malden West Revere Downtown Chelsea Waterfront	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221 1,342 926 807 748 582	No.   Trips   31%   100%   59%   24%   83%   82%   88%   19%   24%   4%   13%   56%   6%   1%   100%   10	7 Consit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15 0.13 0.38 0.51 0.34 0.74	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins #Trips 24,261 -286 85 7,185 4,237 6,225 16,402 12,604 53,669	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Servion   W Trips   71%   0%   4%   76%   87%   95%   94%   99%   99%   10%	Transit \$   1.16   1.18   1.23   0.94   1.06   1.22   0.62   1.11   1.00   0.62
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford West Everett East Everett Waterfront Stoneham	# Trips  14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1 Origi # Trips 5,142 3,308 1,828 1,804 1,723 1,200 588 529 503 470	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%  72%  50%  1%  7%  7%  3%	O.21   O.23   O.21   O.23   O.21   O.22   O.49   O.69   O.20   O.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – Wei Origins #Trips -559 2,270 32,330 3,627 678 1,183 53,663 7,161	7 Trips 58% 0% 47% 74% 58% 73% 93% 98% 0% 40%  **Blington Sta.** not in Service Trips 0% 41% 95% 67% 28% 50% 99% 93%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05 1.14 1.08 1.01 0.99 1.54	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Revere Downtown Waterfront	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032 1,307 1,152 693 617	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%   100%   67%   56%   6%   54%   16%   4%   1%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips  23,737  -650  -708  2,559  -99  7,093  15,892  53,423  4,608  15,546  Cellington Sta Origins  # Trips  -1,038  1,842  2,369  32,126  1,094  5,998  16,517  53,634	% Trips           69%           0%           0%           46%           0%           75%           92%           98%           85%           96%           a.)           mot in Serv           % Trips           0%           33%           44%           94%           46%           84%           96%           99%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05 0.91 1.00 0.61 0.99	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown East Malden West Revere Downtown Chelsea	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221 1,342 926 807 748	Name	7 Cansit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15 0.13 0.38 0.51 0.34	# Trips  23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips  24,261 -286 85 7,185 4,237 6,225 16,402 12,604	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Servier   W Trips   71%   0%   44%   76%   87%   95%   94%   94%   10%	Transit \$   1.16   1.18   1.23   0.94   1.06   1.22   0.62   1.11   1.00   0.62

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Transit Route: Route 94 (Medford Sq. – Davis Sq. Sta.)

Origins not in Service Area

Destination

Origins in Service Area

Destination

TABLE 82 - Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 110 – 134

	Transit Route: Rou							te: Route 111 (							Transit Route: Rout		8			
Destination		ins in Servic			not in Serv		Destination		ns in Service		-	not in Serv		Destination		ins in Service			s not in Serv	
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips		Transit \$	# Trips		Transit \$	Neighborhood	# Trips	% Trips		# Trips	% Trips	Transit \$
East Revere	6,337	38%	0.20	10,249	62%	1.14	Chelsea	9,529	71%	0.11	3,823	29%	1.35	Chelsea	12,572	94%	0.09	779	6%	
West Everett	3,207	100%	0.11	-806	0%	1.19	East Cambridge	7,080	36%	0.20	12,324	64%	0.80	East Everett	3,286	100%	0.08	-903	0%	1.24
East Everett	2,520	100%	0.12	-137	0%	1.34	West End	4,738	57%	0.08	3,542	43%	0.94	West Everett	2,167	90%	0.16	234	10%	1.01
Chelsea	1,525	11%	0.28	11,827	89%	0.90	Waterfront	3,742	7%	0.32	50,508	93%	1.05	East Somerville	1,433	4%	0.60	32,725	96%	1.05
East Somerville	1,371	4%	0.59	32,787	96%	1.05	Charlestown	3,456	37%	0.11	5,949	63%	1.25	East Boston	1,077	13%	0.14	7,305	87%	0.96
East Medford	1,174	22%	0.37	4,257	78%	1.12	Chinatown	3,202	20%	0.19	13,036	80%	0.68	East Medford	1,033	19%	0.40	4,398	81%	1.10
West Revere	978	14%	0.16	6,173	86%	1.24	North End	3,083	90%	0.07	338	10%	1.14	Waterfront	767	1%	0.71	53,484	99%	1.00
East Malden	761	14%	0.28	4,817	86%	1.00	East Somerville	2,870	8%	0.53	31,288	92%	1.06	Winthrop	590	30%	0.31	1,351	70%	
Waterfront	687	1%	0.77	53,564	99%	1.00	East Everett	1,660	70%	0.15	723	30%	1.15	West Revere	510	7%	0.35	6,641	93%	1.04
East Boston	419	5%	0.55	7,963	95%	0.74	East Revere	1,438	9%	0.30	15,149	91%	1.04	Downtown	454	3%	0.45	16,755	97%	0.62
	Transit Route: Ro	uto 114 (Dol	lingham Ca	Mayariak	Sto )		Transit De	ute: Route 116	Wondorlo	d Sto Mo	orial Star	rio Dovoro)		Twe	ansit Route: Route 11	7 (Wondorle	nd Sto Mo	wariak Sta	vio Dooch)	
Destination		ins in Servic	9 1		not in Serv	ico Aron	Destination Transit No		ns in Service			not in Serv	ico Aron	Destination		ins in Service			s not in Serv	rico Aron
Neighborhood	# Trips		Transit \$	# Trips			Neighborhood	# Trips			# Trips			Neighborhood		% Trips	Transit \$	# Trips		
Chelsea	# 111ps 12,838	% Trips 96%	0.11	# Trips 514		Transit \$	Chelsea	12,029	% Trips 90%	Transit \$ 0.13	1,323	% Trips	Transit \$	Chelsea	# Trips 12,292	92%	0.14	# 111ps 1,060	% Trips 8%	Transit \$
					4%	1.30						10%	1.33					,		
East Boston	8,262	99%	0.09	120	1%	1.25	East Boston	8,578	100%	0.10	-196	0%	1.27	East Boston	9,050	100%	0.10	-668	50%	1.40
East Revere	2,253	14%	0.27	14,334	86%	1.04	East Revere	6,062	37%	0.20	10,524	63%	1.19	East Revere	6,783	41%	0.21	9,804	59%	1.20
Downtown	1,218	7%	0.40	15,991	93%	0.62	Downtown	1,476	9%	0.40	15,733	91%	0.62	Waterfront	4,576	<u>8%</u>	0.29	49,675	92%	1.07
East Everett	1,143	48%	0.27	1,240	52%	0.98	Waterfront Kendall/MIT	1,031	2%	0.68	53,220	98%	1.00	West End	4,281	52%	0.08	4,000	48%	0.93
Kendall/MIT	1,051	100%	0.62	-3,644	0%	0.72		1,006	100%	0.62	-3,599	0%	0.72	Chinatown	3,414	21%	0.18	12,824	79%	0.69
Waterfront	837	2%	0.67	53,413	98%	1.00	East Somerville	880	3%	0.69	33,278	97%	1.03	North End	3,373	99%	0.07	48	1%	
East Somerville	837	2%	0.68	33,321	98%	1.03	East Everett	699	29%	0.33	1,684	71%	0.98	East Somerville	1,877	5%	0.61	32,280	95%	1.04
West Revere	591	8%	0.19	6,560	92%	1.14	East Lynn	698	4%	0.66	17,579	96%	0.57	Kendall/MIT	1,588	100%	0.51	-4,182	0%	
Chinatown	554	3%	0.48	15,684	97%	0.62	West Revere	690	10%	0.19	6,461	90%	1.21	East Cambridge	1,379	7%	0.32	18,026	93%	0.77
Т	4.D 4.D 4.1				. ~ .															
1 172	ansit Kolite: Kolite I	l 9 (Northgat	te Shonning (	ltr. – Beachi	mont Sta.)		Trans	it Route: Rout	e 120 (Orieni	Heights Sta	. – Mavericl	k Sta.)			Transit Route: Rou	ite 121 (Woo	d Island Sta.	<ul> <li>Maverick</li> </ul>	: Sta.)	
	ansit Route: Route 11					ice Area		it Route: Rout Origi					ice Area	Destination	Transit Route: Rou					zice Area
Destination	Orig	ins in Servic	e Area	Origins	not in Serv		Destination	Origi	ns in Service	Area	Origins	not in Serv		Destination Neighborhood	Origi	ins in Service	Area	Origin	s not in Serv	
Destination Neighborhood	Orig # Trips	ins in Servic % Trips	e Area Transit \$	Origins # Trips	not in Serv % Trips	Transit \$	Destination Neighborhood	Origi # Trips	ns in Service % Trips	Area Transit \$	Origins # Trips	not in Serv % Trips	Transit \$	Neighborhood	Origi # Trips	ins in Service % Trips	Area Transit \$	Origin # Trips	s not in Serv % Trips	Transit \$
Destination Neighborhood East Revere	Orig # Trips 6,223	ins in Service % Trips 38%	e Area Transit \$ 0.11	Origins #Trips 10,364	not in Serv % Trips 62%	<b>Transit \$</b> 1.23	Destination Neighborhood East Boston	Origi # Trips 5,315	ns in Service % Trips 63%	Area Transit \$ 0.02	Origins # Trips 3,067	not in Serv % Trips 37%	Transit \$	Neighborhood East Boston	Origi # <b>Trips</b> 6,416	ins in Service % Trips 77%	Area Transit \$ 0.02	Origin # Trips 1,967	s not in Serv % Trips 23%	Transit \$
Destination Neighborhood East Revere West Revere	Orig # Trips 6,223 1,007	ins in Service % Trips 38% 14%	e Area Transit \$ 0.11 0.08	Origins # Trips 10,364 6,144	not in Serv % Trips 62% 86%	1.23 1.37	Destination Neighborhood East Boston Chelsea	# Trips 5,315 3,573	ns in Service % Trips 63% 27%	Area Transit \$ 0.02 0.39	Origins # Trips 3,067 9,779	not in Serv. % Trips 37% 73%	Transit \$ 1.40 0.80	Neighborhood East Boston Chelsea	Origi # Trips 6,416 3,209	ins in Service % Trips 77% 24%	Area Transit \$ 0.02 0.39	Origin # Trips 1,967 10,142	s not in Serv % Trips 23% 76%	Transit \$ 1.25 0.80
Destination Neighborhood East Revere West Revere Winthrop	Orig # Trips 6,223 1,007 890	ins in Service % Trips 38% 14% 46%	e Area Transit \$ 0.11 0.08 0.22	Origins # Trips 10,364 6,144 1,051	not in Serv % Trips 62% 86% 54%	1.23 1.37 0.23	Destination Neighborhood East Boston Chelsea East Revere	Origi #Trips 5,315 3,573 1,988	ns in Service % Trips 63% 27% 12%	Area Transit \$ 0.02 0.39 0.42	Origins # Trips 3,067 9,779 14,599	not in Serv % Trips 37% 73% 88%	1.40 0.80 0.90	Neighborhood East Boston Chelsea Kendall/MIT	Origi#Trips 6,416 3,209 874	ins in Service % Trips 77% 24% 100%	Area Transit \$ 0.02 0.39 0.54	Origin # Trips 1,967 10,142 -3,468	s not in Serv % Trips 23% 76% 0%	Transit \$ 1.25 0.80 0.72
Destination Neighborhood East Revere West Revere Winthrop East Lynn	Orig # Trips 6,223 1,007 890 767	ins in Service % Trips 38% 14% 46% 4%	e Area Transit \$ 0.11 0.08 0.22 0.66	Origins # Trips 10,364 6,144 1,051 17,510	not in Serv % Trips 62% 86% 54% 96%	1.23 1.37 0.23 0.57	Destination Neighborhood East Boston Chelsea East Revere Winthrop	Origi # Trips 5,315 3,573 1,988 1,139	ns in Service % Trips 63% 27% 12% 59%	Area Transit \$ 0.02 0.39 0.42 0.15	Origins # Trips 3,067 9,779 14,599 802	not in Serv % Trips 37% 73% 88% 41%	1.40 0.80 0.90 0.23	Neighborhood East Boston Chelsea Kendall/MIT East Revere	Origi#Trips 6,416 3,209 874 738	ins in Service % Trips 77% 24% 100% 4%	Area Transit \$ 0.02 0.39 0.54 0.42	Origin # Trips 1,967 10,142 -3,468 15,849	s not in Serv % Trips 23% 76% 0% 96%	Transit \$ 1.25 0.80 0.72 0.89
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston	Orig # Trips 6,223 1,007 890 767 554	ins in Service % Trips 38% 14% 46% 4% 7%	e Area Transit \$ 0.11 0.08 0.22 0.66 0.46	Origins # Trips 10,364 6,144 1,051 17,510 7,828	not in Serv % Trips 62% 86% 54% 96% 93%	1.23 1.37 0.23 0.57 0.74	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT	Origi # Trips 5,315 3,573 1,988 1,139 872	ns in Service % Trips 63% 27% 12% 59% 100%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54	Origins # Trips 3,067 9,779 14,599 802 -3,466	not in Serv % Trips 37% 73% 88% 41% 0%	Transit \$ 1.40 0.80 0.90 0.23 0.72	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown	Orig # Trips 6,416 3,209 874 738 603	ins in Service % Trips 77% 24% 100% 4% 4%	Area Transit \$ 0.02 0.39 0.54 0.42 0.32	Origin # Trips 1,967 10,142 -3,468 15,849 16,606	s not in Serv % Trips 23% 76% 0% 96% 96%	1.25 0.80 0.72 0.89 0.62
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn	Orig # Trips 6,223 1,007 890 767 554 528	ins in Service % Trips 38% 14% 46% 4% 7% 14%	e Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171	not in Serv % Trips 62% 86% 54% 96% 93% 86%	1.23 1.37 0.23 0.57 0.74 0.92	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere	Origi # Trips 5,315 3,573 1,988 1,139 872 776	ns in Service % Trips 63% 27% 12% 59% 100% 11%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375	not in Serv % Trips 37% 73% 88% 41% 0% 89%	1.40 0.80 0.90 0.23 0.72 0.96	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop	Orig # Trips 6,416 3,209 874 738 603 477	ins in Service % Trips 77% 24% 100% 4% 4% 25%	Area Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15	Origin # Trips 1,967 10,142 -3,468 15,849 16,606 1,464	s not in Serv % Trips 23% 76% 0% 96% 96% 75%	1.25 0.80 0.72 0.89 0.62
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea	Orig # Trips 6,223 1,007 890 767 554 528 498	ins in Service % Trips 38% 14% 46% 4% 7% 14% 44%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854	not in Serv % Trips 62% 86% 54% 96% 93% 86% 96%	1.23 1.37 0.23 0.57 0.74 0.92 0.85	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown	Origi # Trips 5,315 3,573 1,988 1,139 872 776 506	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97%	1.40 0.80 0.90 0.23 0.72 0.96	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End	Orig # Trips 6,416 3,209 874 738 603 477 381	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3%	Area Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54	Origin # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204	s not in Serv % Trips 23% 76% 0% 96% 96% 75% 97%	1.25 0.80 0.72 0.89 0.62 0.23
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville	Orig # Trips 6,223 1,007 890 767 554 528 498	ins in Service % Trips 38% 14% 46% 4% 7% 144% 44% 14%	e Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704	not in Serv % Trips 62% 86% 54% 96% 93% 86% 96% 99%	Transit \$ 1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown	#Trips 5,315 3,573 1,988 1,139 872 776 506 439	ns in Service % Trips 63% 27% 12% 59% 100% 11%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799	not in Serv % Trips 37% 73% 88% 41% 0% 89%	1.40 0.80 0.90 0.23 0.72 0.96 0.62	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop	Orig # Trips 6,416 3,209 874 738 603 477 381 373	ins in Service % Trips 77% 24% 100% 4% 4% 25%	Area Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63	Origin # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778	s not in Serv % Trips 23% 76% 0% 96% 96% 75% 97% 95%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus	Orig # Trips 6,223 1,007 890 767 554 528 498	ins in Service % Trips 38% 14% 46% 4% 7% 14% 44%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854	not in Serv % Trips 62% 86% 54% 96% 93% 86% 96%	1.23 1.37 0.23 0.57 0.74 0.92 0.85	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown	Origi # Trips 5,315 3,573 1,988 1,139 872 776 506	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 97%	1.40 0.80 0.90 0.23 0.72 0.96	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere	Orig # Trips 6,416 3,209 874 738 603 477 381	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5%	Area Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54	Origin # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204	s not in Serv % Trips 23% 76% 0% 96% 96% 75% 97%	1.25 0.80 0.72 0.89 0.62 0.23
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville	Orig # Trips 6,223 1,007 890 767 554 528 498 454	ins in Servic  % Trips  38%  14%  46%  4%  7%  14%  4%  1%  8%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696	not in Serv % Trips 62% 86% 54% 96% 93% 86% 96% 99% 92%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville	#Trips 5,315 3,573 1,988 1,139 872 776 506 439 437	ns in Service % Trips 63% 27% 12% 59% 100% 111% 3% 3% 1%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 97% 99%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown	Orig # Trips 6,416 3,209 874 738 603 477 381 373 353	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2%	Area Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40	Origin # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885	s not in Serv % Trips 23% 76% 0% 96% 96% 75% 97% 95% 98%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus	Orig # Trips 6,223 1,007 890 767 554 528 498 454	ins in Servic  % Trips  38%  14%  46%  4%  7%  14%  4%  1%	e Area  0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877	62% 62% 86% 54% 96% 93% 86% 96% 99%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End	#Trips 5,315 3,573 1,988 1,139 872 776 506 439 437	ns in Service % Trips 63% 27% 12% 59% 100% 111% 3% 3% 1% 3%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 99% 97%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown	Orig # Trips 6,416 3,209 874 738 603 477 381 373 353	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%	Area Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61	Origin # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841	s not in Serv % Trips 23% 76% 0% 96% 96% 75% 97% 95% 98% 99%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus	Orig   # Trips   6,223   1,007   890   767   554   528   498   454   405   374   Transit Route: Rot	ins in Servic  % Trips  38%  14%  46%  4%  7%  14%  4%  1%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  rose Highlan	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds – Malden	62% 62% 86% 54% 96% 93% 86% 96% 99%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End	#Trips 5,315 3,573 1,988 1,139 872 776 506 439 437 355  Route: Route	ns in Service % Trips 63% 27% 12% 59% 100% 111% 3% 3% 1% 3%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  e Shopping	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Mald	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 99% 97%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown	Orig           # Trips         6,416           6,209         874           738         603           477         381           373         353           317         Transit Route: Route: Route	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%	Area  Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61	#Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841 Wellington	s not in Serv % Trips 23% 76% 0% 96% 96% 75% 97% 95% 98% 99%	Transit \$ 1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront	Orig   # Trips   6,223   1,007   890   767   554   528   498   454   405   374   Transit Route: Rot	ins in Servic  % Trips 38% 14% 46% 4% 7% 14% 4% 1% 8% 1%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  rose Highlan	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds – Malden	not in Serv  % Trips 62% 86% 54% 96% 93% 86% 99% 99% 92% 99% Sta.)	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End	#Trips 5,315 3,573 1,988 1,139 872 776 506 439 437 355  Route: Route	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 18 3% 11% 38 11% 38 11% 38 11% 38 11% 38 11% 39 11% 39 11% 39 11% 31% 31% 31% 31% 31% 31% 31% 31% 31%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  e Shopping	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Mald	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 99% 97% en Sta.) not in Serv	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville	Orig           # Trips         6,416           6,209         874           738         603           477         381           373         353           317           Transit Route: Route: Route	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%	Area  Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61	#Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841 Wellington	s not in Serv % Trips 23% 76% 0% 96% 96% 75% 97% 95% 98% 99%	Transit \$ 1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Destination	Orig   # Trips   6,223   1,007   890   767   554   528   498   454   405   374   Transit Route: Rote   Orig	ins in Servic  % Trips  38%  14%  46%  4%  7%  14%  4%  1%  8%  1%  atte 131 (Melins in Service)	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  rose Highlan e Area	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds – Malden Origins	not in Serv  % Trips 62% 86% 54% 96% 93% 86% 99% 99% 92% 99% Sta.)	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End Transit Destination	Origi           # Trips         5,315           3,573         1,988           1,139         872           776         506           439         437           355           Route: Route           Origi	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 18 3% 11% 38 11% 38 11% 38 11% 38 11% 38 11% 39 11% 39 11% 39 11% 31% 31% 31% 31% 31% 31% 31% 31% 31%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54 e Shopping Area	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Mald Origins	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 99% 97% en Sta.) not in Serv	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville	Original	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  the 134 (Northern in Service)	Area  Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  h Woburn —	Origin # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841 Wellington Origin	s not in Serv % Trips 23% 76% 0% 96% 96% 975% 97% 95% 98% 99% Sta.) s not in Serv	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Destination Neighborhood	Orig     # Trips     6,223     1,007     890     767     554     528     498     454     405     374     Transit Route: Rot     Orig     # Trips	ins in Servic  % Trips  38%  14%  46%  4%  7%  14%  4%  1%  8%  1%  total 131 (Melins in Service % Trips	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  rose Highlan be Area Transit \$	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds – Malden Origins # Trips	## not in Serv    **Trips   62%     86%     54%     96%     93%     86%     99%     92%     99%     **Sta.*)     **Interval     **Trips     **Trips	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End Transit Destination Neighborhood	Origi     # Trips     5,315     3,573     1,988     1,139     872     776     506     439     437     355     Route: Route     Origi     # Trips	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 1% 3% Trips	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54 e Shopping Area Transit \$	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Mald Origins # Trips	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 97% 99% 97% en Sta.) not in Serv % Trips	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood	Original	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  tet 134 (Northins in Service % Trips	** Area *** Transit \$** 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61 *** Area *** Transit \$**	Origin # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841 Wellington Origin # Trips	s not in Serv % Trips 23% 76% 0% 96% 96% 97% 97% 95% 98% 99% Sta.) s not in Serv % Trips	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Destination Neighborhood West Malden	Orig     # Trips     6,223     1,007     890     767     554     528     498     454     405     374     Transit Route: Rot     Orig     # Trips     5,093	ins in Service  '\sigma Trips  38\% 14\% 46\% 4\% 7\% 14\% 4\% 1\% 8\% 1\% 1\%  ate 131 (Mel ins in Service '\sigma Trips  100\%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  rose Highlan e Area  Transit \$ 0.07	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden Origins # Trips -510	not in Serv % Trips 62% 86% 54% 96% 93% 86% 96% 99% 92% 99% Sta.) not in Serv % Trips 0%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End Transit Destination Neighborhood West Malden	Origi           # Trips         5,315           3,573         1,988           1,139         872           776         506           439         437           355           Route: Route         Origi           # Trips           3,987	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 1 Trips 132 (Redstorms in Service % Trips 87%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54 e Shopping Area Transit \$ 0.07	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Mald Origins # Trips 596	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 97% 99% 97% en Sta.) not in Serv % Trips 13%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford	Orig # Trips   6,416   3,209   874   738   603   477   381   373   353   317   Transit Route: Rou	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  tet 134 (Northins in Service % Trips 62%	** Area *** 0.02	# Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington Origin # Trips 2,064	s not in Serv % Trips 23% 76% 0% 96% 96% 75% 97% 95% 98% 99% Sta.) s not in Serv % Trips 38%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Destination Neighborhood West Malden East Malden	Orig     # Trips     6,223     1,007     890     767     554     528     498     454     405     374     Transit Route: Rot     Orig     # Trips     5,093     2,479	ins in Servic  '\sigma Trips 38\% 14\% 46\% 4\% 7\% 14\% 4\% 1\% 8\% 1\%  inte 131 (Mel ins in Servic '\sigma Trips 100\% 44\%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  rose Highlan to Area  Transit \$ 0.07 0.12	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden Origins # Trips -510 3,099	Not in Serv   % Trips   62%   86%   54%   96%   93%   86%   99%   92%   99%   Sta.)     Interest in Serv   % Trips   0%   56%   00%   56%   00	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Transit Destination Neighborhood West Malden Stoneham	Origi           # Trips         5,315           3,573         1,988           1,139         872           776         506           439         437           355           Route: Route         Origi           # Trips           3,987           2,456	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 17% 3% 188 189 132 (Redstorms in Service % Trips 87% 32%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54 e Shopping Area Transit \$ 0.07 0.17	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Mald Origins # Trips 596 5,234	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 97% 99% 97% en Sta.) not in Serv % Trips 13% 68%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn	Orig # Trips   6,416   3,209   874   738   603   477   381   373   353   317   Transit Route: Rou	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  tte 134 (Nortins in Service % Trips 62% 17%	** Area *** Transit \$** 0.02 0.39 0.54 0.42 0.32 0.15 0.63 0.40 0.61 *** Area *** Transit \$** 0.15 0.41	# Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington Origin # Trips 2,064 13,187	s not in Serv  % Trips  23% 76% 0% 96% 96% 75% 97% 95% 98% 99%  Sta.) s not in Serv % Trips 38% 83%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Destination Neighborhood West Malden East Malden East Somerville	Orig     # Trips     6,223     1,007     890     767     554     528     498     454     405     374     Transit Route: Rot     Orig     # Trips     5,093     2,479     978	ins in Servic  % Trips 38% 14% 46% 4% 7% 14% 4% 1% 8% 1%  tte 131 (Melins in Servic % Trips 100% 44% 3%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  rose Highlan e Area  Transit \$ 0.07 0.12 0.57	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden Origins # Trips -510 3,099 33,180	Not in Serv   % Trips   62%   86%   54%   96%   93%   86%   99%   92%   99%   Sta.	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Transit Destination Neighborhood West Malden Stoneham East Malden	# Trips 5,315 3,573 1,988 1,139 872 776 506 439 437 355  Route: Route Origi # Trips 3,987 2,456 1,886	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 1% 3% 152 (Redstorms in Service % Trips 87% 32% 34%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54 e Shopping Area Transit \$ 0.07 0.17 0.20	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Mald Origins # Trips 596 5,234 3,693	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 97% 99% 97% en Sta.) not in Serv % Trips 13% 68% 66%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville	Orig # Trips   6,416   3,209   874   738   603   477   381   373   353   317   Transit Route: Rou	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  Inte 134 (Northins in Service % Trips 62% 17% 6%	** Area *** 0.02	# Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington Origin # Trips 2,064 13,187 32,212	s not in Serv  % Trips  23%  76%  0%  96%  96%  75%  97%  95%  98%  99%  Sta.)  s not in Serv  % Trips  38%  83%  94%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Destination Neighborhood West Malden East Somerville West Everett	Orig   # Trips   6,223   1,007   890   767   554   528   498   454   405   374       Transit Route: Route: Route   Frips   5,093   2,479   978   800   1,007	ins in Servic  % Trips 38% 14% 46% 4% 7% 14% 4% 1% 8% 1%  tte 131 (Melins in Servic % Trips 100% 44% 3% 33%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  rose Highlan e Area  Transit \$ 0.07 0.12 0.57 0.26	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden Origins # Trips -510 3,099 33,180 1,601	Not in Serv   % Trips   62%   86%   54%   96%   93%   86%   99%   92%   99%     Sta.	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Transit Destination Neighborhood West Malden Stoneham East Malden East Woburn	# Trips 5,315 3,573 1,988 1,139 872 776 506 439 437 355  Route: Route Origi # Trips 3,987 2,456 1,886 1,263	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 18 3% 18 38 19 32 (Redstorms in Service % Trips 87% 32% 34% 8%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54 e Shopping Area Transit \$ 0.07 0.17 0.20 0.90	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Mald Origins # Trips 596 5,234 3,693 14,679	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97% 98% 77% 8en Sta.) not in Serv % Trips 13% 68% 66% 92%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington	Orig # Trips   6,416   3,209   874   738   603   477   381   373   353   317   Transit Route: Rou	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  inte 134 (Northins in Service % Trips 62% 17% 6% 8%	Area  Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  h Woburn - Area  Transit \$ 0.15 0.41 0.50 1.23	Origin # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington Origin # Trips 2,064 13,187 32,212 8,345	s not in Serv  % Trips  23% 76% 0% 96% 96% 75% 97% 95% 98% 99%  Sta.) s not in Serv % Trips 38% 83% 94% 92%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Destination Neighborhood West Malden East Somerville West Everett Melrose	Orig   # Trips   6,223   1,007   890   767   554   528   498   454   405   374     Transit Route:	ins in Servic  % Trips  38%  14%  46%  4%  7%  14%  4%  1%  8%  1%  inte 131 (Melins in Servic  % Trips  100%  44%  3%  33%  14%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  rose Highlan te Area  Transit \$ 0.07 0.12 0.57 0.26 0.12	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden Origins # Trips -510 3,099 33,180 1,601 3,364	Not in Serv   % Trips   62%   86%   96%   93%   86%   99%   92%   99%   Sta.   Not in Serv   % Trips   0%   67%   86%   93%   93%   95%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  ice Area Transit \$ 1.13 1.05 1.03 0.86 1.66	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Transit Destination Neighborhood West Malden Stoneham East Malden East Woburn Wakefield	# Trips 5,315 3,573 1,988 1,139 872 776 506 439 437 355  Route: Route Origi # Trips 3,987 2,456 1,886 1,263 925 897	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 18 3% 132 (Redstorms in Service % Trips 87% 32% 34% 8% 19%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  e Shopping Area Transit \$ 0.07 0.17 0.20 0.90 0.53	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr Mald Origins # Trips 596 5,234 3,693 14,679 4,044	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 97% 99% 97% 10	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  ice Area Transit \$ 1.05 1.89 0.94 1.71 1.53	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington Burlington	Orig   # Trips   6,416   3,209   874   738   603   477   381   373   353   317     Transit Route: Roi   Orig   # Trips   3,367   2,756   1,946   774   757	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  Inte 134 (Nortins in Service % Trips 62% 17% 6% 8% 6%	Area  Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.63 0.40 0.61  h Woburn - Area  Transit \$ 0.15 0.41 0.50 1.23 0.89	Origin # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington Origin # Trips 2,064 13,187 32,212 8,345 12,344	s not in Serv  % Trips  23% 76% 0% 96% 96% 95% 97% 95% 98% 99%  Sta.) s not in Serv % Trips 38% 83% 94% 92% 94%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  vice Area Transit \$ 1.26 1.94 1.05 2.15 1.45 1.74
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Destination Neighborhood West Malden East Malden East Somerville West Everett Melrose Stoneham	Orig   # Trips   6,223   1,007   890   767   554   528   498   454   405   374   Transit Route: Ro	ins in Servic  % Trips  38%  14%  46%  4%  7%  14%  4%  1%  8%  1%  inte 131 (Melins in Servic  % Trips  100%  44%  3%  33%  14%  7%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  rose Highlan te Area  Transit \$ 0.07 0.12 0.57 0.26 0.12 0.58	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden Origins # Trips -510 3,099 33,180 1,601 3,364 7,174	Not in Serv   % Trips   62%   86%   54%   96%   93%   86%   99%   92%   99%     Sta.     Not in Serv   % Trips   0%   56%   97%   67%   86%   86%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  ice Area Transit \$ 1.13 1.05 1.03 0.86 1.66 1.56	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Transit Destination Neighborhood West Malden Stoneham East Malden East Woburn Wakefield East Somerville	Origi     # Trips     5,315     3,573     1,988     1,139     872     776     506     439     437     355     Route: Route     Origi     # Trips     3,987     2,456     1,886     1,263     925	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 18 3% 18 38 19 38 19 38 19 37 38 38 38 38 39 39 39 39 30 30 30 30 30 30 30 30 30 30 30 30 30	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  e Shopping Area Transit \$ 0.07 0.17 0.20 0.90 0.53 0.59	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr Mald Origins # Trips 596 5,234 3,693 14,679 4,044 33,261	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 97% 99% 97% 13% 68% 66% 92% 81% 97%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  ice Area Transit \$ 1.05 1.89 0.94 1.71 1.53 1.03	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington Burlington Winchester	Orig   # Trips   6,416   3,209   874   738   603   477   381   373   353   317     Transit Route:	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  inte 134 (Northins in Service % Trips 62% 17% 6% 8% 6% 20%	Area  Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  h Woburn - Area  Transit \$ 0.15 0.41 0.50 1.23 0.89 0.40	Origin # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington Origin # Trips 2,064 13,187 32,212 8,345 12,344 2,758	s not in Serv  % Trips  23% 76% 0% 96% 96% 75% 97% 95% 98% 99%  Sta.) s not in Serv % Trips 38% 83% 94% 92% 94% 80%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  vice Area Transit \$ 1.26 1.94 1.05 2.15 1.45 1.74 1.52
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Destination Neighborhood West Malden East Malden East Somerville West Everett Melrose Stoneham East Medford	Orig   # Trips   6,223   1,007   890   767   554   528   498   454   405   374   Transit Route: Ro	ins in Servic  % Trips 38% 14% 46% 46% 47% 14% 48% 1% 88% 1%  tte 131 (Mel ins in Servic % Trips 100% 44% 3% 33% 14% 7% 8%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  rose Highlan te Area  Transit \$ 0.07 0.12 0.57 0.26 0.12 0.58 0.42 0.75	Origins #Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden Origins #Trips -510 3,099 33,180 1,601 3,364 7,174 5,020 53,881	not in Serv  % Trips 62% 86% 96% 93% 86% 99% 92% 99%  Sta.)  not in Serv % Trips 0% 56% 97% 67% 86% 93% 92% 99%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  ice Area Transit \$ 1.13 1.05 1.03 0.86 1.66 1.56 1.07 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Transit  Destination Neighborhood West Malden Stoneham East Moburn Wakefield East Somerville Melrose East Medford	Origi     # Trips     5,315     3,573     1,988     1,139     872     776     506     439     437     355     Route: Route     Origi     # Trips     3,987     2,456     1,886     1,263     925     897     552     422	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 1% 3% 14% 8% 19% 3% 14% 8%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  e Shopping Area Transit \$ 0.07 0.17 0.20 0.90 0.53 0.59 0.18	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr Mald Origins # Trips 596 5,234 3,693 14,679 4,044 33,261 3,373 5,009	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 97% 99% 97% 13% 6en Sta.) not in Serv % Trips 13% 68% 66% 92% 81% 97% 86%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  ice Area Transit \$ 1.05 1.89 0.94 1.71 1.53 1.03 1.39	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington Burlington Winchester Stoneham	Orig   # Trips   6,416   3,209   874   738   603   477   381   373   353   317     Transit Route:	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  inte 134 (Northins in Service % Trips 62% 17% 6% 8% 6% 20% 9%	Area  Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  h Woburn - Area  Transit \$ 0.15 0.41 0.50 1.23 0.89 0.40 0.98	# Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington Origin # Trips 2,064 13,187 32,212 8,345 12,344 2,758 7,004 2,389	s not in Serv  % Trips  23% 76% 0% 96% 96% 95% 97% 95% 98% 99%  Sta.) s not in Serv % Trips 38% 83% 94% 92% 94% 80% 91%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  vice Area Transit \$ 1.26 1.94 1.05 2.15 1.45 1.74 1.52 1.76
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Destination Neighborhood West Malden East Malden East Somerville West Everett Melrose Stoneham East Medford Waterfront	Orig           # Trips           6,223           1,007           890           767           554           528           498           454           405           374           Transit Route: Rou           Orig           # Trips           5,093           2,479           978           800           561           516           411           370	ins in Servic    Trips   38%   14%   46%   46%   44%   1%   18   18   18   19   100%   44%   33%   33%   14%   7%   88%   1%   1%   1%   1%   1%   1%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  crose Highlan e Area  Transit \$ 0.07 0.12 0.57 0.26 0.12 0.58 0.42 0.75 0.55	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden Origins # Trips -510 3,099 33,180 1,601 3,364 7,174 5,020	not in Serv  % Trips 62% 86% 54% 96% 93% 86% 99% 92% 99% Sta.) not in Serv % Trips 0% 56% 97% 67% 86% 93% 92% 99%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  ice Area Transit \$ 1.13 1.05 1.03 0.86 1.66 1.56 1.07 0.99 1.53	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Transit Destination Neighborhood West Malden Stoneham East Malden East Woburn Wakefield East Somerville Melrose	Origi     # Trips     5,315     3,573     1,988     1,139     872     776     506     439     437     355     Route: Route     Origi     # Trips     3,987     2,456     1,886     1,263     925     897     552     422     394	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 1% 38% 196 324 87% 324% 88% 199% 34% 88% 88%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54 e Shopping Area Transit \$ 0.07 0.17 0.20 0.90 0.53 0.59 0.18 0.43	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Mald Origins # Trips 596 5,234 3,693 14,679 4,044 33,261 3,373 5,009 4,707	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 97% 99% 97% 13% 68% 66% 92% 81% 97% 86%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  ice Area Transit \$ 1.05 1.89 0.94 1.71 1.53 1.03 1.39 1.05 1.86	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington Burlington Winchester Stoneham West Woburn West Malden	Original	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  Inte 134 (Northins in Service % Trips 62% 17% 6% 8% 6% 20% 9% 22%	Area Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  h Woburn - Area Transit \$ 0.15 0.41 0.50 1.23 0.89 0.40 0.98 0.47 0.35	Origin # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841 Wellington Origin # Trips 2,064 13,187 32,212 8,345 12,344 2,758 7,004 2,389 4,158	s not in Serv  % Trips  23% 76% 0% 96% 96% 95% 97% 95% 98% 99%  Sta.) s not in Serv % Trips 38% 83% 94% 92% 94% 80% 91% 78% 91%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  vice Area Transit \$ 1.26 1.94 1.05 2.15 1.45 1.74 1.52 1.76 0.86
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Destination Neighborhood West Malden East Malden East Somerville West Everett Melrose Stoneham East Medford Waterfront Wakefield West Revere	Orig   # Trips   6,223   1,007   890   767   554   528   498   454   405   374   Transit Route: Roi   Frips   5,093   2,479   978   800   561   516   411   370   350	ins in Servic  % Trips  38%  14%  46%  46%  47%  14%  4%  1%  8%  1%  inte 131 (Melins in Servic  % Trips  100%  44%  3%  33%  14%  7%  8%  1%  7%  44%  4%  4%  4%  4%  4%  4%  4%	e Area  Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  rose Highlan te Area  Transit \$ 0.07 0.12 0.57 0.26 0.12 0.58 0.42 0.75	Origins # Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877  ds - Malden Origins # Trips -510 3,099 33,180 1,601 3,364 7,174 5,020 53,881 4,619	not in Serv  % Trips 62% 86% 96% 93% 86% 99% 92% 99%  Sta.)  not in Serv % Trips 0% 56% 97% 67% 86% 93% 92% 99%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  ice Area Transit \$ 1.13 1.05 1.03 0.86 1.66 1.56 1.07 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Transit  Destination Neighborhood West Malden East Malden East Woburn Wakefield East Somerville Melrose East Medford North Saugus	Origi     # Trips     5,315     3,573     1,988     1,139     872     776     506     439     437     355     Route: Route     Origi     # Trips     3,987     2,456     1,886     1,263     925     897     552     422	ns in Service % Trips 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 1% 3% 14% 8% 19% 3% 14% 8%	Area Transit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  e Shopping Area Transit \$ 0.07 0.17 0.20 0.90 0.53 0.59 0.18 0.43 1.09	Origins # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr Mald Origins # Trips 596 5,234 3,693 14,679 4,044 33,261 3,373 5,009	not in Serv % Trips 37% 73% 88% 41% 0% 89% 97% 97% 99% 97% en Sta.) not in Serv % Trips 13% 68% 66% 92% 81% 97% 86% 92% 92%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  ice Area Transit \$ 1.05 1.89 0.94 1.71 1.53 1.03 1.39 1.05	Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington Burlington Winchester Stoneham West Woburn	Orig   # Trips   6,416   3,209   874   738   603   477   381   373   353   317     Transit Route:	ins in Service % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  Inte 134 (Northins in Service % Trips 62% 17% 6% 8% 6% 20% 9% 22% 9%	Area  Transit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  h Woburn - Area  Transit \$ 0.15 0.41 0.50 1.23 0.89 0.40 0.98 0.47	# Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington Origin # Trips 2,064 13,187 32,212 8,345 12,344 2,758 7,004 2,389	s not in Serv % Trips 23% 76% 0% 96% 96% 75% 97% 95% 98% 99% Sta.) s not in Serv % Trips 38% 83% 94% 92% 94% 80% 91% 78%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  vice Area Transit \$ 1.26 1.94 1.05 2.15 1.45 1.74 1.52 1.76 0.86

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 136 & 137 – 217

36%

47%

# Trips

4,502

5,399

0.10

0.06

% Trips Transit \$

0.80

1.14

Destination

Downtown

Neighborhood Waterfront Transit Route: Route 171 (Logan Airport – Dudley Sta.)

% Trips Transit \$ # Trips

0.12

0.22

Origins not in Service Area

52%

26%

28,479

4,418

% Trips Transit \$

1.25

0.65

Origins in Service Area

48%

74%

# Trips

25,772

12,791

Transit Route: Route 170 (Oak Park – Dudley Sta.)

% Trips Transit \$

Origins in Service Area

64%

53%

# Trips

8,003

6,186

Transit Route: Routes 136 and 137 (Malden Sta. via Lakeside/North Ave.)

% Trips Transit \$ # Trips

0.09

0.18

Origins not in Service Area

0%

55%

-542

3,378

% Trips Transit \$

1.13

1.78

Destination

Fenway

South End

Neighborhood

Origins in Service Area

100%

45%

# Trips

5,125

2,714

Destination

Neighborhood

West Malden

Reading

South Quincy South Dorchester North Quincy Waterfront Mattapan North Braintree Westwood Hyde Park East Somerville South Braintree	3,906 2,115 1,266 1,251 633 453 391 320 299	60% 58% 2% 22% 16% 3% 9% 1% 7%	0.14 0.22 0.59 0.38 0.55 0.91 0.84 0.84	2,637 1,528 52,984 4,422 3,413 15,774 3,760 33,838 3,951	40% 42% 98% 78% 84% 97% 91% 99%	1.07 1.16 1.01 0.86 1.32 0.95 0.98 1.02	North Quincy North Braintree Waterfront Westwood North Weymouth South Braintree South Weymouth Hingham East Somerville	341 312 307 147 119 106 94 62 55	9% 8% 1% 1% 2% 2% 1% 1%	0.45 0.51 0.70 0.98 0.65 0.70 0.41 0.76 0.94	3,302 3,734 53,944 16,080 5,691 4,144 14,083 9,064 34,103	91% 92% 99% 99% 98% 98% 99% 100%	0.89 1.26 0.99 0.95 1.04 1.37 0.61 1.21 1.02	South Dorchester North Quincy Waterfront Mattapan Hyde Park North Braintree Westwood East Somerville South Braintree	2,419 1,582 986 872 523 495 441 272 262	37% 43% 2% 15% 13% 12% 3% 1% 6%	0.23 0.12 0.55 0.37 0.82 0.70 0.89 0.85 0.76	2,061 53,265 4,801 3,629 3,550 15,786 33,885 3,987	57% 98% 85% 87% 88% 97% 99%	1.47 1.00 0.87 0.98 1.28 0.95 1.02
South Dorchester North Quincy Waterfront Mattapan North Braintree Westwood Hyde Park	3,906 2,115 1,266 1,251 633 453 391	58% 2% 22% 16% 3% 9%	0.22 0.59 0.38 0.55 0.91	1,528 52,984 4,422 3,413 15,774 3,760	42% 98% 78% 84% 97% 91%	1.16 1.01 0.86 1.32 0.95 0.98	North Braintree Waterfront Westwood North Weymouth South Braintree South Weymouth	312 307 147 119 106 94	8% 1% 1% 2% 2% 1%	0.51 0.70 0.98 0.65 0.70 0.41	3,734 53,944 16,080 5,691 4,144 14,083	92% 99% 99% 98% 98% 99%	1.26 0.99 0.95 1.04 1.37 0.61	North Quincy Waterfront Mattapan Hyde Park North Braintree Westwood	1,582 986 872 523 495 441	43% 2% 15% 13% 12% 3%	0.12 0.55 0.37 0.82 0.70 0.89	2,061 53,265 4,801 3,629 3,550 15,786	98% 85% 87% 88% 97%	1.00 0.87 0.98 1.28 0.95
South Dorchester North Quincy Waterfront Mattapan North Braintree Westwood Hyde Park	3,906 2,115 1,266 1,251 633 453 391	58% 2% 22% 16% 3%	0.22 0.59 0.38 0.55 0.91	1,528 52,984 4,422 3,413 15,774 3,760	42% 98% 78% 84% 97% 91%	1.16 1.01 0.86 1.32 0.95 0.98	North Braintree Waterfront Westwood North Weymouth South Braintree South Weymouth	312 307 147 119 106	8% 1% 1% 2% 2%	0.51 0.70 0.98 0.65 0.70 0.41	3,734 53,944 16,080 5,691 4,144 14,083	92% 99% 99% 98% 98% 99%	1.26 0.99 0.95 1.04 1.37 0.61	North Quincy Waterfront Mattapan Hyde Park North Braintree Westwood	1,582 986 872 523 495 441	43% 2% 15% 13% 12%	0.12 0.55 0.37 0.82 0.70 0.89	2,061 53,265 4,801 3,629 3,550 15,786	98% 85% 87% 88% 97%	1.00 0.87 0.98 1.28 0.95
South Dorchester North Quincy Waterfront Mattapan North Braintree Westwood	3,906 2,115 1,266 1,251 633 453	58% 2% 22% 16% 3%	0.22 0.59 0.38 0.55 0.91	1,528 52,984 4,422 3,413 15,774	42% 98% 78% 84% 97%	1.16 1.01 0.86 1.32 0.95	North Braintree Waterfront Westwood North Weymouth South Braintree	312 307 147 119 106	8% 1% 1% 2% 2%	0.51 0.70 0.98 0.65 0.70	3,734 53,944 16,080 5,691 4,144	92% 99% 99% 98% 98%	1.26 0.99 0.95 1.04 1.37	North Quincy Waterfront Mattapan Hyde Park North Braintree	1,582 986 872 523 495	43% 2% 15% 13% 12%	0.12 0.55 0.37 0.82 0.70	2,061 53,265 4,801 3,629 3,550	98% 85% 87% 88%	1.00 0.87 0.98 1.28
South Dorchester North Quincy Waterfront Mattapan North Braintree	3,906 2,115 1,266 1,251 633	58% 2% 22% 16%	0.22 0.59 0.38 0.55	1,528 52,984 4,422 3,413	42% 98% 78% 84%	1.16 1.01 0.86 1.32	North Braintree Waterfront Westwood North Weymouth	312 307 147 119	8% 1% 1% 2%	0.51 0.70 0.98 0.65	3,734 53,944 16,080 5,691	92% 99% 99% 98%	1.26 0.99 0.95 1.04	North Quincy Waterfront Mattapan Hyde Park	1,582 986 872 523	43% 2% 15% 13%	0.12 0.55 0.37 0.82	2,061 53,265 4,801 3,629	98% 85% 87%	1.00 0.87 0.98
South Dorchester North Quincy Waterfront Mattapan	3,906 2,115 1,266 1,251	58% 2% 22%	0.22 0.59 0.38	1,528 52,984 4,422	42% 98% 78%	1.16 1.01 0.86	North Braintree Waterfront Westwood	312 307 147	8% 1% 1%	0.51 0.70 0.98	3,734 53,944 16,080	92% 99% 99%	1.26 0.99 0.95	North Quincy Waterfront Mattapan	1,582 986 872	43% 2% 15%	0.12 0.55 0.37	2,061 53,265 4,801	98% 85%	1.00 0.87
South Dorchester North Quincy Waterfront	3,906 2,115 1,266	58% 2%	0.22	1,528 52,984	42% 98%	1.16 1.01	North Braintree	312	8%	0.51	3,734 53,944	92% 99%	1.26	North Quincy	1,582 986	43% 2%	0.12 0.55	2,061	98%	1.00
South Dorchester North Quincy	3,906 2,115		0.22	1,528	42%	1.16	North Braintree	312		0.51	3,734	92%	1.26	North Quincy	1,582	43%	0.12	2,061		
South Dorchester	3,906																			
										0.45	2 202	0.1.07	0.00	0 (1 D) 1 (	2 410	270/	0.22	4,125	63%	0.91
0 10 1	6,668	44%	0.21	8,514	56%	1.27	South Quincy	6,383	42%	0.10	8,798	58%	1.18	South Quincy	7,489	49%	0.25	7,693	51%	1.16
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips		Transit \$			Transit \$	Neighborhood	# Trips	% Trips				Transit \$
Destination		ns in Servic			not in Servi		Destination		ns in Service			not in Service		Destination		ns in Service			ot in Servic	
	sit Route: Rou							ısit Route: Rou							: Route 217 (W					
				<u> </u>	<u> </u>															
Hyde Park	152	4%	0.98	4,000	96%	0.97	South Weymouth	94	1%	0.40	14,083	99%	0.61	East Somerville	44	0%	0.94	34,114	100%	1.02
South Braintree	173	4%	0.72	4,077	96%	1.37	South Braintree	125	3%	0.71	4,125	97%	1.37	Hingham	45	0%	0.76	9,081	100%	1.21
Mattapan	173	3%	0.80	5,499	97%	0.81	East Somerville	131	0%	0.84	34,027	100%	1.02	South Weymouth	83	1%	0.41	14,094	99%	0.61
East Somerville	183	1%	0.84	33,975	99%	1.02	North Milton	158	6%	0.43	2,309	94%	1.14	South Braintree	93	2%	0.70	4,157	98%	1.36
Westwood	266	2%	0.90	15,960	98%	0.95	Westwood	190	1%	0.90	16,037	99%	0.95	North Weymouth	99	2%	0.65	5,710	98%	1.04
North Braintree	296	7%	0.67	3,750	93%	1.27	North Braintree	256	6%	0.65	3,790	94%	1.26	Westwood	117	1%	0.98	16,110	99%	0.95
South Dorchester	526	8%	0.51	6,018	92%	0.81	South Dorchester	302	5%	0.52	6,241	95%	0.80	North Quincy	196	5%	0.45	3,448	95%	0.89
Waterfront	669	1%	0.50	53,582	99%	1.00	Waterfront	540	1%	0.49	53,710	99%	1.00	North Braintree	260	6%	0.51	3,786	94%	1.26
North Quincy	1,228	34%	0.09	2,416	66%	1.50	North Quincy	1,472	40%	0.08	2,172	60%	1.31	Waterfront	269	0%	0.70	53,982	100%	0.99
South Quincy	7,708	51%	0.23	7,473	49%	1.12	South Quincy	7,676	51%	0.21	7,505	49%	1.09	South Quincy	6,690	44%	0.10	8,492	56%	1.14
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips		Transit \$		% Trips	Transit \$	Neighborhood		% Trips	Transit \$			Transit \$
Destination	Origin	ns in Servic	e Area	Origins	not in Servi	ice Area	Destination	Origi	ns in Service	Area	Origins 1	not in Servic	e Area	Destination		ns in Servic	Area	Origins r	ot in Servic	e Area
Tra	ansit Route: Ro	oute 211 (Q	uincy Ctr. Sta				Trans	sit Route: Rout	te 212 (Quino	ey Ctr. Sta. –	No. Quincy	Sta.)			nsit Route: Rou				/	
<u> </u>																				
Hyde Park	221	5%	0.83	3,931	95%	0.98	Hyde Park	221	5%	0.83	3,931	95%	0.98	North Milton	418	17%	0.47	2,049	83%	1.18
South Roxbury	222	3%	0.33	7,664	97%	0.76	South Roxbury	222	3%	0.33	7,664	97%	0.76	Downtown	457	3%	0.55	16,752	97%	0.61
Westwood	236	1%	0.85	15,991	99%	0.95	Westwood	236	1%	0.85	15,991	99%	0.95	South Roxbury	489	6%	0.39	7,398	94%	0.75
East Somerville	268	1%	0.81	33,890	99%	1.02	East Somerville	268	1%	0.81	33,890	99%	1.02	Mattapan	618	11%	0.50	5,054	89%	0.83
North Milton	288	12%	0.43	2,179	88%	1.18	North Milton	288	12%	0.43	2,179	88%	1.18	South Braintree	1,078	25%	0.49	3,172	75%	1.48
South Quincy	841	6%	0.41	14,340	94%	0.99	South Quincy	841	6%	0.41	14,340	94%	0.99	Waterfront	1,283	2%	0.57	52,968	98%	1.01
Waterfront	932	2%	0.52	53,319	98%	1.01	Waterfront	932	2%	0.52	53,319	98%	1.01	North Braintree	1,326	33%	0.31	2,720	67%	1.48
Mattapan	960	17%	0.38	4,713	83%	0.84	Mattapan	960	17%	0.38	4,713	83%	0.84	North Quincy	2,182	60%	0.16	1,461	40%	1.31
North Quincy	1,814	50%	0.13	1,830	50%	1.27	North Quincy	1,814	50%	0.13	1,830	50%	1.27	South Dorchester	2,316	35%	0.16	4,228	65%	0.97
South Dorchester	3,261	50%	0.11	3,283	50%	1.05	South Dorchester	3,261	50%	0.11	3,283	50%	1.05	South Quincy	9,343	62%	0.22	5,838	38%	1.25
Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips		Transit \$		% Trips	Transit \$	Neighborhood		% Trips	Transit \$	# Trips	% Trips	Transit \$
Destination	Origi	ns in Servic	e Area	Origins	not in Servi	ice Area	Destination	Origi	ns in Service	Area	Origins 1	not in Servic	e Area	Destination	Origir	ns in Servic	Area	Origins r	ot in Servic	e Area
Transit Route: Ro	oute 201 (Field	s Corner St	a. – Fields Co	orner Sta. vi	a Neponset	Ave.)	Transit Route:	Route 202 (Fie	elds Corner S	Sta. – Fields	Corner Sta. v	via Adams St	t.)	Transit Route:	Route 210 (Qu	incy Ctr. St	a. – No. Quin	cy Sta./Fields	Corner Sta.	.)
Melrose	508	13%	0.19	3,417	87%	1.62	North Waltham	1,039	62%	0.27	645	38%	2.03	North Dorchester	1,951	39%	0.24	3,004	61%	0.94
North Saugus	607	12%	1.07	4,494	88%	1.91	Chinatown	1,955	12%	0.14	14,284	88%	0.75	Longwood	2,659	18%	0.35	12,246	82%	0.56
West Everett	798	33%	0.29	1,603	67%	0.86	South Waltham	2,231	100%	0.13	-90	0%	1.43	Back Bay	2,736	34%	0.21	5,356	66%	0.64
East Somerville	1,093	3%	0.61	33,065	97%	1.03	Waterfront	2,350	4%	0.44	51,901	96%	1.03	Fenway	2,786	22%	0.24	9,719	78%	0.67
East Woburn	1,160	7%	1.20	14,782	93%	1.71	Longwood	2,708	18%	0.29	12,198	82%	0.58	North Roxbury	3,320	53%	0.12	2,927	47%	0.90
Stoneham	1,226	16%	0.57	6,465	84%	1.64	Downtown	2,783	16%	0.29	14,426	84%	0.64	East Boston	3,538	42%	0.05	4,844	58%	1.07
Wakefield	1,385	28%	0.23	3,584	72%	1.96	North Roxbury	3,181	51%	0.13	3,066	49%	0.89	South End	5,408	47%	0.09	6,177	53%	0.94
	2,499	45%	0.16	3,079	55%	1.05	Back Bay	3,768	47%	0.07	4,324	53%	1.02	Chinatown	6,187	38%	0.21	10,052	62%	0.66
East Malden	2,/14	45%	0.18	3,3/8	22%	1./8	South End	6,186	53%	0.06	5,399	4/%	1.14	Downtown	12,791	/4%	0.22	4,418	26%	0.65

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 220 – 350

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

Neighborhood

**Transit Route: Route 222 (Quincy Ctr. Sta. – East Weymouth)** 

# Trips % Trips Transit \$ # Trips % Trips Transit \$

Origins not in Service Area

Origins in Service Area

**Transit Route: Route 221 (Quincy Ctr. Sta. – Fort Point)** 

Origins in Service Area

Transit Route: Route 220 (Quincy Ctr. Sta. – Hingham)

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Neighborhood

Origins in Service Area

Destination

Neighborhood

rveighborhood	# 111ps	70 111ps	11ansit p	# 111ps	70 111ps	11ansit p	Neighborhood	# 111ps	70 111ps	1 ransıt p	# 111ps	70 111ps	i i alisit p	Neighborhood	# 111ps	70 111ps	i i ansit p	# 111ps	70 111ps	11ansii p
South Quincy	8,851	58%	0.16	6,330	42%	1.15	South Quincy	8,466	56%	0.13	6,716	44%	1.15	South Quincy	9,309	61%	0.16	5,872	39%	1.16
Hingham	2,239	25%	0.42	6,887	75%	1.51	North Weymouth	653	11%	0.30	5,157	89%	1.13	North Weymouth	3,483	60%	0.27	2,327	40%	1.38
North Weymouth	733	13%	0.39	5,077	87%	1.15	North Quincy	517	14%	0.51	3,127	86%	0.89	Hingham	698	8%	0.62	8,428	92%	1.31
North Quincy	576	16%	0.55	3,067	84%	0.89	Waterfront	445	1%	0.74	53,805	99%	0.99	North Quincy	694	19%	0.55	2,949	81%	0.89
Waterfront	554	1%	0.79	53,697	99%	0.99	North Braintree	396	10%	0.55	3,650	90%	1.27	Waterfront	654	1%	0.79	53,597	99%	0.99
North Braintree	328	8%	0.61	3,718	92%	1.27	Hingham	157	2%	0.70	8,970	98%	1.24	South Weymouth	531	4%	0.38	13,647	96%	0.63
Westwood	156	1%	1.03	16,070	99%	0.95	Westwood	150	1%	1.01	16,077	99%	0.95	North Braintree	356	9%	0.59	3,690	91%	1.28
South Weymouth	154	1%	0.40	14,023	99%	0.62	North Milton	130	5%	0.58	2,337	95%	1.12	Westwood	174	1%	1.05	16,053	99%	0.95
North Milton	146		0.40	2,320	94%	1.12					14,053	99%	0.61	North Milton		7%	0.66	2,297	93%	1.12
		6%					South Weymouth	124	1%	0.39					170					
East Somerville	109	0%	1.02	34,049	100%	1.01	South Braintree	116	3%	0.78	4,134	97%	1.37	East Somerville	132	0%	1.02	34,026	100%	1.01
TF*4	D 4 D 4 - 7	225 (0-:	- C4 C4 T		12		<b>T</b>	-4 D4 D	4. 220 (0		Mandalla	74 - 1		T	'4 D 4 D 4 -	226 (0-:	Ct. St.	G 41. G1	DI)	
	Route: Route 2				- 0/			sit Route: Rou							it Route: Route					
Destination		ns in Servic		-	not in Servi		Destination		ns in Service			not in Servi		Destination		ns in Service			not in Servic	
Neighborhood	# Trips	% Trips	Transit \$	# Trips		Transit \$	Neighborhood			Transit \$			Transit \$	Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$
South Quincy	9,232	61%	0.15	5,949	39%	1.21	South Quincy	8,228	54%	0.17	6,953	46%	1.15	South Quincy	7,905	52%	0.15	7,277	48%	1.14
South Weymouth	1,609	11%	0.12	12,569	89%	0.79	South Braintree	1,522	36%	0.39	2,728	64%	1.64	North Braintree	2,092	52%	0.16	1,954	48%	1.57
North Weymouth	1,322	23%	0.36	4,488	77%	1.23	North Braintree	1,095	27%	0.30	2,950	73%	1.44	South Braintree	848	20%	0.38	3,401	80%	1.49
North Braintree	841	21%	0.35	3,205	79%	1.37	Holbrook	892	44%	0.36	1,125	56%	1.45	Waterfront	562	1%	0.74	53,689	99%	0.99
Waterfront	686	1%	0.70	53,565	99%	0.99	Waterfront	762	1%	0.80	53,489	99%	0.99	Downtown	560	3%	0.68	16,649	97%	0.61
North Quincy	683	19%	0.51	2,960	81%	0.89	Downtown	718	4%	0.73	16,491	96%	0.61	North Quincy	433	12%	0.52	3,210	88%	0.89
Westwood	240	1%	0.96	15,987	99%	0.95	South Weymouth	643	5%	0.52	13,534	95%	0.62	Chinatown	232	1%	0.68	16,006	99%	0.62
Hingham	222	2%	0.69	8,905	98%	1.25	North Quincy	586	16%	0.54	3,058	84%	0.89	South Weymouth	194	1%	0.43	13,984	99%	0.62
North Milton	209	8%	0.60	2,258	92%	1.12	Stoughton	458	3%	0.91	12,878	97%	1.11	Westwood	188	1%	1.03	16,039	99%	0.95
South Braintree	162	4%	0.62	4,088	96%	1.43	Randolph	446	6%	0.71	7,293	94%	1.26	North Milton	171	7%	0.65	2,296	93%	1.12
~ 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		.,,	****	.,	, , , ,					****	.,					.,,				
Transit Route: I	Poute 238 (Oni	nev Ctr Sta	_ Holbrook	/Randolph C	omm Rail	Sta)	Tı	ransit Route: R	Route 240 (A	von Line – A	shmont Sta	)		Trar	nsit Route: Rou	te 245 (Ouin	ev Ctr Sta	_ Mattanan (	Šta )	
		nej en su	· IIOIDI OOM	rumaoipii C	CIIIIII ILLEII	June,		undie Houter I	1046 - 10 (11							- ic (Quiii		Transcomposite t	,,	
Dectination	Origi	ns in Servic	e Area	Origins	not in Servi	ce Area	Dectination	Origin	s in Service	Area	Origins	not in Servi	ice Area			s in Service	Å rea	Origins	not in Service	ce Area
Destination Neighborhood		ns in Servic % Trips			not in Servi		Destination Neighborhood		ns in Service			not in Servi		Destination	Origiı	ns in Service			not in Servic	
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Destination Neighborhood	Origiı # Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Neighborhood South Quincy	# <b>Trips</b> 8,289	% Trips 55%	Transit \$	# <b>Trips</b> 6,892	<b>% Trips</b> 45%	Transit \$	Neighborhood South Quincy	# <b>Trips</b> 8,421	<b>% Trips</b> 55%	Transit \$ 0.21	# <b>Trips</b> 6,761	<b>% Trips</b> 45%	Transit \$ 1.15	<b>Destination Neighborhood</b> South Quincy	Origin # Trips 7,449	<b>% Trips</b> 49%	Transit \$ 0.19	# <b>Trips</b> 7,733	% Trips 51%	Transit \$ 1.23
Neighborhood South Quincy Randolph	# <b>Trips</b> 8,289 2,799	% Trips 55% 36%	Transit \$ 0.14 0.29	# <b>Trips</b> 6,892 4,940	% Trips 45% 64%	1.21 1.45	Neighborhood South Quincy Randolph	# <b>Trips</b> 8,421 3,989	% Trips 55% 52%	Transit \$ 0.21 0.24	# <b>Trips</b> 6,761 3,750	% Trips 45% 48%	Transit \$ 1.15 1.68	Neighborhood South Quincy North Braintree	Origin # Trips 7,449 733	% Trips 49% 18%	<b>Transit \$</b> 0.19 0.66	# <b>Trips</b> 7,733 3,313	% Trips 51% 82%	1.23 1.28
Neighborhood South Quincy Randolph North Braintree	# Trips 8,289 2,799 1,690	% Trips 55% 36% 42%	7 Transit \$ 0.14 0.29 0.35	# <b>Trips</b> 6,892 4,940 2,356	% Trips 45% 64% 58%	1.21 1.45 1.42	Neighborhood South Quincy Randolph South Dorchester	# <b>Trips</b> 8,421 3,989 1,853	% Trips 55% 52% 28%	Transit \$	# <b>Trips</b> 6,761 3,750 4,690	% Trips 45% 48% 72%	1.15 1.68 0.89	Destination Neighborhood South Quincy North Braintree Mattapan	# Trips 7,449 733 719	% Trips 49% 18% 13%	Transit \$ 0.19 0.66 0.35	# <b>Trips</b> 7,733 3,313 4,954	% Trips 51% 82% 87%	Transit \$ 1.23 1.28 0.86
Neighborhood South Quincy Randolph North Braintree Waterfront	# Trips 8,289 2,799 1,690 625	% Trips 55% 36% 42% 1%	Transit \$	# Trips 6,892 4,940 2,356 53,625	% Trips 45% 64% 58% 99%	1.21 1.45 1.42 0.99	Neighborhood South Quincy Randolph South Dorchester North Braintree	# Trips 8,421 3,989 1,853 1,483	% Trips 55% 52% 28% 37%	Transit \$ 0.21 0.24 0.20 0.36	# Trips 6,761 3,750 4,690 2,563	% Trips 45% 48% 72% 63%	Transit \$ 1.15 1.68 0.89 1.45	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront	Origin # Trips 7,449 733 719 677	% Trips 49% 18% 13% 1%	Transit \$ 0.19 0.66 0.35 0.67	# <b>Trips</b> 7,733 3,313 4,954 53,574	% Trips 51% 82% 87% 99%	1.23 1.28 0.86 1.00
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton	# Trips 8,289 2,799 1,690 625 509	% Trips 55% 36% 42% 1% 4%	Transit \$ 0.14 0.29 0.35 0.76 0.92	# Trips 6,892 4,940 2,356 53,625 12,827	% Trips 45% 64% 58% 99% 96%	Transit \$ 1.21 1.45 1.42 0.99 1.11	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront	# Trips 8,421 3,989 1,853 1,483 963	% Trips 55% 52% 28% 37% 2%	Transit \$ 0.21 0.24 0.20 0.36 0.72	# Trips 6,761 3,750 4,690 2,563 53,288	% Trips 45% 48% 72% 63% 98%	Transit \$ 1.15 1.68 0.89 1.45 1.00	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park	Origin # Trips 7,449 733 719 677 628	% Trips 49% 18% 13% 13% 1%	Transit \$ 0.19 0.66 0.35 0.67 0.51	# Trips 7,733 3,313 4,954 53,574 3,524	% Trips 51% 82% 87% 99% 85%	Transit \$ 1.23 1.28 0.86 1.00 1.01
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy	# Trips 8,289 2,799 1,690 625 509 503	% Trips 55% 36% 42% 1% 4% 14%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51	# Trips 6,892 4,940 2,356 53,625 12,827 3,140	% Trips 45% 64% 58% 99% 96% 86%	1.21 1.45 1.42 0.99 1.11 0.89	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan	# Trips 8,421 3,989 1,853 1,483 963 737	% Trips 55% 52% 28% 37% 2% 13%	7 Transit \$ 0.21 0.24 0.20 0.36 0.72 0.32	# Trips 6,761 3,750 4,690 2,563 53,288 4,936	% Trips 45% 48% 72% 63% 98% 87%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy	7,449 733 719 677 628 596	% Trips 49% 18% 13% 13% 15% 16%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24	# Trips 7,733 3,313 4,954 53,574 3,524 3,047	% Trips 51% 82% 87% 99% 85% 84%	Transit \$ 1.23 1.28 0.86 1.00 1.01 1.02
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree	# Trips 8,289 2,799 1,690 625 509 503 469	% Trips 55% 36% 42% 1% 4% 14% 11%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780	% Trips 45% 64% 58% 99% 96% 86% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy	# Trips 8,421 3,989 1,853 1,483 963 737 608	% Trips 55% 52% 28% 37% 2% 13% 17%	7 0.21 0.24 0.20 0.36 0.72 0.32 0.54	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036	% Trips 45% 48% 72% 63% 98% 87% 83%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood	7,449 733 719 677 628 596	% Trips 49% 18% 13% 13% 1% 15% 3%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91	#Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713	% Trips 51% 82% 87% 99% 85% 84% 97%	Transit \$ 1.23 1.28 0.86 1.00 1.01 1.02 0.95
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood	# Trips 8,289 2,799 1,690 625 509 503 469 377	% Trips 55% 36% 42% 1% 4% 11% 2%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850	% Trips 45% 64% 58% 99% 96% 86% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood	# Trips 8,421 3,989 1,853 1,483 963 737 608 556	% Trips 55% 52% 28% 37% 2% 13% 17% 3%	0.21 0.24 0.20 0.36 0.72 0.32 0.54	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671	% Trips 45% 48% 72% 63% 98% 87% 83% 97%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester	7,449 733 719 677 628 596 514	% Trips 49% 18% 13% 1% 15% 16% 3% 6%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53	#Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163	% Trips 51% 82% 87% 99% 85% 84% 97% 94%	Transit \$ 1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth	# Trips 8,289 2,799 1,690 625 509 503 469 377 374	% Trips 55% 36% 42% 1% 4% 11% 2% 3%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803	% Trips 45% 64% 58% 99% 96% 86% 89% 98%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535	% Trips 55% 52% 28% 37% 2% 13% 17% 3% 4%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale	7,449 733 719 677 628 596 514 380 303	% Trips 49% 18% 13% 1% 15% 16% 3% 6% 14%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68	#Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821	% Trips 51% 82% 87% 99% 85% 84% 97% 94% 86%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood	# Trips 8,289 2,799 1,690 625 509 503 469 377	% Trips 55% 36% 42% 1% 4% 11% 2%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850	% Trips 45% 64% 58% 99% 96% 86% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood	# Trips 8,421 3,989 1,853 1,483 963 737 608 556	% Trips 55% 52% 28% 37% 2% 13% 17% 3%	0.21 0.24 0.20 0.36 0.72 0.32 0.54	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671	% Trips 45% 48% 72% 63% 98% 87% 83% 97%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester	7,449 733 719 677 628 596 514	% Trips 49% 18% 13% 1% 15% 16% 3% 6%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53	#Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163	% Trips 51% 82% 87% 99% 85% 84% 97% 94%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267	% Trips 55% 36% 42% 1% 4% 11% 2% 3% 11%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200	% Trips 45% 64% 58% 99% 96% 86% 89% 98% 97% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502	% Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12%	7 Transit \$ 0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272	% Trips 49% 18% 13% 13% 15% 16% 3% 6% 14% 8%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94	#Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093	% Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267	% Trips 55% 36% 42% 1% 4% 11% 2% 3% 11% Route 325 (1	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 wmarket Sta.	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 1.13	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502  sit Route: Rou	% Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272	% Trips 49% 18% 13% 13% 15% 16% 3% 6% 14% 8%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S	% Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267  Pransit Route: 1	% Trips 55% 36% 42% 1% 4% 11% 2% 31% 11% Route 325 (Ins in Service	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 wmarket Sta. Origins	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 1.13	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502  sit Route: Route Origin	% Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12% te 326 (Westers in Service	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%  Sta.) not in Servi	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra Destination	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272	% Trips 49% 18% 13% 13% 15% 16% 3% 6% 14% 8%  tte 350 (Nortes in Service	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S	7 Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%  8ta.)	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267  Pransit Route: 1 Original	% Trips 55% 36% 42% 1% 4% 11% 2% 3% 11% Route 325 (1	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200  ymarket Sta. Origins # Trips	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89% 97% 89%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran Destination Neighborhood	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502  sit Route: Route Origin # Trips	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12%  te 326 (West	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78 Medford – Area Transit \$	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%	Transit \$  1.15  1.68  0.89  1.45  1.00  0.87  0.90  0.94  1.11  0.98  ice Area  Transit \$	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury	Origin     # Trips     7,449     733     719     677     628     596     514     380     303     272     Insit Route: Routh     Origin     # Trips	% Trips 49% 18% 13% 13% 15% 16% 3% 6% 14% 8%  tte 350 (Norths in Service % Trips	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94 6 Burlingto Area	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%     sta.)   not in Service     Trips	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267  Pransit Route: 1	% Trips 55% 36% 42% 1% 4% 11% 2% 31% 11% Route 325 (Ins in Service	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 wmarket Sta. Origins	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran Destination	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502  sit Route: Route Origin	% Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12% te 326 (Westers in Service	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%  Sta.) not in Servi	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra Destination	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272           unsit Route: Rou           Origin	% Trips 49% 18% 13% 13% 15% 16% 3% 6% 14% 8%  tte 350 (Nortes in Service	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94 h Burlingto	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S Origins	7 Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%  8ta.)	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267  Pransit Route: 1 Original	% Trips 55% 36% 42% 1% 4% 14% 11% 2% 3% 11% Route 325 (Ins in Service % Trips	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200  ymarket Sta. Origins # Trips	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89% 97% 89%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran Destination Neighborhood	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502  sit Route: Route Origin # Trips	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12%  te 326 (West is in Service 7 Trips	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78 Medford – Area Transit \$	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%  Sta.) not in Servi % Trips	Transit \$  1.15  1.68  0.89  1.45  1.00  0.87  0.90  0.94  1.11  0.98  ice Area  Transit \$	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra Destination Neighborhood	Origin     # Trips     7,449     733     719     677     628     596     514     380     303     272     Insit Route: Routh     Origin     # Trips	% Trips 49% 18% 13% 13% 15% 16% 3% 6% 14% 8%  tte 350 (Norths in Service % Trips	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94 6 Burlingto Area	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S Origins # Trips	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%     sta.)   not in Service     Trips	Transit \$ 1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Destination Neighborhood Waterfront	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267  Transit Route: 1 Original # Trips 4,595	% Trips 55% 36% 42% 1% 4% 11% 2% 31% 11% Route 325 (Ins in Service % Trips 8%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200  ymarket Sta. Origins # Trips 49,656	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%  ) not in Servi % Trips 92%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502  sit Route: Rou Origin # Trips  4,516	% Trips       55%       52%       28%       37%       2%       13%       17%       3%       4%       12%       te 326 (West as in Service       % Trips       8%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips 49,735	% Trips         45%         48%         72%         63%         98%         87%         96%         88%    Sta.) not in Serview % Trips 92%	Transit \$  1.15  1.68  0.89  1.45  1.00  0.87  0.90  0.94  1.11  0.98  ice Area  Transit \$  1.08	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra  Destination Neighborhood Burlington	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272           unsit Route: Route: Route           Origin           # Trips           6,284	% Trips       49%       18%       13%       15%       16%       3%       6%       14%       8%       ate 350 (North in Service       % Trips       48%	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816	7 Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%  8ta.)  not in Service Trips 52%	Transit \$ 1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Tobestination Neighborhood Waterfront West End Chinatown	# Trips  8,289  2,799  1,690  625  509  503  469  377  374  267  Cransit Route: I  Original # Trips  4,595  2,753  2,597	% Trips 55% 36% 42% 1% 4% 14% 11% 2% 3% 11%  Route 325 (Ins in Service % Trips 8% 33% 16%	7 Consit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 0.59 0.60 0.19 0.06 0.10	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 ymarket Sta. Origins # Trips 49,656 5,528 13,642	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%  ont in Servi % Trips 92% 67% 84%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran Destination Neighborhood Waterfront West End Chinatown	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rou  Origin # Trips  4,516  2,724  2,544	% Trips           55%           52%           28%           37%           2%           13%           17%           3%           4%           12%           te 326 (West in Service           % Trips           8%           33%           16%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19 0.05 0.09	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips 49,735 5,557 13,695	% Trips       45%       48%       72%       63%       98%       87%       96%       88%       Sta.)       not in Servi       % Trips       92%       67%       84%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98  ice Area Transit \$ 1.08 0.89 0.72	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra  Destination Neighborhood Burlington North Cambridge Davis Square	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272           Insit Route: Ro	% Trips       49%       18%       13%       15%       16%       3%       6%       14%       8%       tte 350 (Norths in Service       % Trips       48%       49%	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94 6 Burlingto Area 7 0.23 0.14 0.24	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816 4,359 -1,101	% Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%  Sta.) not in Service % Trips 52% 51%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Toestination Neighborhood Waterfront West End Chinatown North End	# Trips  8,289  2,799  1,690  625  509  503  469  377  374  267  Pransit Route: I Original # Trips  4,595  2,753  2,597  1,883	% Trips 55% 36% 42% 1% 4% 14% 11% 2% 31% 11% Route 325 (Ins in Service % Trips 8% 33% 16% 55%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89% ) not in Servi % Trips 92% 67% 84% 45%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rou  Origin # Trips  4,516  2,724  2,544  1,869	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12%  te 326 (West is in Service Trips 8% 33% 16% 55%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19 0.05 0.09 0.03	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips 49,735 5,557 13,695 1,552	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%  Sta.) not in Servi % Trips 92% 67% 84% 45%	1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98 1.08 Transit \$ 1.08 0.89 0.72 1.05	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra Destination Neighborhood Burlington North Cambridge Davis Square East Woburn	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272         4           Insit Route: Ro	W Trips	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94 6 Burlingto Area 7 0.23 0.14 0.24 0.90	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816 4,359 -1,101 14,968	% Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%  Sta.) not in Servic % Trips 52% 51% 0% 94%	Transit \$ 1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Toestination Neighborhood Waterfront West End Chinatown North End East Somerville	# Trips  8,289  2,799  1,690  625  509  503  469  377  374  267  Pransit Route: I Original # Trips  4,595  2,753  2,597  1,883  1,315	% Trips 55% 36% 42% 1% 4% 14% 11% 2% 31% 11% Route 325 (1) ns in Servic % Trips 8% 33% 16% 55% 4%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03 0.46	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538 32,843	% Trips       45%       64%       58%       99%       96%       86%       89%       97%       89%       )       not in Servi       % Trips       92%       67%       84%       45%       96%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05 1.04	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End Back Bay	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rour  Origin  # Trips  4,516  2,724  2,544  1,869  1,184	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12%  te 326 (West is in Service Trips 8% 33% 16% 55% 15%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19 0.05 0.09 0.03 0.25	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips 49,735 5,557 13,695 1,552 6,908	% Trips       45%       48%       72%       63%       98%       87%       96%       88%       Sta.)       not in Servi       % Trips       92%       67%       84%       45%       85%	1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98 1.08 1.08 0.89 0.72 1.05 0.63	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra Destination Neighborhood Burlington North Cambridge Davis Square East Woburn East Arlington	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272         4           Insit Route: Rout	W Trips	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94 6 Burlingto Area 7 0.23 0.14 0.24 0.90 0.13	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816 4,359 -1,101 14,968 1,834	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%     Sta.     not in Service     Trips     52%     51%     0%     94%     72%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71 1.08
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Toestination Neighborhood Waterfront West End Chinatown North End East Somerville Back Bay	# Trips  8,289  2,799  1,690  625  509  503  469  377  374  267  Pransit Route: I Origin # Trips  4,595  2,753  2,597  1,883  1,315  1,259	% Trips 55% 36% 42% 11% 44% 114% 21% 38% 11%  Route 325 (1) ns in Servic % Trips 8% 33% 16% 55% 4% 16%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03 0.46 0.26	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538 32,843 6,832	% Trips       45%       64%       58%       99%       96%       86%       89%       97%       89%       )       not in Servi       % Trips       92%       67%       84%       45%       96%       84%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05 1.04 0.63	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End Back Bay East Somerville	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rour  Origin  # Trips  4,516  2,724  2,544  1,869  1,184  1,035	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 44% 12%  te 326 (West is in Service 7 Trips 8% 33% 16% 55% 15% 3%	1	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips 49,735 5,557 13,695 1,552 6,908 33,122	% Trips       45%       48%       72%       63%       98%       87%       96%       88%       Sta.)       not in Servi       % Trips       92%       67%       84%       45%       85%       97%	1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98 1.08 1.08 0.89 0.72 1.05 0.63 1.03	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra Destination Neighborhood Burlington North Cambridge Davis Square East Woburn East Arlington West Arlington	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272         4           Insit Route: Rout	W Trips	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816 4,359 -1,101 14,968 1,834 3,081	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%      Sta.     not in Service     Trips     52%     51%     0%     94%     72%     83%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71 1.08 1.18
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Tobestination Neighborhood Waterfront West End Chinatown North End East Somerville Back Bay West Malden	# Trips  8,289  2,799  1,690  625  509  503  469  377  374  267  Pransit Route: I Origin # Trips  4,595  2,753  2,597  1,883  1,315  1,259  1,028	% Trips 55% 36% 42% 1% 44% 11% 2% 31% 11%  Route 325 (Ins in Service % Trips 8% 33% 16% 55% 4% 16% 22%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03 0.46 0.26 0.17	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538 32,843 6,832 3,555	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%  ) not in Servi % Trips 92% 67% 84% 45% 96% 84% 78%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05 1.04 0.63 0.88	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End Back Bay East Somerville East Cambridge	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rou  Origin  # Trips  4,516  2,724  2,544  1,869  1,184  1,035  905	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 44% 12%  te 326 (West is in Service 7 Trips 8% 33% 16% 55% 15% 3% 5%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19 0.05 0.09 0.03 0.25 0.50 0.25	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips 49,735 5,557 13,695 1,552 6,908 33,122 18,499	% Trips           45%           48%           72%           63%           98%           87%           96%           88%           Sta.)           not in Servi           % Trips           92%           67%           84%           45%           85%           97%           95%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98  Ice Area Transit \$ 1.08 0.89 0.72 1.05 0.63 1.03 0.76	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra  Destination Neighborhood Burlington North Cambridge Davis Square East Woburn East Arlington West Arlington East Lexington	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272         4           Consit Route: Rou	## Trips  49%  18%  13%  1%  15%  16%  3%  6%  14%  8%  ## 350 (North in Service  ## Trips  48%  49%  100%  6%  28%  17%  16%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816 4,359 -1,101 14,968 1,834 3,081 2,429	51% 82% 87% 99% 85% 84% 97% 944% 86% 92%  Sta.) not in Service 7 Trips 52% 51% 0% 94% 72% 83% 84%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71 1.08 1.18 1.61
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Tobestination Neighborhood Waterfront West End Chinatown North End East Somerville Back Bay West Malden East Cambridge	# Trips  8,289 2,799 1,690 625 509 503 469 377 374 267  Transit Route: 1  Origin # Trips 4,595 2,753 2,597 1,883 1,315 1,259 1,028 935	% Trips  55% 36% 42% 1% 44% 11% 2% 31% 11%  Route 325 (Ins in Service % Trips 8% 33% 16% 55% 4% 16% 22% 5%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03 0.46 0.26 0.17 0.26	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200  ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538 32,843 6,832 3,555 18,470	% Trips       45%       64%       58%       99%       96%       86%       89%       97%       89%       )       not in Servi       % Trips       92%       67%       84%       45%       96%       84%       78%       95%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05 1.04 0.63 0.88 0.76	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End Back Bay East Somerville East Cambridge Fenway	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rou  Origin  # Trips  4,516  2,724  2,544  1,869  1,184  1,035  905  692	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 44% 12%  te 326 (West is in Service 7 Trips 8% 33% 16% 55% 15% 3% 5% 6%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19 0.05 0.09 0.03 0.25 0.50 0.25 0.36	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket: Origins # Trips 49,735 5,557 13,695 1,552 6,908 33,122 18,499 11,813	% Trips           45%           48%           72%           63%           98%           87%           96%           88%           Sta.)           not in Servi           % Trips           92%           67%           84%           45%           97%           95%           94%	1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98 1.08 1.08 0.89 0.72 1.05 0.63 1.03 0.76 0.64	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra  Destination Neighborhood Burlington North Cambridge Davis Square East Woburn East Arlington West Arlington East Lexington Fresh Pond	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272         4           Corigin           # Trips         6,284           4,251         1,832           974         701           639         478           434	W Trips	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S Origins # Trips 6,816 4,359 -1,101 14,968 1,834 3,081 2,429 37	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%     Sta.)     not in Service     **Trips     52%     51%     0%     94%     72%     83%     84%     8%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71 1.08 1.18 1.61 0.99
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Toestination Neighborhood Waterfront West End Chinatown North End East Somerville Back Bay West Malden East Cambridge East Medford	# Trips  8,289 2,799 1,690 625 509 503 469 377 374 267  Transit Route: 1 Origin # Trips 4,595 2,753 2,597 1,883 1,315 1,259 1,028 935 773	% Trips 55% 36% 42% 1% 44% 11% 2% 3% 11%  Route 325 (Ins in Servic % Trips 8% 33% 16% 55% 4% 16% 22% 5% 14%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03 0.46 0.26 0.17 0.26 0.14	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200  ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538 32,843 6,832 3,555 18,470 4,658	7 Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%  1 Trips 92% 67% 84% 45% 96% 84% 78% 95% 86%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05 1.04 0.63 0.88 0.76 1.14	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End Back Bay East Somerville East Cambridge Fenway South End	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rou  Origin # Trips  4,516  2,724  2,544  1,869  1,184  1,035  905  692  561	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 44% 12%  te 326 (West is in Service 7 Trips 8% 33% 16% 55% 15% 3% 5% 6% 5%	7 Cansit \$ 0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  7 Medford - Area 7 Area 7 Cansit \$ 0.19 0.05 0.09 0.03 0.25 0.50 0.25 0.36 0.34	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket : Origins # Trips 49,735 5,557 13,695 1,552 6,908 33,122 18,499 11,813 11,024	% Trips  45% 48% 72% 63% 98% 87% 98% 87% 96% 88%  Sta.) not in Servi % Trips 92% 67% 84% 45% 85% 97% 95%	Transit \$  1.15  1.68  0.89  1.45  1.00  0.87  0.90  0.94  1.11  0.98  1.08  1.08  0.89  0.72  1.05  0.63  1.03  0.76  0.64  0.68	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra  Destination Neighborhood Burlington North Cambridge Davis Square East Woburn East Arlington West Arlington East Lexington Fresh Pond Winchester	Origin	## Trips  49%  18%  13%  1%  15%  16%  3%  6%  14%  8%  ## 350 (North in Service  ## Trips  48%  49%  100%  6%  28%  17%  16%  92%  12%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816 4,359 -1,101 14,968 1,834 3,081 2,429 37 3,031	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%     Sta.)     not in Service     **Trips     52%     51%     0%     94%     72%     83%     84%     8%     88%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71 1.08 1.18 1.61 0.99 1.57
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Tobestination Neighborhood Waterfront West End Chinatown North End East Somerville Back Bay West Malden East Cambridge	# Trips  8,289  2,799  1,690  625  509  503  469  377  374  267  Pransit Route: I Origin # Trips  4,595  2,753  2,597  1,883  1,315  1,259  1,028  935  773  707	% Trips  55% 36% 42% 1% 44% 11% 2% 31% 11%  Route 325 (Ins in Service % Trips 8% 33% 16% 55% 4% 16% 22% 5% 14% 6%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03 0.46 0.26 0.17 0.26	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200  ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538 32,843 6,832 3,555 18,470	% Trips       45%       64%       58%       99%       96%       86%       89%       97%       89%       )       not in Servi       % Trips       92%       67%       84%       45%       96%       84%       78%       95%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05 1.04 0.63 0.88 0.76	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End Back Bay East Somerville East Cambridge Fenway	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rou  Origin  # Trips  4,516  2,724  2,544  1,869  1,184  1,035  905  692	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 44% 12%  te 326 (West is in Service 7 Trips 8% 33% 16% 55% 15% 3% 5% 6%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19 0.05 0.09 0.03 0.25 0.50 0.25 0.36	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket: Origins # Trips 49,735 5,557 13,695 1,552 6,908 33,122 18,499 11,813	% Trips           45%           48%           72%           63%           98%           87%           96%           88%           Sta.)           not in Servi           % Trips           92%           67%           84%           45%           97%           95%           94%	1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98 1.08 1.08 0.89 0.72 1.05 0.63 1.03 0.76 0.64	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra  Destination Neighborhood Burlington North Cambridge Davis Square East Woburn East Arlington West Arlington East Lexington Fresh Pond	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272         4           Corigin           # Trips         6,284           4,251         1,832           974         701           639         478           434	W Trips	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S Origins # Trips 6,816 4,359 -1,101 14,968 1,834 3,081 2,429 37	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%     Sta.)     not in Service     **Trips     52%     51%     0%     94%     72%     83%     84%     8%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71 1.08 1.18 1.61 0.99

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 351 – 434

Destination

**Transit Route: Route 354 (Woburn Line – State Street)** 

Origins not in Service Area

Origins in Service Area

**Transit Route: Route 352 (Burlington – State Street)** 

Origins in Service Area

Materian	Destination	Origii	ns in Servic	e Area	Origins	s not in Serv	ice Area	Destination	Origin	s in Service	Area	Origins	not in Serv	ice Area	Destination	Origin	s in Service	Area	Origins	not in Servi	ce Area
Design   Mary	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Perform   Perf	North Cambridge	4,181	49%	0.07	4,429	51%	0.93	Waterfront	5,425	10%	0.18	48,826	90%	1.09	Waterfront	5,405	10%	0.21	48,846	90%	1.09
Before   19-1   29-1	Burlington	4,063	31%	0.22	9,037	69%	1.71	West End	4,388	53%	0.05	3,892	47%	0.93	West End	4,098	49%	0.06	4,182	51%	0.89
Peris Signary   1.4   2   10								Chinatown							East Woburn						1.92
Mary Cale   Mary																					0.75
Mart Aller																					1.63
Peak Parce																					1.09
Part																					0.96
See No.   See																					0.63
Part								_							•						
Transit Route: Route NSS (Virbayum 8a State Nerver)   State Northernormal Norther																					1.03
Post-line   Progress   Progress	East Arlington	359	14%	0.13	2,175	86%	0.92	East Somerville	1,013	3%	0.45	33,145	97%	1.03	Fenway	1,002	8%	0.37	11,503	92%	0.64
Decimation   Origins in Nervice Area   Ori	Tr	ansit Route: Ro	oute 355 (M	lichawum Sta	_ State Str	·eet)		Trancit	Route: Route 41	1 (Malden S	Sta _ Revere	-/Jack Satter	r House)		Transit Rout	e· Route 424 (Eas	stern & Esse	ev _ Havmaı	ket Sta /Wor	derland Sta	)
Part							ica Araa							ica Araa							-,
Part																					
Past Muchan   4,317   27%   0.12   11,625   73%   1.87   Mest Malden   4,527   99%   0.09   16   18   1.13   Mestriant   3,816   79%   0.12   50.78																					Transit \$
New Health   1,480   4,980   4,980   4,980   1,090   1,514   5,980   1,090																					1.04
Chinatown   3,943   22%   0.08   12,975   78%   0.75   10%																					1.06
See   Part   P																					0.87
Decision   Control   Con								West Revere												81%	0.92
Back   Back   1,684   21/8   0.24   6,468   79/8   0.61   0.52   10,858   79/8   0.61   0.52   10,858   0.72   0	North End	2,887	84%	0.03	534	16%	1.09	East Lynn	1,254	7%	0.69	17,023	93%	0.57	North End	2,796	82%	0.04	625	18%	1.06
South Lind   1,000   9%   0.32   10,585   918   0.68   0.68   0.76   0.10   0.50   0	Downtown	2,043	12%	0.02	15,166	88%	0.96	East Somerville	1,228	4%	0.62	32,930	96%	1.04	Chinatown	2,558	16%	0.14	13,680	84%	0.69
Seal East   1,000   98   0.32   10,585   918   0.08   938   0.08   938   0.08   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   938   0.09   1,005   1	Back Bay	1,684	21%	0.24	6,408	79%	0.63	West Lynn	851	23%	0.81	2,848	77%	0.92	East Somerville	1,005	3%	0.60	33,153	97%	1.03
Separation   Sep		1.000				91%		-		33%	0.30	1,605	67%		West Revere		13%	0.42		87%	1.01
Paramit Rotte:   Ro																					1.90
Part	_														9						0.74
East Everer 7, 262 44% 0, 23 9, 324 55% 1.76 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07	Destination	Origi	ns in Servic	e Area	Origins	s not in Serv	ice Area	Destination	Origin	s in Service	Area	Origins	not in Serv	ice Area	Destination	Origin	s in Service	Area	Origins	not in Servi	
Harefront   4,175   88%   0.33   5,076   6.7%   0.10   0.17   5.7%   0.87																					Transit \$
West Fine   4,175   8%   0.33   5,076   92%   1.06   North End   2,780   81%   0.03   6.41   19%   1.05   North Saugus   1,824   4.96   0.25   1.896   51%   1.71	<b>-</b>																				0.95
Most End   3,564   43%   0,10   4,717   57%   0,87   Chinatown   2,483   83%   0,05   587   17%   17%   17%   17%   57%   0,67   17%   17%   18%   1,07   1,07   1,08																					1.88
North End   2,833   83%   0,05   587   17%   1.07   South Saugus   1,824   49%   0,25   1,896   51%   1.71   East Revere   1,435   9%   0,48   15,152   91%																					2.36
Chinatown   2,885   16%   0,18   13,653   84%   0,69   0,071   0,072   2,94%   0,11   2,91   2,94%   1,24   0,24   3,89   0,24   3,89   7,0%   0,97																					1.09
North Salem   2,356   72%   0.11   921   28%   1.24   West Revere   1,477   21%   0.27   5,674   79%   1.06   East Malden   1,257   23%   0.44   4,322   77%																					0.93
South Salem   Call	Chinatown	2,585	16%	0.18	13,653			East Malden	1,688	30%					West Lynn	1,291		0.22	2,407	65%	1.32
Swampscott   1,876   78%   0.28   5.35   2.26   1.39   North Saugus   1,218   2.49   0.49   3,883   76%   2.17   Wakefield   6.68   1.4%   1.09   4.281   86%	North Salem	2,356								21%	0.27	5,674		1.06	East Malden	1,257	23%	0.44			0.93
Transit Route: Route   430   Appleton St., Saugus   Malden Sta.	South Salem	2,211	62%	0.23	1,347	38%	1.37	East Revere	1,295	8%	0.51	15,292	92%	0.91	Melrose	695	18%	0.85	3,229	82%	1.16
Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton St., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton Sta., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton Sta., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton Sta., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton Sta., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton Sta., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton Sta., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton Sta., Saugus   Malden Sta.)   Franct Route: Route   430   Appleton Sta., Saugus   Malde	Swampscott	1,876	78%	0.28	535	22%	1.39	North Saugus	1,218	24%	0.49	3,883	76%	2.17	Wakefield	688	14%	1.09	4,281	86%	1.47
Destination   Pright   Prigh	West Revere	1,851	26%	0.23	5,300	74%	1.27	East Somerville	1,165	3%	0.59	32,993	97%	1.03	Stoneham	550	7%	1.22	7,140	93%	1.49
Destination   Pright   Prigh	T	.'4 D 4 D 4	- 420 (41	1.4. G4 G	M.11.	G4- )		T	24 D 4 D 4 -	421 (NI 4	. T.	C 4 1 C	T			T	4 - 424 (D.	II.	1 . 4 C4 .		
Neighborhood   #Trips   % Trips   Transit   #Trips   % Trips   Transit   #Trips   % Trips   Transit   #Trips   % Trips   Transit   Tra							ice Area							ice Area							re Area
West Malden         4,654         100%         0.06         -71         0%         1.12         East Lynn         13,084         72%         0.05         5,193         28%         0.93         Waterfront         3,716         7%         0.27         50,535         93%           East Malden         3,429         61%         0.10         2,149         39%         1.22         West Lynn         1,482         40%         0.18         2,217         60%         1.03         East Revere         3,595         22%         0.22         12,991         78%           South Saugus         1,299         35%         0.21         2,421         65%         1.75         North Saugus         444         9%         0.79         4,657         91%         1.85         West Evered         3,508         41%         0.02         5,687         65%           West Everet         1,023         43%         0.23         1,378         57%         0.88         South Saugus         380         10%         0.69         3,341         90%         1.35         East Lynn         2,896         16%         0.12         15,381         84%           East Somerville         957         3%         0.60         33,201																					Transit \$
East Malden 3,429 61% 0.10 2,149 39% 1.22 West Lynn 1,482 40% 0.18 2,217 60% 1.03 East Revere 3,595 22% 0.22 12,991 78% South Saugus 1,299 35% 0.21 2,421 65% 1.75 North Saugus 444 9% 0.79 4,657 91% 1.85 West End 3,368 41% 0.08 4,912 59% West Revere 1,139 16% 0.52 6,012 84% 0.99 East Revere 424 3% 0.59 16,163 97% 0.89 South Peabody 3,128 35% 0.29 5,687 65% South Saugus 380 10% 0.69 3,341 90% 1.35 East Lynn 2,896 16% 0.12 15,381 84% North Saugus 490 10% 0.49 4,611 90% 2.10 South Salem 274 8% 0.54 3,283 92% 0.99 Nahant 198 28% 0.84 506 72% 1.72 North Peabody 983 10% 1.05 8,514 90% East Lynn 390 2% 0.72 17,887 98% 0.57 West Revere 197 3% 0.66 6,954 97% 0.96 North Saugus 860 17% 0.85 4,241 83%																					1.06
South Saugus         1,299         35%         0.21         2,421         65%         1.75         North Saugus         444         9%         0.79         4,657         91%         1.85         West End         3,368         41%         0.08         4,912         59%           West Revere         1,139         16%         0.52         6,012         84%         0.99         East Revere         424         3%         0.59         16,163         97%         0.89         South Peabody         3,128         35%         0.29         5,687         65%           West Everett         1,023         43%         0.23         1,378         57%         0.88         South Saugus         380         10%         0.69         3,341         90%         1.35         East Lynn         2,896         16%         0.12         15,381         84%           East Somerville         957         3%         0.60         33,201         97%         1.03         Swampscott         361         15%         0.39         2,050         85%         0.94         North End         2,753         80%         0.04         668         20%           North Saugus         490         10%         0.49         4,611								•													
West Revere         1,139         16%         0.52         6,012         84%         0.99         East Revere         424         3%         0.59         16,163         97%         0.89         South Peabody         3,128         35%         0.29         5,687         65%           West Everett         1,023         43%         0.23         1,378         57%         0.88         South Saugus         380         10%         0.69         3,341         90%         1.35         East Lynn         2,896         16%         0.12         15,381         84%           East Somerville         957         3%         0.60         33,201         97%         1.03         Swampscott         361         15%         0.39         2,050         85%         0.94         North End         2,753         80%         0.04         668         20%           North Saugus         490         10%         0.49         4,611         90%         2.10         South Salem         274         8%         0.54         3,283         92%         0.90         Chinatown         2,435         15%         0.15         13,804         85%           East Revere         435         3%         0.74         16,152 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>1.04</td></t<>																					1.04
West Everett         1,023         43%         0.23         1,378         57%         0.88         South Saugus         380         10%         0.69         3,341         90%         1.35         East Lynn         2,896         16%         0.12         15,381         84%           East Somerville         957         3%         0.60         33,201         97%         1.03         Swampscott         361         15%         0.39         2,050         85%         0.94         North End         2,753         80%         0.04         668         20%           North Saugus         490         10%         0.49         4,611         90%         2.10         South Salem         274         8%         0.54         3,283         92%         0.90         Chinatown         2,435         15%         0.15         13,804         85%           East Revere         435         3%         0.74         16,152         97%         0.89         South Peabody         274         3%         0.75         8,541         97%         1.29         East Somerville         1,018         3%         0.62         33,140         97%           Waterfront         421         1%         0.78         53,830 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>0.87</td></t<>																					0.87
East Somerville         957         3%         0.60         33,201         97%         1.03         Swampscott         361         15%         0.39         2,050         85%         0.94         North End         2,753         80%         0.04         668         20%           North Saugus         490         10%         0.49         4,611         90%         2.10         South Salem         274         8%         0.54         3,283         92%         0.90         Chinatown         2,435         15%         0.15         13,804         85%           East Revere         435         3%         0.74         16,152         97%         0.89         South Peabody         274         3%         0.75         8,541         97%         1.29         East Somerville         1,018         3%         0.62         33,140         97%           Waterfront         421         1%         0.78         53,830         99%         0.99         Nahant         198         28%         0.84         506         72%         1.72         North Peabody         983         10%         1.05         8,514         90%           East Lynn         390         2%         0.72         17,887         98%															•						1.51
North Saugus         490         10%         0.49         4,611         90%         2.10         South Salem         274         8%         0.54         3,283         92%         0.90         Chinatown         2,435         15%         0.15         13,804         85%           East Revere         435         3%         0.74         16,152         97%         0.89         South Peabody         274         3%         0.75         8,541         97%         1.29         East Somerville         1,018         3%         0.62         33,140         97%           Waterfront         421         1%         0.78         53,830         99%         0.99         Nahant         198         28%         0.84         506         72%         1.72         North Peabody         983         10%         1.05         8,514         90%           East Lynn         390         2%         0.72         17,887         98%         0.57         West Revere         197         3%         0.66         6,954         97%         0.96         North Saugus         860         17%         0.85         4,241         83%																					0.81
East Revere       435       3%       0.74       16,152       97%       0.89       South Peabody       274       3%       0.75       8,541       97%       1.29       East Somerville       1,018       3%       0.62       33,140       97%         Waterfront       421       1%       0.78       53,830       99%       0.99       Nahant       198       28%       0.84       506       72%       1.72       North Peabody       983       10%       1.05       8,514       90%         East Lynn       390       2%       0.72       17,887       98%       0.57       West Revere       197       3%       0.66       6,954       97%       0.96       North Saugus       860       17%       0.85       4,241       83%		957	3%	0.60						15%	0.39						80%	0.04			1.06
Waterfront     421     1%     0.78     53,830     99%     0.99     Nahant     198     28%     0.84     506     72%     1.72     North Peabody     983     10%     1.05     8,514     90%       East Lynn     390     2%     0.72     17,887     98%     0.57     West Revere     197     3%     0.66     6,954     97%     0.96     North Saugus     860     17%     0.85     4,241     83%	North Saugus	490	10%	0.49	4,611		2.10	South Salem	274	8%	0.54	3,283	92%	0.90	Chinatown	2,435	15%	0.15	13,804	85%	0.69
Waterfront     421     1%     0.78     53,830     99%     0.99     Nahant     198     28%     0.84     506     72%     1.72     North Peabody     983     10%     1.05     8,514     90%       East Lynn     390     2%     0.72     17,887     98%     0.57     West Revere     197     3%     0.66     6,954     97%     0.96     North Saugus     860     17%     0.85     4,241     83%	East Revere	435	3%	0.74	16,152	97%	0.89	South Peabody	274	3%	0.75	8,541	97%	1.29	East Somerville	1,018	3%	0.62	33,140	97%	1.03
East Lynn 390 2% 0.72 17,887 98% 0.57 West Revere 197 3% 0.66 6,954 97% 0.96 North Saugus 860 17% 0.85 4,241 83%		421		0.78													10%				2.10
· · · · · · · · · · · · · · · · · · ·								West Revere							•						1.92
TABLETHAM HAVING TAMES A VALUE OF THE PARTY				2	,,	22.0						- ,	2.,4		0-10		,-		,		

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Transit Route: Route 351 (Oak Park – Alewife Sta.)

Origins not in Service Area

Destination

Origins in Service Area

Destination

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 435 – 459

Destination

Transit Route: Route 436 (Danvers Sq. – Central Sq., Lynn)

Origins in Service Area

Transit Route: Route 439 (Bass Point, Nahant – Central Sq., Lynn)

Origins not in Service Area

Origins in Service Area

Destination		is in Service			not in Sci vi		Destination		s in Sei vice i		- 8 -	not in oci vi		Destination		3 III Del vice			not in Sci vic	
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood		% Trips T	Fransit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
East Lynn	7,615	42%	0.09	10,662	58%	1.00	East Lynn	8,551	47%	0.07	9,726	53%	1.26	East Lynn	7,916	43%	0.08	10,361	57%	0.86
South Peabody	4,296	49%	0.29	4,519	51%	1.88	South Peabody	2,867	33%	0.36	5,949	67%	1.57	Swampscott	2,687	100%	0.16	-276	0%	1.39
South Danvers	3,547	85%	0.23	618	15%	1.97	South Danvers	1,787	43%	0.38	2,378	57%	1.60	West Lynn	794	21%	0.36	2,905	79%	0.96
North Peabody	1,366	14%	1.04	8,131	86%	2.20	North Peabody	1,518	16%	0.90	7,979	84%	2.21	South Salem	670	19%	0.38	2,887	81%	0.95
West Lynn	634	17%	0.15	3,064	83%	1.35	North Saugus	695	14%	0.83	4,406	86%	1.91	Waterfront	224	0%	0.99	54,027	100%	0.99
North Saugus	565	11%	0.88	4,536	89%	1.89	West Lynn	684	18%	0.15	3,015	82%	1.39	North Saugus	140	3%	0.94	4,961	97%	1.84
South Salem	415	12%	0.65	3,142	88%	0.92	Lynnfield	595	14%	0.28	3,704	86%	0.90	East Somerville	119	0%	1.01	34,039	100%	1.02
South Saugus	370	10%	0.81	3,350	90%	1.36	South Saugus	429	12%	0.76	3,291	88%	1.37	West Revere	93	1%	0.77	7,058	99%	0.95
West Revere	277	4%	0.76	6,874	96%	0.96	South Salem	310	9%	0.64	3,248	91%	0.91	South Saugus	88	2%	0.84	3,632	98%	1.34
Nahant	250	36%	0.95	453	64%	1.76	Nahant	279	40%	0.91	424	60%	1.79	East Boston	71	1%	0.80	8,311	99%	0.73
						_														_
Transit Rout	e: Route 441 (I	Marblehead	– Haymarke	et Sta./Wond	lerland Sta.)	)	Transit Ro	oute: Route 442 (M	Iarblehead –	- Haymarke	t Sta./Wond	lerland Sta.)	)	Т	Transit Route: Route	448 (Marb	lehead – Dov	wntown Cros	ssing)	
Destination	Origin	ns in Service	e Area	Origins	not in Servi	ce Area	Destination	Origin	s in Service	Area	Origins	not in Servi	ce Area	Destination	Origins	s in Service	Area	Origins	not in Servic	e Area
Neighborhood	# Trips	% Trips	Transit \$			Transit \$	Neighborhood	# Trips	% Trips	Fransit \$			Transit \$	Neighborhood	# Trips	% Trips	Transit \$			Transit \$
East Lynn	15,811	87%	0.10	2,466	13%	1.24	East Lynn	15,612	85%	0.10	2,665	15%	1.23	Waterfront	29,250	54%	0.13	25,001	46%	1.34
East Revere	6,757	41%	0.21	9,829	59%	1.11	East Revere	6,721	41%	0.21	9,866	59%	1.11	Downtown	15,978	93%	0.05	1,231	7%	0.99
Waterfront	4,089	8%	0.31	50,162	92%	1.06	Waterfront	4,036	7%	0.30	50,215	93%	1.06	Chinatown	10,522	65%	0.07	5,716	35%	0.87
West End	3,541	43%	0.09	4,739	57%	0.87	West End	3,508	42%	0.09	4,773	58%	0.87	East Lynn	7,821	43%	0.10	10,456	57%	0.87
North End	2,848	83%	0.05	572	17%	1.06	North End	2,839	83%	0.05	582	17%	1.06	Back Bay	6,648	82%	0.27	1,444	18%	0.64
Chinatown	2,605	16%	0.16	13,633	84%	0.69	Chinatown	2,574	16%	0.16	13,665	84%	0.69	East Revere	5,368	32%	0.20	11,218	68%	1.01
Swampscott	2,583	100%	0.10	-172	0%	1.54	West Lynn	1,739	47%	0.10	1,959	53%	1.18	West End	3,524	43%	0.20	4,756	57%	0.79
West Lynn	1,815	49%	0.25	1,884	51%	1.18	-	1,728	72%	0.25	683	28%	1.16	South End	2,741	24%	0.17	8,844	76%	0.69
			0.20	5,762	81%		Swampscott		49%			51%	1.23	South Boston	2,741	100%	0.30	-971		
West Revere	1,389 1,306	19%	0.41		63%	1.03	Marblehead	1,430 1,373		0.18	1,497		1.03			98%		-971	0%	0.75
South Salem	1,306	37%	0.46	2,252	63%	0.98	West Revere	1,3/3	19%	0.40	5,778	81%	1.03	Swampscott	2,356	98%	0.21		2%	1.48
<b>T</b>	24 D 4 D 4	. 440 (341	1.11 D		•		T	oute: Route 450 (Sa	-1 D4	TT	4 C4 - /\\	111 64	`		Transit Route: Ro	451 (NI	. D	C-1 D	4)	
1 rans	it Route: Route	e 449 (Marb	nenesa — Dos	wntown t ros	ssing)		i ransii ko	nite: Konte 450 (S	aiem Denot -	_ Havmark <i>e</i>						MITA 45 I I N		Salem Denov	4)	
D 41 41	0	· · · · · · · · · · · · · · · · · · ·			6/			·		•				D 41 41						
Destination		ns in Service	e Area	Origins	not in Servi		Destination	Origin	s in Service A	Area	Origins	not in Servi	ce Area	<b>Destination</b>	Origins	s in Service	Area	Origins	not in Servic	
Neighborhood	# Trips	% Trips	Area Transit \$	Origins # Trips	not in Servi % Trips	Transit \$	Destination Neighborhood	Origin # Trips	s in Service A % Trips T	Area Fransit \$	Origins # Trips	not in Servi % Trips	ce Area Transit \$	Neighborhood	Origins # Trips	s in Service % Trips	Area Transit \$	Origins # Trips	s not in Servic % Trips	Transit \$
Neighborhood Waterfront	# <b>Trips</b> 29,212	<b>% Trips</b> 54%	Transit \$ 0.13	Origins : # Trips 25,039	not in Servi % Trips 46%	Transit \$ 1.34	<b>Destination Neighborhood</b> East Revere	Origina # Trips 5,570	s in Service A % Trips 34%	Area Fransit \$ 0.22	Origins # Trips 11,017	not in Servi % Trips 66%	ce Area Transit \$ 1.04	Neighborhood West Beverly	Origins # Trips 4,504	s in Service % Trips 61%	Area Transit \$ 0.08	Origins # Trips 2,912	s not in Servic % Trips 39%	<b>Transit \$</b> 1.46
Neighborhood Waterfront Downtown	# <b>Trips</b> 29,212 15,919	% Trips 54% 93%	Parea Transit \$ 0.13 0.04	Origins # Trips 25,039 1,290	not in Servi % Trips 46% 7%	1.34 0.99	Destination Neighborhood East Revere Waterfront	Origin # Trips 5,570 3,900	s in Service A % Trips 34% 7%	Area Fransit \$ 0.22 0.29	Origins # Trips 11,017 50,351	not in Servi % Trips 66% 93%	ce Area Transit \$ 1.04 1.06	Neighborhood West Beverly North Salem	Origins # Trips 4,504 2,025	s in Service % Trips 61% 62%	Area Transit \$ 0.08 0.05	Origins # Trips 2,912 1,251	s not in Servic % Trips 39% 38%	1.46 1.15
Neighborhood Waterfront Downtown Chinatown	#Trips 29,212 15,919 10,501	% Trips 54% 93% 65%	e Area Transit \$ 0.13 0.04 0.06	Origins #Trips 25,039 1,290 5,737	not in Servi % Trips 46% 7% 35%	Transit \$ 1.34 0.99 0.87	Destination Neighborhood East Revere Waterfront East Lynn	#Trips 5,570 3,900 3,584	s in Service 2 % Trips 3 34% 7% 20%	Area Fransit \$ 0.22 0.29 0.11	Origins # Trips 11,017 50,351 14,693	not in Servi % Trips 66% 93% 80%	ce Area Transit \$ 1.04 1.06 0.93	Neighborhood West Beverly North Salem East Beverly	Origins # Trips 4,504 2,025 500	s in Service % Trips 61% 62% 17%	Area Transit \$ 0.08 0.05 0.37	Origins #Trips 2,912 1,251 2,408	s not in Servic % Trips 39% 38% 83%	1.46 1.15 1.36
Neighborhood Waterfront Downtown Chinatown East Lynn	# Trips 29,212 15,919 10,501 7,598	% Trips 54% 93% 65% 42%	e Area Transit \$ 0.13 0.04 0.06 0.09	Origins # Trips 25,039 1,290 5,737 10,679	not in Servi % Trips 46% 7% 35% 58%	Transit \$ 1.34 0.99 0.87 0.86	Destination Neighborhood East Revere Waterfront East Lynn West End	Origin #Trips 5,570 3,900 3,584 3,496	s in Service 2 % Trips	Area Fransit \$ 0.22 0.29 0.11 0.08	Origins # Trips 11,017 50,351 14,693 4,785	not in Servi % Trips 66% 93% 80% 58%	Ce Area Transit \$ 1.04 1.06 0.93 0.87	Neighborhood West Beverly North Salem East Beverly South Peabody	Origins # Trips 4,504 2,025 500 253	s in Service % Trips 61% 62% 17% 3%	Area Transit \$ 0.08 0.05 0.37 0.73	Origins # Trips 2,912 1,251 2,408 8,562	s not in Servic % Trips 39% 38% 83% 97%	Transit \$ 1.46 1.15 1.36 1.32
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay	# Trips 29,212 15,919 10,501 7,598 6,608	% Trips 54% 93% 65% 42% 82%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26	Origins # Trips 25,039 1,290 5,737 10,679 1,484	not in Servi % Trips 46% 7% 35% 58% 18%	1.34 0.99 0.87 0.86 0.64	Destination Neighborhood East Revere Waterfront East Lynn West End North End	Origin: #Trips 5,570 3,900 3,584 3,496 2,812	s in Service 2 % Trips	Area Γransit \$ 0.22 0.29 0.11 0.08 0.04	<b>Origins</b> # <b>Trips</b> 11,017 50,351 14,693 4,785 609	not in Servi % Trips 66% 93% 80% 58% 18%	Transit \$ 1.04 1.06 0.93 0.87 1.06	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody	Origins # Trips 4,504 2,025 500 253 203	s in Service % Trips 61% 62% 17% 3% 2%	Area Transit \$ 0.08 0.05 0.37 0.73 1.54	Origins # Trips 2,912 1,251 2,408 8,562 9,294	s not in Servic % Trips 39% 38% 83% 97% 98%	1.46 1.15 1.36 1.32 2.03
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere	# Trips 29,212 15,919 10,501 7,598 6,608 5,250	% Trips 54% 93% 65% 42% 82% 32%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337	not in Servi % Trips 46% 7% 35% 58% 18% 68%	1.34 0.99 0.87 0.86 0.64	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem	Origin: #Trips 5,570 3,900 3,584 3,496 2,812 2,600	s in Service 2 % Trips 7 34% 7% 20% 42% 82% 79%	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07	<b>Origins</b> # <b>Trips</b> 11,017 50,351 14,693 4,785 609 677	not in Servi % Trips 66% 93% 80% 58% 18% 21%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn	Origins # Trips 4,504 2,025 500 253 203 114	s in Service % Trips 61% 62% 17% 3% 2% 1%	Area Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163	39% 38% 38% 38% 83% 97% 98%	1.46 1.15 1.36 1.32 2.03 0.57
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End	#Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495	% Trips 54% 93% 65% 42% 82% 32% 42%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58%	1.34 0.99 0.87 0.86 0.64 1.01 0.79	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown	Origin: # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582	s in Service 2 % Trips 7 34% 7% 20% 42% 82% 79% 16%	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84%	1.04 1.06 0.93 0.87 1.06 1.27 0.69	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront	#Trips 4,504 2,025 500 253 203 114 96	s in Service % Trips 61% 62% 17% 3% 2% 1% 0%	Area Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154	s not in Servic % Trips 39% 38% 83% 97% 98% 99% 100%	1.46 1.15 1.36 1.32 2.03 0.57 0.99
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727	% Trips 54% 93% 65% 42% 82% 32% 42% 24%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76%	1.34 0.99 0.87 0.86 0.64 1.01 0.79	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem	Origin: # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508	s in Service A % Trips 7 34% 7% 20% 42% 82% 79% 16% 42%	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End	Origins           # Trips         4,504           2,025         500           253         203           114         96           77	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1%	Area Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203	s not in Servic % Trips 39% 38% 83% 97% 98% 99% 100% 99%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405	% Trips 54% 93% 65% 42% 82% 32% 42% 100%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29	#Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0%	1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown	Origin: # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508 1,091	s in Service 2 % Trips 7 34% 7% 20% 42% 82% 79% 16%	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront	Origins           # Trips         4,504           2,025         500           253         203           114         96           77         64	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1%	Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094	s not in Servic % Trips 39% 38% 83% 97% 98% 99% 100% 99%	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727	% Trips 54% 93% 65% 42% 82% 32% 42% 24%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76%	1.34 0.99 0.87 0.86 0.64 1.01 0.79	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem	Origin: # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508	s in Service A % Trips 7 34% 7% 20% 42% 82% 79% 16% 42%	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End	Origins           # Trips         4,504           2,025         500           253         203           114         96           77	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1%	Area Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203	s not in Servic % Trips 39% 38% 83% 97% 98% 99% 100% 99%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68
Neighborhood  Waterfront  Downtown  Chinatown  East Lynn  Back Bay  East Revere  West End  South End  South Boston	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405	% Trips 54% 93% 65% 42% 82% 32% 42% 100%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29	#Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0%	1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody	Origin: # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508 1,091	s in Service A % Trips 7 34% 7% 20% 42% 82% 79% 16% 42% 12%	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville	Origins           # Trips         4,504           2,025         500           253         203           114         96           77         64	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1%	Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094	s not in Servic % Trips 39% 38% 83% 97% 98% 99% 100% 99%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01
Neighborhood  Waterfront  Downtown  Chinatown  East Lynn  Back Bay  East Revere  West End  South End  South Boston  Fenway	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405	% Trips 54% 93% 65% 42% 82% 32% 42% 100% 15%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%	1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville	Origin: # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508 1,091	s in Service A % Trips 7 34% 7% 20% 42% 82% 79% 16% 42% 12% 3%	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge	Origins           # Trips         4,504           2,025         500           253         203           114         96           77         64	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0%	Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross	s not in Servic % Trips 39% 38% 83% 97% 98% 99% 100% 100% 100% ssing)	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72
Neighborhood  Waterfront  Downtown  Chinatown  East Lynn  Back Bay  East Revere  West End  South End  South Boston  Fenway	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869 e: Route 455 (\$\frac{1}{2}\$	% Trips 54% 93% 65% 42% 82% 32% 42% 100% 15%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%	Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville	Origin: # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508 1,091 1,057 ansit Route: Route	s in Service A % Trips 7 34% 7% 20% 42% 82% 79% 16% 42% 12% 3%	Area  Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100 ntral Sq., L	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge	# Trips	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0%	Transit \$   0.08   0.05   0.37   0.73   1.54   0.66   1.09   0.80   1.04   0.95	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross	39% 38% 38% 38% 83% 97% 98% 99% 100% 100%	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway Transit Rout	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869 e: Route 455 (\$\frac{1}{2}\$	% Trips       54%       93%       65%       42%       82%       32%       42%       24%       100%       15%   Salem Depotents in Service	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85% lerland Sta. not in Servi	Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville Tra	Origin   # Trips   5,570   3,900   3,584   3,496   2,812   2,600   2,582   1,508   1,091   1,057     1,057	s in Service A % Trips	Area  Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot – Ce	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100 ntral Sq., L. Origins	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97% ynn) not in Servi	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge	Origins   # Trips	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 459 (Salem	Transit \$   0.08   0.05   0.37   0.73   1.54   0.66   1.09   0.80   1.04   0.95	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross	s not in Servic  % Trips  39% 38% 83% 97% 98% 99% 100% 100% 100% ssing) s not in Servic	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rout Destination	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869 e: Route 455 (S	% Trips       54%       93%       65%       42%       82%       32%       42%       24%       100%       15%   Salem Depotents in Service	e Area  Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymarko	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85% lerland Sta. not in Servi	1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra	Origin   # Trips   5,570   3,900   3,584   3,496   2,812   2,600   2,582   1,508   1,091   1,057     1,057	s in Service A % Trips	Area  Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot – Ce	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100 ntral Sq., L. Origins	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97% ynn) not in Servi	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge T Destination	Origins   # Trips	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 459 (Salems in Service	Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95  Depot – Dor	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross Origins	s not in Servic  % Trips  39% 38% 83% 97% 98% 99% 100% 100% 100% ssing) s not in Servic	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rout Destination Neighborhood	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869 e: Route 455 (S	% Trips       54%       93%       65%       42%       82%       32%       42%       24%       100%       15%   Salem Depotents in Service % Trips 51%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymarko e Area Transit \$ 0.10	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85% lerland Sta. not in Servi % Trips	Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Ce Area Transit \$	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra Destination Neighborhood	Origin: # Trips   5,570   3,900   3,584   3,496   2,812   2,600   2,582   1,508   1,091   1,057     1,057	s in Service 2 % Trips 7 34% 7% 20% 42% 82% 79% 16% 42% 12% 3% e 456 (Salems in Service 26% % Trips 7	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot – Celarati \$	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., L. Origins # Trips	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 97% ynn) not in Servi % Trips	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  T Destination Neighborhood	Origins	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 459 (Salems in Service % Trips	Area Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95  Depot – Do Area Transit \$	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross Origins # Trips	s not in Servic  % Trips  39% 38% 83% 97% 98% 99% 100% 100% 100% ssing) s not in Servic % Trips	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  Transit \$
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rout Destination Neighborhood East Lynn	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869 e: Route 455 (SO) Trips 9,268 8,459	% Trips       54%       93%       65%       42%       82%       32%       42%       24%       100%       15%       Salem Depotential Service       % Trips	e Area  Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymarko	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  lerland Sta. not in Servi % Trips 49%	Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra Destination Neighborhood East Lynn	Origin # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508 1,091 1,057 ansit Route: Route Origin # Trips 8,655	s in Service 2 % Trips 7 34% 7% 20% 42% 82% 79% 16% 42% 12% 3%  e 456 (Salem s in Service 2 % Trips 7	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot – Ce Area Fransit \$ 0.06	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., L Origins # Trips 9,622	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97% ynn) not in Servi % Trips 53%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  T Destination Neighborhood Waterfront	Origins   # Trips   4,504   2,025   500   253   203   114   96   77   64   57     Cransit Route: Route   Origins   # Trips   29,226   15,481	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 459 (Salem s in Service % Trips 54%	Area Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95  Depot – Do Area Transit \$ 0.14	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Crost Origins # Trips 25,025	s not in Servic  "Trips  39% 38% 83% 97% 98% 99% 100% 100% 100% ssing) s not in Servic "Trips 46%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  2e Area Transit \$ 1.34 0.99
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rout Destination Neighborhood East Lynn East Revere Waterfront	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869 e: Route 455 (SO) 0 Origin # Trips 9,268 8,459 4,430	7 Trips 54% 93% 65% 42% 82% 32% 42% 100% 15%  8alem Depotens in Service Trips 51% 51% 8%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymarko e Area Transit \$ 0.10 0.23 0.33	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta. not in Servi % Trips 49% 49% 92%	1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra Destination Neighborhood East Lynn North Salem South Salem	Origin: # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508 1,091 1,057 ansit Route: Route Origin: # Trips 8,655 2,519 1,506	s in Service A % Trips 7 34% 7% 20% 42% 82% 79% 16% 42% 12% 3%  e 456 (Salem s in Service A % Trips 7 47% 77% 42%	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot – Ce Area Fransit \$ 0.06 0.07	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., L Origins # Trips 9,622 757 2,052	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97% ynn) not in Servi % Trips 53% 23%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  T Destination Neighborhood Waterfront Downtown Chinatown	Origins           # Trips         4,504           2,025         500           253         203           114         96           77         64           57         Cransit Route: Route           Origins         # Trips           29,226         15,481           10,369         10,369	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 5 Sim Service % Trips 54% 90%	Transit \$   0.08   0.05   0.37   0.73   1.54   0.66   1.09   0.80   1.04   0.95	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross Origins # Trips 25,025 1,728 5,870	s not in Servic  "Trips  39% 38% 83% 97% 98% 99% 100% 100% 100%  sssing) s not in Servic  "Trips 46% 10%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  2e Area Transit \$ 1.34 0.99 0.87
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rout Destination Neighborhood East Lynn East Revere	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869 e: Route 455 (S Origin # Trips 9,268 8,459 4,430 4,354	7 Trips 54% 93% 65% 42% 82% 32% 42% 100% 15%  8alem Depotents in Service Trips 51% 51% 8% 52%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymarke e Area Transit \$ 0.10 0.23 0.33 0.08	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821 4,028	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta. not in Servi % Trips 49% 49% 92% 48%	1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07 1.29	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tr: Destination Neighborhood East Lynn North Salem South Palem South Peabody	Origin: # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508 1,091 1,057 ansit Route: Route Origin: # Trips 8,655 2,519 1,506 1,017	s in Service 2 % Trips 7 34% 7% 20% 42% 82% 79% 16% 42% 12% 3%  e 456 (Salem s in Service 2 % Trips 7 47% 77%	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot – Ce Area Fransit \$ 0.06 0.07 0.26	# Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., L Origins # Trips 9,622 757 2,052 7,798	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97% ynn) not in Servi % Trips 53% 23% 58%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09 1.36	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  T Destination Neighborhood Waterfront Downtown Chinatown East Lynn	Origins           # Trips         4,504           2,025         500           253         203           114         96           77         64           57         Origins           # Trips         29,226           15,481         10,369           8,744         8,744	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 5 (Salems in Service % Trips 54% 90% 64%	Area   Transit \$   0.08   0.05   0.37   0.73   1.54   0.66   1.09   0.80   1.04   0.95	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross Origins # Trips 25,025 1,728 5,870 9,533	s not in Servic  % Trips  39% 38% 83% 97% 98% 99% 100% 100% 100% \$ssing) \$not in Servic  % Trips  46% 10% 36%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  2e Area Transit \$ 1.34 0.99
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rout Destination Neighborhood East Lynn East Revere Waterfront East Boston West End	# Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869 e: Route 455 (S Origin # Trips 9,268 8,459 4,430 4,354 3,994	7 Trips 54% 93% 65% 42% 82% 32% 42% 100% 15%  8alem Depot ns in Service Trips 51% 51% 8% 52% 48%	e Area  Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymarke e Area Transit \$ 0.10 0.23 0.33 0.08 0.09	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821 4,028 4,287	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta. not in Servi % Trips 49% 49% 92% 48% 52%	1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07 1.29 0.93	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tr: Destination Neighborhood East Lynn North Salem South Pabody West Lynn	# Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508 1,091 1,057 ansit Route: Route Origin # Trips 8,655 2,519 1,506 1,017 905	s in Service 2 % Trips 7 34% 7% 20% 42% 82% 79% 16% 42% 3%  e 456 (Salem s in Service 2 % Trips 7 47% 77% 42% 12% 24%	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot – Ce Area Fransit \$ 0.06 0.07 0.26 0.58 0.18	# Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., L Origins # Trips 9,622 757 2,052 7,798 2,794	not in Servie  'M Trips  66%  93%  80%  58%  18%  21%  84%  58%  88%  97%  ynn)  not in Servie  "Trips  53%  23%  58%  88%  76%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09 1.36 1.26	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  T Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay	Origins	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 5 (Salems in Service % Trips 54% 90% 64% 48% 79%	Transit \$   0.08   0.05   0.37   0.73   1.54   0.66   1.09   0.80   1.04   0.95	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross Origins # Trips 25,025 1,728 5,870 9,533 1,679	s not in Servic  % Trips  39% 38% 83% 97% 98% 99% 100% 100% 100% \$ssing) \$not in Servic  % Trips 46% 10% 36% 52% 21%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  Transit \$ 1.34 0.99 0.87 1.25 0.64
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rout Destination Neighborhood East Lynn East Revere Waterfront East Boston West End Chinatown	# Trips  29,212  15,919  10,501  7,598  6,608  5,250  3,495  2,727  2,405  1,869  e: Route 455 (S  Origin # Trips  9,268  8,459  4,430  4,354  3,994  3,059	54% 93% 65% 42% 82% 32% 42% 100% 15%  Salem Depot ns in Service "Trips 51% 51% 8% 52% 48% 19%	e Area  Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymarke e Area Transit \$ 0.10 0.23 0.33 0.08 0.09 0.19	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821 4,028 4,287 13,179	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta. not in Servi % Trips 49% 49% 92% 48% 52% 81%	1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07 1.29 0.93 0.69	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tr: Destination Neighborhood East Lynn North Salem South Peabody West Lynn North Saugus	Origin     # Trips     5,570     3,900     3,584     3,496     2,812     2,600     2,582     1,508     1,091     1,057     ansit Route: Route     Origin     # Trips     8,655     2,519     1,506     1,017     905     590	s in Service 2 % Trips	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot – Ce Area Fransit \$ 0.06 0.07 0.26 0.58 0.18 0.81	# Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., L Origins # Trips 9,622 757 2,052 7,798 2,794 4,511	not in Servie  'M Trips  66%  93%  80%  58%  18%  21%  84%  58%  88%  97%  ynn)  not in Servie  "Trips  53%  23%  58%  88%  76%  88%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09 1.36 1.26 1.89	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  T Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay West End	Origins   # Trips   4,504   2,025   500   253   203   114   96   77   64   57     Strait Route: Route   Origins   # Trips   29,226   15,481   10,369   8,744   6,412   3,460	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 459 (Salem s in Service % Trips 54% 90% 64% 48% 79% 42%	Transit \$   0.08   0.05   0.37   0.73   1.54   0.66   1.09   0.80   1.04   0.95	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross Origins # Trips 25,025 1,728 5,870 9,533 1,679 4,820	s not in Servic  % Trips  39% 38% 83% 97% 98% 99% 100% 100% 100% \$sing) s not in Servic % Trips 46% 10% 36% 52% 21% 58%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  Transit \$ 1.34 0.99 0.87 1.25 0.64 0.79
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rout Destination Neighborhood East Lynn East Revere Waterfront East Boston West End Chinatown North End	# Trips  29,212  15,919  10,501  7,598  6,608  5,250  3,495  2,727  2,405  1,869  e: Route 455 (S  Origin # Trips  9,268  8,459  4,430  4,354  3,994  3,059  2,934	7 Trips 54% 93% 65% 42% 82% 32% 42% 100% 15%  8alem Depot ns in Service 7 Trips 51% 8% 52% 48% 19% 86%	e Area  Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymarko e Area Transit \$ 0.10 0.23 0.33 0.08 0.09 0.19 0.07	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821 4,028 4,287 13,179 487	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta. not in Servi % Trips 49% 49% 92% 48% 52% 81% 14%	Transit \$  1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07 1.29 0.93 0.69 1.11	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tr: Destination Neighborhood East Lynn North Salem South Peabody West Lynn North Saugus West Beverly	Origin: # Trips   5,570   3,900   3,584   3,496   2,812   2,600   2,582   1,508   1,091   1,057     ansit Route: Route   Origin: # Trips   8,655   2,519   1,506   1,017   905   590   562	s in Service 2 % Trips	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot – Ce Area Fransit \$ 0.06 0.07 0.26 0.58 0.18 0.81 0.60	# Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., L Origins # Trips 9,622 757 2,052 7,798 2,794 4,511 6,854	not in Servie  'M Trips  66%  93%  80%  58%  18%  21%  84%  58%  88%  97%  ynn)  not in Servie  "Trips  53%  23%  58%  88%  76%  88%  92%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09 1.36 1.26 1.89 0.95	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  T Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay West End East Revere	Origins   # Trips   4,504   2,025   500   253   203   114   96   77   64   57     Sransit Route: Route   Origins   # Trips   29,226   15,481   10,369   8,744   6,412   3,460   3,354	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 459 (Salem s in Service % Trips 54% 90% 64% 48% 79% 42% 20%	Transit \$   0.08   0.05   0.37   0.73   1.54   0.66   1.09   0.80   1.04   0.95	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross Origins # Trips 25,025 1,728 5,870 9,533 1,679 4,820 13,233	s not in Servic  % Trips  39% 38% 83% 97% 98% 99% 100% 100% 100% \$sing) s not in Servic % Trips 46% 10% 36% 52% 21% 58% 80%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  Transit \$ 1.34 0.99 0.87 1.25 0.64 0.79 1.00
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rout Destination Neighborhood East Lynn East Revere Waterfront East Boston West End Chinatown North End Chelsea	# Trips  29,212  15,919  10,501  7,598  6,608  5,250  3,495  2,727  2,405  1,869  e: Route 455 (S  Origin # Trips  9,268  8,459  4,430  4,354  3,994  3,059  2,934  2,899	7 Trips 54% 93% 65% 42% 82% 32% 42% 100% 15%  Salem Depot ns in Service 7 Trips 51% 8% 52% 48% 19% 86% 22%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymarke e Area Transit \$ 0.10 0.23 0.33 0.08 0.09 0.19 0.07 0.40	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821 4,028 4,287 13,179 487 10,453	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta. not in Servi % Trips 49% 49% 92% 48% 52% 81% 14% 78%	1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07 1.29 0.93 0.69 1.11 0.85	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Peabody East Somerville  Tra Destination Neighborhood East Lynn North Salem South Peabody West Lynn North Salem South Peabody West Lynn North Saugus West Beverly South Saugus	Origin: # Trips   5,570   3,900   3,584   3,496   2,812   2,600   2,582   1,508   1,091   1,057     ansit Route: Route   Origin: # Trips   8,655   2,519   1,506   1,017   905   590   562   431	s in Service 2 % Trips	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot – Ce Area Fransit \$ 0.06 0.07 0.26 0.58 0.18 0.81 0.60 0.73	# Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., L Origins # Trips 9,622 757 2,052 7,798 2,794 4,511 6,854 3,290	not in Servie  'M' Trips  66%  93%  80%  58%  18%  21%  84%  58%  88%  97%  ynn)  not in Servie  "Trips  53%  23%  58%  88%  76%  88%  92%  88%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09 1.36 1.26 1.89 0.95 1.37	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  T Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay West End East Revere South End	Origins	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 55 54% 90% 64% 48% 79% 42% 20% 23%	Transit \$   0.08   0.05   0.37   0.73   1.54   0.66   1.09   0.80   1.04   0.95	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross Origins # Trips 25,025 1,728 5,870 9,533 1,679 4,820 13,233 8,904	s not in Servic  % Trips  39% 38% 83% 97% 98% 99% 100% 100% 100% 100%  ssing) s not in Servic % Trips 46% 10% 36% 52% 21% 58% 80% 77%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  Transit \$ 1.34 0.99 0.87 1.25 0.64 0.79 1.00 0.69
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rout Destination Neighborhood East Lynn East Revere Waterfront East Boston West End Chinatown North End Chelsea North Salem	# Trips  29,212  15,919  10,501  7,598  6,608  5,250  3,495  2,727  2,405  1,869  e: Route 455 (S  Origin # Trips  9,268  8,459  4,430  4,354  3,994  3,059  2,934  2,899  2,382	71 Trips 54% 93% 65% 42% 82% 32% 42% 100% 15%  Salem Depotents in Service 71 Trips 51% 8% 52% 48% 19% 86% 22% 73%	e Area  Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymarko e Area  Transit \$ 0.10 0.23 0.33 0.08 0.09 0.19 0.07 0.40 0.11	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821 4,028 4,287 13,179 487 10,453 895	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta. not in Servi % Trips 49% 49% 92% 48% 52% 81% 14% 78% 27%	Transit \$  1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$  1.28 1.17 1.07 1.29 0.93 0.69 1.11 0.85 1.24	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra  Destination Neighborhood East Lynn North Salem South Peabody West Lynn North Saugus West Beverly South Saugus North Peabody	Origin: # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508 1,091 1,057 ansit Route: Route Origin: # Trips 8,655 2,519 1,506 1,017 905 590 562 431 354	s in Service 2 % Trips	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot – Ce Area Fransit \$ 0.06 0.07 0.26 0.58 0.18 0.81 0.60 0.73 1.37	Origins # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., L Origins # Trips 9,622 757 2,052 7,798 2,794 4,511 6,854 3,290 9,143	not in Serviene	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09 1.36 1.26 1.89 0.95 1.37 2.04	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  T Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay West End East Revere South End North Salem	Origins	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 459 (Salem s in Service % Trips 54% 90% 64% 48% 79% 42% 20% 23% 72%	Transit \$   0.08   0.05   0.37   0.73   1.54   0.66   1.09   0.80   1.04   0.95	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross Origins # Trips 25,025 1,728 5,870 9,533 1,679 4,820 13,233 8,904 930	s not in Servic  % Trips  39%  38%  83%  97%  98%  99%  100%  100%  100%  Ssing)  s not in Servic  % Trips  46%  10%  36%  52%  21%  58%  80%  77%  28%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  Transit \$ 1.34 0.99 0.87 1.25 0.64 0.79 1.00 0.69 1.24
Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rout Destination Neighborhood East Lynn East Revere Waterfront East Boston West End Chinatown North End Chelsea	# Trips  29,212  15,919  10,501  7,598  6,608  5,250  3,495  2,727  2,405  1,869  e: Route 455 (SO)  Origin  # Trips  9,268  8,459  4,430  4,354  3,994  3,059  2,934  2,899  2,382  2,224	## Trips    54%     93%     65%     42%     82%     32%     42%     100%     15%     Salem Depot ns in Service     ** Trips     51%     51%     8%     52%     48%     19%     86%     22%     73%     63%	e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymarke e Area Transit \$ 0.10 0.23 0.33 0.08 0.09 0.19 0.07 0.40	Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821 4,028 4,287 13,179 487 10,453	not in Servi % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta. not in Servi % Trips 49% 49% 92% 48% 52% 81% 14% 78%	1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07 1.29 0.93 0.69 1.11 0.85	Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Peabody East Somerville  Tra Destination Neighborhood East Lynn North Salem South Peabody West Lynn North Salem South Peabody West Lynn North Saugus West Beverly South Saugus	Origin: # Trips   5,570   3,900   3,584   3,496   2,812   2,600   2,582   1,508   1,091   1,057     ansit Route: Route   Origin: # Trips   8,655   2,519   1,506   1,017   905   590   562   431	s in Service 2 % Trips	Area Fransit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot – Ce Area Fransit \$ 0.06 0.07 0.26 0.58 0.18 0.81 0.60 0.73	# Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., L Origins # Trips 9,622 757 2,052 7,798 2,794 4,511 6,854 3,290	not in Servie  'M' Trips  66%  93%  80%  58%  18%  21%  84%  58%  88%  97%  ynn)  not in Servie  "Trips  53%  23%  58%  88%  76%  88%  92%  88%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09 1.36 1.26 1.89 0.95 1.37	Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  T Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay West End East Revere South End	Origins	s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 55 54% 90% 64% 48% 79% 42% 20% 23%	Transit \$   0.08   0.05   0.37   0.73   1.54   0.66   1.09   0.80   1.04   0.95	Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cross Origins # Trips 25,025 1,728 5,870 9,533 1,679 4,820 13,233 8,904	s not in Servic  % Trips  39% 38% 83% 97% 98% 99% 100% 100% 100% 100%  ssing) s not in Servic % Trips 46% 10% 36% 52% 21% 58% 80% 77%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  Transit \$ 1.34 0.99 0.87 1.25 0.64 0.79 1.00 0.69

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Transit Route: Route 435 (Liberty Tree Mall – Central Sq., Lynn)

Origins not in Service Area

Destination

Origins in Service Area

Destination

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Route 465 – 556

37%

40%

89%

98%

# Trips

1,551

1,325

7,882

9,338

0.22

0.04

0.34

1.21

% Trips Transit \$

1.58

1.15

1.41

2.06

**Destination** 

Waterfront

Downtown

Chinatown

Back Bay

Neighborhood

Transit Route: Route 500 (Riverside Sta. – Federal & Franklin Sts.)

Transit \$ # Trips

0.14

0.03

0.04

0.18

41,700

7,950

7,160

2,403

Origins not in Service Area

77%

46%

44%

30%

Transit \$

0.97

0.90

0.65

% Trips

Origins in Service Area

23%

54%

56%

70%

% Trips

# Trips

12,551

9,259

9,078

5,689

Transit Route: Route 468 (Danvers Sq. – Salem Depot)

% Trips Transit \$

Origins in Service Area

63%

60%

11%

2%

# Trips

2,615

1,951

934

159

**Transit Route: Route 465 (Liberty Tree Mall – Salem Depot)** 

% Trips Transit \$

Origins not in Service Area

18%

70%

42%

90%

% Trips Transit \$

1.93

1.74

1.23

2.16

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

# Trips

735

6,159

1,368

8,534

0.23

0.29

0.08

1.05

Destination

Neighborhood

South Danvers

South Peabody

North Peabody

North Salem

Origins in Service Area

82%

30%

58%

10%

# Trips

3,431

2,656

1,909

963

**Destination** 

Neighborhood

South Danvers

South Peabody

North Peabody

North Salem

South Salem	346	10%	0.35	3,211	90%	0.99	West Beverly	149	2%	0.71	7,267	98%	0.94	South End	3,280	28%	0.23	8,305	72%	0.70
West Beverly	148	2%	0.85	7,269	98%	0.93	Waterfront	88	0%	1.18	54,163	100%	0.99	Fenway	3,182	25%	0.31	9,323	75%	0.65
Waterfront	132	0%	1.25	54,119	100%	0.99	East Lynn	83	0%	0.71	18,194	100%	0.57	West End	2,986	36%	0.13	5,294	64%	0.78
East Lynn	113	1%	0.75	18,163	99%	0.57	East Somerville	54	0%	1.16	34,104	100%	1.01	North Dorchester	1,363	28%	0.44	3,592	72%	0.86
East Somerville	87	0%	1.23	34,071	100%	1.01	East Revere	50	0%	0.96	16,537	100%	0.88	Kendall/MIT	954	100%	0.34	-3,548	0%	0.73
North Saugus	78	2%	1.33	5,023	98%	1.83	West Lynn	48	1%	0.83	3,651	99%	0.91	Beacon Hill	905	100%	0.08	-1,147	0%	0.78
Ttorin Buagus	, 0	270	1.55	3,023	7070	1.05	West Eyim	10	170	0.03	3,031	<i>JJ</i> /0	0.71	Beacon Tim	703	10070	0.00	1,1 17	070	0.70
Transit R	oute: Route 5	501 (Brighto	n Ctr. – Fede	eral & Frank	din Sts.)		Tra	ansit Route: Rou	ute 502 (Wa	atertown Yar	d – Coplev	Sq.)		,	Fransit Route: Ro	oute 503 (Brig	ghton Cente	r – Copley S	5 <b>a.</b> )	
Destination		ns in Servic			not in Serv	ice Area	Destination		s in Service			s not in Serv	ice Area	Destination		ns in Service			s not in Service	ce Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood			Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips		Transit \$	# Trips		Transit \$
Waterfront	13,055	24%	0.18	41,196	76%	1.18	Fenway	4,374	35%	0.12	8,131	65%	0.68	Fenway	3,029	24%	0.21	9,476	76%	0.69
Chinatown	9,103	56%	0.06	7,135	44%	0.91	Back Bay	2,751	34%	0.05	5,340	66%	0.94	South Brighton	2,694	95%	0.13	133	5%	1.10
Downtown	9,085	53%	0.04	8,124	47%	0.98	Chinatown	1,792	11%	0.14	14,447	89%	0.70	Back Bay	2,666	33%	0.07	5,426	67%	0.95
Back Bay	5,577	69%	0.25	2,514	31%	0.65	Waterfront	1,124	2%	0.40	53,127	98%	1.01	Chinatown	1,790	11%	0.17	14,448	89%	0.70
South End	3,279	28%	0.28	8,306	72%	0.70	South End	950	8%	0.06	10,635	92%	0.80	Waterfront	1,601	3%	0.48	52,650	97%	1.01
West End	2,979	36%	0.17	5,301	64%	0.79	Downtown	874	5%	0.28	16,335	95%	0.63	North Allston	1,478	12%	0.30	10,694	88%	1.10
South Brighton	2,776	98%	0.13	50	2%	1.10	Longwood	599	4%	0.35	14,307	96%	0.56	South End	952	8%	0.09	10,633	92%	0.81
Fenway	1,788	14%	0.41	10,717	86%	0.65	BU	588	100%	0.25	-1,621	0%	0.62	East Watertown	898	24%	0.25	2,798	76%	1.02
North Allston	1,657	14%	0.30	10,515	86%	1.10	North Roxbury	567	9%	0.35	5,680	91%	0.78	Downtown	706	4%	0.33	16,503	96%	0.63
North Dorchester	1,193	24%	0.55	3,762	76%	0.86	East Watertown	540	15%	0.13	3,156	85%	1.04	North Brighton	688	50%	0.12	679	50%	1.33
Tional Boronestor	1,170	2.70	0.00	2,702	7070	0.00	Dase Watertown	2.0	1070	0.12	2,123	3570	1.0.			20,0	0.12	0.7	2070	1.00
Transit Ro	ute: Route 50	4 (Watertov	vn Yard – Fe	deral & Fra	nklin Sts.)		Transit 1	Route: Route 50	05 (Walthar	n Ctr. – Fede	eral & Fran	ıklin Sts.)		Tr	ansit Route: Rout	te 553 (Rober	rts – Federa	& Franklin	Sts.)	
Destination		ns in Servic			not in Serv	ice Area	Destination		s in Service			s not in Serv	ice Area	Destination		ns in Service			not in Service	ce Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood			Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips		Transit \$	# Trips		Transit \$
Waterfront	12,617	23%	0.15	41,634	77%	1.17	Waterfront	12,652	23%	0.15	41,598	77%	1.17	Waterfront	12,740	23%	0.17	41,511	77%	1.18
Downtown	9,134	53%	0.03	8,075	47%	0.98	Chinatown	9,069	56%	0.05	7,169	44%	0.90	Chinatown	8,987	55%	0.05	7,251	45%	0.90
Chinatown	9,033	56%	0.04	7,206	44%	0.90	Downtown	9,059	53%	0.03	8,150	47%	0.97	Downtown	8,793	51%	0.04	8,416	49%	0.97
Back Bay	5,654	70%	0.21	2,437	30%	0.65	Back Bay	5,558	69%	0.22	2,534	31%	0.65	Back Bay	5,421	67%	0.24	2,671	33%	0.65
South End	3,308	29%	0.24	8,277	71%	0.70	South End	3,251	28%	0.25	8,333	72%	0.70	South End	3,205	28%	0.27	8,380	72%	0.70
Fenway	3,144	25%	0.34	9,360	75%	0.65	Fenway	3,125	25%	0.36	9,380	75%	0.65	Fenway	3,055	24%	0.40	9,450	76%	0.65
West End	2,987	36%	0.13	5,293	64%	0.79	West End	2,943	36%	0.14	5,338	64%	0.78	West End	2,880	35%	0.15	5,400	65%	0.78
North Dorchester	1,342	27%	0.46	3,612	73%	0.86	South Waltham	1,959	91%	0.12	182	9%	1.22	South Waltham	1,870	87%	0.10	272	13%	1.56
Beacon Hill	1,131	100%	0.07	-1,372	0%	0.81	North Dorchester	1,339	27%	0.49	3,615	73%	0.86	North Dorchester	1,287	26%	0.53	3,667	74%	0.86
East Somerville	938	3%	0.49	33,219	97%	1.03	East Somerville	944	3%	0.51	33,213	97%	1.03	East Somerville	999	3%	0.56	33,159	97%	1.03
				,			-													
Transit l	Route: Route:	554 (Waver	ly Sq. – Feder	ral & Frank	lin Sts.)		Transit Route	: Route 555 (Riv	verside Sta.	- Federal &	Franklin S	sts. via Newt	on)	Transit I	Route: Route 556	(Waltham H	ighlands – F	ederal & Fr	anklin Sts.)	
Destination	Origi	ns in Servic	e Area	Origins	not in Serv	vice Area	Destination	Origin	s in Service	e Area	Origins	s not in Serv	ice Area	Destination	Origi	ns in Service	Area	Origins	s not in Servic	ce Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Waterfront	12,787	24%	0.18	41,464	76%	1.18	Waterfront	10,055	19%	0.20	44,196	81%	1.17	Waterfront	12,742	23%	0.17	41,509	77%	1.18
Chinatown	8,962	55%	0.05	7,277	45%	0.90	Chinatown	9,752	60%	0.08	6,486	40%	1.07	Chinatown	8,999	55%	0.05	7,239	45%	0.90
Downtown	8,707	51%	0.04	8,502	49%	0.97	Downtown	8,591	50%	0.06	8,618	50%	1.02	Downtown	8,827	51%	0.04	8,382	49%	0.97
Back Bay	5,394	67%	0.24	2,698	33%	0.65	Back Bay	7,109	88%	0.08	983	12%	1.04	Back Bay	5,463	68%	0.23	2,628	32%	0.65
South End	3,194	28%	0.28	8,391	72%	0.70	Fenway	7,086	57%	0.18	5,419	43%	0.69	South End	3,213	28%	0.27	8,372	72%	0.70
Fenway	3,082	25%	0.41	9,422	75%	0.65	South End	3,807	33%	0.11	7,778	67%	0.86	Fenway	3,042	24%	0.40	9,463	76%	0.65
West End	2,871	35%	0.16	5,409	65%	0.79	West End	2,853	34%	0.17	5,427	66%	0.81	West End	2,890	35%	0.15	5,390	65%	0.78
South Waltham	2,071	97%	0.18	70	3%	1.29	BU	1,289	100%	0.28	-2,322	0%	0.63	South Waltham	2,101	98%	0.13	40	2%	1.29
North Dorchester	1,295	26%	0.54	3,660	74%	0.86	East Somerville	1,283	4%	0.53	32,875	96%	1.03	North Dorchester	1,287	26%	0.53	3,668	74%	0.86
East Somerville	1,086	3%	0.62	33,072	97%	1.03	North Roxbury	959	15%	0.42	5,288	85%	0.79	East Somerville	1,009	3%	0.56	33,148	97%	1.03
Neighborhood lies outsid			0.02	,-,2	2.70	1.00			10,0		3,200	00,0	···/		1,000	2,0	0.00	23,2.0	2.,0	
E i i i			6.10007			0.007				,										

TABLE 82 - Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 558, CT1-3, Silver Line Waterfront, and Silver Line Washington Street

Transi	t Route: Rout	e 558 (River	side – Federa	al & Frankli	in Sts.)		Transit Rout	te: Route 701/C'	T1: Central	Sq., Cambrid	lge – So. En	d Med. Are	ea)	Transi	it Route: Route 70	8/CT3 (Bet)	h Israel Dead	oness – And	rew Sta.)	
Destination	Origi	ins in Servic	e Area	Origins	not in Serv	ice Area	Destination	Origi	ns in Service	Area	Origins	not in Serv	rice Area	Destination	Origir	ns in Service	e Area	Origin	s not in Servi	ice Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Waterfront	12,766	24%	0.17	41,485	76%	1.18	Fenway	8,483	68%	0.08	4,022	32%	0.91	Fenway	12,014	96%	0.10	490	4%	0.96
Chinatown	8,993	55%	0.05	7,245	45%	0.90	Central Square	5,650	79%	0.07	1,476	21%	0.93	Longwood	10,928	73%	0.08	3,977	27%	1.07
Downtown	8,783	51%	0.04	8,426	49%	0.97	South End	5,005	43%	0.07	6,579	57%	1.06	South End	4,648	40%	0.09	6,937	60%	0.99
Back Bay	5,466	68%	0.24	2,626	32%	0.65	Longwood	3,555	24%	0.26	11,351	76%	0.60	North Roxbury	4,444	71%	0.14	1,803	29%	0.96
South End	3,219	28%	0.27	8,366	72%	0.70	North Roxbury	2,876	46%	0.19	3,371	54%	0.85	Mission Hill	3,322	56%	0.20	2,609	44%	0.94
Fenway	3,034	24%	0.41	9,471	76%	0.65	Waterfront	2,799	5%	0.37	51,452	95%	1.03	Waterfront	2,401	4%	0.41	51,850	96%	1.03
West End	2,880	35%	0.16	5,400	65%	0.78	Harvard Square	1,944	100%	0.24	-12,818	0%	0.62	Downtown	1,692	10%	0.37	15,517	90%	0.62
South Waltham	2,233	100%	0.17	-92	0%	1.25	Back Bay	1,608	20%	0.09	6,484	80%	0.84	North Brookline	1,152	25%	0.24	3,513	75%	0.84
North Dorchester	1,283	26%	0.54	3,672	74%	0.86	Downtown	1,361	8%	0.33	15,848	92%	0.63	East Somerville	881	3%	0.61	33,277	97%	1.03
West Watertown	1,223	51%	0.16	1,187	49%	1.01	East Somerville	1,212	4%	0.50	32,946	96%	1.04	South Brookline	853	16%	0.35	4,357	84%	0.98
Two	oit Douter De	tog 741 .74	2 746/89	I ina Watari	fuant		Two	mait Dantas Dan	+- 7/7/CT2	(Cullings Sto	Duggles	Sto )			Transit Danta, I	Donto 740/S	:lvon I ino W	aahinatan C	4	
	sit Route: Ro		-,			ing A was		nsit Route: Rou			- 88		÷aa A waa	Dordination	Transit Route: I			8		ing A was
Destination	Origi	ins in Servic	e Area	Origins	s not in Serv		Destination	Origi	ns in Service	Area	Origins	not in Serv		Destination Neighborhood	Origin	ns in Service	e Area	Origin	s not in Servi	
Destination Neighborhood	Origi # Trips	ins in Servic	e Area Transit \$	Origins # Trips	s not in Serv % Trips	Transit \$	Destination Neighborhood	Origi: # Trips	ns in Service % Trips	Area Transit \$	Origins # Trips	not in Serv % Trips	Transit \$	Neighborhood	Origin# Trips	ns in Service % Trips	e Area Transit \$	Origins # Trips	s not in Servi % Trips	Transit \$
Destination Neighborhood Waterfront	Origi # Trips 28,666	ins in Service % Trips 53%	e Area Transit \$ 0.09	Origins # Trips 25,585	s not in Serv % Trips 47%	Transit \$ 1.30	Destination Neighborhood Longwood	Origin # Trips 11,000	ns in Service % Trips 74%	Area Transit \$ 0.09	Origins # Trips 3,905	not in Serv % Trips 26%	Transit \$ 1.12	Neighborhood Chinatown	Origin # Trips 11,078	ns in Service % Trips 68%	e Area Transit \$ 0.07	Origins # Trips 5,161	s not in Servi % Trips 32%	<b>Transit \$</b> 1.02
Destination Neighborhood Waterfront Downtown	Origi # Trips 28,666 14,343	ins in Service  % Trips  53%  83%	ee Area Transit \$ 0.09 0.03	Origins # Trips 25,585 2,866	s not in Serv % Trips 47% 17%	1.30 0.91	Destination Neighborhood Longwood Fenway	Origin # Trips 11,000 10,904	ns in Service % Trips 74% 87%	Area Transit \$ 0.09 0.13	Origins # Trips 3,905 1,601	not in Serv % Trips 26% 13%	Transit \$ 1.12 0.99	Neighborhood Chinatown Downtown	Origin # Trips 11,078 10,164	ns in Service % Trips 68% 59%	e Area Transit \$ 0.07 0.05	Origins # Trips 5,161 7,045	s not in Servi % Trips 32% 41%	1.02 0.96
Destination Neighborhood Waterfront Downtown Chinatown	Origi # Trips 28,666 14,343 10,829	% Trips 53% 83% 67%	ee Area Transit \$ 0.09 0.03 0.04	Origins # Trips 25,585 2,866 5,410	8 not in Serv % Trips 47% 17% 33%	Transit \$ 1.30 0.91 0.82	Destination Neighborhood Longwood Fenway Central Square	# Trips 11,000 10,904 9,141	ns in Service % Trips 74% 87% 100%	Area Transit \$ 0.09 0.13 0.10	Origins # Trips 3,905 1,601 -2,015	not in Serv % Trips 26% 13% 0%	Transit \$ 1.12 0.99 0.96	Neighborhood Chinatown Downtown Waterfront	Origin # Trips 11,078 10,164 8,839	ns in Service % Trips 68% 59% 16%	e Area Transit \$ 0.07 0.05 0.20	Origins # Trips 5,161 7,045 45,412	s not in Servi % Trips 32% 41% 84%	Transit \$ 1.02 0.96 1.14
Destination Neighborhood Waterfront Downtown Chinatown Back Bay	Origi # Trips 28,666 14,343 10,829 5,682	ins in Service % Trips 53% 83% 67% 70%	e Area Transit \$ 0.09 0.03 0.04 0.22	Origins # Trips 25,585 2,866 5,410 2,410	s not in Serv % Trips 47% 17% 33% 30%	1.30 0.91 0.82 0.63	Destination Neighborhood Longwood Fenway Central Square East Somerville	Origi # Trips 11,000 10,904 9,141 7,848	ns in Service % Trips 74% 87% 100% 23%	Area Transit \$ 0.09 0.13 0.10 0.16	Origins # Trips 3,905 1,601 -2,015 26,310	not in Serv % Trips 26% 13% 0% 77%	1.12 0.99 0.96 1.25	Neighborhood Chinatown Downtown Waterfront South End	Origin # Trips 11,078 10,164 8,839 7,406	ns in Service % Trips 68% 59% 16% 64%	e Area Transit \$ 0.07 0.05 0.20 0.07	Origins # Trips 5,161 7,045 45,412 4,179	s not in Servi % Trips 32% 41% 84% 36%	1.02 0.96 1.14 1.09
Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End	Origi # Trips 28,666 14,343 10,829 5,682 2,682	% Trips 53% 83% 67% 70% 23%	e Area Transit \$ 0.09 0.03 0.04 0.22 0.25	Origins # Trips 25,585 2,866 5,410 2,410 8,903	s not in Serv % Trips 47% 17% 33% 30% 77%	Transit \$ 1.30 0.91 0.82 0.63 0.69	Destination Neighborhood Longwood Fenway Central Square East Somerville East Cambridge	Origi #Trips 11,000 10,904 9,141 7,848 6,037	ns in Service % Trips 74% 87% 100% 23% 31%	Area Transit \$ 0.09 0.13 0.10 0.16 0.11	Origins # Trips 3,905 1,601 -2,015 26,310 13,367	not in Serv % Trips 26% 13% 0% 77% 69%	Transit \$ 1.12 0.99 0.96 1.25 1.03	Neighborhood Chinatown Downtown Waterfront South End Fenway	Origin # Trips 11,078 10,164 8,839 7,406 7,182	ns in Service % Trips 68% 59% 16% 64% 57%	Area Transit \$ 0.07 0.05 0.20 0.07 0.18	Origins # Trips 5,161 7,045 45,412 4,179 5,323	s not in Servi % Trips 32% 41% 84% 36% 43%	Transit \$ 1.02 0.96 1.14 1.09 0.69
Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End	Origi # Trips 28,666 14,343 10,829 5,682 2,682 2,594	ins in Service % Trips 53% 83% 67% 70% 23% 31%	e Area Transit \$ 0.09 0.03 0.04 0.22 0.25 0.15	Origins # Trips 25,585 2,866 5,410 2,410 8,903 5,686	s not in Serv % Trips 47% 17% 33% 30% 77% 69%	Transit \$ 1.30 0.91 0.82 0.63 0.69 0.74	Destination Neighborhood Longwood Fenway Central Square East Somerville East Cambridge Spring Hill	Origin # Trips 11,000 10,904 9,141 7,848 6,037 5,225	ns in Service % Trips 74% 87% 100% 23% 31% 92%	Area Transit \$ 0.09 0.13 0.10 0.16 0.11 0.12	Origins # Trips 3,905 1,601 -2,015 26,310 13,367 476	not in Serv % Trips 26% 13% 0% 77% 69% 8%	Transit \$ 1.12 0.99 0.96 1.25 1.03 0.94	Neighborhood Chinatown Downtown Waterfront South End Fenway Back Bay	#Trips 11,078 10,164 8,839 7,406 7,182 6,347	ns in Service % Trips 68% 59% 16% 64% 57% 78%	Area Transit \$ 0.07 0.05 0.20 0.07 0.18 0.12	Origin: # Trips 5,161 7,045 45,412 4,179 5,323 1,745	s not in Servi % Trips 32% 41% 84% 36% 43% 22%	Transit \$ 1.02 0.96 1.14 1.09 0.69 0.76
Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway	Origi # Trips 28,666 14,343 10,829 5,682 2,682 2,594 1,712	ins in Service % Trips 53% 83% 67% 70% 23% 31% 14%	e Area Transit \$ 0.09 0.03 0.04 0.22 0.25 0.15 0.35	Origins # Trips 25,585 2,866 5,410 2,410 8,903 5,686 10,793	s not in Serv % Trips 47% 17% 33% 30% 77% 69% 86%	Transit \$ 1.30 0.91 0.82 0.63 0.69 0.74 0.64	Destination Neighborhood Longwood Fenway Central Square East Somerville East Cambridge Spring Hill Mission Hill	Origin # Trips 11,000 10,904 9,141 7,848 6,037 5,225 3,165	ns in Service % Trips 74% 87% 100% 23% 31% 92% 53%	Area Transit \$ 0.09 0.13 0.10 0.16 0.11 0.12 0.22	Origins # Trips 3,905 1,601 -2,015 26,310 13,367 476 2,766	not in Serv % Trips 26% 13% 0% 77% 69% 8% 47%	Transit \$ 1.12 0.99 0.96 1.25 1.03 0.94 0.93	Neighborhood Chinatown Downtown Waterfront South End Fenway Back Bay West End	#Trips 11,078 10,164 8,839 7,406 7,182 6,347 3,161	18 in Service  18 Trips  18 68%  19 59%  16%  64%  57%  78%  38%	Area Transit \$ 0.07 0.05 0.20 0.07 0.18 0.12 0.14	7,045 45,412 4,179 5,323 1,745 5,119	s not in Servi % Trips 32% 41% 84% 36% 43% 22% 62%	Transit \$ 1.02 0.96 1.14 1.09 0.69 0.76 0.82
Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway Kendall/MIT	#Trips 28,666 14,343 10,829 5,682 2,682 2,594 1,712 1,520	ins in Service % Trips 53% 83% 67% 70% 23% 31% 14% 100%	e Area Transit \$ 0.09 0.03 0.04 0.22 0.25 0.15 0.35	Origins # Trips 25,585 2,866 5,410 2,410 8,903 5,686 10,793 -4,114	s not in Serv % Trips 47% 17% 33% 30% 77% 69% 86% 0%	Transit \$ 1.30 0.91 0.82 0.63 0.69 0.74 0.64 0.73	Destination Neighborhood Longwood Fenway Central Square East Somerville East Cambridge Spring Hill Mission Hill North Brookline	#Trips 11,000 10,904 9,141 7,848 6,037 5,225 3,165 2,996	ns in Service % Trips 74% 87% 100% 23% 31% 92% 53% 64%	Area Transit \$ 0.09 0.13 0.10 0.16 0.11 0.12 0.22 0.22	Origins # Trips 3,905 1,601 -2,015 26,310 13,367 476 2,766 1,669	not in Serv % Trips 26% 13% 0% 77% 69% 8% 47% 36%	Transit \$ 1.12 0.99 0.96 1.25 1.03 0.94 0.93 0.92	Neighborhood Chinatown Downtown Waterfront South End Fenway Back Bay West End North Roxbury	#Trips 11,078 10,164 8,839 7,406 7,182 6,347 3,161 3,016	18 in Service  18 Trips  18 68%  19 59%  16%  64%  57%  78%  38%  48%	Area Transit \$ 0.07 0.05 0.20 0.07 0.18 0.12 0.14 0.11	7,045 5,161 7,045 45,412 4,179 5,323 1,745 5,119 3,231	s not in Servi % Trips 32% 41% 84% 36% 43% 22% 62% 52%	Transit \$ 1.02 0.96 1.14 1.09 0.69 0.76 0.82 0.88
Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway	Origi # Trips 28,666 14,343 10,829 5,682 2,682 2,594 1,712	ins in Service % Trips 53% 83% 67% 70% 23% 31% 14%	e Area Transit \$ 0.09 0.03 0.04 0.22 0.25 0.15 0.35	Origins # Trips 25,585 2,866 5,410 2,410 8,903 5,686 10,793	s not in Serv % Trips 47% 17% 33% 30% 77% 69% 86%	Transit \$ 1.30 0.91 0.82 0.63 0.69 0.74 0.64	Destination Neighborhood Longwood Fenway Central Square East Somerville East Cambridge Spring Hill Mission Hill	Origin # Trips 11,000 10,904 9,141 7,848 6,037 5,225 3,165	ns in Service % Trips 74% 87% 100% 23% 31% 92% 53%	Area Transit \$ 0.09 0.13 0.10 0.16 0.11 0.12 0.22	Origins # Trips 3,905 1,601 -2,015 26,310 13,367 476 2,766	not in Serv % Trips 26% 13% 0% 77% 69% 8% 47%	Transit \$ 1.12 0.99 0.96 1.25 1.03 0.94 0.93	Neighborhood Chinatown Downtown Waterfront South End Fenway Back Bay West End	#Trips 11,078 10,164 8,839 7,406 7,182 6,347 3,161	18 in Service  18 Trips  18 68%  19 59%  16%  64%  57%  78%  38%	Area Transit \$ 0.07 0.05 0.20 0.07 0.18 0.12 0.14	7,045 45,412 4,179 5,323 1,745 5,119	s not in Servi % Trips 32% 41% 84% 36% 43% 22% 62%	Transit \$ 1.02 0.96 1.14 1.09 0.69 0.76 0.82

South Boston 1,161 819
Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 1 – 7

54%

% Trips Transit \$

1.12

Destination

Downtown

Neighborhood

Transit Route: Orange Line (Oak Grove Sta. – Forest Hills Sta.)

#Trips %Trips Transit \$ #Trips %Trips Transit \$

5,593

0.07

Origins not in Service Area

32%

1.15

Origins in Service Area

68%

11,617

Transit Route: Blue Line (Wonderland Sta. – Bowdoin Sta.)

#Trips % Trips Transit \$ #Trips

0.13

8,921

**Origins in Service Area** 

46%

7,665

Transit Route: Red Line (Alewife Sta. – Ashmont Sta./Braintree Sta.)

# Trips % Trips Transit \$ # Trips

0.22

33,565

Origins not in Service Area

62%

% Trips Transit \$

1.38

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Destination

East Revere

Neighborhood

**Origins in Service Area** 

38%

20,685

Destination

Waterfront

Neighborhood

	- ,							.,			- 7-				,			- ,		
Downtown	12,044	70%	0.09	5,165	30%	1.09	East Boston	7,064	84%	0.05	1,318	16%	1.30	Chinatown	11,473	71%	0.10	4,765	29%	1.15
Chinatown	10,608	65%	0.12	5,631	35%	0.99	Waterfront	5,899	11%	0.23	48,352	89%	1.10	Waterfront	10,520	19%	0.27	43,731	81%	1.17
South Quincy	7,585	50%	0.29	7,597	50%	1.10	Chinatown	4,140	25%	0.12	12,099	75%	0.75	Fenway	9,627	77%	0.13	2,878	23%	0.94
East Cambridge	6,723	35%	0.16	12,682	65%	1.02	West End	3,865	47%	0.06	4,415	53%	1.05	Back Bay	9,198	100%	0.11	-1,106	0%	1.09
Central Square	6,262	88%	0.13	865	12%	1.07	Downtown	2,814	16%	0.04	14,396	84%	0.99	East Cambridge	8,706	45%	0.21	10,699	55%	0.87
Back Bay	6,065	75%	0.31	2,027	25%	0.67	North End	2,555	75%	0.06	866	25%	1.07	West End	6,389	77%	0.12	1,891	23%	1.05
North Cambridge	4,961	58%	0.18	3,649	42%	1.21	Back Bay	2,282	28%	0.27	5,810	72%	0.64	East Somerville	6,188	18%	0.22	27,970	82%	1.17
South Dorchester	4,547	69%	0.18	1,996	31%	1.03	Chelsea	1,872	14%	0.42	11,480	86%	0.82	South End	5,977	52%	0.14	5,608	48%	0.97
West End	4,124	50%	0.14	4,157	50%	1.05	Winthrop	1,604	83%	0.16	337	17%	0.24	Charlestown	5,276	56%	0.18	4,130	44%	1.08
	· · · · · · · · · · · · · · · · · · ·						•													
Transit Rout	e: Green B Bra	anch (Bostor	1 College – G	overnment	Center Sta.)		Transit	Route: Green	C Branch (	Cleveland Ci	rcle – North	ı Sta.)		Transit	Route: Green D B	ranch (Rive	rside – Gove	ernment Cei	nter Sta.)	
Destination	Origi	ns in Service	Area	Origins	not in Servi	ce Area	Destination		s in Service			not in Servi	ce Area	Destination		in Service			not in Service	e Area
Neighborhood	# Trips			# Trips		Transit \$	Neighborhood						Transit \$	Neighborhood						Transit \$
Fenway	12,137	97%	0.15	368	3%	0.88	Fenway	13,177	100%	0.15	-672	0%	0.89	Fenway	14,667	100%	0.15	-2,162	0%	0.92
Waterfront	7,688	14%	0.29	46,562	86%	1.14	Waterfront	7,983	15%	0.28	46,268	85%	1.14	Longwood	8,893	60%	0.11	6,012	40%	0.95
Back Bay	7,686	95%	0.10	406	5%	1.12	Back Bay	7,918	98%	0.10	174	2%	1.12	Waterfront	7,846	14%	0.29	46,405	86%	1.14
Chinatown	7,161	44%	0.10	9,078	56%	1.06	Chinatown	7,412	46%	0.10	8,827	54%	1.07	Back Bay	7,502	93%	0.10	590	7%	1.12
South End	4,192	36%	0.18	7,393	64%	0.82	West End	5,066	61%	0.10	3,214	39%	1.01	Chinatown	7,103	44%	0.10	9,135	56%	1.06
West End	4,124	50%	0.14	4,156	50%	0.92		4,308	29%	0.11	10,597	71%	0.68	South End	4,167	36%	0.10	7,418	64%	0.82
	3,830	22%		13,379	78%	1.07	Longwood South End	4,266	37%	0.17	7,319	63%	0.82			50%	0.18	4,134	50%	0.82
Downtown			0.08			1.07								West End	4,146					
North Brookline	3,215	69%	0.21	1,451	31%		Downtown	4,255	25%	0.07	12,954	75%	1.10	Downtown	3,938	23%	0.07	13,271	77%	1.06
Longwood	3,197	21%	0.28	11,709	79%	0.61	North Brookline	3,710	80%	0.15	956	20%	1.16	North Brookline	2,651	57%	0.20	2,014	43%	1.03
North Allston	2,188	18%	0.35	9,984	82%	1.14	North End	3,101	91%	0.08	320	9%	1.21	Mission Hill	2,507	42%	0.24	3,424	58%	0.90
Th.	** D	ED 1	(TT 41 G4		Gt )		<b>.</b>	. D M	T: 0	<b>.</b>					** D	TT 10	D 11 6			
I ran	sit Route: Gre	en & Brancn	ı (Heath St. –	- Lecnmere	Sta.)		1 ransi	t Route: Matta	ban Line (N	iaitanan Sta.	. — Asnmonī	t Sta.)		1 rans	sit Route: Route 1 (	Harvara So	ı. – Duaiev S	ota. via Mass	s. Ave.)	
D 4: 4:	0	· · · · · · · · · · · · · · · · · · ·	À	0-1-1-	d • d•		D 41 41	0	<u> </u>				- · · · · · · ·		0-:-:-					
Destination		ns in Service			not in Servi		Destination		s in Service	Area	Origins	not in Servi		Destination		in Service	Area	Origins	not in Service	
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	s in Service % Trips	Area Transit \$	Origins : # Trips	not in Servi % Trips	Transit \$	Destination Neighborhood	# Trips 0	in Service % Trips	Area Transit \$	Origins # Trips	not in Service % Trips	Transit \$
Neighborhood Fenway	# <b>Trips</b> 13,123	% Trips 100%	Transit \$ 0.12	# <b>Trips</b> -618	% Trips 0%	Transit \$ 1.03	Neighborhood South Dorchester	# <b>Trips</b> 2,707	s in Service % Trips 41%	Area Transit \$ 0.14	<b>Origins</b> 1 <b># Trips</b> 3,836	not in Servi % Trips 59%	<b>Transit \$</b> 0.98	Destination Neighborhood Fenway	# <b>Trips</b> 7,936	in Service 76 Trips 63%	Area Transit \$ 0.09	Origins # Trips 4,569	not in Service % Trips 37%	Transit \$ 0.92
Neighborhood Fenway East Cambridge	# <b>Trips</b> 13,123 10,888	% Trips 100% 56%	7 Transit \$ 0.12 0.13	# <b>Trips</b> -618 8,517	% Trips 0% 44%	1.03 1.02	Neighborhood South Dorchester Mattapan	# <b>Trips</b> 2,707 1,421	s in Service % Trips 41% 25%	Area Transit \$ 0.14 0.17	Origins 1 # Trips 3,836 4,252	not in Servi % Trips 59% 75%	7 Transit \$ 0.98 1.08	<b>Destination Neighborhood</b> Fenway Central Square	# <b>Trips</b> 7,936 7,409	in Service % Trips 63% 100%	Area Transit \$ 0.09 0.09	Origins # Trips 4,569 -282	not in Service % Trips 37% 0%	7 Transit \$ 0.92 1.05
Neighborhood Fenway East Cambridge Longwood	# Trips 13,123 10,888 10,725	% Trips 100% 56% 72%	Transit \$ 0.12 0.13 0.09	# <b>Trips</b> -618 8,517 4,181	% Trips 0% 44% 28%	1.03 1.02 1.09	Neighborhood South Dorchester Mattapan Hyde Park	# <b>Trips</b> 2,707 1,421 844	s in Service % Trips 41% 25% 20%	Area Transit \$ 0.14 0.17 0.39	Origins 1 # Trips 3,836 4,252 3,308	not in Servi % Trips 59% 75% 80%	7 Transit \$ 0.98 1.08 1.06	Destination Neighborhood Fenway Central Square South End	# <b>Trips</b> 7,936 7,409 3,921	63% 100% 34%	Area Transit \$ 0.09 0.09 0.09	Origins # Trips 4,569 -282 7,664	not in Service % Trips 37% 0% 66%	7 Transit \$ 0.92 1.05 0.98
Neighborhood Fenway East Cambridge Longwood Waterfront	# Trips 13,123 10,888 10,725 8,497	% Trips 100% 56% 72% 16%	Transit \$ 0.12 0.13 0.09 0.27	# <b>Trips</b> -618 8,517 4,181 45,754	% Trips 0% 44% 28% 84%	Transit \$ 1.03 1.02 1.09 1.15	Neighborhood South Dorchester Mattapan Hyde Park Waterfront	# <b>Trips</b> 2,707 1,421 844 691	s in Service % Trips 41% 25% 20% 1%	Area Transit \$ 0.14 0.17 0.39 0.67	Origins 3 # Trips 3,836 4,252 3,308 53,560	not in Servi % Trips 59% 75% 80% 99%	Transit \$ 0.98 1.08 1.06 1.00	Destination Neighborhood Fenway Central Square South End Longwood	# Trips 7,936 7,409 3,921 3,872	63% 100% 34% 26%	Area Transit \$ 0.09 0.09 0.09 0.26	Origins # Trips 4,569 -282 7,664 11,033	not in Service % Trips 37% 0% 66% 74%	Transit \$ 0.92 1.05 0.98 0.61
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown	#Trips 13,123 10,888 10,725 8,497 7,825	% Trips 100% 56% 72% 16% 48%	Transit \$ 0.12 0.13 0.09 0.27 0.10	# Trips -618 8,517 4,181 45,754 8,414	% Trips 0% 44% 28% 84% 52%	1.03 1.02 1.09 1.15 1.10	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale	# Trips 2,707 1,421 844 691 538	s in Service % Trips 41% 25% 20% 1% 25%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51	Origins 9 # Trips 3,836 4,252 3,308 53,560 1,586	not in Servi % Trips 59% 75% 80% 99% 75%	Transit \$ 0.98 1.08 1.06 1.00 0.93	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury	# Trips 7,936 7,409 3,921 3,872 3,405	63% 100% 34% 26% 55%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16	Origins # Trips 4,569 -282 7,664 11,033 2,842	not in Service % Trips 37% 0% 66% 74% 45%	Transit \$ 0.92 1.05 0.98 0.61 0.90
Neighborhood Fenway East Cambridge Longwood Waterfront	#Trips 13,123 10,888 10,725 8,497 7,825 7,713	% Trips 100% 56% 72% 16% 48% 95%	Transit \$ 0.12 0.13 0.09 0.27	# Trips -618 8,517 4,181 45,754 8,414 379	% Trips 0% 44% 28% 84% 52% 5%	1.03 1.02 1.09 1.15 1.10 1.18	Neighborhood South Dorchester Mattapan Hyde Park Waterfront	# Trips 2,707 1,421 844 691 538 484	s in Service % Trips 41% 25% 20% 1%	Area Transit \$ 0.14 0.17 0.39 0.67	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881	not in Servi % Trips 59% 75% 80% 99% 75% 86%	Transit \$ 0.98 1.08 1.06 1.00	Destination Neighborhood Fenway Central Square South End Longwood	# Trips 7,936 7,409 3,921 3,872 3,405 3,162	6 in Service 76 Trips 63% 100% 34% 26% 55% 26%	Area Transit \$ 0.09 0.09 0.09 0.26	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009	not in Service % Trips 37% 0% 66% 74%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564	% Trips 100% 56% 72% 16% 48%	Transit \$ 0.12 0.13 0.09 0.27 0.10	# Trips -618 8,517 4,181 45,754 8,414	% Trips 0% 44% 28% 84% 52% 5% 33%	1.03 1.02 1.09 1.15 1.10	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale	# Trips 2,707 1,421 844 691 538	s in Service % Trips 41% 25% 20% 1% 25%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97%	Transit \$ 0.98 1.08 1.06 1.00 0.93	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury	# Trips 7,936 7,409 3,921 3,872 3,405 3,162 2,474	63% 100% 34% 26% 55%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16	Origins # Trips 4,569 -282 7,664 11,033 2,842	not in Service % Trips 37% 0% 66% 74% 45% 74% 0%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493	% Trips 100% 56% 72% 16% 48% 95% 67% 32%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07	#Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716	% Trips 0% 44% 28% 84% 52% 5% 33% 68%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury	# Trips 2,707 1,421 844 691 538 484	s in Service % Trips 41% 25% 20% 1% 25% 14%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston	# Trips 7,936 7,409 3,921 3,872 3,405 3,162 2,474 2,324	6 in Service 76 Trips 63% 100% 34% 26% 55% 26%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07	#Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood	# Trips 2,707 1,421 844 691 538 484 424 394 339	s in Service % Trips 41% 25% 20% 1% 25% 14% 3%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square	# Trips 7,936 7,409 3,921 3,872 3,405 3,162 2,474 2,324 1,572	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349	not in Service % Trips 37% 0% 66% 74% 45% 74% 0%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493	% Trips 100% 56% 72% 16% 48% 95% 67% 32%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07	#Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716	% Trips 0% 44% 28% 84% 52% 5% 33% 68%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy	# Trips 2,707 1,421 844 691 538 484 424 394	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront	# Trips 7,936 7,409 3,921 3,872 3,405 3,162 2,474 2,324	63% 100% 34% 26% 55% 26% 100% 4%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15	# Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville	# Trips 2,707 1,421 844 691 538 484 424 394 339 206	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 1%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay	# Trips 7,936 7,409 3,921 3,872 3,405 3,162 2,474 2,324 1,572 1,237	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15	# Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville	# Trips 2,707 1,421 844 691 538 484 424 394 339	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 1%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85	# Trips 3,836 4,252 3,308 53,560 1,586 2,881 15,803 3,250 3,927 33,951 mack Hous	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing)	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay	# Trips 7,936 7,409 3,921 3,872 3,405 3,162 2,474 2,324 1,572	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Ro	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15  h Sta. – Worl	# Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Route Origins	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% 8% 1%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85	# Trips 3,836 4,252 3,308 53,560 1,586 2,881 15,803 3,250 3,927 33,951 mack Hous	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis &	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855 Summer St Origins	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Re Origin	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – World	# Trips -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23% cr.) not in Servi	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville Tran	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Route Origins	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack House   Origins   # Trips   # Trips	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing)	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood	# Trips	6 in Service 6 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15% 15%  te 7 (City Person of Service)	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis &	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85% s.) not in Service	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill Tra	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Ro	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Norther in Service)	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – World	# Trips	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23% er.) not in Servi	1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Route Origins	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% 8% 1%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack House   Origins   1	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi	1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination	# Trips	6 in Service 6 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15% 15%  te 7 (City Person of Service)	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis &	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855 Summer St Origins	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Rou	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77% oute 4 (Norther in Service) % Trips	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – Work Area Transit \$	# Trips	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  r.)  not in Servi % Trips	Transit \$	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Route Origins # Trips	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% s in Service % Trips	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  Dint – McCor Area Transit \$	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack House   Origins   # Trips   # Trips	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Person of City Person	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85% s.) not in Service % Trips	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Re Origin #Trips 29,950 15,402	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55%	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 4 Area 7 Transit \$ 0.11	# Trips	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 544% 23% er.) not in Servi % Trips 45%	Transit \$	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% s in Service % Trips 67%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  bint – McCor Area Transit \$ 0.10	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack House   Origins   # Trips   1,655   52,043	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Person of City Person	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11	Origins # Trips	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85% s.) not in Service % Trips 46%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Re Origin #Trips 29,950	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71%	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 1 Sta. – World Area 7 Transit \$ 0.11 0.03	# Trips	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  r.) not in Servi % Trips 45% 10%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% s in Service % Trips 67% 4%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  bint – McCor Area Transit \$ 0.10 0.19	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack Housi Origins   # Trips   1,655   52,043   5,425	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown	# Trips	6 in Service 6 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15% 15%  te 7 (City Position Service 7 Trips 54% 89%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855 Summer St Origins # Trips 24,707 1,840	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85% s.) not in Service % Trips 46% 11%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown Back Bay	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572  ansit Route: Re Origin #Trips 29,950 15,402 11,537 6,310	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78%	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15  1 Sta. – Worl Area 7 Transit \$ 0.11 0.03 0.07 0.23	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  cr.) not in Servi % Trips 45% 10% 29% 22%	1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208 822	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11%  te 5 (City Position Service % Trips 67% 4% 13% 12%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  bint – McCor Area Transit \$ 0.10 0.19 0.35	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack Housi Origins   # Trips   1,655   52,043   5,425   5,752	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay	# Trips	6 in Service 6 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15% te 7 (City Position Service 7 Trips 54% 89% 68% 80%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05 0.21	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips 24,707 1,840 5,257 1,640	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85% s.) not in Service % Trips 46% 11% 32% 20%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown Back Bay West End	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Re Origin #Trips 29,950 15,402 11,537 6,310 5,226	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78% 63%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – Worl Area Transit \$ 0.11 0.03 0.07 0.23 0.05	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782 3,054	% Trips 0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  Er.) not in Servi % Trips 45% 10% 29%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65 1.08	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran  Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester North Quincy	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208 822 792	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 1%  te 5 (City Position Service % Trips 67% 4% 13% 12% 11%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  bint - McCor Area Transit \$ 0.10 0.19 0.35 0.41	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack Housi Origins   # Trips   1,655   52,043   5,425   5,752   3,243	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88% 88%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80 0.87	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End	# Trips	6 in Service 6 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15% te 7 (City Position Service 7 Trips 54% 89% 68%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05	Origins # Trips 4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855 Summer St Origins # Trips 24,707 1,840 5,257	not in Service  % Trips  37%  0%  66%  74%  45%  74%  96%  72%  85%  s.)  not in Service % Trips  46%  11%  32%  20%  65%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65 0.70
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown Back Bay West End North End	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572  ansit Route: Re Origin #Trips 29,950 15,402 11,537 6,310 5,226 3,470	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78% 63% 100%	7 Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15  h Sta. – Worl Area 7 Transit \$ 0.11 0.03 0.07 0.23 0.05 0.04	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782 3,054 -49	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  rr.)  not in Servi % Trips 45% 10% 29% 22% 37% 0%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65 1.08 1.16	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester North Quincy East Somerville	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208 822 792 400 387	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 1%  te 5 (City Pos in Service % Trips 67% 4% 13% 12% 11% 11%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  bint - McCor Area Transit \$ 0.10 0.19 0.35 0.41 0.60	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack Housi Origins   # Trips   1,655   52,043   5,425   5,752   3,243   33,771	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88% 89%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80 0.87 1.02	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Period of the Service 76 Trips 54% 89% 68% 80% 35% 42%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05 0.21 0.25 0.13	Origins # Trips  4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips 24,707 1,840 5,257 1,640 7,564 4,820	not in Service  % Trips  37%  0%  66%  74%  45%  74%  96%  72%  85%  s.)  not in Service % Trips  46%  11%  32%  20%  65%  58%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65 0.70 0.79
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown Back Bay West End North End South End	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572  ansit Route: Re Origin #Trips 29,950 15,402 11,537 6,310 5,226 3,470 3,113	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78% 63% 100% 27%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – Worl Area Transit \$ 0.11 0.03 0.07 0.23 0.05 0.04 0.28	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782 3,054 -49 8,472	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  cr.)  not in Servi % Trips 45% 10% 29% 22% 37% 0% 73%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65 1.08 1.16 0.69	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester North Quincy East Somerville North Paintree	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208 822 792 400 387 372	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11%  te 5 (City Posi in Service % Trips 67% 4% 13% 12% 11% 11% 9%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  oint – McCor Area Transit \$ 0.10 0.19 0.35 0.41 0.60 0.68 0.86	Origins   # Trips   3,836   4,252   3,308   53,560   1,586   2,881   15,803   3,250   3,927   33,951   mack Hous   Origins   # Trips   1,655   52,043   5,425   5,752   3,243   33,771   3,674	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88% 89% 99% 91%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80 0.87 1.02 1.24	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway	# Trips	6 in Service 6 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Period of the Service 7 Trips 54% 89% 68% 80% 35% 42% 26%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05 0.21 0.25 0.13 0.36	Origins # Trips  4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips 24,707 1,840 5,257 1,640 7,564 4,820 9,289	not in Service  % Trips  37%  0%  66%  74%  45%  74%  96%  72%  85%  s.)  not in Service % Trips  46%  11%  32%  20%  65%  58%  74%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65 0.70 0.79 0.65
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown Back Bay West End North End South End East Cambridge	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Re Origin #Trips 29,950 15,402 11,537 6,310 5,226 3,470 3,113 2,218	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78% 63% 100% 27% 11%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – Worl Area Transit \$ 0.11 0.03 0.07 0.23 0.05 0.04 0.28 0.22	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782 3,054 -49 8,472 17,187	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  cr.) not in Servi % Trips 45% 10% 29% 22% 37% 0% 73% 89%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65 1.08 1.16 0.69 0.78	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester North Quincy East Somerville North Braintree South Roxbury	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208 822 792 400 387 372 368	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% 8% 1% 44 31% 44% 13% 12% 11% 11% 9% 5%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  oint – McCor Area Transit \$ 0.10 0.19 0.35 0.41 0.60 0.68 0.86 0.46	Origins # Trips  3,836 4,252 3,308 53,560 1,586 2,881 15,803 3,250 3,927 33,951  mack House Origins # Trips  1,655 52,043 5,425 5,752 3,243 33,771 3,674 7,518	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88% 89% 99% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80 0.87 1.02 1.24 0.73	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway North Dorchester	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Period of the Service 76 Trips 54% 89% 68% 80% 35% 42% 26% 46%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05 0.21 0.25 0.13 0.36 0.37	Origins # Trips  4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips  24,707 1,840 5,257 1,640 7,564 4,820 9,289 2,655	not in Service  % Trips  37%  0%  66%  74%  45%  74%  96%  72%  85%  s.)  not in Service % Trips  46%  11%  32%  20%  65%  58%  74%  54%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65 0.70 0.79 0.65 0.87
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra  Destination Neighborhood Waterfront Downtown Chinatown Back Bay West End North End South End South End East Cambridge Kendall/MIT	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572 ansit Route: Re Origin #Trips 29,950 15,402 11,537 6,310 5,226 3,470 3,113 2,218 2,150	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78% 63% 100% 27% 11% 100%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – Worl Area Transit \$ 0.11 0.03 0.07 0.23 0.05 0.04 0.28 0.22 0.33	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782 3,054 -49 8,472 17,187 -4,744	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  cr.) not in Servi % Trips 45% 10% 29% 22% 37% 0% 73% 89% 0%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65 1.08 1.16 0.69 0.78 0.74	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester North Quincy East Somerville North Braintree South Roxbury Westwood	# Trips 2,707 1,421 844 691 538 484 424 394 339 206  sit Route: Rout Origins # Trips 3,300 2,208 822 792 400 387 372 368 243	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% 8% 1% 67% 4% 13% 12% 11% 11% 9% 5% 1%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  bint - McCor Area Transit \$ 0.10 0.19 0.35 0.41 0.60 0.68 0.86 0.46 0.78	Origins # Trips  3,836 4,252 3,308 53,560 1,586 2,881 15,803 3,250 3,927 33,951  mack House Origins # Trips  1,655 52,043 5,425 5,752 3,243 33,771 3,674 7,518 15,984	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88% 89% 99% 91% 95% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80 0.87 1.02 1.24 0.73 0.95	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway North Dorchester Kendall/MIT	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Period of the Service	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05 0.21 0.25 0.13 0.36 0.37 0.36	Origins # Trips  4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips 24,707 1,840 5,257 1,640 7,564 4,820 9,289 2,655 -4,143	not in Service % Trips 37% 0% 66% 74% 45% 74% 0% 96% 72% 85%  s.) not in Service % Trips 46% 11% 32% 20% 65% 58% 74% 54% 0%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65 0.70 0.79 0.65 0.87 0.73
Neighborhood Fenway East Cambridge Longwood Waterfront Chinatown Back Bay West End Downtown South End Mission Hill  Tra Destination Neighborhood Waterfront Downtown Chinatown Back Bay West End North End South End East Cambridge	#Trips 13,123 10,888 10,725 8,497 7,825 7,713 5,564 5,493 5,355 4,572  ansit Route: Ro	% Trips 100% 56% 72% 16% 48% 95% 67% 32% 46% 77%  oute 4 (Northus in Service % Trips 55% 90% 71% 78% 63% 100% 27% 11% 100% 16%	Transit \$ 0.12 0.13 0.09 0.27 0.10 0.10 0.09 0.07 0.14 0.15 h Sta. – Worl Area Transit \$ 0.11 0.03 0.07 0.23 0.05 0.04 0.28 0.22	# Trips  -618 8,517 4,181 45,754 8,414 379 2,716 11,716 6,230 1,359  Id Trade Ct Origins # Trips 24,301 1,807 4,701 1,782 3,054 -49 8,472 17,187	% Trips  0% 44% 28% 84% 52% 5% 33% 68% 54% 23%  cr.) not in Servi % Trips 45% 10% 29% 22% 37% 0% 73% 89%	Transit \$ 1.03 1.02 1.09 1.15 1.10 1.18 1.22 1.12 0.92 1.10  ce Area Transit \$ 1.35 1.08 0.87 0.65 1.08 1.16 0.69 0.78	Neighborhood South Dorchester Mattapan Hyde Park Waterfront Roslindale West Roxbury Westwood North Quincy East Dedham East Somerville  Tran Destination Neighborhood North Dorchester Waterfront North Roxbury South Dorchester North Quincy East Somerville North Braintree South Roxbury	# Trips 2,707 1,421 844 691 538 484 424 394 339 206 sit Route: Rout Origins # Trips 3,300 2,208 822 792 400 387 372 368	s in Service % Trips 41% 25% 20% 1% 25% 14% 3% 11% 8% 11% 8% 1% 44 31% 44% 13% 12% 11% 11% 9% 5%	Area Transit \$ 0.14 0.17 0.39 0.67 0.51 0.80 0.81 0.58 0.89 0.85  oint – McCor Area Transit \$ 0.10 0.19 0.35 0.41 0.60 0.68 0.86 0.46	Origins # Trips  3,836 4,252 3,308 53,560 1,586 2,881 15,803 3,250 3,927 33,951  mack House Origins # Trips  1,655 52,043 5,425 5,752 3,243 33,771 3,674 7,518	not in Servi % Trips 59% 75% 80% 99% 75% 86% 97% 89% 92% 99% ing) not in Servi % Trips 33% 96% 87% 88% 89% 99% 99%	Transit \$ 0.98 1.08 1.06 1.00 0.93 1.13 0.95 0.89 1.36 1.02  ce Area Transit \$ 1.02 1.08 0.79 0.80 0.87 1.02 1.24 0.73	Destination Neighborhood Fenway Central Square South End Longwood North Roxbury North Allston Harvard Square Waterfront Spring Hill Back Bay  T Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway North Dorchester	# Trips	6 in Service 76 Trips 63% 100% 34% 26% 55% 26% 100% 4% 28% 15%  te 7 (City Period of the Service 76 Trips 54% 89% 68% 80% 35% 42% 26% 46%	Area Transit \$ 0.09 0.09 0.09 0.26 0.16 0.24 0.08 0.45 0.21 0.10  bint - Otis & Area Transit \$ 0.11 0.03 0.05 0.21 0.25 0.13 0.36 0.37	Origins # Trips  4,569 -282 7,664 11,033 2,842 9,009 -13,349 51,927 4,129 6,855  Summer St Origins # Trips  24,707 1,840 5,257 1,640 7,564 4,820 9,289 2,655	not in Service  % Trips  37%  0%  66%  74%  45%  74%  96%  72%  85%  s.)  not in Service % Trips  46%  11%  32%  20%  65%  58%  74%  54%	Transit \$ 0.92 1.05 0.98 0.61 0.90 1.12 0.96 1.02 0.83 0.82  e Area Transit \$ 1.38 1.00 0.92 0.65 0.70 0.79 0.65 0.87

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 8 – 22

Destination

Transit Route: Route 10 (City Point – Copley Sq. via B.C.H.)

Origins not in Service Area

Origins in Service Area

Transit Route: Route 9 (City Point – Copley Sq. via Broadway Sta.)

Origins in Service Area

Transit Route: Route 8 (Harbor Point/UMass – Kenmore Sta.)

Origins not in Service Area

Destination

**Origins in Service Area** 

Destination

		s in Service		·	not in Servic		Destination		is ili Service A	i i i cu	Origins	iot in Servic	C AICA	Destination	Origins			Origins		
Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$	Neighborhood	# Trips		Transit \$		% Trips	Transit \$	Neighborhood	# Trips %		Transit \$			Transit \$
Fenway	15,313	100%	0.11	-2,808	0%	1.10	Fenway	20,458	100%	0.11	-7,953	0%	1.25	Fenway	6,973	56%	0.16	5,532	44%	0.76
Longwood	11,583	78%	0.10	3,322	22%	1.15	Waterfront	14,906	27%	0.23	39,345	73%	1.24	South End	4,792	41%	0.08	6,793	59%	1.20
South End	4,987	43%	0.09	6,598	57%	1.10	Longwood	12,225	82%	0.11	2,681	18%	1.20	North Roxbury	4,319	69%	0.13	1,928	31%	1.09
North Roxbury	4,824	77%	0.15	1,423	23%	1.02	Downtown	12,066	70%	0.22	5,143	30%	0.69	Waterfront	4,285	8%	0.26	49,966	92%	1.12
Mission Hill	3,321	56%	0.23	2,610	44%	0.96	Chinatown	8,970	55%	0.13	7,269	45%	0.94	Back Bay	4,236	52%	0.08	3,856	48%	0.99
Waterfront	3,263	6%	0.44	50,987	94%	1.04	South End	8,889	77%	0.11	2,696	23%	1.38	Downtown	3,317	19%	0.30	13,892	81%	0.64
Downtown	2,073	12%	0.36	15,136	88%	0.63	Back Bay	8,875	100%	0.10	-784	0%	1.22	Longwood	2,901	19%	0.25	12,004	81%	0.60
North Dorchester	1,790	36%	0.13	3,165	64%	1.23	North Roxbury	5,748	92%	0.18	499	8%	0.99	North Dorchester	2,771	56%	0.18	2,184	44%	1.05
East Somerville	1,266	4%	0.60	32,892	96%	1.03	Mission Hill	3,470	58%	0.24	2,461	42%	0.97	South Roxbury	1,740	22%	0.23	6,147	78%	0.83
North Brookline	877	19%	0.27	3,788	81%	0.87	North Dorchester	2,455	50%	0.27	2,499	50%	0.99	Chinatown	1,712	11%	0.18	14,526	89%	0.75
	Transit Route:	Route 11 (C	itv Point – l	Downtown)			Tı	ansit Route: Ro	ute 14 (Rosli	indale Sq. H	eath St. Loo	p)			Transit Route: F	Route 15 (Ka	ane Sa. – Ru	iggles Sta.)		
Destination		s in Service	U		not in Servic	e Area	Destination		s in Service	•		ot in Servic	ce Area	Destination		in Service			not in Servic	e Area
Neighborhood						Transit \$	Neighborhood						Transit \$	Neighborhood						Transit \$
Waterfront	31,232	58%	0.12	23,019	42%	1.46	South Roxbury	4,229	54%	0.15	3,657	46%	1.08	South Dorchester	3,685	56%	0.14	2,858	44%	1.09
Downtown	17,182	100%	0.05	27	0%	0.99	Mission Hill	3,853	65%	0.12	2,077	35%	1.04	Fenway	3,177	25%	0.13	9,328	75%	0.81
Chinatown	13,387	82%	0.08	2,851	18%	1.01	Longwood	3,274	22%	0.20	11,631	78%	0.62	Longwood	2,975	20%	0.19	11,931	80%	0.64
Back Bay	8,023	99%	0.18	68	1%	0.69	North Roxbury	2,140	34%	0.17	4,107	66%	1.12	North Roxbury	2,738	44%	0.17	3,509	56%	1.13
South End	6,203	54%	0.16	5,382	46%	0.79	South Brookline	1,610	31%	0.34	3,599	69%	1.00	Waterfront	2,141	4%	0.54	52,110	96%	1.01
Fenway	4,380	35%	0.34	8,125	65%	0.65	Jamaica Plain	1,581	60%	0.28	1,038	40%	1.13	South End	2,049	18%	0.22	9,536	82%	0.74
West End	3,565	43%	0.16	4,715	57%	0.79	Waterfront	1,500	3%	0.64	52,751	97%	1.00	South Roxbury	2,035	26%	0.26	5,851	74%	0.88
North Dorchester	3,194	64%	0.10	1,761	36%	0.90	South End	1,199	10%	0.28	10,386	90%	0.71	Mission Hill	1,537	26%	0.25	4,394	74%	0.90
Kendall/MIT	1,795	100%	0.37	-4,389	0%	0.74	Mattapan	1,196	21%	0.35	4,477	79%	0.90	Downtown	1,203	7%	0.23	16,006	93%	0.62
North Roxbury	1,545	25%	0.42	4,702	75%	0.74	Fenway	1,111	9%	0.33	11,394	91%	0.68	Mattapan	953	17%	0.39	4,720	83%	0.86
	Transit Route: 1				1370	0.75		nsit Route: Rou					0.00	Hattapan	Transit Route: Rou					0.00
		<b>Route 10 (10</b>	i cot illiio ot	iu. Civiuss)			110	more reduces redu	te i / (i icius									and the state	,	
Dectination	()rigin	s in Service	A rea	Origins 1	not in Servic	e Area	Destination	Origin	s in Service			•	re Area	Destination					not in Servic	e Area
Destination Neighborhood		s in Service A			not in Servic		Destination Neighborhood		s in Service	Area	Origins 1	ot in Servic		Destination Neighborhood	Origins	in Service	Area	Origins	not in Servic % Trips	
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Area Transit \$	Origins 1 # Trips	ot in Servio % Trips	Transit \$	Neighborhood	Origins # Trips %	in Service A % Trips	Area Transit \$	Origins i	% Trips	Transit \$
Neighborhood South Roxbury	# <b>Trips</b> 3,853	% Trips 49%	<b>Transit \$</b> 0.19	# <b>Trips</b> 4,033	% Trips 51%	Transit \$ 0.95	Neighborhood South Dorchester	# <b>Trips</b> 3,353	<b>% Trips</b> 51%	Area Fransit \$ 0.14	Origins 1 # Trips 3,191	ot in Service % Trips 49%	Transit \$ 0.96	Neighborhood South Dorchester	Origins # Trips 9 4,811	in Service A 6 Trips 74%	Area Transit \$ 0.11	Origins 1 # Trips 1,733	% Trips 26%	Transit \$ 1.03
Neighborhood South Roxbury North Dorchester	# <b>Trips</b> 3,853 3,357	% Trips 49% 68%	7	# <b>Trips</b> 4,033 1,598	% Trips 51% 32%	7 Transit \$ 0.95 1.29	Neighborhood South Dorchester North Dorchester	# <b>Trips</b> 3,353 2,834	% Trips 51% 57%	Area Fransit \$ 0.14 0.15	Origins 1 # Trips 3,191 2,121	ot in Service 7 Trips 49% 43%	7 Transit \$ 0.96 1.12	Neighborhood South Dorchester North Dorchester	Origins # Trips 9 4,811 2,009	in Service A 6 Trips 74% 41%	Area Transit \$ 0.11 0.14	Origins 1 # Trips 1,733 2,946	% Trips 26% 59%	Transit \$ 1.03 1.14
Neighborhood South Roxbury North Dorchester South Dorchester	# Trips 3,853 3,357 2,236	% Trips	0.19 0.12 0.29	# <b>Trips</b> 4,033 1,598 4,307	% Trips 51% 32% 66%	7 Transit \$ 0.95 1.29 0.89	Neighborhood South Dorchester North Dorchester South Roxbury	# Trips 3,353 2,834 2,318	% Trips 51% 57% 29%	Area Fransit \$ 0.14 0.15 0.26	Origins 1 # Trips 3,191 2,121 5,568	not in Service % Trips 49% 43% 71%	7 Transit \$ 0.96 1.12 0.80	Neighborhood South Dorchester North Dorchester Waterfront	Origins # Trips 9 4,811 2,009 1,185	in Service 2 6 Trips 74% 41% 2%	Area Transit \$ 0.11 0.14 0.44	Origins 1 # Trips 1,733 2,946 53,065	% Trips 26% 59% 98%	Transit \$ 1.03 1.14 1.02
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury	# Trips 3,853 3,357 2,236 1,924	% Trips 49% 68% 34% 31%	0.19 0.12 0.29 0.17	# <b>Trips</b> 4,033 1,598 4,307 4,323	% Trips 51% 32% 66% 69%	Transit \$ 0.95 1.29 0.89 1.08	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront	# Trips 3,353 2,834 2,318 1,099	% Trips 51% 57% 29% 2%	Area Transit \$ 0.14 0.15 0.26 0.43	Origins 1 # Trips 3,191 2,121 5,568 53,151	49% 43% 71% 98%	7 Transit \$ 0.96 1.12 0.80 1.01	Neighborhood South Dorchester North Dorchester Waterfront Mattapan	Origins # Trips 9 4,811 2,009 1,185 1,006	in Service 2 6 Trips 74% 41% 2% 18%	Area Transit \$ 0.11 0.14 0.44 0.35	Origins 1 # Trips 1,733 2,946 53,065 4,667	% Trips 26% 59% 98% 82%	Transit \$ 1.03 1.14 1.02 0.85
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront	#Trips 3,853 3,357 2,236 1,924 1,830	% Trips 49% 68% 34% 31% 3%	Transit \$ 0.19 0.12 0.29 0.17 0.45	# Trips 4,033 1,598 4,307 4,323 52,421	% Trips 51% 32% 66% 69% 97%	7 Transit \$ 0.95 1.29 0.89 1.08 1.02	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan	# Trips 3,353 2,834 2,318 1,099 601	% Trips 51% 57% 29% 2% 11%	Area Fransit \$ 0.14 0.15 0.26 0.43 0.41	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072	not in Service % Trips 49% 43% 71% 98% 89%	7 Transit \$ 0.96 1.12 0.80 1.01 0.83	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury	Origins # Trips 9 4,811 2,009 1,185 1,006 687	in Service A 6 Trips 74% 41% 2% 18% 9%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199	% Trips 26% 59% 98% 82% 91%	Transit \$ 1.03 1.14 1.02 0.85 0.77
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End	#Trips 3,853 3,357 2,236 1,924 1,830 1,158	% Trips 49% 68% 34% 31% 3% 10%	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27	# Trips 4,033 1,598 4,307 4,323 52,421 10,427	% Trips 51% 32% 66% 69% 97% 90%	7 Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville	# Trips 3,353 2,834 2,318 1,099 601 363	% Trips 51% 57% 29% 2% 11% 1%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795	not in Service % Trips 49% 43% 71% 98% 89%	0.96 1.12 0.80 1.01 0.83 1.02	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville	Origins # Trips 9 4,811 2,009 1,185 1,006 687 378	in Service A 74% 41% 2% 18% 9% 1%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780	% Trips 26% 59% 98% 82% 91% 99%	Transit \$ 1.03 1.14 1.02 0.85 0.77 1.02
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028	% Trips 49% 68% 34% 31% 31% 10% 18%	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645	% Trips 51% 32% 66% 69% 97% 90% 82%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury	#Trips 3,353 2,834 2,318 1,099 601 363 211	% Trips 51% 57% 29% 2% 11% 1% 3%	Area Fransit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036	not in Service % Trips 49% 43% 71% 98% 89% 99%	0.96 1.12 0.80 1.01 0.83 1.02 0.87	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton	Origins           # Trips         9           4,811         2,009           1,185         1,006           687         378           294         294	in Service A 6 Trips 74% 41% 2% 18% 9% 1% 12%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172	% Trips  26% 59% 98% 82% 91% 99% 88%	Transit \$ 1.03 1.14 1.02 0.85 0.77 1.02 1.15
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730	% Trips 49% 68% 34% 31% 3% 10% 18% 4%	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45	#Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479	% Trips 51% 32% 66% 69% 97% 90% 82% 96%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown	#Trips 3,353 2,834 2,318 1,099 601 363 211 190	% Trips 51% 57% 29% 2% 11% 1% 3% 1%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019	not in Servic % Trips 49% 43% 71% 98% 89% 99% 97%	0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park	Origins # Trips 9 4,811 2,009 1,185 1,006 687 378 294 218	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933	% Trips  26% 59% 98% 82% 91% 99% 88% 95%	Transit \$ 1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635	% Trips 49% 68% 34% 31% 31% 10% 18% 4% 2%	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70	#Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183	% Trips 51% 51% 57% 29% 2% 11% 1% 3% 1% 1%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043	not in Servic % Trips 49% 43% 71% 98% 89% 99% 97% 99%	1.12 0.80 1.01 0.83 1.02 0.87 0.62	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood	Origins # Trips 9 4,811 2,009 1,185 1,006 687 378 294 218 207	in Service A 174% 41% 2% 18% 9% 11% 12% 5% 11%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 99%	Transit \$ 1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534	% Trips 49% 68% 34% 31% 3% 10% 18% 4% 2% 25%	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165	% Trips 51% 51% 57% 29% 2% 11% 1% 3% 1% 1% 7%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302	not in Service % Trips 49% 43% 71% 98% 89% 99% 97% 99% 99% 93%	0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy	Origins # Trips 9 4,811 2,009 1,185 1,006 687 378 294 218 207 153	in Service A 174% 41% 2% 18% 9% 11% 12% 5% 11% 44%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%	Transit \$ 1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale Transit Ro	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534  oute: Route 19 (1	% Trips 49% 68% 34% 31% 31% 10% 18% 4% 25% Fields Corne	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43	#Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165	% Trips 51% 51% 57% 29% 2% 11% 1% 3% 1% 1% 7% atte 21 (Ashm	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Dorest Hills St	not in Service % Trips 49% 43% 71% 98% 89% 99% 97% 99% 93%	Transit \$ 0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy Transit	Origins # Trips 9 4,811 2,009 1,185 1,006 687 378 294 218 207 153	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 1% 4%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale Transit Ro	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534  oute: Route 19 (1) Origin	% Trips	Transit \$	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins 1	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.)	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton Tra	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin	% Trips 51% 51% 57% 29% 2% 11% 1% 3% 1% 7% tte 21 (Ashm is in Service 2.5.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	Area  Fransit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  ont Sta. – F  Area	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Origins 1	not in Service % Trips 49% 43% 71% 98% 89% 97% 99% 93% a.)	1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit Destination	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 1% 4% Ashmont Stain Service 2	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a. – Ruggles Area	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%  bot Ave.) not in Service	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale Transit Ro Destination Neighborhood	#Trips 3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534  oute: Route 19 (1) Origin #Trips	% Trips	Transit \$	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Servic % Trips	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  ansit Route: Rou Origin #Trips	% Trips	Area  Fransit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  ont Sta F  Area  Fransit \$	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Origins 1 # Trips	not in Service  149% 43% 43% 71% 98% 89% 99% 97% 99% 93%  1a.)  1bot in Service  1c.  1c.  1c.  1c.  1c.  1c.  1c.  1	Transit \$	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit Destination Neighborhood	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 1% 4% Ashmont Stain Service 2% Trips	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a. – Ruggles Area Transit \$	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%  bot Ave.) not in Servic % Trips	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway	# Trips  3,853  3,357  2,236  1,924  1,830  1,158  1,028  730  635  534   oute: Route 19 (1)  Origin # Trips  12,822	% Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips -317	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 95% 75% more Sta.) not in Service % Trips 0%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165 ansit Route: Rou Origin #Trips 3,471	% Trips 51% 57% 29% 2% 11% 1% 3% 1% 7%  atte 21 (Ashm is in Service 2%) Trips 53%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  ont Sta F Area Transit \$ 0.15	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Origins 1 # Trips 3,072	not in Service % Trips 49% 43% 71% 98% 89% 99% 97% 99% 93%  a.) not in Service % Trips 47%	7 Transit \$ 0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13 2e Area Transit \$ 0.93	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 1% 44%  Ashmont Station Service 2 6 Trips 67%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips 4,889	% Trips	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  2e Area Transit \$ 1.09
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood	# Trips  3,853  3,357  2,236  1,924  1,830  1,158  1,028  730  635  534   oute: Route 19 (1)  Origin  # Trips  12,822  11,393	% Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips -317 3,513	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Service % Trips 0% 24%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040	% Trips 51% 57% 29% 2% 11% 1% 3% 1% 7%  atte 21 (Ashm is in Service 253% 36%	Area Fransit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  ont Sta F Area Fransit \$ 0.15 0.10	Origins 1 # Trips 3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Origins 1 # Trips 3,072 3,633	not in Service % Trips 49% 43% 71% 98% 89% 99% 97% 99% 93%  a.) not in Service % Trips 47% 64%	7 Transit \$ 0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13 2e Area Transit \$ 0.93 1.12	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway	Origins   # Trips   9   4,811   2,009   1,185   1,006   687   378   294   218   207   153     # Route: Route 22 (A Origins # Trips   9   10,016   7,932	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont States of Trips 67% 63%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a. – Ruggles Area Transit \$ 0.10 0.14	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips 4,889 4,573	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%  bot Ave.) not in Servic % Trips 33% 37%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  Transit \$ 1.09 0.93
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill	#Trips  3,853  3,357  2,236  1,924  1,830  1,158  1,028  730  635  534   oute: Route 19 (1)  Origin #Trips  12,822  11,393  3,460	% Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips -317 3,513 2,471	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Service % Trips 0% 24% 42%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21 1.07	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831	% Trips 51% 57% 29% 2% 11% 1% 3% 1% 7%  atte 21 (Ashm is in Service 2) % Trips 53% 36% 20%	Area Fransit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  Ont Sta F  Area Fransit \$ 0.15 0.10 0.53	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Drest Hills St Origins 1 # Trips 3,072 3,633 3,321	not in Service  "Not in Service "Not Trips  49%  43%  71%  98%  89%  97%  99%  93%  a.)  not in Service "Not in Service "Not Trips  47%  64%  80%	7	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Statin Service 2 6 Trips 67% 63% 72%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips 4,889 4,573 1,632	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%  bot Ave.) not in Servic % Trips 33% 37% 28%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  2e Area Transit \$ 1.09 0.93 1.15
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill South Roxbury	#Trips  3,853  3,357  2,236  1,924  1,830  1,158  1,028  730  635  534   oute: Route 19 (1)  Origin  #Trips  12,822  11,393  3,460  3,429	West   Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20 0.18	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips -317 3,513 2,471 4,458	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Servic % Trips 0% 24% 42% 57%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21 1.07 1.11	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park Roslindale	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831 825	% Trips 51% 57% 29% 2% 11% 1% 3% 1% 7%  ate 21 (Ashm is in Service 2) % Trips 53% 36% 20% 39%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  ont Sta F Area Transit \$ 0.15 0.10 0.53 0.34	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Origins 1 # Trips  3,072 3,633 3,321 1,299	not in Service  "Not in Service "Not Trips  49%  43%  71%  98%  89%  97%  99%  93%  a.)  not in Service "Not Trips  47%  64%  80%  61%	1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13  2e Area  Transit \$ 0.93 1.12 1.00 0.95	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill South Roxbury	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Stain Service 2 6 Trips 67% 63% 72% 50%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17 0.15	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips 4,889 4,573 1,632 3,939	% Trips  26% 59% 98% 82% 91% 99% 88% 95% 96%  bot Ave.) not in Servic % Trips 33% 37% 28% 50%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  2e Area Transit \$ 1.09 0.93 1.15 1.20
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill South Roxbury Waterfront	#Trips  3,853  3,357  2,236  1,924  1,830  1,158  1,028  730  635  534   oute: Route 19 (1)  Origin  #Trips  12,822  11,393  3,460  3,429  3,151	West   Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20 0.18 0.54	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips -317 3,513 2,471 4,458 51,100	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Service % Trips 0% 24% 42% 57% 94%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21 1.07 1.11 1.03	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park Roslindale Waterfront	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831 825 802	% Trips 51% 57% 29% 2% 11% 1% 3% 1% 7%  tte 21 (Ashm is in Service 2) % Trips 53% 36% 20% 39% 1%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  Ont Sta F  Area Transit \$ 0.15 0.10 0.53 0.34 0.66	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Drest Hills St Origins 1 # Trips  3,072 3,633 3,321 1,299 53,449	not in Service  "Not in Service "Not Trips  49%  43%  71%  98%  89%  97%  99%  93%  a.)  not in Service "Not in Service "Not Trips  47%  64%  80%  61%  99%	7 C Area  Transit \$ 0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13  Ce Area  Transit \$ 0.93 1.12 1.00 0.95 1.00	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill South Roxbury North Roxbury	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Stain Service 2 6 Trips 67% 63% 72% 50% 46%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17 0.15 0.21	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Talk Origins 1 # Trips 4,889 4,573 1,632 3,939 3,352	% Trips           26%           59%           98%           82%           91%           99%           88%           95%           96%           bot Ave.)           not in Service           % Trips           33%           37%           28%           50%           54%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  2e Area Transit \$ 1.09 0.93 1.15 1.20 1.12
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill South Roxbury Waterfront North Roxbury	#Trips  3,853  3,357  2,236  1,924  1,830  1,158  1,028  730  635  534   oute: Route 19 (1)  Origin  #Trips  12,822  11,393  3,460  3,429  3,151  3,090	West   Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20 0.18 0.54 0.19	# Trips 4,033 1,598 4,307 4,323 52,421 10,427 4,645 16,479 33,523 1,590 ggles or Kenr Origins I # Trips -317 3,513 2,471 4,458 51,100 3,157	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Service % Trips 0% 24% 42% 57% 94% 51%	7	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park Roslindale Waterfront Jamaica Plain	#Trips 3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831 825 802 407	51% 57% 29% 2% 11% 1% 3% 1% 1% 7%  **Mete 21 (Ashm is in Service 2.5% 53% 36% 20% 39% 1% 16%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  Ont Sta F  Area Transit \$ 0.15 0.10 0.53 0.34 0.66 0.31	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Drest Hills St Origins 1 # Trips  3,072 3,633 3,321 1,299 53,449 2,212	not in Service  "Yes Trips  49%  43%  71%  98%  89%  99%  97%  99%  93%  a.)  not in Service  "Trips  47%  64%  80%  61%  99%  84%	7	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill South Roxbury North Roxbury Waterfront	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Stain Service 2 6 Trips 67% 63% 72% 50% 46% 5%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17 0.15 0.21 0.57	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Tall: Origins 1 # Trips 4,889 4,573 1,632 3,939 3,352 51,743	% Trips           26%           59%           98%           82%           91%           99%           88%           95%           96%           bot Ave.)           not in Service           % Trips           33%           37%           28%           50%           54%           95%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  Transit \$ 1.09 0.93 1.15 1.20 1.12 1.01
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill South Roxbury Waterfront North Roxbury South Dorchester	#Trips  3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534  oute: Route 19 (1	We Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20 0.18 0.54 0.19 0.16	# Trips  4,033  1,598  4,307  4,323  52,421  10,427  4,645  16,479  33,523  1,590  ggles or Kenr Origins I # Trips  -317  3,513  2,471  4,458  51,100  3,157  4,330	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) mot in Service % Trips 0% 24% 42% 57% 94% 51% 66%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21 1.07 1.11 1.03 1.23 1.15	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park Roslindale Waterfront Jamaica Plain West Roxbury	#Trips  3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831 825 802 407 355	51% 51% 57% 29% 2% 11% 1% 3% 1% 1% 1% 58 4 21 (Ashm is in Service 2) 53% 36% 20% 39% 1% 16% 11%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  Ont Sta F  Area Transit \$ 0.15 0.10 0.53 0.34 0.66 0.31 0.71	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Drest Hills St Origins 1 # Trips  3,072 3,633 3,321 1,299 53,449 2,212 3,011	not in Service  "Yes Trips  49%  43%  71%  98%  89%  97%  99%  93%  a.)  not in Service  "Trips  47%  64%  80%  61%  99%  84%  89%	7	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill South Roxbury North Roxbury Waterfront South Dorchester	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Stain Service 2 6 Trips 67% 63% 72% 50% 46% 5% 34%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17 0.15 0.21 0.57 0.20	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Tall: Origins 1 # Trips 4,889 4,573 1,632 3,939 3,352 51,743 4,326	% Trips           26%           59%           98%           82%           91%           99%           88%           95%           96%           bot Ave.)           not in Service           % Trips           33%           37%           28%           50%           54%           95%           66%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  Transit \$ 1.09 0.93 1.15 1.20 1.12 1.01 0.99
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill South Roxbury Waterfront North Roxbury	#Trips  3,853  3,357  2,236  1,924  1,830  1,158  1,028  730  635  534  oute: Route 19 (1  Origin #Trips  12,822  11,393  3,460  3,429  3,151  3,090  2,213  2,189	## Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20 0.18 0.54 0.19 0.16 0.19	# Trips  4,033  1,598  4,307  4,323  52,421  10,427  4,645  16,479  33,523  1,590  ggles or Kenr Origins I # Trips  -317  3,513  2,471  4,458  51,100  3,157  4,330  9,396	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) not in Service % Trips 0% 24% 42% 57% 94% 51% 66% 81%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21 1.07 1.11 1.03 1.23 1.15 0.82	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park Roslindale Waterfront Jamaica Plain West Roxbury North Milton	#Trips  3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831 825 802 407 355 346	% Trips 51% 57% 29% 2% 11% 1% 3% 1% 1% 7%  ate 21 (Ashm is in Service 2	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  Ont Sta F  Area Transit \$ 0.15 0.10 0.53 0.34 0.66 0.31 0.71 0.43	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Drest Hills St Origins 1 # Trips  3,072 3,633 3,321 1,299 53,449 2,212 3,011 2,121	not in Service  "Yes Trips  49%  43%  71%  98%  89%  99%  97%  99%  93%  a.)  not in Service  "Trips  47%  64%  80%  61%  99%  84%  89%  86%	7 Transit \$ 0.96 1.12 0.80 1.01 0.83 1.02 0.87 0.62 0.95 1.13 2e Area 7 Transit \$ 0.93 1.12 1.00 0.95 1.00 1.03 1.13 1.19	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill South Roxbury North Roxbury Waterfront South Dorchester Downtown	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Stain Service 2 6 Trips 67% 63% 72% 50% 46% 5% 34% 9%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17 0.15 0.21 0.57 0.20 0.44	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Tally Origins 1 # Trips 4,889 4,573 1,632 3,939 3,352 51,743 4,326 15,663	% Trips           26%           59%           98%           82%           91%           99%           88%           95%           96%           bot Ave.)           not in Service           % Trips           33%           37%           28%           50%           54%           95%           66%           91%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95 0.89  Transit \$ 1.09 0.93 1.15 1.20 1.12 1.01 0.99 0.62
Neighborhood South Roxbury North Dorchester South Dorchester North Roxbury Waterfront South End Mattapan Downtown East Somerville Roslindale  Transit Ro Destination Neighborhood Fenway Longwood Mission Hill South Roxbury Waterfront North Roxbury South Dorchester	#Trips  3,853 3,357 2,236 1,924 1,830 1,158 1,028 730 635 534  oute: Route 19 (1	We Trips	Transit \$ 0.19 0.12 0.29 0.17 0.45 0.27 0.37 0.45 0.70 0.43  r Sta. – Rug Area Transit \$ 0.13 0.11 0.20 0.18 0.54 0.19 0.16	# Trips  4,033  1,598  4,307  4,323  52,421  10,427  4,645  16,479  33,523  1,590  ggles or Kenr Origins I # Trips  -317  3,513  2,471  4,458  51,100  3,157  4,330	% Trips 51% 32% 66% 69% 97% 90% 82% 96% 98% 75% more Sta.) mot in Service % Trips 0% 24% 42% 57% 94% 51% 66%	Transit \$ 0.95 1.29 0.89 1.08 1.02 0.72 0.88 0.62 1.02 0.94  Transit \$ 1.10 1.21 1.07 1.11 1.03 1.23 1.15	Neighborhood South Dorchester North Dorchester South Roxbury Waterfront Mattapan East Somerville North Roxbury Downtown Westwood North Milton  Tra  Destination Neighborhood South Dorchester Mattapan Hyde Park Roslindale Waterfront Jamaica Plain West Roxbury	#Trips  3,353 2,834 2,318 1,099 601 363 211 190 183 165  msit Route: Rou Origin #Trips 3,471 2,040 831 825 802 407 355	51% 51% 57% 29% 2% 11% 1% 3% 1% 1% 1% 58 4 21 (Ashm is in Service 2) 53% 36% 20% 39% 1% 16% 11%	Area Transit \$ 0.14 0.15 0.26 0.43 0.41 0.73 0.26 0.46 0.78 0.55  Ont Sta F  Area Transit \$ 0.15 0.10 0.53 0.34 0.66 0.31 0.71	Origins 1 # Trips  3,191 2,121 5,568 53,151 5,072 33,795 6,036 17,019 16,043 2,302  Drest Hills St Origins 1 # Trips  3,072 3,633 3,321 1,299 53,449 2,212 3,011	not in Service  "Yes Trips  49%  43%  71%  98%  89%  97%  99%  93%  a.)  not in Service  "Trips  47%  64%  80%  61%  99%  84%  89%	7	Neighborhood South Dorchester North Dorchester Waterfront Mattapan South Roxbury East Somerville North Milton Hyde Park Westwood North Quincy  Transit  Destination Neighborhood Longwood Fenway Mission Hill South Roxbury North Roxbury Waterfront South Dorchester	Origins   # Trips   9	in Service 2 6 Trips 74% 41% 2% 18% 9% 1% 12% 5% 4% 4%  Ashmont Stain Service 2 6 Trips 67% 63% 72% 50% 46% 5% 34%	Area Transit \$ 0.11 0.14 0.44 0.35 0.30 0.74 0.50 0.76 0.79 0.55  a Ruggles Area Transit \$ 0.10 0.14 0.17 0.15 0.21 0.57 0.20	Origins 1 # Trips 1,733 2,946 53,065 4,667 7,199 33,780 2,172 3,933 16,020 3,491  Sta. via Tall: Origins 1 # Trips 4,889 4,573 1,632 3,939 3,352 51,743 4,326	% Trips           26%           59%           98%           82%           91%           99%           88%           95%           96%           bot Ave.)           not in Service           % Trips           33%           37%           28%           50%           54%           95%           66%	1.03 1.14 1.02 0.85 0.77 1.02 1.15 0.98 0.95

**TABLE 82 – Continued** Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 23 - 35

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

Neighborhood

Transit Route: Route 26 (Ashmont Sta. – Norfolk & Morton Belt Line)

# Trips % Trips Transit \$ # Trips

Origins not in Service Area

% Trips Transit \$

Origins in Service Area

Transit Route: Route 24 (Wakefield Ave. – Mattapan Sta.)

Origins in Service Area

Transit Route: Route 23 (Ashmont Sta. – Ruggles Sta. via Washington St.)

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Destination

Neighborhood

Origins in Service Area

Destination

Neighborhood

Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood		% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	<b>_</b>	% Trips		# Trips	% Trips	Transit \$
Fenway	3,270	26%	0.13	9,235	74%	0.81	South Dorchester	2,139	33%	0.19	4,405	67%	0.90	South Dorchester	4,001	61%	0.10	2,543	39%	0.98
South Roxbury	3,132	40%	0.16	4,754	60%	1.09	Mattapan	1,420	25%	0.23	4,253	75%	0.96	Mattapan	1,650	29%	0.11	4,022	71%	1.09
Longwood	2,793	19%	0.20	12,112	81%	0.64	Roslindale	619	29%	0.44	1,505	71%	0.94	Waterfront	683	1%	0.63	53,568	99%	1.00
South Dorchester	2,521	39%	0.16	4,023	61%	1.03	Waterfront	597	1%	0.71	53,654	99%	1.00	Hyde Park	565	14%	0.58	3,586	86%	0.99
North Roxbury	2,418	39%	0.18	3,829	61%	1.14	West Roxbury	560	17%	0.66	2,806	83%	1.14	Roslindale	292	14%	0.51	1,832	86%	0.92
South End	2,073	18%	0.23	9,512	82%	0.73	Westwood	550	3%	0.76	15,677	97%	0.95	North Milton	241	10%	0.42	2,226	90%	1.19
Waterfront	1,860	3%	0.56	52,391	97%	1.01	North Quincy	329	9%	0.70	3,315	91%	0.88	Westwood	204	1%	0.79	16,023	99%	0.95
Mission Hill	1,428	24%	0.23	4,503	76%	0.92	East Dedham	323	8%	0.69	3,942	92%	1.38	West Roxbury	160	5%	0.82	3,206	95%	1.13
Mattapan	1,215	21%	0.36	4,457	79%	0.89	West Dedham	233	6%	0.79	3,430	94%	1.44	East Somerville	158	0%	0.82	34,000	100%	1.02
Downtown	1,021	6%	0.44	16,188	94%	0.62	South Quincy	213	1%	0.83	14,968	99%	0.93	East Dedham	157	4%	0.94	4,109	96%	1.35
	,-			-,			<u> </u>				,- ,							,		
Tra	nsit Route: R	oute 27 (Ma	ttapan Sta. –	Ashmont St	a.)			Transit Route: Ro	ute 28 (Mat	tapan Sta. –	Ruggles Sta	a.)			Transit Route: Rout	e 29 (Matta	pan Sta. – Ja	ckson Sa. S	ta.)	
Destination		ins in Servic	-		not in Servi	ce Area	Destination		s in Service	-		not in Serv	ice Area	Destination		s in Service			not in Service	ce Area
Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$	Neighborhood					% Trips	Transit \$	Neighborhood						Transit \$
South Dorchester	2,105	32%	0.12	4,439	68%	0.89	Longwood	9,627	65%	0.09	5,279	35%	1.06	Longwood	3,571	24%	0.20	11,334	7 <b>6</b> %	0.65
Mattapan	1,111	20%	0.19	4,562	80%	0.92	Fenway	9,346	75%	0.12	3,159	25%	0.92	South Roxbury	3,567	45%	0.17	4,319	55%	1.07
Hyde Park	637	15%	0.17	3,515	85%	1.01	North Roxbury	3,011	48%	0.12	3,236	52%	1.16	Mission Hill	2,973	50%	0.17	2,958	50%	1.02
-	406			53,845	99%	0.99			37%	0.19		63%	1.16			42%		3,612	58%	0.99
Waterfront		1%	0.64				South Roxbury	2,950			4,937			North Roxbury	2,635		0.25			
Roslindale	294	14%	0.54	1,830	86%	0.91	Mission Hill	2,934	49%	0.21	2,997	51%	1.00	Fenway	2,429	19%	0.15	10,075	81%	0.81
North Quincy	264	7%	0.61	3,379	93%	0.88	Waterfront	2,509	5%	0.60	51,742	95%	1.01	Waterfront	1,882	3%	0.62	52,369	97%	1.01
West Roxbury	254	8%	0.80	3,112	92%	1.12	South End	2,149	19%	0.22	9,436	81%	0.75	Mattapan	1,473	26%	0.16	4,200	74%	1.21
Westwood	225	1%	0.81	16,002	99%	0.95	Mattapan	1,561	28%	0.18	4,112	72%	1.22	Jamaica Plain	1,314	50%	0.33	1,306	50%	1.12
North Milton	223	9%	0.36	2,243	91%	1.21	Roslindale	890	42%	0.45	1,234	58%	0.97	South End	1,228	11%	0.28	10,357	89%	0.72
East Dedham	189	4%	0.89	4,077	96%	1.35	East Somerville	849	2%	0.66	33,309	98%	1.03	South Brookline	1,084	21%	0.48	4,125	79%	0.97
Tra	nsit Route: Ro	oute 30 (Mai	ttanan Sta 🕳	Roslindale S	a )		Т	ransit Route: Rout	te 31 (Matta	nan Sta. – F	aract Hille (	ita )		Two	ansit Route: Route 32	(Wolcott Sc	/Cloopy Sa	_ Forest Hi	ills Sta.)	
					* /				`	•										
Destination		ins in Servic	e Area	Origins	not in Servi		Destination	Origins	s in Service	Area	Origins	not in Serv		Destination	Origin	s in Service	Area	Origins	not in Service	
Neighborhood	# Trips	ins in Servic % Trips	e Area Transit \$	Origins # Trips	not in Servi % Trips	Transit \$	Destination Neighborhood	Origins # Trips	s in Service % Trips	Area Transit \$	Origins # Trips	not in Serv % Trips	Transit \$	Destination Neighborhood	Origin # Trips	s in Service % Trips	Area Transit \$	Origins # Trips	not in Service % Trips	Transit \$
	# <b>Trips</b> 826	ins in Servic % Trips 25%	e Area Transit \$ 0.47	Origins # Trips 2,539	not in Servi % Trips 75%	Transit \$	Destination Neighborhood Mattapan	Origins # Trips 1,661	s in Service % Trips 29%	Area Transit \$ 0.09	Origins # Trips 4,012	not in Serv % Trips 71%	<b>Transit \$</b> 1.10	Neighborhood South Roxbury	Origin # Trips 3,275	s in Service % Trips 42%	Area Transit \$ 0.15	Origins # Trips 4,612	not in Service % Trips 58%	<b>Transit \$</b> 0.97
Neighborhood West Roxbury Mattapan	# Trips	ins in Servic % Trips	e Area Transit \$ 0.47 0.23	Origins # Trips 2,539 4,901	not in Servi % Trips 75% 86%	1.17 0.92	Destination Neighborhood	Origins # Trips	s in Service % Trips 29% 23%	Area Transit \$ 0.09 0.32	Origins # Trips 4,012 5,057	not in Serv % Trips 71% 77%	Transit \$	Destination Neighborhood	Origin # Trips	% Trips 42% 62%	Area Transit \$ 0.15 0.27	Origins # Trips 4,612 1,008	not in Service % Trips 58% 38%	7 1.10
Neighborhood West Roxbury	# <b>Trips</b> 826  772  630	ins in Servic % Trips 25% 14% 24%	e Area Transit \$ 0.47 0.23 0.29	Origins #Trips 2,539 4,901 1,990	not in Servi % Trips 75%	Transit \$	Destination Neighborhood Mattapan	Origins # Trips 1,661	s in Service % Trips 29%	Area Transit \$ 0.09	Origins # Trips 4,012 5,057 3,157	not in Serv % Trips 71% 77% 76%	<b>Transit \$</b> 1.10	Neighborhood South Roxbury	Origin # Trips 3,275	s in Service % Trips 42%	Area Transit \$ 0.15	Origins # Trips 4,612 1,008 4,354	not in Service % Trips 58%	<b>Transit \$</b> 0.97
Neighborhood West Roxbury Mattapan	# <b>Trips</b> 826 772	ins in Servic % Trips 25% 14%	e Area Transit \$ 0.47 0.23	Origins # Trips 2,539 4,901	not in Servi % Trips 75% 86%	1.17 0.92	Destination Neighborhood Mattapan South Dorchester	# Trips 1,661 1,487	s in Service % Trips 29% 23%	Area Transit \$ 0.09 0.32	Origins # Trips 4,012 5,057	not in Serv % Trips 71% 77%	Transit \$ 1.10 0.83	Destination Neighborhood South Roxbury Jamaica Plain	Origin # Trips 3,275 1,612	% Trips 42% 62%	Area Transit \$ 0.15 0.27	Origins # Trips 4,612 1,008	not in Service % Trips 58% 38%	7 1.10
Neighborhood West Roxbury Mattapan Jamaica Plain	# <b>Trips</b> 826  772  630	ins in Servic % Trips 25% 14% 24%	e Area Transit \$ 0.47 0.23 0.29	Origins #Trips 2,539 4,901 1,990	not in Servi % Trips 75% 86% 76%	Transit \$ 1.17 0.92 1.04	Destination Neighborhood Mattapan South Dorchester Hyde Park	Origins # Trips 1,661 1,487 994	s in Service % Trips 29% 23% 24%	Area Transit \$ 0.09 0.32 0.38	Origins # Trips 4,012 5,057 3,157	not in Serv % Trips 71% 77% 76%	Transit \$ 1.10 0.83 1.03	Destination Neighborhood South Roxbury Jamaica Plain Mattapan	Origin: # Trips 3,275 1,612 1,319	s in Service % Trips 42% 62% 23%	Area Transit \$ 0.15 0.27 0.33	Origins # Trips 4,612 1,008 4,354	not in Service % Trips 58% 38% 77%	7 Transit \$ 0.97 1.10 0.90
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park	# <b>Trips</b> 826  772  630  626	ins in Servic % Trips 25% 14% 24% 15%	e Area Transit \$ 0.47 0.23 0.29 0.29	Origins # Trips 2,539 4,901 1,990 3,526	not in Servi % Trips 75% 86% 76% 85%	Transit \$ 1.17 0.92 1.04 1.11	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale	Origins # Trips 1,661 1,487 994 989	s in Service % Trips 29% 23% 24% 47%	Area Transit \$ 0.09 0.32 0.38 0.31	Origins # Trips 4,012 5,057 3,157 1,135	not in Serv % Trips 71% 77% 76% 53%	Transit \$ 1.10 0.83 1.03 0.96	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront	Origin: #Trips 3,275 1,612 1,319 917	s in Service % Trips 42% 62% 23% 2%	Area Transit \$ 0.15 0.27 0.33 0.72	Origins # Trips 4,612 1,008 4,354 53,334	not in Service % Trips 58% 38% 77% 98%	7 Transit \$ 0.97 1.10 0.90 1.00
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront	# Trips 826 772 630 626 463	ins in Servic % Trips 25% 14% 24% 15% 1%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77	Origins # Trips 2,539 4,901 1,990 3,526 53,788	not in Servi % Trips 75% 86% 76% 85% 99%	1.17 0.92 1.04 1.11 0.99	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain	Origins # Trips 1,661 1,487 994 989 618	s in Service % Trips 29% 23% 24% 47% 24%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29	Origins # Trips 4,012 5,057 3,157 1,135 2,001	not in Serv % Trips 71% 77% 76% 53% 76%	1.10 0.83 1.03 0.96 1.03	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury	Origin: #Trips 3,275 1,612 1,319 917 794	s in Service % Trips 42% 62% 23% 2% 24%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52	Origins # Trips 4,612 1,008 4,354 53,334 2,572	not in Service % Trips 58% 38% 77% 98% 76%	Transit \$ 0.97 1.10 0.90 1.00 1.18
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham	#Trips 826 772 630 626 463 403 351	ins in Servic % Trips 25% 14% 24% 15% 1% 2%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92%	Transit \$ 1.17 0.92 1.04 1.11 0.99 0.95 1.37	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury	Origins #Trips 1,661 1,487 994 989 618 602	s in Service % Trips 29% 23% 24% 47% 24% 1%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84%	1.10 0.83 1.03 0.96 1.03 0.99 1.14	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale	#Trips 3,275 1,612 1,319 917 794 674 449	s in Service % Trips 42% 62% 23% 2% 24% 4%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675	not in Service % Trips 58% 38% 77% 98% 76% 96% 79%	7 Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham	#Trips 826 772 630 626 463 403 351 289	ins in Servic % Trips 25% 14% 24% 15% 1% 2% 8%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 92%	Transit \$ 1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury	Origins # Trips  1,661  1,487  994  989  618  602  553  549	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton	Origin: # Trips 3,275 1,612 1,319 917 794 674 449 416	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 17%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83%	Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville	#Trips 826 772 630 626 463 403 351	ins in Servic % Trips 25% 14% 24% 15% 1% 2% 8%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 92% 100%	Transit \$ 1.17 0.92 1.04 1.11 0.99 0.95 1.37	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury	Origins # Trips  1,661  1,487  994  989  618  602  553	s in Service % Trips 29% 23% 24% 47% 24% 1% 16%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale	Origin: # Trips 3,275 1,612 1,319 917 794 674 449 416 378	s in Service % Trips 42% 62% 23% 2% 24% 4% 21%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94%	Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham	#Trips 826 772 630 626 463 403 351 289 157	ins in Servic  '% Trips  25%  14%  24%  15%  1%  2%  8%  8%  0%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 92%	Transit \$ 1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham	Origins # Trips  1,661  1,487  994  989  618  602  553  549  345	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester	Origin: # Trips 3,275 1,612 1,319 917 794 674 449 416	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 17% 6%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83%	Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy	#Trips 826 772 630 626 463 403 351 289 157	ins in Servic  % Trips 25% 14% 24% 15% 1% 2% 8% 8% 0% 4%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 92% 100% 96%	Transit \$ 1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood	Origins # Trips  1,661  1,487  994  989  618  602  553  549  345  300	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8% 2%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester	Origin: # Trips 3,275 1,612 1,319 917 794 674 449 416 378 319	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 17% 6% 9%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%	Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy	#Trips 826 772 630 626 463 403 351 289 157 156	ins in Servic % Trips 25% 14% 24% 15% 1% 2% 8% 8% 0% 4%	e Area  Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts.	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8% 2%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fe	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Drest Hills S	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham	#Trips 3,275 1,612 1,319 917 794 674 449 416 378 319  Transit Route: Rou	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 66% 9%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  mm Mall – Fe	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%	7 Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination	#Trips 826 772 630 626 463 403 351 289 157 156 t Route: Route	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  8%  0%  4%  te 33 (River ins in Servic	e Area  Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts.	Origins #Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96% Sta.) not in Servi	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8% 2%  te 34 (Dedh s in Service	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line – Fo	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927 Orest Hills S Origins	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  sta.) not in Serv	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination	# Trips  3,275  1,612  1,319  917  794  674  449  416  378  319  Transit Route: Rou  Origin	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 66% 9% te 35 (Dedhas in Service	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  am Mall – Fo	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood	#Trips 826 772 630 626 463 403 351 289 157 156 t Route: Route Original	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  8%  0%  4%  te 33 (River ins in Servic % Trips	e Area  Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area  Transit \$	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96% Sta.) not in Servi % Trips	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  Destination Neighborhood	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Route   Origins   # Trips   1,661   1,487   1,4	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 2%  te 34 (Dedh s in Service % Trips	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927 Orest Hills S Origins # Trips	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 66% 9%  te 35 (Dedha s in Service % Trips	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service % Trips	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan	#Trips  826 772 630 626 463 403 351 289 157 156 t Route: Route Origi #Trips 1,124	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84 & Milton Sts. e Area Transit \$ 0.32	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Routh   Origins   # Trips   3,367	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8% 2%  te 34 (Dedh s in Service % Trips 43%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Origins # Trips 4,519	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 17% 6% 9% te 35 (Dedhas in Service % Trips 54%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service % Trips 46%	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  2ce Area Transit \$ 0.98
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury	#Trips  826 772 630 626 463 403 351 289 157 156 t Route: Rout Origi #Trips 1,124 979	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84 & Milton Sts. e Area Transit \$ 0.32 0.51	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Rou   Origins   # Trips   3,367   2,897	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 2%  te 34 (Dedh s in Service % Trips 43% 48%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fe Area Transit \$ 0.15 0.25	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Origins # Trips 4,519 3,143	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 17% 6% 9% te 35 (Dedhas in Service % Trips 54% 89%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service % Trips 46% 11%	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  2ce Area 7 2 3 1.47
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%  5%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84 & Milton Sts. e Area Transit \$ 0.32 0.51 0.68	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Rou   Origins   # Trips   3,367   2,897   2,168	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fe Area Transit \$ 0.15 0.25 0.42	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 66% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service % Trips 46% 11% 74%	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  2ce Area 7 2
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%  5%  1%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84 & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  Ce Area Transit \$ 0.89 1.19 0.96 0.99	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Rou   Origins   # Trips   3,367   2,897   2,168   1,668	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fe Area Transit \$ 0.15 0.25 0.42 0.27	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Origins # Trips 4,519 3,143 2,097 951	not in Serv % Trips 71% 77% 76% 53% 766 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 66% 9%  te 35 (Dedhas in Service % Trips 54% 89% 26% 49%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303 2,643	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service % Trips 46% 11% 74% 51%	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  2ce Area 7 2
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront Jamaica Plain	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623 594	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%  5%  1%  23%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84 & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80 0.36	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628 2,026	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99% 77%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96 0.99 1.03	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain Mattapan	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Rou   Origins   # Trips   3,367   2,897   2,168   1,668   1,148	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64% 20%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15 0.25 0.42 0.27 0.35	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097 951 4,525	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36% 80%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11 0.88	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline North Brookline	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319	s in Service % Trips 42% 62% 23% 24% 24% 46% 21% 17% 6% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26% 49% 44%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27 0.28	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303 2,643 2,617	not in Service % Trips 58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.) not in Service % Trips 46% 11% 74% 51% 56%	Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  ce Area Transit \$ 0.98 1.11 0.74 1.08 0.83
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront Jamaica Plain Roslindale	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623 594 455	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%  5%  1%  23%  21%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80 0.36 0.18	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628 2,026 1,669	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99% 77% 79%	Transit \$  1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96 0.99 1.03 1.19	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain Mattapan Hyde Park	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Rou   Origins   # Trips   3,367   2,897   2,168   1,668   1,148   1,068	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64% 20% 26%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15 0.25 0.42 0.27 0.35 0.45	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097 951 4,525 3,084	not in Serv % Trips 71% 76% 76% 53% 766% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36% 80% 74%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11 0.88 1.06	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline North Brookline Waterfront	Origin   # Trips   3,275   1,612   1,319   917   794   674   449   416   378   319     Transit Route: Rou   Origin   # Trips   8,016   5,299   3,201   2,566   2,048   1,415	s in Service % Trips 42% 62% 23% 2% 24% 4% 21% 17% 6% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26% 49% 44% 3%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27 0.28 0.68	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303 2,643 2,617 52,836	not in Service  % Trips  58% 38% 77% 98% 76% 96% 79% 83% 94% 91%  ta.)  not in Service % Trips 46% 11% 74% 51% 56% 97%	Transit \$ 0.97 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  ce Area Transit \$ 0.98 1.11 0.74 1.08 0.83 1.00
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront Jamaica Plain Roslindale West Dedham	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623 594 455 415	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%  5%  1%  23%  21%  11%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80 0.36 0.18 0.65	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628 2,026 1,669 3,248	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99% 77% 79% 89%	1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96 0.99 1.03 1.19 1.49	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain Mattapan Hyde Park West Roxbury	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Transit Route: Rou   Origins   # Trips   3,367   2,897   2,168   1,668   1,148   1,068   1,029	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64% 20% 26% 31%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15 0.25 0.42 0.27 0.35 0.45 0.39	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097 951 4,525 3,084 2,337	not in Serv % Trips 71% 77% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36% 80% 74% 69%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11 0.88 1.06 1.28	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline North Brookline Waterfront North Roxbury	Origin: #Trips   3,275   1,612   1,319   917   794   674   449   416   378   319     Transit Route: Rou   Origin: #Trips   8,016   5,299   3,201   2,566   2,048   1,415   1,303	s in Service % Trips 42% 62% 23% 24% 4% 21% 17% 6% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26% 49% 44% 3% 21%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27 0.28 0.68 0.31	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303 2,643 2,617 52,836 4,944	not in Service  % Trips  58%  38%  77%  98%  76%  96%  79%  83%  94%  91%  ta.)  not in Service  % Trips  46%  11%  74%  51%  56%  97%  79%	7 CE Area 7 CO PS 7 CO
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront Jamaica Plain Roslindale West Dedham Hyde Park	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623 594 455 415 366	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  8%  0%  44%  te 33 (River ins in Servic % Trips  20%  29%  5%  1%  23%  21%  11%  9%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80 0.36 0.18 0.65 0.14	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628 2,026 1,669 3,248 3,785	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99% 77% 79% 89% 91%	Transit \$  1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96 0.99 1.03 1.19 1.49 1.43	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain Mattapan Hyde Park West Roxbury Waterfront	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Trips     # Trips   3,367   2,897   2,168   1,668   1,148   1,068   1,029   952	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64% 20% 26% 31% 2%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15 0.25 0.42 0.27 0.35 0.45 0.39 0.73	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097 951 4,525 3,084 2,337 53,299	not in Serv % Trips 71% 76% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36% 80% 74% 69% 98%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11 0.88 1.06 1.28 1.00	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline North Brookline Waterfront North Roxbury South Roxbury	Origin: #Trips   3,275   1,612   1,319   917   794   674   449   416   378   319     Transit Route: Rou   Origin: #Trips   8,016   5,299   3,201   2,566   2,048   1,415   1,303   949	s in Service % Trips 42% 62% 23% 24% 24% 4% 21% 17% 6% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26% 49% 44% 3% 21% 12%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27 0.28 0.68 0.31 0.36	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303 2,643 2,617 52,836 4,944 6,937	not in Service  % Trips  58%  38%  77%  98%  76%  96%  79%  83%  94%  91%  ta.)  not in Service  % Trips  46%  11%  74%  51%  56%  97%  79%  88%	7 CE Area 7 CO 98 7 Transit \$ 7 0.97 7 1.10 7 0.90 7 1.00 7 1.18 7 0.96 7 1.19 7 1.15 7 0.83 7 1.47 7 1.08 7 0.98 7 1.11 7 0.74 7 1.08 7 0.83 7 1.00 7 0.85 7 0.77
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront Jamaica Plain Roslindale West Dedham Hyde Park Norwood	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623 594 455 415 366 278	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  8%  0%  44%   te 33 (River ins in Servic  % Trips  20%  29%  5%  1%  23%  21%  11%  9%  5%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80 0.36 0.18 0.65 0.14 0.98	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628 2,026 1,669 3,248 3,785 5,761	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99% 77% 79% 89% 91% 95%	Transit \$  1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96 0.99 1.03 1.19 1.49 1.43 1.22	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain Mattapan Hyde Park West Roxbury Waterfront West Dedham	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Trips   # Trips   3,367   2,897   2,168   1,668   1,148   1,068   1,029   952   844	s in Service % Trips 29% 23% 24% 47% 24% 1% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64% 20% 26% 31% 2% 23%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15 0.25 0.42 0.27 0.35 0.45 0.39 0.73 0.42	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097 951 4,525 3,084 2,337 53,299 2,819	not in Serv % Trips 71% 77% 76% 53% 766% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36% 80% 74% 69% 98% 77%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11 0.88 1.06 1.28 1.00 1.65	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline North Brookline Waterfront North Roxbury South Roxbury Hyde Park	Origin     # Trips     3,275     1,612     1,319     917     794     674     449     416     378     319     Transit Route: Rou     Origin     # Trips     8,016     5,299     3,201     2,566     2,048     1,415     1,303     949     911	s in Service % Trips 42% 62% 23% 24% 44% 21% 17% 6% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26% 49% 44% 3% 21% 12% 22%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27 0.28 0.68 0.31 0.36 0.44	Origins # Trips  4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Origins # Trips 6,890 632 9,303 2,643 2,617 52,836 4,944 6,937 3,241	not in Service  % Trips  58%  38%  77%  98%  76%  96%  79%  83%  94%  91%  ta.)  not in Service  % Trips  46%  11%  74%  51%  56%  97%  79%  88%  78%	7 1.10 0.90 1.00 1.18 0.96 1.19 1.15 0.83 1.47  22 Area 7 1.11 0.74 1.08 0.83 1.00 0.85 0.77 1.05
Neighborhood West Roxbury Mattapan Jamaica Plain Hyde Park Waterfront Westwood East Dedham West Dedham East Somerville North Quincy  Transi Destination Neighborhood Mattapan West Roxbury Westwood Waterfront Jamaica Plain Roslindale West Dedham Hyde Park	#Trips  826 772 630 626 463 403 351 289 157 156  t Route: Rout Origi #Trips 1,124 979 836 623 594 455 415 366 278	ins in Servic  % Trips  25%  14%  24%  15%  1%  2%  8%  0%  4%  te 33 (River ins in Servic  % Trips  20%  29%  5%  1%  23%  21%  11%  9%  5%  2%	e Area Transit \$ 0.47 0.23 0.29 0.29 0.77 0.69 0.71 0.69 0.83 0.84  & Milton Sts. e Area Transit \$ 0.32 0.51 0.68 0.80 0.36 0.18 0.65 0.14	Origins # Trips 2,539 4,901 1,990 3,526 53,788 15,824 3,914 3,373 34,001 3,487 - Mattapan Origins # Trips 4,548 2,387 15,391 53,628 2,026 1,669 3,248 3,785	not in Servi % Trips 75% 86% 76% 85% 99% 98% 92% 100% 96%  Sta.) not in Servi % Trips 80% 71% 95% 99% 77% 79% 89% 91%	Transit \$  1.17 0.92 1.04 1.11 0.99 0.95 1.37 1.45 1.02 0.87  ce Area Transit \$ 0.89 1.19 0.96 0.99 1.03 1.19 1.49 1.43	Destination Neighborhood Mattapan South Dorchester Hyde Park Roslindale Jamaica Plain Waterfront West Roxbury South Roxbury East Dedham Westwood  T Destination Neighborhood South Roxbury Norwood East Dedham Jamaica Plain Mattapan Hyde Park West Roxbury Waterfront	Origins   # Trips   1,661   1,487   994   989   618   602   553   549   345   300     Trips     # Trips   3,367   2,897   2,168   1,668   1,148   1,068   1,029   952	s in Service % Trips 29% 23% 24% 47% 24% 16% 7% 8% 22%  te 34 (Dedh s in Service % Trips 43% 48% 51% 64% 20% 26% 31% 2%	Area Transit \$ 0.09 0.32 0.38 0.31 0.29 0.74 0.67 0.40 0.82 0.75  am Line - Fo Area Transit \$ 0.15 0.25 0.42 0.27 0.35 0.45 0.39 0.73	Origins # Trips 4,012 5,057 3,157 1,135 2,001 53,648 2,813 7,337 3,920 15,927  Orest Hills S Origins # Trips 4,519 3,143 2,097 951 4,525 3,084 2,337 53,299	not in Serv % Trips 71% 76% 76% 53% 76% 99% 84% 93% 92% 98%  Sta.) not in Serv % Trips 57% 52% 49% 36% 80% 74% 69% 98%	1.10 0.83 1.03 0.96 1.03 0.99 1.14 0.76 1.35 0.95  ice Area Transit \$ 0.97 1.73 1.58 1.11 0.88 1.06 1.28 1.00	Destination Neighborhood South Roxbury Jamaica Plain Mattapan Waterfront West Roxbury Westwood Roslindale North Milton South Dorchester West Dedham  Destination Neighborhood Longwood Mission Hill Fenway South Brookline North Brookline Waterfront North Roxbury South Roxbury	Origin: #Trips   3,275   1,612   1,319   917   794   674   449   416   378   319     Transit Route: Rou   Origin: #Trips   8,016   5,299   3,201   2,566   2,048   1,415   1,303   949	s in Service % Trips 42% 62% 23% 24% 24% 4% 21% 17% 6% 9%  te 35 (Dedha s in Service % Trips 54% 89% 26% 49% 44% 3% 21% 12%	Area Transit \$ 0.15 0.27 0.33 0.72 0.52 0.66 0.19 0.65 0.42 0.64  Area Transit \$ 0.07 0.13 0.21 0.27 0.28 0.68 0.31 0.36	Origins # Trips 4,612 1,008 4,354 53,334 2,572 15,553 1,675 2,051 6,165 3,343  Orest Hills S Origins # Trips 6,890 632 9,303 2,643 2,617 52,836 4,944 6,937	not in Service  % Trips  58%  38%  77%  98%  76%  96%  79%  83%  94%  91%  ta.)  not in Service  % Trips  46%  11%  74%  51%  56%  97%  79%  88%	7 CE Area 7 CO 98 7 Transit \$ 7 0.97 7 1.10 7 0.90 7 1.00 7 1.18 7 0.96 7 1.19 7 1.15 7 0.83 7 1.47 7 1.08 7 0.98 7 1.11 7 0.74 7 1.08 7 0.83 7 1.00 7 0.85 7 0.77

TABLE 82 - Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 36 – 48

82%

% Trips Transit \$

1.02

Destination

Longwood

Neighborhood

Transit Route: Route 38 (Wren St. – Forest Hills Sta.)

# Trips % Trips Transit \$ # Trips

0.08

Origins not in Service Area

49%

7,308

% Trips Transit \$

1.00

Origins in Service Area

51%

7,597

Transit Route: Route 37 (Baker & Vermont Sts. – Forest Hills Sta.)

# Trips % Trips Transit \$ # Trips

0.45

3,410

Origins in Service Area

18%

742

Transit Route: Route 36 (VA Hosp. – Forest Hills Sta. via Chas. River Loop)

% Trips Transit \$ # Trips

0.15

4,543

Origins not in Service Area

58%

% Trips Transit \$

0.97

Destination

Hyde Park

Neighborhood

Origins in Service Area

42%

# Trips

3,344

Destination

Neighborhood

South Roxbury

South Roxbury	3,344	42%	0.15	4,543	58%	0.97	Hyde Park	/42	18%	0.45	3,410	82%	1.02	Longwood	7,597	51%	0.08	7,308	49%	1.00
Jamaica Plain	1,654	63%	0.28	966	37%	1.13	Jamaica Plain	557	21%	0.30	2,063	79%	1.04	Mission Hill	5,350	90%	0.14	581	10%	1.17
Hyde Park	1,307	31%	0.44	2,845	69%	1.06	Mattapan	377	7%	0.53	5,296	93%	0.82	South Roxbury	4,068	52%	0.16	3,818	48%	1.04
Mattapan	1,212	21%	0.37	4,460	79%	0.88	Waterfront	348	1%	0.81	53,902	99%	0.99	Fenway	2,555	20%	0.23	9,950	80%	0.75
West Roxbury	927	28%	0.19	2,438	72%	1.60	Westwood	336	2%	0.64	15,890	98%	0.96	South Brookline	2,406	46%	0.29	2,803	54%	1.09
West Dedham	900	25%	0.36	2,762	75%	1.68	West Dedham	304	8%	0.49	3,359	92%	1.49	Waterfront	1,781	3%	0.66	52,470	97%	1.01
Waterfront	887	2%	0.74	53,363	98%	1.00	North Newton	238	10%	0.91	2,208	90%	1.09	North Brookline	1,746	37%	0.31	2,920	63%	0.83
Westwood	767	5%	0.62	15,460	95%	0.97	South Newton	205	7%	0.67	2,688	93%	1.24	Jamaica Plain	1,651	63%	0.20	968	37%	1.42
South Newton	583	20%	0.85	2,311	80%	1.24	Needham	189	2%	0.89	9,256	98%	1.17	North Roxbury	1,513	24%	0.25	4,734	76%	0.98
East Dedham	542	13%	0.58	3,723	87%	1.45	East Dedham	187	4%	0.71	4,079	96%	1.38	Mattapan	742	13%	0.40	4,931	87%	0.88
				-,						****	.,							.,,,,,		
Tra	ansit Route: Ro	ute 39 (Fores	t Hills Sta	Back Bay St	ta.)		T	ransit Route: Ro	ute 40 (Georg	getowne – F	orest Hills S	Sta.)		Tran	sit Route: Route	41 (Centre	& Eliot Sts	- JFK/UMas	s Sta.)	
Destination	Origi	ns in Service	Area	Origins 1	not in Servi	ce Area	Destination	Origin	ns in Service	Area	Origins	not in Serv	ice Area	Destination	Origin	s in Service	Area	Origins	not in Servic	ce Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Fenway	11,585	93%	0.11	920	7%	1.04	West Roxbury	666	20%	0.38	2,699	80%	1.26	Mission Hill	3,329	56%	0.12	2,602	44%	1.02
Longwood	10,168	68%	0.09	4,738	32%	1.15	Hyde Park	641	15%	0.18	3,511	85%	1.21	North Roxbury	2,799	45%	0.13	3,448	55%	1.10
Mission Hill	5,128	86%	0.15	803	14%	1.20	Westwood	629	4%	0.65	15,598	96%	0.96	South Roxbury	2,682	34%	0.20	5,204	66%	0.85
Back Bay	4,543	56%	0.08	3,549	44%	1.06	Mattapan	570	10%	0.43	5,103	90%	0.83	North Dorchester	2,168	44%	0.12	2,787	56%	1.13
Downtown	3,675	21%	0.31	13,534	79%	0.64	Jamaica Plain	533	20%	0.31	2,087	80%	1.04	Longwood	1,832	12%	0.20	13,074	88%	0.60
Waterfront	2,939	5%	0.47	51,312	95%	1.03	Waterfront	469	1%	0.80	53,782	99%	0.99	Waterfront	1,624	3%	0.53	52,627	97%	1.01
South End	2,758	24%	0.12	8,827	76%	0.89	West Dedham	331	9%	0.57	3,331	91%	1.52	South Brookline	1,445	28%	0.34	3,764	72%	0.97
North Roxbury	2,701	43%	0.24	3,546	57%	0.89	South Newton	286	10%	0.97	2,608	90%	1.22	South End	1,157	10%	0.24	10,428	90%	0.71
South Brookline	2,477	48%	0.25	2,732	52%	1.06	North Milton	248	10%	0.70	2,219	90%	1.13	Downtown	1,047	6%	0.44	16,162	94%	0.62
Chinatown	1,724	11%	0.17	14,515	89%	0.73	Norwood	245	4%	0.93	5,795	96%	1.13	Jamaica Plain	885	34%	0.19	1,734	66%	1.20
Cimatown	1,721	1170	0.17	11,515	0770	0.73	110111000	213	170	0.75	5,775	7070	1.22	sumarea i min	002	3170	0.17	1,731	0070	1.20
Tr	ansit Route: Ro	oute 42 (Fore	st Hills Sta.	– Ruggles Sta	a.)		Tra	nsit Route: Rout	e 43 (Ruggles	Sta. – Parl	k & Tremor	t Sts.)		Т	Transit Route: Ro	nte 44 (Jack	son Sa. Sta.	– Ruggles St	a.)	
Destination		ns in Service			not in Servi	ce Area	Destination		ns in Service			not in Serv	ice Area	Destination		s in Service			not in Servic	re Area
Neighborhood	# Trips		Transit \$			Transit \$	Neighborhood	# Trips		Fransit \$	# Trips		Transit \$	Neighborhood			Transit \$	# Trips		Transit \$
Fenway	3,663	29%	0.12	8,842	71%	0.81	Fenway	9,737	78%	0.10	2,768	22%	0.84	North Roxbury	3,545	57%	0.14	2,702	43%	1.07
North Roxbury	3,588	57%	0.15	2,659	43%	1.00	Chinatown	8,073	50%	0.08	8,165	50%	1.05	Fenway	3,418	27%	0.12	9,086	73%	0.81
Longwood	3,374	23%	0.19	11,532	77%	0.64	Waterfront	7,734	14%	0.24	46,516	86%	1.13	Longwood	3,366	23%	0.18	11,540	77%	0.65
Mission Hill	2,590	44%	0.19	3,341	56%	0.94	South End	7,161	62%	0.08	4,423	38%	1.17	Mission Hill	3,071	52%	0.16	2,860	48%	0.97
South End	2,438	21%	0.18	9,147	79%	0.73	Downtown	6,609	38%	0.06	10,600	62%	0.99	South Roxbury	2,800	36%	0.13	5,087	64%	0.96
South End South Roxbury	2,066	26%	0.17	5,821	74%	0.87	Back Bay	5,320	66%	0.10	2,772	34%	0.89	South End	2,511	22%	0.19	9,074	78%	0.73
Waterfront	1,434	3%	0.57	52,817	97%	1.00	North Roxbury	3,731	60%	0.16	2,516	40%	0.88	Waterfront	1,428	3%	0.56	52,823	97%	1.00
Jamaica Plain	1,335	51%	0.20	1,284	49%	1.19	Longwood	3,291	22%	0.20	11,615	78%	0.62	Jamaica Plain	1,178	45%	0.27	1,442	55%	1.08
Downtown	1,124	7%	0.42	16,085	93%	0.62	West End	3,131	38%	0.20	5,149	62%	0.02	Downtown	1,050	6%	0.41	16,159	94%	0.62
Chinatown	651	4%	0.36	15,588	96%	0.63	East Somerville	1,495	4%	0.49	32,663	96%	1.04	Chinatown	732	5%	0.36	15,507	95%	0.63
Cimatown	031	-170	0.50	13,300	7070	0.03	East Somer vine	1,475	470	0.47	32,003	7070	1.0-7	Cimiatown	132	370	0.50	13,307	7370	0.03
				. Ruggles Sta	.)		Trans	t Route: Route 4	7 (Central So	Cambrid	lge – Broady	wav Sta.)		Transi	it Route: Route 48	3 (Centre &	Eliot Sts. – J	Iamaica Plai	n Loop)	
T	ransit Route: R	oute 45 (Fra	nklin Park –						ıs in Service			not in Serv	ice Area	Destination		s in Service			not in Servic	ce Area
		oute 45 (Frans in Service			not in Servi	ce Area	Destination	Origii											% Trips	_
Destination Neighborhood	Origin	ns in Service	Area	Origins 1			Destination Neighborhood				# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	/0 11105	Transit \$
Destination Neighborhood	Origin # Trips	ns in Service % Trips	Area Transit \$	Origins 1 # Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Fransit \$	# Trips -2.857		Transit \$	- 10-8	# Trips 2,590		•			Transit \$
<b>Destination Neighborhood</b> Fenway	Origin # Trips 3,329	ns in Service % Trips 27%	Area Transit \$ 0.13	Origins 1 # Trips 9,175	<b>% Trips</b> 73%	Transit \$ 0.81	<b>Neighborhood</b> Fenway	# <b>Trips</b> 15,362	% Trips 100%	<b>Fransit \$</b> 0.12	-2,857	0%	1.03	Mission Hill	2,590	44%	0.10	3,341	56%	0.94
Neighborhood Fenway South Dorchester	Origin # Trips 3,329 3,029	ns in Service % Trips 27% 46%	Area Transit \$ 0.13 0.19	Origins 1 # Trips 9,175 3,515	% Trips 73% 54%	7 Transit \$ 0.81 0.99	Neighborhood Fenway Longwood	# <b>Trips</b> 15,362 12,192	% Trips 100% 82%	0.12 0.09	-2,857 2,714	0% 18%	1.03 1.14	Mission Hill South Roxbury	2,590 2,138	44% 27%	0.10 0.10	3,341 5,748	56% 73%	0.94 0.82
Neighborhood Fenway South Dorchester South Roxbury	# Trips 3,329 3,029 2,900	ns in Service % Trips 27% 46% 37%	Area Transit \$ 0.13 0.19 0.18	Origins 1 # Trips 9,175 3,515 4,986	% Trips 73% 54% 63%	7 Transit \$ 0.81 0.99 1.05	Neighborhood Fenway Longwood Waterfront	#Trips 15,362 12,192 11,020	% Trips 100% 82% 20%	0.12 0.09 0.27	-2,857 2,714 43,231	0% 18% 80%	1.03 1.14 1.11	Mission Hill South Roxbury Jamaica Plain	2,590 2,138 1,472	44% 27% 56%	0.10 0.10 0.11	3,341 5,748 1,147	56% 73% 44%	0.94 0.82 1.21
Neighborhood Fenway South Dorchester South Roxbury Longwood	Origin # Trips 3,329 3,029 2,900 2,872	ns in Service % Trips 27% 46% 37% 19%	Area Transit \$ 0.13 0.19 0.18 0.19	Origins 1 # Trips 9,175 3,515 4,986 12,034	% Trips 73% 54% 63% 81%	7 Transit \$ 0.81 0.99 1.05 0.64	Neighborhood Fenway Longwood Waterfront Downtown	#Trips 15,362 12,192 11,020 9,099	% Trips 100% 82% 20% 53%	0.12 0.09 0.27 0.24	-2,857 2,714 43,231 8,111	0% 18% 80% 47%	1.03 1.14 1.11 0.66	Mission Hill South Roxbury Jamaica Plain South Brookline	2,590 2,138 1,472 1,238	44% 27% 56% 24%	0.10 0.10 0.11 0.27	3,341 5,748 1,147 3,971	56% 73% 44% 76%	0.94 0.82 1.21 0.96
Pestination Neighborhood Fenway South Dorchester South Roxbury Longwood North Roxbury	Origin # Trips 3,329 3,029 2,900 2,872 2,701	ns in Service % Trips 27% 46% 37% 19% 43%	Area Transit \$ 0.13 0.19 0.18 0.19 0.16	Origins I # Trips 9,175 3,515 4,986 12,034 3,546	% Trips 73% 54% 63% 81% 57%	7 Transit \$ 0.81 0.99 1.05 0.64 1.17	Neighborhood Fenway Longwood Waterfront Downtown South End	#Trips 15,362 12,192 11,020 9,099 8,078	% Trips 100% 82% 20% 53% 70%	0.12 0.09 0.27 0.24 0.10	-2,857 2,714 43,231 8,111 3,507	0% 18% 80% 47% 30%	1.03 1.14 1.11 0.66 1.06	Mission Hill South Roxbury Jamaica Plain South Brookline North Roxbury	2,590 2,138 1,472 1,238 862	44% 27% 56% 24% 14%	0.10 0.10 0.11 0.27 0.21	3,341 5,748 1,147 3,971 5,384	56% 73% 44% 76% 86%	0.94 0.82 1.21 0.96 0.84
Pestination Neighborhood Fenway South Dorchester South Roxbury Longwood North Roxbury South End	Origin # Trips 3,329 3,029 2,900 2,872 2,701 1,969	ns in Service % Trips 27% 46% 37% 19% 43% 17%	Area Transit \$ 0.13 0.19 0.18 0.19 0.16 0.22	Origins I # Trips 9,175 3,515 4,986 12,034 3,546 9,616	% Trips 73% 54% 63% 81% 57% 83%	0.81 0.99 1.05 0.64 1.17 0.74	Neighborhood Fenway Longwood Waterfront Downtown South End Chinatown	#Trips 15,362 12,192 11,020 9,099 8,078 6,926	% Trips 100% 82% 20% 53% 70% 43%	7 Caract \$ 0.12 0.09 0.27 0.24 0.10 0.15	-2,857 2,714 43,231 8,111 3,507 9,312	0% 18% 80% 47% 30% 57%	1.03 1.14 1.11 0.66 1.06 0.74	Mission Hill South Roxbury Jamaica Plain South Brookline North Roxbury Waterfront	2,590 2,138 1,472 1,238 862 576	44% 27% 56% 24% 14% 1%	0.10 0.10 0.11 0.27 0.21 0.64	3,341 5,748 1,147 3,971 5,384 53,675	56% 73% 44% 76% 86% 99%	0.94 0.82 1.21 0.96 0.84 1.00
Pestination Neighborhood Fenway South Dorchester South Roxbury Longwood North Roxbury South End Waterfront	Origin # Trips 3,329 3,029 2,900 2,872 2,701 1,969 1,926	ns in Service % Trips 27% 46% 37% 19% 43% 17% 4%	Area Transit \$ 0.13 0.19 0.18 0.19 0.16 0.22 0.57	Origins I # Trips 9,175 3,515 4,986 12,034 3,546 9,616 52,324	% Trips 73% 54% 63% 81% 57% 83% 96%	Transit \$ 0.81 0.99 1.05 0.64 1.17 0.74 1.01	Neighborhood Fenway Longwood Waterfront Downtown South End Chinatown Central Square	#Trips 15,362 12,192 11,020 9,099 8,078 6,926 5,891	% Trips 100% 82% 20% 53% 70% 43% 83%	0.12 0.09 0.27 0.24 0.10 0.15	-2,857 2,714 43,231 8,111 3,507 9,312 1,235	0% 18% 80% 47% 30% 57% 17%	1.03 1.14 1.11 0.66 1.06 0.74 0.92	Mission Hill South Roxbury Jamaica Plain South Brookline North Roxbury Waterfront Downtown	2,590 2,138 1,472 1,238 862 576 430	44% 27% 56% 24% 14% 1% 3%	0.10 0.10 0.11 0.27 0.21 0.64 0.47	3,341 5,748 1,147 3,971 5,384 53,675 16,779	56% 73% 44% 76% 86% 99% 97%	0.94 0.82 1.21 0.96 0.84 1.00 0.62
Pestination Neighborhood Fenway South Dorchester South Roxbury Longwood North Roxbury South End Waterfront Mattapan	Origin # Trips 3,329 3,029 2,900 2,872 2,701 1,969 1,926 1,673	ns in Service % Trips 27% 46% 37% 19% 43% 17% 4% 29%	Area Transit \$ 0.13 0.19 0.18 0.19 0.16 0.22 0.57 0.28	Origins I # Trips 9,175 3,515 4,986 12,034 3,546 9,616 52,324 4,000	% Trips 73% 54% 63% 81% 57% 83% 96% 71%	Transit \$ 0.81 0.99 1.05 0.64 1.17 0.74 1.01 0.95	Neighborhood Fenway Longwood Waterfront Downtown South End Chinatown Central Square North Roxbury	#Trips 15,362 12,192 11,020 9,099 8,078 6,926 5,891 4,667	% Trips 100% 82% 20% 53% 70% 43% 83% 75%	0.12 0.09 0.27 0.24 0.10 0.15 0.09	-2,857 2,714 43,231 8,111 3,507 9,312 1,235 1,579	0% 18% 80% 47% 30% 57% 17% 25%	1.03 1.14 1.11 0.66 1.06 0.74 0.92 0.95	Mission Hill South Roxbury Jamaica Plain South Brookline North Roxbury Waterfront Downtown Back Bay	2,590 2,138 1,472 1,238 862 576 430 343	44% 27% 56% 24% 14% 1% 3% 4%	0.10 0.10 0.11 0.27 0.21 0.64 0.47 0.43	3,341 5,748 1,147 3,971 5,384 53,675 16,779 7,748	56% 73% 44% 76% 86% 99% 97% 96%	0.94 0.82 1.21 0.96 0.84 1.00 0.62 0.61
Destination Neighborhood Fenway South Dorchester South Roxbury Longwood North Roxbury South End Waterfront Mattapan Mission Hill	Origin # Trips 3,329 3,029 2,900 2,872 2,701 1,969 1,926 1,673 1,368	ns in Service % Trips 27% 46% 37% 19% 43% 17% 4% 29% 23%	Area Transit \$ 0.13 0.19 0.18 0.19 0.16 0.22 0.57 0.28 0.23	Origins I # Trips 9,175 3,515 4,986 12,034 3,546 9,616 52,324 4,000 4,563	% Trips 73% 54% 63% 81% 57% 83% 96% 71% 77%	Transit \$ 0.81 0.99 1.05 0.64 1.17 0.74 1.01 0.95 0.92	Neighborhood Fenway Longwood Waterfront Downtown South End Chinatown Central Square North Roxbury Mission Hill	#Trips 15,362 12,192 11,020 9,099 8,078 6,926 5,891 4,667 3,541	% Trips 100% 82% 20% 53% 70% 43% 83% 75% 60%	0.12 0.09 0.27 0.24 0.10 0.15 0.09 0.16	-2,857 2,714 43,231 8,111 3,507 9,312 1,235 1,579 2,390	0% 18% 80% 47% 30% 57% 17% 25% 40%	1.03 1.14 1.11 0.66 1.06 0.74 0.92 0.95	Mission Hill South Roxbury Jamaica Plain South Brookline North Roxbury Waterfront Downtown Back Bay Chinatown	2,590 2,138 1,472 1,238 862 576 430 343 287	44% 27% 56% 24% 14% 1% 3% 4% 2%	0.10 0.10 0.11 0.27 0.21 0.64 0.47 0.43 0.43	3,341 5,748 1,147 3,971 5,384 53,675 16,779 7,748 15,952	56% 73% 44% 76% 86% 99% 97% 96% 98%	0.94 0.82 1.21 0.96 0.84 1.00 0.62 0.61 0.62
Pestination Neighborhood Fenway South Dorchester South Roxbury Longwood North Roxbury South End Waterfront Mattapan	Origin # Trips 3,329 3,029 2,900 2,872 2,701 1,969 1,926 1,673 1,368 936	ns in Service % Trips 27% 46% 37% 19% 43% 17% 4% 29% 23% 5%	Area Transit \$ 0.13 0.19 0.18 0.19 0.16 0.22 0.57 0.28	Origins I # Trips 9,175 3,515 4,986 12,034 3,546 9,616 52,324 4,000	% Trips 73% 54% 63% 81% 57% 83% 96% 71%	Transit \$ 0.81 0.99 1.05 0.64 1.17 0.74 1.01 0.95	Neighborhood Fenway Longwood Waterfront Downtown South End Chinatown Central Square North Roxbury	#Trips 15,362 12,192 11,020 9,099 8,078 6,926 5,891 4,667	% Trips 100% 82% 20% 53% 70% 43% 83% 75%	0.12 0.09 0.27 0.24 0.10 0.15 0.09	-2,857 2,714 43,231 8,111 3,507 9,312 1,235 1,579	0% 18% 80% 47% 30% 57% 17% 25%	1.03 1.14 1.11 0.66 1.06 0.74 0.92 0.95	Mission Hill South Roxbury Jamaica Plain South Brookline North Roxbury Waterfront Downtown Back Bay	2,590 2,138 1,472 1,238 862 576 430 343	44% 27% 56% 24% 14% 1% 3% 4%	0.10 0.10 0.11 0.27 0.21 0.64 0.47 0.43	3,341 5,748 1,147 3,971 5,384 53,675 16,779 7,748	56% 73% 44% 76% 86% 99% 97% 96%	0.94 0.82 1.21 0.96 0.84 1.00 0.62 0.61

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 50 – 67

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

Neighborhood

**Transit Route: Route 52 (Dedham Mall – Watertown Yard)** 

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Origins in Service Area

Transit Route: Route 51 (Cleveland Circle – Forest Hills Sta.)

**Origins in Service Area** 

 $Transit\ Route:\ Route\ 50\ (Cleary\ Sq.\ -\ Forest\ Hills\ Sta.\ via\ Metropolitan)$ 

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Neighborhood

Origins in Service Area

Destination

Neighborhood

ricigiiburiiouu	" IIIps	/U IIIps	μι αποιέ ψ	" IIIps	/U IIIps	μι αποιέ ψ	1 (CISHDOI HOOG	" Lips	/U IIIps	μιαμοιί ψ	" LIPS	/U IIIps	μι αποιί ψ	1 (CISHOOI HOOG	" IIIpo	/U IIIps	μι αποτέ ψ	" LIPS	/U IIIps	<b>πιαποι</b> φ
West Roxbury	619	18%	0.41	2,746	82%	1.20	South Brighton	3,269	100%	0.14	-442	0%	1.19	South Brighton	2,149	76%	0.15	678	24%	1.01
Jamaica Plain	504	19%	0.28	2,116	81%	1.03	North Brookline	1,720	37%	0.26	2,945	63%	0.88	East Watertown	1,540	42%	0.24	2,156	58%	1.07
Mattapan	445	8%	0.40	5,228	92%	0.83	North Allston	1,419	12%	0.28	10,752	88%	1.15	North Brighton	710	52%	0.17	656	48%	1.31
Hyde Park	432	10%	0.17	3,719	90%	1.14	Waterfront	1,025	2%	0.70	53,226	98%	1.00	North Allston	639	5%	0.43	11,532	95%	1.05
Waterfront	385	1%	0.78	53,866	99%	0.99	East Watertown	838	23%	0.54	2,858	77%	0.97	North Newton	636	26%	0.39	1,810	74%	1.24
Westwood	368	2%	0.66	15,859	98%	0.95	South Brookline	717	14%	0.22	4,493	86%	1.17	Needham	631	7%	0.56	8,814	93%	1.22
West Dedham	300	8%	0.63	3,363	92%	1.46	Jamaica Plain	691	26%	0.33	1,929	74%	1.07	South Waltham	593	28%	0.76	1,548	72%	0.96
East Dedham	195	5%	0.60	4,070	95%	1.38	Hyde Park	646	16%	0.54	3,505	84%	1.01	Westwood	558	3%	0.71	15,669	97%	0.96
North Milton	188	8%	0.67	2,279	92%	1.12	Longwood	634	4%	0.42	14,271	96%	0.56	Waterfront	558	1%	0.77	53,693	99%	1.00
East Somerville	127	0%	0.82	34,030	100%	1.02	South Allston	618	89%	0.42	80	11%	0.88	West Watertown	547	23%	0.77	1,863	77%	0.91
Last Somer vine	127	070	0.62	34,030	10070	1.02	South Aliston	010	6770	0.17		11/0	0.88	west watertown	347	2370	0.20	1,005	7770	0.71
Trancit	Route: Route 5	55 (Ougonsh	arry St Pa	rk & Tromo	nt Ste )		Tra	nsit Route: Rou	to 57 (Water	town Vard	Kanmara S	Sta )		Trans	sit Route: Route	50 (Noodha	m Junction	Watertown	Sa)	
Destination		ns in Service			not in Servic	o Aros	Destination		s in Service			not in Servi	co Aros	Destination		s in Service			not in Servic	na Araa
Neighborhood			Transit \$			Transit \$	Neighborhood						Transit \$	Neighborhood						Transit \$
Fenway	15,779	100%	0.09	-3,274	0%	1.07	Fenway	10,788	86%	0.15	1,717	14%	0.94	Needham	3,979	42%	0.18	5,466	58%	1.57
Waterfront	8,071	15%	0.09	46,180	85%	1.14	Longwood	9,698	65%	0.10	5,208	35%	1.12	East Watertown	941	25%	0.18	2,755	75%	1.05
	7,777	96%	0.20	314	4%	1.17	North Brookline	4,324	93%	0.10	3,208		1.12	South Waltham	512	24%	0.19	1,629	75%	0.97
Back Bay						1.17					3,160	7% 53%							80%	0.97
Chinatown	7,720	48%	0.09	8,518	52%		Mission Hill	2,771	47%	0.24			0.94	West Watertown	477	20%	0.18	1,933		
Longwood	7,503	50%	0.11	7,403	50%	0.86	Waterfront	2,157	4%	0.59	52,094	96%	1.01	South Newton	311	11%	0.29	2,582	89%	1.37
Downtown	6,128	36%	0.07	11,081	64%	1.01	North Allston	2,064	17%	0.28	10,107	83%	1.29	Westwood	309	2%	0.78	15,918	98%	0.95
South End	5,266	45%	0.12	6,318	55%	0.89	East Watertown	1,880	51%	0.24	1,816	49%	1.08	Wellesley	280	6%	1.06	4,695	94%	1.17
West End	3,213	39%	0.10	5,067	61%	0.99	North Roxbury	1,350	22%	0.33	4,897	78%	0.84	Waterfront	254	0%	0.84	53,997	100%	0.99
North Roxbury	2,203	35%	0.28	4,043	65%	0.83	South Brookline	1,277	25%	0.34	3,932	75%	1.06	West Roxbury	240	7%	0.78	3,125	93%	1.13
East Somerville	1,727	5%	0.49	32,430	95%	1.04	South Brighton	1,251	44%	0.19	1,576	56%	1.29	South Belmont	234	10%	0.57	2,067	90%	0.98
Tr	ansit Route: Ro	auta 60 (Ch		IZ C4.	• )		Trai	scit Doutes Dout	to 62 (Dodfor	X7 A III					it Douter Doute	64 (Oalz Ca	I Imirromait	v Pk Cambr	(anhi	
						<del></del>					. – Alewife S				it Route: Route			•		
Destination	Origi	ns in Service	e Area	Origins	not in Servic		Destination	Origin	s in Service	Area	Origins 1	not in Servi		Destination	Origin	s in Service	Area	Origins	not in Servic	
Destination Neighborhood	Origii # Trips	ns in Service % Trips	Area Transit \$	Origins :	not in Servic % Trips	Transit \$	Destination Neighborhood	Origin # Trips	s in Service % Trips	Area Transit \$	Origins 1 # Trips	not in Servi % Trips	Transit \$	Destination Neighborhood	Origin # Trips	s in Service % Trips	Area Transit \$	Origins # Trips	not in Servic % Trips	Transit \$
Destination Neighborhood Longwood	Origin # Trips 10,130	ns in Service % Trips 68%	Transit \$	# Trips 4,776	not in Service % Trips 32%	Transit \$ 0.98	Destination Neighborhood North Cambridge	Origin # Trips 4,328	% Trips 50%	Area Transit \$ 0.19	Origins 1 # Trips 4,282	not in Servi % Trips 50%	Transit \$ 0.95	Destination Neighborhood Central Square	Origin # Trips 10,260	s in Service % Trips 100%	Area Transit \$ 0.06	Origins # Trips -3,133	not in Service % Trips 0%	Transit \$
Destination Neighborhood Longwood Fenway	# Trips 10,130 9,929	ns in Service % Trips 68% 79%	e Area Transit \$ 0.07 0.14	Origins 1 # Trips 4,776 2,576	not in Service % Trips 32% 21%	7 Transit \$ 0.98 0.82	<b>Destination Neighborhood</b> North Cambridge  West Arlington	# Trips 4,328 1,640	s in Service . % Trips	Area Transit \$ 0.19 0.21	Origins 1 # Trips 4,282 2,079	not in Servi % Trips 50% 56%	7 Transit \$ 0.95 1.30	Destination Neighborhood Central Square North Allston	Origin # Trips 10,260 6,258	s in Service % Trips 100% 51%	Area Transit \$ 0.06 0.16	Origins # Trips -3,133 5,913	not in Service % Trips 0% 49%	1.12 1.37
Destination Neighborhood Longwood Fenway Mission Hill	# Trips 10,130 9,929 3,944	ns in Service % Trips 68% 79% 67%	e Area Transit \$ 0.07 0.14 0.12	Origins 1 # Trips 4,776 2,576 1,987	not in Service % Trips 32% 21% 33%	7 Transit \$ 0.98 0.82 0.97	Destination Neighborhood North Cambridge West Arlington Davis Square	# Trips 4,328 1,640 1,625	s in Service % Trips 50% 44% 100%	Area Transit \$ 0.19 0.21 0.32	Origins 1 # Trips 4,282 2,079 -894	not in Servi % Trips 50% 56% 0%	7 Transit \$ 0.95 1.30 0.73	Destination Neighborhood Central Square North Allston East Cambridge	Origin # Trips 10,260 6,258 4,582	s in Service % Trips 100% 51% 24%	Area Transit \$ 0.06 0.16 0.08	Origins # Trips -3,133 5,913 14,823	not in Servic % Trips 0% 49% 76%	1.12 1.37 0.97
Destination Neighborhood Longwood Fenway Mission Hill North Brookline	#Trips 10,130 9,929 3,944 3,167	ns in Service % Trips 68% 79% 67% 68%	e Area Transit \$ 0.07 0.14 0.12 0.19	Origins 1 # Trips 4,776 2,576 1,987 1,498	not in Service % Trips 32% 21% 33% 32%	7 Transit \$ 0.98 0.82 0.97 0.89	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington	# Trips 4,328 1,640 1,625 1,213	s in Service % Trips 50% 44% 100% 42%	Area Transit \$ 0.19 0.21 0.32 0.29	Origins 1 # Trips 4,282 2,079 -894 1,695	not in Servi % Trips 50% 56% 0% 58%	Transit \$ 0.95 1.30 0.73 2.03	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square	# Trips 10,260 6,258 4,582 3,566	s in Service % Trips 100% 51% 24% 100%	Area Transit \$ 0.06 0.16 0.08 0.17	Origins # Trips -3,133 5,913 14,823 -14,440	not in Service % Trips 0% 49% 76% 0%	1.12 1.37 0.97 0.68
Destination Neighborhood Longwood Fenway Mission Hill	# Trips 10,130 9,929 3,944	ns in Service % Trips 68% 79% 67%	e Area Transit \$ 0.07 0.14 0.12 0.19	# Trips 4,776 2,576 1,987 1,498 3,045	not in Service % Trips 32% 21% 33% 32% 58%	0.98 0.82 0.97 0.89 1.11	Destination Neighborhood North Cambridge West Arlington Davis Square	# Trips 4,328 1,640 1,625 1,213 1,023	s in Service % Trips 50% 44% 100% 42% 21%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50	Origins 1 # Trips 4,282 2,079 -894	not in Servi % Trips 50% 56% 0% 58% 79%	7ransit \$ 0.95 1.30 0.73 2.03 2.12	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill	# Trips 10,260 6,258 4,582 3,566 1,833	s in Service % Trips 100% 51% 24% 100% 32%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18	Origins # Trips -3,133 5,913 14,823 -14,440 3,868	not in Servic % Trips 0% 49% 76%	Transit \$ 1.12 1.37 0.97 0.68 0.84
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline	#Trips 10,130 9,929 3,944 3,167 2,164 1,431	ns in Service  "Trips 68% 79% 67% 68% 42% 49%	e Area Transit \$ 0.07 0.14 0.12 0.19 0.35	#Trips 4,776 2,576 1,987 1,498 3,045 1,463	not in Service % Trips 32% 21% 33% 32% 58% 51%	7 Transit \$ 0.98 0.82 0.97 0.89 1.11 1.29	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington	# Trips 4,328 1,640 1,625 1,213 1,023 704	s in Service % Trips 50% 44% 100% 42%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854	not in Servi % Trips 50% 56% 0% 58%	7 Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square	#Trips 10,260 6,258 4,582 3,566 1,833 1,675	s in Service % Trips 100% 51% 24% 100%	Area Transit \$ 0.06 0.16 0.08 0.17	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977	not in Service % Trips 0% 49% 76% 0%	1.12 1.37 0.97 0.68
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline	#Trips 10,130 9,929 3,944 3,167 2,164	ns in Service  '% Trips  68%  79%  67%  68%  42%  49%  2%	e Area Transit \$ 0.07 0.14 0.12 0.19	# Trips 4,776 2,576 1,987 1,498 3,045	not in Service % Trips 32% 21% 33% 32% 58%	0.98 0.82 0.97 0.89 1.11	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford	# Trips 4,328 1,640 1,625 1,213 1,023	s in Service % Trips 50% 44% 100% 42% 21%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768	not in Servi % Trips 50% 56% 0% 58% 79%	7ransit \$ 0.95 1.30 0.73 2.03 2.12	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill	#Trips 10,260 6,258 4,582 3,566 1,833 1,675 1,499	s in Service % Trips 100% 51% 24% 100% 32%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18	Origins # Trips -3,133 5,913 14,823 -14,440 3,868	not in Service % Trips 0% 49% 76% 0% 68%	Transit \$ 1.12 1.37 0.97 0.68 0.84 0.91 1.05
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline	#Trips 10,130 9,929 3,944 3,167 2,164 1,431	ns in Service  "Trips 68% 79% 67% 68% 42% 49%	e Area Transit \$ 0.07 0.14 0.12 0.19 0.35	#Trips 4,776 2,576 1,987 1,498 3,045 1,463	not in Service % Trips 32% 21% 33% 32% 58% 51%	7 Transit \$ 0.98 0.82 0.97 0.89 1.11 1.29	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington	# Trips 4,328 1,640 1,625 1,213 1,023 704	s in Service % Trips 50% 44% 100% 42% 21% 45%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854	not in Servi % Trips 50% 56% 0% 58% 79% 55%	7 Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston	#Trips 10,260 6,258 4,582 3,566 1,833 1,675	s in Service % Trips 100% 51% 24% 100% 32% 100%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977	not in Service % Trips 0% 49% 76% 0% 68% 0%	1.12 1.37 0.97 0.68 0.84 0.91
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront	#Trips 10,130 9,929 3,944 3,167 2,164 1,431 1,342	ns in Service  '% Trips  68%  79%  67%  68%  42%  49%  2%	e Area Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909	not in Service % Trips 32% 21% 33% 32% 58% 51% 98%	Transit \$ 0.98 0.82 0.97 0.89 1.11 1.29 1.00	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington	# Trips 4,328 1,640 1,625 1,213 1,023 704 692	s in Service % Trips 50% 44% 100% 42% 21% 45% 5%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95%	Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville	#Trips 10,260 6,258 4,582 3,566 1,833 1,675 1,499	s in Service % Trips 100% 51% 24% 100% 32% 100% 4%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659	not in Service % Trips 0% 49% 76% 0% 68% 0% 96%	Transit \$ 1.12 1.37 0.97 0.68 0.84 0.91 1.05
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury	#Trips 10,130 9,929 3,944 3,167 2,164 1,431 1,342 774	ns in Service % Trips 68% 79% 67% 68% 42% 49% 2% 12%	e Area Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88%	Transit \$ 0.98 0.82 0.97 0.89 1.11 1.29 1.00 0.81	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington	# Trips 4,328 1,640 1,625 1,213 1,023 704 692 505	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95% 80%	Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45 1.01	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline	#Trips 10,260 6,258 4,582 3,566 1,833 1,675 1,499 1,424	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242	not in Servic % Trips 0% 49% 76% 0% 68% 0% 96% 69%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown	#Trips 10,130 9,929 3,944 3,167 2,164 1,431 1,342 774 653	ns in Service  '% Trips 68% 79% 67% 68% 42% 49% 2% 12% 4%	e Area Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96%	Transit \$ 0.98 0.82 0.97 0.89 1.11 1.29 1.00 0.81 0.62	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95% 80% 62%	Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront	#Trips 10,260 6,258 4,582 3,566 1,833 1,675 1,499 1,424 1,148	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103	not in Servic % Trips 0% 49% 76% 0% 68% 0% 96% 69%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville	#Trips 10,130 9,929 3,944 3,167 2,164 1,431 1,342 774 653	ns in Service % Trips 68% 79% 67% 68% 42% 49% 2% 12% 4% 2%	e Area Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%	Transit \$ 0.98 0.82 0.97 0.89 1.11 1.29 1.00 0.81 0.62 1.02	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86%	Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton	# Trips 10,260 6,258 4,582 3,566 1,833 1,675 1,499 1,424 1,148 959	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34% Route 67 (Tu	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill -	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868	not in Servic % Trips 0% 49% 76% 0% 68% 0% 96% 69%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville	#Trips 10,130 9,929 3,944 3,167 2,164 1,431 1,342 774 653 615  nsit Route: Rou	ns in Service % Trips 68% 79% 67% 68% 42% 49% 2% 12% 4% 2%	e Area Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%	Transit \$ 0.98 0.82 0.97 0.89 1.11 1.29 1.00 0.81 0.62 1.02	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464 435  Route: Route 6	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94	# Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86%	Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton	# Trips 10,260 6,258 4,582 3,566 1,833 1,675 1,499 1,424 1,148 959	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill -	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868  Alewife Sta.)	not in Servic % Trips 0% 49% 76% 0% 68% 0% 96% 69%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville	#Trips 10,130 9,929 3,944 3,167 2,164 1,431 1,342 774 653 615  nsit Route: Rou	ns in Service % Trips 68% 79% 67% 68% 42% 49% 2% 12% 4% 2% atte 65 (Brigh	e Area Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%	Transit \$ 0.98 0.82 0.97 0.89 1.11 1.29 1.00 0.81 0.62 1.02	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn  Transit	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464 435  Route: Route 6	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14% 6 (Harvard S	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94  Sq. – Dudley Area	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86% bookline) not in Servi	Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton	# Trips 10,260 6,258 4,582 3,566 1,833 1,675 1,499 1,424 1,148 959  Fransit Route: F	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%  Route 67 (Tus in Service	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill -	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868 Alewife Sta.) Origins	not in Servic % Trips 0% 49% 76% 0% 68% 0% 96% 69% 98% 66%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville  Tra Destination	#Trips 10,130 9,929 3,944 3,167 2,164 1,431 1,342 774 653 615  nsit Route: Rot Origin	ns in Service % Trips 68% 79% 67% 68% 42% 49% 2% 12% 4% 2% atte 65 (Brights in Service)	e Area  Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63  htton Center -	#Trips  4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S Origins 1	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%	Transit \$     0.98     0.82     0.97     0.89     1.11     1.29     1.00     0.81     0.62     1.02	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn  Transit Destination	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464 435  Route: Route 6	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14% 6 (Harvard S	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94  Sq. – Dudley Area	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86% bookline) not in Servi	1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton	# Trips 10,260 6,258 4,582 3,566 1,833 1,675 1,499 1,424 1,148 959  Fransit Route: F	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%  Route 67 (Tus in Service	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill - Area	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868 Alewife Sta.) Origins	not in Service % Trips 0% 49% 76% 0% 68% 0% 96% 69% 98% 66%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville  Tra Destination Neighborhood	Origin     # Trips     10,130     9,929     3,944     3,167     2,164     1,431     1,342     774     653     615     Insit Route: Route     Origin     # Trips     10,325	ns in Service % Trips 68% 79% 67% 68% 42% 49% 2% 12% 4% 2% the 65 (Brights in Service % Trips 69%	e Area Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63 htton Center e Area Transit \$ 0.08	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S Origins (#Trips) 4,581	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%  **ta.) not in Service % Trips 31%	Transit \$ 0.98 0.82 0.97 0.89 1.11 1.29 1.00 0.81 0.62 1.02  ce Area Transit \$ 1.01	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn  Transit Destination Neighborhood Longwood	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464 435  Route: Route 6 Origin #Trips 8,927	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14% 6 (Harvard Sis in Service % Trips 60%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94  Sq. – Dudley Area Transit \$ 0.08	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro Origins 1 # Trips 5,979	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86% bookline) not in Servi % Trips 40%	Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56  ce Area Transit \$ 1.01	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton  Destination Neighborhood North Cambridge	Origin   # Trips   10,260   6,258   4,582   3,566   1,833   1,675   1,499   1,424   1,148   959	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%  Route 67 (Tus in Service % Trips 49%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill - Area Transit \$ 0.14	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868 Alewife Sta.) Origins # Trips 4,370	not in Service % Trips 0% 49% 76% 0% 68% 0% 96% 69% 98% 66%  not in Service % Trips	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91  ce Area Transit \$ 0.95
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville  Tra  Destination Neighborhood Longwood	Origin   # Trips   10,130   9,929   3,944   3,167   2,164   1,431   1,342   774   653   615     Origin   # Trips   10,325   8,466	ns in Service % Trips 68% 79% 67% 68% 42% 49% 2% 12% 4% 2% trie 65 (Brights in Service % Trips 69% 68%	e Area  Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63  hton Center e Area  Transit \$ 0.08 0.17	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S Origins (#Trips) 4,581 4,039	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%  tta.) not in Service % Trips 31% 32%	7	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn  Transit Destination Neighborhood Longwood North Brookline	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464 435  Route: Route 6 Origin #Trips 8,927 6,595	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14% 6 (Harvard S is in Service % Trips 60% 100%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94  Sq Dudley Area Transit \$ 0.08 0.16	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro Origins 1 # Trips 5,979 -1,929	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86% bookline) not in Servi % Trips 40% 0%	Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56  ce Area Transit \$ 1.01 1.23	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton  Destination Neighborhood North Cambridge Davis Square	# Trips 10,260 6,258 4,582 3,566 1,833 1,675 1,499 1,424 1,148 959  Fransit Route: F Origin # Trips 4,240 1,748	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%  Route 67 (Tu s in Service % Trips 49% 100%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill - Area Transit \$ 0.14 0.23	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868 Alewife Sta.) Origins # Trips 4,370 -1,017	not in Service % Trips 0% 49% 76% 0% 68% 0% 96% 69% 98% 66%  not in Service % Trips 51% 0%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91  ce Area Transit \$ 0.95 0.74
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville  Tra  Destination Neighborhood Longwood Fenway North Brookline	Origin     # Trips     10,130     9,929     3,944     3,167     2,164     1,431     1,342     774     653     615     State     Origin     # Trips     10,325     8,466     5,171	ns in Service % Trips 68% 79% 67% 68% 42% 49% 2% 12% 4% 2%  Inte 65 (Brights in Service % Trips 69% 68% 100%	e Area  Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63  htton Center - e Area  Transit \$ 0.08 0.17 0.16	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S Origins 1 4,581 4,039 -506	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%  tta.) not in Service % Trips 31% 32% 0%	7	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn  Transit Destination Neighborhood Longwood North Brookline Mission Hill	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464 435  Route: Route 6 Origin #Trips 8,927 6,595 4,838	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14% 6 (Harvard Sis in Service % Trips 60% 100% 82%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94  Sq Dudley Area Transit \$ 0.08 0.16 0.15	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro Origins 1 # Trips 5,979 -1,929 1,092	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86% bokline) not in Servi % Trips 40% 0% 18%	7 Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56 2 Area Transit \$ 1.01 1.23 1.05	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton  Destination Neighborhood North Cambridge Davis Square East Arlington	# Trips 10,260 6,258 4,582 3,566 1,833 1,675 1,499 1,424 1,148 959  Fransit Route: F Origin # Trips 4,240 1,748 815	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%  Route 67 (Tu s in Service % Trips 49% 100% 32%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill - Area Transit \$ 0.14 0.23 0.10	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868 Alewife Sta.) Origins # Trips 4,370 -1,017 1,719	not in Servic  % Trips  0% 49% 76% 0% 68% 68%  96% 96% 69% 98% 66%  not in Servic % Trips  51% 0% 68%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91  Ce Area Transit \$ 0.95 0.74 1.11
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville  Tra  Destination Neighborhood Longwood Fenway North Brookline Mission Hill	Origin	ns in Service % Trips 68% 79% 67% 688% 42% 49% 22% 12% 4% 2%  ate 65 (Brights in Service % Trips 69% 68% 100% 63%	e Area Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63 htton Center - e Area Transit \$ 0.08 0.17 0.16 0.14	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S Origins #Trips 4,581 4,039 -506 2,207	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%  **Cta.) not in Service % Trips 31% 32% 0% 37%	7	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn  Transit Destination Neighborhood Longwood North Brookline Mission Hill North Allston	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464 435  Route: Route 6 Origin #Trips 8,927 6,595 4,838 4,717	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14% 6 (Harvard Sis in Service % Trips 60% 100% 82% 39%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94  Sq Dudley Area Transit \$ 0.08 0.16 0.15 0.20	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro Origins 1 # Trips 5,979 -1,929 1,092 7,454	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86%  bookline) not in Servi % Trips 40% 0% 18% 61%	7 Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56 7 Ce Area 7 Transit \$ 1.01 1.23 1.05 1.47	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton  Destination Neighborhood North Cambridge Davis Square East Arlington North Belmont	# Trips 10,260 6,258 4,582 3,566 1,833 1,675 1,499 1,424 1,148 959  Fransit Route: F Origin # Trips 4,240 1,748 815 714	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%  Route 67 (Tu s in Service % Trips 49% 100% 32% 59%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill - Area Transit \$ 0.14 0.23 0.10 0.19	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868 Alewife Sta.) Origins # Trips 4,370 -1,017 1,719 496	not in Servic  % Trips  0% 49% 76% 0% 68% 0% 96% 69% 98% 66%  not in Servic  % Trips  51% 0% 68% 41%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91  Ce Area Transit \$ 0.95 0.74 1.11 1.27
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville  Tra  Destination Neighborhood Longwood Fenway North Brookline Mission Hill South Brookline	Origin	ns in Service % Trips 68% 79% 67% 688% 42% 49% 22% 12% 4% 2%  ate 65 (Brights in Service % Trips 69% 68% 100% 63% 62%	e Area  Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63  htton Center - e Area  Transit \$ 0.08 0.17 0.16 0.14 0.18	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S Origins 1 4,581 4,039 -506 2,207 1,970	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%  tta.) not in Service % Trips 31% 32% 0% 37% 38%	7	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn  Transit Destination Neighborhood Longwood North Brookline Mission Hill North Allston South Brookline	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464 435  Route: Route 6 Origin #Trips 8,927 6,595 4,838 4,717 3,197	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14% 6 (Harvard Sis in Service % Trips 60% 100% 82% 39% 61%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94  Sq Dudley Area Transit \$ 0.08 0.16 0.15 0.20 0.22	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro Origins 1 # Trips 5,979 -1,929 1,092 7,454 2,012	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86% bookline) not in Servi % Trips 40% 0% 18% 61% 39%	7 Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56 7 Example 1.01 1.23 1.05 1.47 1.16	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton  Destination Neighborhood North Cambridge Davis Square East Arlington North Belmont West Arlington	Origin   # Trips   10,260   6,258   4,582   3,566   1,833   1,675   1,499   1,424   1,148   959     Fransit Route: F   Origin   # Trips   4,240   1,748   815   714   431   431	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%  Route 67 (Tu s in Service % Trips 49% 100% 32% 59% 12%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill - Area Transit \$ 0.14 0.23 0.10 0.19 0.11	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868  Alewife Sta.) Origins # Trips 4,370 -1,017 1,719 496 3,288	not in Servic  % Trips  0% 49% 76% 0% 68% 0% 96% 69% 98% 66%  not in Servic  % Trips  51% 0% 68% 41% 88%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91  Transit \$ 0.95 0.74 1.11 1.27 1.44
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville  Tra  Destination Neighborhood Longwood Fenway North Brookline Mission Hill South Brookline South Brighton	Origin	ns in Service % Trips 68% 79% 67% 688% 42% 49% 22% 12% 4% 2%  atte 65 (Brights in Service % Trips 69% 68% 100% 63% 62% 98%	e Area  Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63  hton Center - e Area  Transit \$ 0.08 0.17 0.16 0.14 0.18 0.15	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S Origins #Trips 4,581 4,039 -506 2,207 1,970 66	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 98% 96% 98%  tta.) not in Service % Trips 31% 32% 0% 37% 38% 2%	7	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn  Transit Destination Neighborhood Longwood North Brookline Mission Hill North Allston South Brookline Fenway	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464 435  Route: Route 6 Origin #Trips 8,927 6,595 4,838 4,717 3,197 2,430	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14% 6 (Harvard Sis in Service % Trips 60% 100% 82% 39% 61% 19%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94  Sq Dudley Area Transit \$ 0.08 0.16 0.15 0.20 0.22 0.26	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro Origins 1 # Trips 5,979 -1,929 1,092 7,454 2,012 10,074	not in Servi % Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86%  bookline) not in Servi % Trips 40% 0% 18% 61% 39% 81%	1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56  2e Area Transit \$ 1.01 1.23 1.05 1.47 1.16 0.75	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton  Destination Neighborhood North Cambridge Davis Square East Arlington North Belmont West Arlington Fresh Pond	# Trips 10,260 6,258 4,582 3,566 1,833 1,675 1,499 1,424 1,148 959  Fransit Route: F Origin # Trips 4,240 1,748 815 714 431 401	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%  Route 67 (Tu s in Service % Trips 49% 100% 32% 59% 12% 85%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill - Area Transit \$ 0.14 0.23 0.10 0.19 0.11 0.34	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868 Alewife Sta.) Origins # Trips 4,370 -1,017 1,719 496 3,288 70	not in Servic  % Trips  0% 49% 76% 0% 68% 0% 96% 69% 98% 66%  not in Servic  % Trips  51% 0% 68% 41% 88% 15%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91  Ce Area Transit \$ 0.95 0.74 1.11 1.27 1.44 1.00
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville  Tra  Destination Neighborhood Longwood Fenway North Brookline Mission Hill South Brookline South Brighton Waterfront	Origin	ns in Service % Trips 68% 79% 67% 68% 42% 49% 12% 4% 2%  Ite 65 (Brights in Service % Trips 69% 68% 100% 63% 62% 98% 3%	e Area  Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63  hton Center - e Area  Transit \$ 0.08 0.17 0.16 0.14 0.18 0.15 0.60	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S Origins #Trips 4,581 4,039 -506 2,207 1,970 66 52,419	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%  tta.) not in Service % Trips 31% 32% 0% 37% 38% 2% 97%	7	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn  Transit Destination Neighborhood Longwood North Brookline Mission Hill North Allston South Brookline Fenway Central Square	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464 435  Route: Route 6 Origin #Trips 8,927 6,595 4,838 4,717 3,197 2,430 2,314	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14% 6 (Harvard Ses in Service % Trips 60% 100% 82% 39% 61% 19% 32%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94 Sq Dudley Area Transit \$ 0.08 0.16 0.15 0.20 0.22 0.26 0.27	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro Origins 1 # Trips 5,979 -1,929 1,092 7,454 2,012 10,074 4,813	not in Servie  7 Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86%  bookline) not in Servie 7 Trips 40% 0% 18% 61% 39% 81% 68%	1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56 2 Area Transit \$ 1.01 1.23 1.05 1.47 1.16 0.75 0.74	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton  Destination Neighborhood North Cambridge Davis Square East Arlington North Belmont West Arlington Fresh Pond East Lexington	Origin   # Trips   10,260   6,258   4,582   3,566   1,833   1,675   1,499   1,424   1,148   959     Fransit Route: F   Origin   # Trips   4,240   1,748   815   714   431   401   390	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%  Route 67 (Tu s in Service % Trips 49% 100% 32% 59% 12% 85% 13%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill - Area Transit \$ 0.14 0.23 0.10 0.19 0.11 0.34 0.56	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868 Alewife Sta.) Origins # Trips 4,370 -1,017 1,719 496 3,288 70 2,518	not in Servic  % Trips  0% 49% 76% 0% 68% 68% 96% 96% 69% 98% 66%  not in Servic % Trips  51% 0% 68% 41% 88% 15% 87%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91  ce Area Transit \$ 0.95 0.74 1.11 1.27 1.44 1.00 1.62
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville  Tra  Destination Neighborhood Longwood Fenway North Brookline Mission Hill South Brookline South Brighton Waterfront East Somerville	Origin     # Trips     10,130     9,929     3,944     3,167     2,164     1,431     1,342     774     653     615     msit Route: Rou     # Trips     10,325     8,466     5,171     3,724     3,240     2,761     1,832     781	ns in Service  '% Trips  68%  79%  67%  68%  42%  49%  2%  12%  44%  2%  mte 65 (Bright sin Service  '% Trips  69%  68%  100%  63%  62%  98%  3%  2%	e Area  Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63  hton Center - e Area  Transit \$ 0.08 0.17 0.16 0.14 0.18 0.15 0.60 0.65	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S Origins 1 4,581 4,039 -506 2,207 1,970 66 52,419 33,377	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%  tta.) not in Service % Trips 31% 32% 0% 37% 38% 2% 97% 98%	7	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn  Transit Destination Neighborhood Longwood North Brookline Mission Hill North Allston South Brookline Fenway Central Square Waterfront	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464 435  Route: Route 6 Origin #Trips 8,927 6,595 4,838 4,717 3,197 2,430 2,314 2,231	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14% 6 (Harvard Ses in Service % Trips 60% 100% 82% 39% 61% 19% 32% 4%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94  Sq. – Dudley Area Transit \$ 0.08 0.16 0.15 0.20 0.22 0.26 0.27 0.60	#Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro Origins 1 #Trips 5,979 -1,929 1,092 7,454 2,012 10,074 4,813 52,020	not in Servie  7 Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86%  bookline) not in Servie 7 Trips 40% 0% 18% 61% 39% 81% 68% 96%	7 Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56 2 Area Transit \$ 1.01 1.23 1.05 1.47 1.16 0.75 0.74 1.02	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton  Destination Neighborhood North Cambridge Davis Square East Arlington North Belmont West Arlington Fresh Pond East Lexington Waterfront	Origin   # Trips   10,260   6,258   4,582   3,566   1,833   1,675   1,499   1,424   1,148   959     Transit Route: F   Origin   # Trips   4,240   1,748   815   714   431   401   390   355	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%  Route 67 (Tu s in Service % Trips 49% 100% 32% 59% 12% 85% 13% 1%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill - Area Transit \$ 0.14 0.23 0.10 0.19 0.11 0.34 0.56 0.68	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868 Alewife Sta.) Origins # Trips 4,370 -1,017 1,719 496 3,288 70 2,518 53,895	not in Service  % Trips  0% 49% 76% 0% 68% 0% 96% 69% 98% 66%  not in Service % Trips 51% 0% 68% 41% 88% 15% 87% 99%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91  Ee Area Transit \$ 0.95 0.74 1.11 1.27 1.44 1.00 1.62 0.99
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville  Tra  Destination Neighborhood Longwood Fenway North Brookline Mission Hill South Brookline South Brighton Waterfront East Somerville East Watertown	Origin     # Trips     10,130     9,929     3,944     3,167     2,164     1,431     1,342     774     653     615     msit Route: Rou     Trips     10,325     8,466     5,171     3,724     3,240     2,761     1,832     781     651	ns in Service  '% Trips  68%  79%  67%  68%  42%  49%  2%  12%  44%  2%  Inte 65 (Bright in Service  '% Trips  69%  68%  100%  63%  62%  98%  3%  2%  18%	e Area  Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63  hton Center - e Area  Transit \$ 0.08 0.17 0.16 0.14 0.18 0.15 0.60 0.65 0.54	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S Origins 1 4,581 4,039 -506 2,207 1,970 66 52,419 33,377 3,046	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%  Mata.) not in Service % Trips 31% 32% 0% 37% 38% 2% 97% 98% 82%	7	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn  Transit  Destination Neighborhood Longwood North Brookline Mission Hill North Allston South Brookline Fenway Central Square Waterfront North Roxbury	Origin   # Trips   4,328   1,640   1,625   1,213   1,023   704   692   505   464   435	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14% 6 (Harvard Ses in Service % Trips 60% 100% 82% 39% 61% 19% 32% 4% 36%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94  Sq Dudley Area Transit \$ 0.08 0.16 0.15 0.20 0.22 0.26 0.27 0.60 0.20	Origins 1 # Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro Origins 1 # Trips 5,979 -1,929 1,092 7,454 2,012 10,074 4,813 52,020 4,020	not in Servie  7 Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86%  bookline) not in Servie 7 Trips 40% 0% 18% 61% 39% 81% 68% 96% 64%	1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56 2 Area Transit \$ 1.01 1.23 1.05 1.47 1.16 0.75 0.74 1.02 0.93	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brighton  Destination Neighborhood North Cambridge Davis Square East Arlington North Belmont West Arlington Fresh Pond East Lexington Waterfront West Woburn	Origin   # Trips   10,260   6,258   4,582   3,566   1,833   1,675   1,499   1,424   1,148   959     Fransit Route: F   Origin   # Trips   4,240   1,748   815   714   431   401   390   355   320	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%  Route 67 (Tu s in Service % Trips 49% 100% 32% 59% 12% 85% 13% 1% 10%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill - Area Transit \$ 0.14 0.23 0.10 0.19 0.11 0.34 0.56 0.68 0.74	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868 Alewife Sta.) Origins # Trips 4,370 -1,017 1,719 496 3,288 70 2,518 53,895 2,729	not in Servic  % Trips  0% 49% 76% 0% 68% 68% 96% 96% 69% 98% 66%  not in Servic % Trips 51% 0% 68% 41% 88% 15% 87% 99%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91  2e Area Transit \$ 0.95 0.74 1.11 1.27 1.44 1.00 1.62 0.99 1.54
Destination Neighborhood Longwood Fenway Mission Hill North Brookline South Brookline South Newton Waterfront North Roxbury Downtown East Somerville  Tra  Destination Neighborhood Longwood Fenway North Brookline Mission Hill South Brookline South Brighton Waterfront East Somerville	Origin     # Trips     10,130     9,929     3,944     3,167     2,164     1,431     1,342     774     653     615     msit Route: Rou     Trips     10,325     8,466     5,171     3,724     3,240     2,761     1,832     781     651     617	ns in Service  'K Trips  68%  79%  67%  68%  42%  49%  2%  12%  44%  2%  Inte 65 (Bright in Service  'K Trips  69%  68%  100%  63%  62%  98%  3%  2%  18%  4%	e Area  Transit \$ 0.07 0.14 0.12 0.19 0.19 0.35 0.58 0.35 0.39 0.63  hton Center - e Area  Transit \$ 0.08 0.17 0.16 0.14 0.18 0.15 0.60 0.65	#Trips 4,776 2,576 1,987 1,498 3,045 1,463 52,909 5,473 16,557 33,543  - Kenmore S Origins 1 4,581 4,039 -506 2,207 1,970 66 52,419 33,377	not in Service % Trips 32% 21% 33% 32% 58% 51% 98% 88% 96% 98%  tta.) not in Service % Trips 31% 32% 0% 37% 38% 2% 97% 98%	7	Destination Neighborhood North Cambridge West Arlington Davis Square East Lexington Bedford West Lexington Burlington East Arlington North Belmont West Woburn  Transit Destination Neighborhood Longwood North Brookline Mission Hill North Allston South Brookline Fenway Central Square Waterfront	#Trips 4,328 1,640 1,625 1,213 1,023 704 692 505 464 435  Route: Route 6 Origin #Trips 8,927 6,595 4,838 4,717 3,197 2,430 2,314 2,231	s in Service % Trips 50% 44% 100% 42% 21% 45% 5% 20% 38% 14% 6 (Harvard Ses in Service % Trips 60% 100% 82% 39% 61% 19% 32% 4%	Area Transit \$ 0.19 0.21 0.32 0.29 0.50 0.37 0.95 0.18 0.29 0.94  Sq. – Dudley Area Transit \$ 0.08 0.16 0.15 0.20 0.22 0.26 0.27 0.60	#Trips 4,282 2,079 -894 1,695 3,768 854 12,408 2,030 746 2,614  Sta. via Bro Origins 1 #Trips 5,979 -1,929 1,092 7,454 2,012 10,074 4,813 52,020	not in Servie  7 Trips 50% 56% 0% 58% 79% 55% 95% 80% 62% 86%  bookline) not in Servie 7 Trips 40% 0% 18% 61% 39% 81% 68% 96%	7 Transit \$ 0.95 1.30 0.73 2.03 2.12 2.38 1.45 1.01 1.32 1.56 2 Area Transit \$ 1.01 1.23 1.05 1.47 1.16 0.75 0.74 1.02	Destination Neighborhood Central Square North Allston East Cambridge Harvard Square Spring Hill South Allston East Somerville North Brookline Waterfront South Brighton  Destination Neighborhood North Cambridge Davis Square East Arlington North Belmont West Arlington Fresh Pond East Lexington Waterfront	Origin   # Trips   10,260   6,258   4,582   3,566   1,833   1,675   1,499   1,424   1,148   959     Transit Route: F   Origin   # Trips   4,240   1,748   815   714   431   401   390   355	s in Service % Trips 100% 51% 24% 100% 32% 100% 4% 31% 2% 34%  Route 67 (Tu s in Service % Trips 49% 100% 32% 59% 12% 85% 13% 1%	Area Transit \$ 0.06 0.16 0.08 0.17 0.18 0.14 0.47 0.32 0.54 0.23  rkey Hill - Area Transit \$ 0.14 0.23 0.10 0.19 0.11 0.34 0.56 0.68	Origins # Trips -3,133 5,913 14,823 -14,440 3,868 -977 32,659 3,242 53,103 1,868 Alewife Sta.) Origins # Trips 4,370 -1,017 1,719 496 3,288 70 2,518 53,895	not in Service  % Trips  0% 49% 76% 0% 68% 0% 96% 69% 98% 66%  not in Service % Trips 51% 0% 68% 41% 88% 15% 87% 99%	1.12 1.37 0.97 0.68 0.84 0.91 1.05 0.82 1.01 0.91  Ee Area Transit \$ 0.95 0.74 1.11 1.27 1.44 1.00 1.62 0.99

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 68 – 79

	Route 68 (	Harvard So	. – Kendall/M	IIT Sta.)				Transit Route: R	oute 69 (Ha	rvard Sa. –	Lechmere St	ta.)		Transit Route: Ro	oute 70/70A (	Cedarwood/	No. Walthar	n – Central :	Sa., Cambrid	lge)
Destination		ins in Servic			not in Serv	ice Area	Destination		ns in Servic			not in Serv	vice Area	<b>Destination</b>		ns in Service			s not in Servi	
Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Central Square	8,537	100%	0.05	-1,410	0%	1.06	East Cambridge	11,672	60%	0.08	7,732	40%	1.03	Central Square	7,198	100%	0.07	-72	0%	0.95
East Cambridge	4,361	22%	0.03	15,043	78%	0.97	Central Square	6,297	88%	0.07	829	12%	0.93	North Allston	5,200	43%	0.15	6,971	57%	1.27
Harvard Square	3,054	100%	0.05	-13,928	0%	0.94	Spring Hill	4,687	82%	0.08	1,014	18%	0.89	Harvard Square	2,667	100%	0.13	-13,541	0%	0.66
Spring Hill	2,744	48%	0.03	2,957	52%	0.86	Harvard Square	3,285	100%	0.05	-14,159	0%	0.93	South Waltham	2,026	95%	0.17	115	5%	1.65
North Allston	1,714	14%	0.32	10,457	86%	1.01	East Somerville	3,080	9%	0.03	31,078	91%	1.08	East Watertown	1,455	39%	0.17	2,241	61%	1.31
East Somerville	1,071	3%	0.32	33,087	97%	1.05	Charlestown	2,076	22%	0.26	7,330	78%	0.89	West Watertown	1,274	53%	0.23	1,136	47%	1.35
Waterfront	730	1%	0.44	53,521	99%	1.00	North Allston	1,620	13%	0.26	10,551	87%	1.00	North Waltham	1,103	65%	0.18	582	35%	2.30
Longwood	202	1%	0.48	14,704	99%	0.55	West End	956	12%	0.30	7,324	88%	0.71	South Belmont	888	39%	0.33	1,412	61%	1.08
West End	195	2%	0.31	8,085	98%	0.55	Downtown	924	5%	0.27	16,285	95%	0.62	North Newton	858	35%	0.43	1,588	65%	1.16
North Newton	161	7%	0.32	2,285	93%	1.09	Waterfront	806	1%	0.50	53,445	93%	1.00	South Allston	815	100%	0.45	-117	05%	0.68
North Newton	101	7%	0.81	2,285	93%	1.09	waterfront	800	1%	0.50	55,445	99%	1.00	South Aliston	813	100%	0.36	-11/	0%	0.08
Tra	ansit Route: R	oute 71 (Wa	tertown Sa	- Harvard St	a.)		Trar	sit Route: Route 7	2 (Aberdee	n & Mt. Aul	ourn – Harv	ard Sta.)		Tra	ansit Route: I	Route 73 (Wa	averly Sq. –	Harvard Sta	ı.)	
Destination		ins in Servic			not in Serv	ice Area	Destination		ns in Service			not in Serv	vice Area	Destination		ns in Service			s not in Servi	ice Area
Neighborhood	# Trips	% Trips	Transit \$			Transit \$	Neighborhood			Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
North Allston	2,354	19%	0.12	9,817	81%	1.10	North Allston	2,404	20%	0.13	9,768	80%	1.10	North Allston	2,347	19%	0.13	9,824	81%	1.10
Central Square	2,047	29%	0.18	5,080	71%	0.73	Central Square	1,897	27%	0.14	5,229	73%	0.77	Central Square	2,174	31%	0.18	4,953	69%	0.73
Spring Hill	507	9%	0.24	5,194	91%	0.80	Harvard Square	1,047	100%	0.06	-11,921	0%	0.96	Spring Hill	487	9%	0.25	5,215	91%	0.80
Waterfront	427	1%	0.59	53,824	99%	1.00	North Cambridge	897	10%	0.23	7,713	90%	1.00	Waterfront	422	1%	0.60	53,828	99%	1.00
South Belmont	255	11%	0.25	2,045	89%	1.09	Spring Hill	823	14%	0.23	4,879	86%	0.81	North Newton	269	11%	0.64	2,177	89%	1.10
East Watertown	248	7%	0.11	3,448	93%	1.33	Waterfront	502	1%	0.56	53,748	99%	1.00	East Somerville	236	1%	0.60	33,922	99%	1.03
West Watertown	242	10%	0.11	2,168	90%	0.95	North Belmont	389	32%	0.19	822	68%	1.37	West Arlington	204	5%	0.70	3,516	95%	1.06
North Newton	222	9%	0.13	2,223	91%	1.10	North Newton	279	11%	0.77	2,167	89%	1.09	South Newton	158	5%	0.83	2,736	95%	1.21
East Somerville	219	1%	0.59	33,939	99%	1.03	East Somerville	249	1%	0.77	33,909	99%	1.03	East Lexington	149	5%	0.90	2,758	95%	1.57
South Newton	177	6%	0.76	2,717	94%	1.03	Longwood	175	1%	0.59	14,730	99%	0.55	Longwood	145	1%	0.50	14,761	99%	0.55
South Newton	1//	070	0.70	2,717	7470	1.22	Longwood	173	1 /0	0.57	14,730	77/0	0.55	Longwood	143	1 /0	0.01	14,701	7770	0.55
Transit Ro	ute: Route 74	(Belmont Ct	r. – Harvard	Sta. via Con	cord Ave.)		Transit R	oute: Route 75 (Be	lmont Ctr.	– Harvard S	ta. via Fresl	Pond Pkw	v.)	Transit I	Route: Route	76 (Hanscon	a Air Force	Base – Alew	ife Sta.)	
Destination		ins in Servic			not in Serv	ice Area	Destination	,	s in Service			not in Serv	• /	Destination		ns in Service			s not in Servi	ice Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
North Cambridge	4,350	51%	0.18	4,260	49%	1.07	North Cambridge	3,423	40%	0.18	5,187	60%	1.05	North Cambridge	4,380	51%	0.17	4,230	49%	0.95
North Allston	2,424	20%	0.13	9,748	80%	1.10	North Allston	2,379	20%	0.13	9,793	80%	1.10	Davis Square	1,661	100%	0.29	-930	0%	0.73
Central Square	1,823	26%	0.20	5,303	74%	0.73	Central Square	1,764	25%	0.19	5,363	75%	0.73	West Arlington	1,585	43%	0.25	2,135	57%	1.22
North Belmont	776	64%	0.20	434	36%	1.39	North Belmont	642	53%	0.19	568	47%	1.38	East Lexington	1,063	37%	0.27	1,845	63%	1.95
Waterfront	585	1%	0.57	53,666	99%	1.00	Waterfront	537	1%	0.57	53,714	99%	1.00	Burlington	515	4%	0.92	12,586	96%	1.44
North Newton	391	16%	0.81	2,055	84%	1.09	North Newton	339	14%	0.80	2,107	86%	1.09	East Arlington	454	18%	0.17	2,081	82%	1.00
Spring Hill	359	6%	0.23	5,342	94%	0.81	Spring Hill	299	5%	0.24	5,402	95%	0.81	North Belmont	430	35%	0.26	781	65%	1.32
East Somerville	310	1%	0.59	33,848	99%	1.03	East Somerville	262	1%	0.59	33,896	99%	1.03	Fresh Pond	410	87%	0.40	61	13%	1.00
West Arlington	266	7%	0.46	3,454	93%	1.09	South Newton	178	6%	0.87	2,715	94%	1.21	South Belmont	370	16%	0.55	1,931	84%	1.00
East Lexington	225	8%	0.68	2,682	92%	1.59	Longwood	170	1%	0.60	14,735	99%	0.55	Waterfront	359	1%	0.74	53,892	99%	0.99
East Echington	223	070	0.00	2,002	7270	1.57	Longwood	170	170	0.00	11,755	7770	0.55	Water Fort	337	170	0.71	33,072	2270	0.55
Trar	nsit Route: Ro	ute 77 (Arlir	gton Heights	s – Harvard S	Sta.)			Transit Route: Ro	ute 78 (Arlr	nont Village	- Harvard	Sta.)		Trans	sit Route: Ro	ute 79 (Arlir	gton Height	s – Alewife S	Sta.)	
Destination	Origi	ins in Servic	e Area	Origins	not in Serv	ice Area	Destination	Origi	ns in Servic	e Area	Origins	not in Serv	vice Area	Destination	Origi	ns in Service			s not in Servi	ice Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
North Cambridge	3,190	37%	0.17	5,420	63%	1.23	North Cambridge	4,479	52%	0.18	4,131	48%	1.08	North Cambridge	5,060	59%	0.14	3,550	41%	0.97
North Allston	2,371	19%	0.16	9,801	81%	1.10	North Allston	2,435	20%	0.14	9,737	80%	1.10	Davis Square	2,531	100%	0.14	-1,800	0%	0.78
	2,195	100%	0.15	-1,464	0%	0.97	Central Square	1,830	26%	0.20	5,296	74%	0.73	East Arlington	1,467	58%	0.09	1,068	42%	1.30
Davis Square	2,193								35%	0.17	2,415	65%	1.27	West Arlington	1,087	29%	0.10		710/	1.54
Davis Square East Arlington	1,007	40%	0.12	1,528	60%	1.38	West Arlington	1,305	3370	0.17	2,413	03%	1.4/	West / Hilligton	1,007	29%	0.10	2,633	71%	1.57
		40% 2%	0.12 0.59	1,528 53,428	60% 98%	1.38	West Arlington Waterfront	1,305	1%	0.17	53,595	99%	1.00	Medford Hillside	477	100%	0.10	-839	0%	0.84
East Arlington	1,007																			
East Arlington Waterfront West Arlington	1,007 823 721	2% 19%	0.59 0.14	53,428 2,998	98% 81%	1.00 1.58	Waterfront North Belmont	656 571	1% 47%	0.57 0.24	53,595 639	99% 53%	1.00 1.38	Medford Hillside Waterfront	477 443	100% 1%	0.29 0.67	-839 53,808	0% 99%	0.84 0.99
East Arlington Waterfront	1,007 823	2%	0.59	53,428	98%	1.00	Waterfront	656	1%	0.57	53,595	99%	1.00	Medford Hillside	477	100%	0.29	-839	0%	0.84

Neighborhood lies outside route's service area
For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

87%

99%

1.09

1.05

Spring Hill

East Arlington

273

259

5%

10%

0.25

0.21

5,428

2,276

95%

90%

0.81

0.95

North Allston

South Belmont

311

303

3%

13%

0.64

0.61

11,861

1,997

97%

87%

0.98

0.99

2,132

33,873

North Newton

East Somerville

314

285

13%

1%

0.88

0.53

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 80 – 93

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

Neighborhood

Transit Route: Route 84 (Arlmont Loop –Alewife Sta.)

# Trips % Trips Transit \$ # Trips % Trips Transit \$

Origins not in Service Area

Origins in Service Area

Transit Route: Route 83 (Rindge Ave. – Central Sq., Cambridge)

Origins in Service Area

**Transit Route: Route 80 (Arlington Center – Lechmere Sta.)** 

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Neighborhood

Origins in Service Area

**Destination** 

Neighborhood

East Cambridge East Somerville Spring Hill Charlestown North Cambridge South Medford Davis Square Winter Hill Waterfront West End	10,750 8,197 6,988 2,408 1,882 1,851 1,677 1,439 963 855	55% 24% 100% 26% 22% 100% 100%	0.09 0.17 0.10 0.28 0.28 0.12	8,655 25,961 -1,287	45% 76%	0.99				Transit \$	# Trips	% Trips	Transit \$	Neighborhood		% Trips	Transit \$	# Trips	% Trips	Transit \$
Spring Hill Charlestown North Cambridge South Medford Davis Square Winter Hill Waterfront West End	6,988 2,408 1,882 1,851 1,677 1,439 963	100% 26% 22% 100% 100%	0.10 0.28 0.28	-1,287	760/	0.77	Central Square	6,913	97%	0.07	214	3%	1.10	North Cambridge	4,322	50%	0.13	4,288	50%	0.94
Charlestown North Cambridge South Medford Davis Square Winter Hill Waterfront West End	2,408 1,882 1,851 1,677 1,439 963	26% 22% 100% 100% 100%	0.28 0.28		/0%	1.35	Spring Hill	4,594	81%	0.08	1,107	19%	1.07	Davis Square	1,650	100%	0.22	-918	0%	0.73
Charlestown North Cambridge South Medford Davis Square Winter Hill Waterfront West End	2,408 1,882 1,851 1,677 1,439 963	26% 22% 100% 100% 100%	0.28 0.28		0%	1.07	North Cambridge	3,589	42%	0.15	5,021	58%	1.25	West Arlington	1,563	42%	0.16	2,156	58%	1.21
North Cambridge South Medford Davis Square Winter Hill Waterfront West End	1,882 1,851 1,677 1,439 963	22% 100% 100% 100%	0.28	6,998	74%	0.92	Harvard Square	2,308	100%	0.08	-13,183	0%	1.16	Fresh Pond	402	85%	0.33	69	15%	1.00
South Medford Davis Square Winter Hill Waterfront West End	1,851 1,677 1,439 963	100% 100% 100%		6,728	78%	0.92	North Allston	1,819	15%	0.36	10,352	85%	1.02	North Belmont	396	33%	0.19	814	67%	1.30
Davis Square Winter Hill Waterfront West End	1,677 1,439 963	100% 100%		-254	0%	1.37	East Somerville	1,230	4%	0.37	32,928	96%	1.09	East Arlington	385	15%	0.11	2,150	85%	1.00
Winter Hill Waterfront West End	1,439 963	100%	0.11	-945	0%	1.06	Waterfront	1,038	2%	0.53	53,212	98%	1.01	Waterfront	322	1%	0.66	53,929	99%	0.99
Waterfront West End	963		0.11	-497	0%	1.41	Winter Hill	518	55%	0.25	424	45%	0.92	North Allston	264	2%	0.64	11,907	98%	0.98
West End		70/-	0.63	53,288	98%	1.00	BU	410	100%	0.23	-1,443	0%	0.60	South Belmont	251	11%	0.43	2,049	89%	1.00
	833	2%			90%					0.37	2,074			East Somerville						
Tuonait		10%	0.31	7,425	90%	0.71	North Newton	372	15%	0.80	2,074	85%	1.09	East Somerville	242	1%	0.73	33,915	99%	1.02
	t Route: Ro	ute 85 (Spri	ng Hill _ Ker	ndall/MIT St	ita)		Tr	ınsit Route: Rou	ıte 86 (Sulli	van Sta _ Cl	eveland Cir	cle)		Transit Rout	te: Route 87 (Cla	rendon Hill	_ I echmere	Sta via Son	nerville Ave	)
Destination		s in Service			not in Servi	ce Area	Destination		s in Service			not in Servi	ice Area	Destination Destination	1	s in Service			not in Servi	
						Transit \$	Neighborhood						Transit \$	Neighborhood			Transit \$			Transit \$
Spring Hill	6,994	100%	0.03	-1,293	0%	1.08	East Somerville	6,554	19%	0.16	27,604	81%	1.24	East Cambridge	10,728	55%	0.10	8,677	45%	1.01
East Cambridge	5,117	26%	0.08	14,288	74%	1.00	Spring Hill	5,320	93%	0.09	381	7%	1.01	Spring Hill	6,119	100%	0.09	-418	0%	1.15
Central Square	4,760	67%	0.06	2,366	33%	0.85	Central Square	4,440	62%	0.05	2,686	38%	0.82	East Somerville	4,438	13%	0.03	29,719	87%	1.18
East Somerville	4,760	13%	0.06	29,802	87%		•	4,369	36%	0.15	7,803	64%	1.33		4,438	47%	0.23	4,575	53%	1.18
						1.14	North Allston							North Cambridge	,					
Harvard Square	1,933	100%	0.18	-12,808	0%	0.62	South Brighton	2,819	100%	0.12	12.962	0%	1.02	Davis Square	2,248	100%	0.09	-1,517	0%	1.10
Winter Hill	1,316	100%	0.08	-374	0%	0.98	Harvard Square	1,989	100%	0.07	-12,863	0%	0.98	Charlestown	2,214	24%	0.29	7,192	76%	0.90
North Allston	726	6%	0.45	11,446	94%	0.99	Charlestown	1,251	13%	0.21	8,155	87%	0.95	Winter Hill	1,258	100%	0.23	-316	0%	0.98
Waterfront	626	1%	0.55	53,625	99%	1.00	Waterfront	1,067	2%	0.59	53,184	98%	1.01	South Medford	1,141	71%	0.25	456	29%	1.04
Charlestown	225	2%	0.43	9,181	98%	0.87	North Brighton	685	50%	0.13	682	50%	1.23	Waterfront	1,014	2%	0.59	53,237	98%	1.00
Downtown	206	1%	0.41	17,003	99%	0.62	Winter Hill	661	70%	0.22	281	30%	0.92	West End	890	11%	0.31	7,390	89%	0.71
Transit Route: R	Pouto 88 (Cl	onondon Ui	ll Lochmon	o Sto vio Ui	ighland Ava	`	T	ansit Route: Ro	uto 80 (Clos	randan Uill	Cullivan Ct	a )		Т.,	ansit Route: Rou	to 00 (Dovid	Sa Sto V	Vallington St	to )	
Destination		as in Service			not in Servi		Destination		s in Service			not in Servi	ico Aron	Destination		s in Service			not in Servi	oo Aroo
	-		Transit \$			Transit \$	Neighborhood						Transit \$	Neighborhood						Transit \$
					45%		East Somerville							East Somerville					54%	
East Cambridge	10,690	55%	0.09	8,715 -888		1.00		12,908	38%	0.16	21,250	62%	1.31		15,661	46%	0.11	18,497		1.35
Spring Hill	6,589	100%	0.08		0%	1.12	North Cambridge	4,060	47%	0.17	4,550	53%	1.00	Spring Hill	7,574	100%	0.07	-1,872	0%	1.11
East Somerville	6,271	18%	0.16	27,887	82%	1.26	Spring Hill	3,537	62%	0.14	2,164	38%	0.95	North Cambridge	2,812	33%	0.19	5,798	67%	0.97
North Cambridge	4,075	47%	0.16	4,535	53%	1.02	Davis Square	3,184	100%	0.08	-2,453	0%	1.14	East Medford	2,481	46%	0.17	2,950	54%	1.15
Charlestown	2,307	25%	0.26	7,099	75%	0.91	Charlestown	2,266	24%	0.17	7,140	76%	0.96	Charlestown	2,437	26%	0.18	6,969	74%	0.96
Davis Square	2,020	100%	0.09	-1,289	0%	1.09	South Medford	1,797	100%	0.11	-200	0%	1.31	Winter Hill	2,038	100%	0.09	-1,096	0%	1.24
Winter Hill	1,332	100%	0.13	-390	0%	1.13	Winter Hill	1,056	100%	0.11	-114	0%	1.35	South Medford	1,312	82%	0.21	285	18%	1.10
South Medford	1,264	79%	0.21	333	21%	1.08	Waterfront	970	2%	0.63	53,281	98%	1.00	East Cambridge	1,146	6%	0.31	18,258	94%	0.76
Waterfront	901	2%	0.60	53,350	98%	1.00	Downtown	870	5%	0.48	16,340	95%	0.62	Downtown	1,132	7%	0.47	16,077	93%	0.62
West End	838	10%	0.31	7,442	90%	0.71	East Cambridge	841	4%	0.40	18,563	96%	0.74	Waterfront	975	2%	0.63	53,276	98%	1.00
			a. a .				m					<b>35.4</b> (0.1)				.a a				
	nite: Konte '			al Sq., Camb				oute: Route 92 (	•	•					Route: Route 93	(				
					not in Servi		Destination		s in Service		- 0 -	not in Servi		Destination		s in Service		- 0 -	not in Servi	
Destination	Origin	s in Service	I wone-4			Transit \$	Neighborhood					% Trips		Neighborhood			Transit \$			Transit \$
Destination Neighborhood	Origin # Trips	% Trips		-307	0%	0.96	East Somerville	13,421	39%	0.10	20,737	61%	1.20	Chinatown	7,653	47%	0.07	8,586	53%	0.88
Destination Neighborhood Central Square	Origin # Trips 7,434	% Trips 100%	0.04		010/	1.22	Chinatown	8,009	49%	0.07	8,229	51%	0.88	Waterfront	7,304	13%	0.21	46,947	87%	1.12
Destination Neighborhood Central Square East Somerville	Origin # Trips 7,434 6,466	% Trips 100% 19%	0.04 0.09	27,691	81%		Downtown	7,883	46%	0.04	9,326	54%	1.05	Downtown	7 220					
Destination Neighborhood Central Square East Somerville Spring Hill	Origin # Trips 7,434 6,466 4,980	% Trips 100% 19% 87%	0.04 0.09 0.06	27,691 721	13%	0.93	Downtown	7,003	7070						7,239	42%	0.04	9,970	58%	1.06
Destination Neighborhood Central Square East Somerville	Origin # Trips 7,434 6,466 4,980 3,397	% Trips 100% 19% 87% 100%	0.04 0.09 0.06 0.18	27,691 721 -14,271	13% 0%	0.64	Waterfront	7,499	14%	0.21	46,752	86%	1.12	East Somerville	5,488	42% 16%	0.12	9,970 28,670	84%	1.06 1.14
Destination Neighborhood Central Square East Somerville Spring Hill Harvard Square Charlestown	Origin # Trips 7,434 6,466 4,980 3,397 1,261	% Trips 100% 19% 87%	0.04 0.09 0.06 0.18 0.15	27,691 721	13% 0% 87%			7,499 4,949			46,752 3,143	86% 39%	1.12 0.65	East Somerville Back Bay	5,488 4,634			9,970 28,670 3,458	84% 43%	
Destination Neighborhood Central Square East Somerville Spring Hill Harvard Square	Origin # Trips 7,434 6,466 4,980 3,397	% Trips 100% 19% 87% 100%	0.04 0.09 0.06 0.18	27,691 721 -14,271	13% 0%	0.64	Waterfront	7,499	14%	0.21	46,752	86%	1.12	East Somerville	5,488	16%	0.12	9,970 28,670	84%	1.14
Destination Neighborhood Central Square East Somerville Spring Hill Harvard Square Charlestown	Origin # Trips 7,434 6,466 4,980 3,397 1,261	% Trips 100% 19% 87% 100% 13% 88%	0.04 0.09 0.06 0.18 0.15	27,691 721 -14,271 8,145	13% 0% 87%	0.64 0.95	Waterfront Back Bay	7,499 4,949	14% 61%	0.21 0.23	46,752 3,143	86% 39%	1.12 0.65	East Somerville Back Bay	5,488 4,634	16% 57%	0.12 0.23	9,970 28,670 3,458	84% 43%	1.14 0.65
Destination Neighborhood Central Square East Somerville Spring Hill Harvard Square Charlestown North Allston	Origin # Trips 7,434 6,466 4,980 3,397 1,261 1,029	% Trips 100% 19% 87% 100% 13%	0.04 0.09 0.06 0.18 0.15 0.39	27,691 721 -14,271 8,145 11,143 368	13% 0% 87% 92% 39%	0.64 0.95 1.00	Waterfront Back Bay West End	7,499 4,949 4,856	14% 61% 59%	0.21 0.23 0.07	46,752 3,143 3,424 5,493	86% 39% 41% 58%	1.12 0.65 0.98 1.35	East Somerville Back Bay West End	5,488 4,634 4,409 2,992	16% 57% 53%	0.12 0.23 0.06 0.07	9,970 28,670 3,458 3,871 6,414	84% 43% 47% 68%	1.14 0.65 1.11 1.38
Destination Neighborhood Central Square East Somerville Spring Hill Harvard Square Charlestown North Allston Winter Hill Waterfront	Origin # Trips 7,434 6,466 4,980 3,397 1,261 1,029 574	% Trips 100% 19% 87% 100% 13% 8% 61% 1%	0.04 0.09 0.06 0.18 0.15 0.39 0.19 0.53	27,691 721 -14,271 8,145 11,143 368 53,737	13% 0% 87% 92% 39%	0.64 0.95 1.00 0.91	Waterfront Back Bay West End Charlestown North End	7,499 4,949 4,856 3,913	14% 61% 59% 42%	0.21 0.23 0.07 0.08 0.06	46,752 3,143 3,424 5,493 367	86% 39% 41% 58% 11%	1.12 0.65 0.98 1.35 1.21	East Somerville Back Bay West End Charlestown North End	5,488 4,634 4,409 2,992 2,883	16% 57% 53% 32%	0.12 0.23 0.06	9,970 28,670 3,458 3,871 6,414 538	84% 43% 47% 68% 16%	1.14 0.65 1.11
Destination Neighborhood Central Square East Somerville Spring Hill Harvard Square Charlestown North Allston Winter Hill	Origin # Trips 7,434 6,466 4,980 3,397 1,261 1,029 574 513	% Trips 100% 19% 87% 100% 13% 88% 61%	0.04 0.09 0.06 0.18 0.15 0.39	27,691 721 -14,271 8,145 11,143 368	13% 0% 87% 92% 39%	0.64 0.95 1.00 0.91 1.00	Waterfront Back Bay West End Charlestown	7,499 4,949 4,856 3,913 3,054	14% 61% 59% 42% 89%	0.21 0.23 0.07 0.08	46,752 3,143 3,424 5,493	86% 39% 41% 58%	1.12 0.65 0.98 1.35	East Somerville Back Bay West End Charlestown	5,488 4,634 4,409 2,992	16% 57% 53% 32% 84%	0.12 0.23 0.06 0.07 0.05	9,970 28,670 3,458 3,871 6,414	84% 43% 47% 68%	1.14 0.65 1.11 1.38 1.22

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 94 – 109

Destination

Transit Route: Route 96 (Medford Sq. – Harvard Sta.)

Origins not in Service Area

Origins in Service Area

Transit Route: Route 95 (West Medford – Sullivan Sta.)

Origins in Service Area

Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
North Cambridge	3,553	41%	0.16	5,057	59%	0.98	East Somerville	13,474	39%	0.16	20,684	61%	1.28	North Cambridge	2,638	31%	0.18	5,972	69%	1.12
Davis Square	3,193	100%	0.05	-2,462	0%	1.07	East Medford	2,836	52%	0.13	2,595	48%	1.31	North Allston	2,358	19%	0.15	9,813	81%	1.10
South Medford	1,495	94%	0.10	102	6%	1.17	Spring Hill	2,656	47%	0.22	3,045	53%	0.85	Davis Square	1,751	100%	0.09	-1,020	0%	1.15
East Somerville	658	2%	0.52	33,500	98%	1.05	Charlestown	2,276	24%	0.16	7,130	76%	0.95	South Medford	1,216	76%	0.10	381	24%	1.23
East Arlington	503	20%	0.14	2,032	80%	1.04	Downtown	917	5%	0.49	16,292	95%	0.62	Waterfront	781	1%	0.59	53,470	99%	1.00
Waterfront	500	1%	0.65	53,751	99%	1.00	Waterfront	847	2%	0.70	53,404	98%	1.00	Spring Hill	778	14%	0.18	4,923	86%	0.91
North Allston	280	2%	0.66	11,892	98%	0.98	Winter Hill	843	89%	0.14	99	11%	1.18	East Somerville	667	2%	0.49	33,491	98%	1.07
East Cambridge	276	1%	0.54	19,129	99%	0.73	West Malden	765	17%	0.30	3,818	83%	0.89	Central Square	455	6%	0.23	6,672	94%	0.75
Winchester	250	7%	0.65	3,210	93%	1.52	East Cambridge	695	4%	0.40	18,710	96%	0.74	Winter Hill	324	34%	0.30	618	66%	0.95
West Arlington	239	6%	0.50	3,481	94%	1.10	South Medford	683	43%	0.13	914	57%	1.37	East Cambridge	293	2%	0.47	19,112	98%	0.74
	ansit Route: R	•				_		e: Route 99 (Bo							ansit Route:					
Destination		ns in Servic			not in Servi		Destination		ns in Service			not in Serv		Destination		ns in Service			s not in Servi	
Neighborhood	# Trips	% Trips	Transit \$	# Trips		Transit \$	Neighborhood	# Trips		Transit \$		% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$
East Somerville	7,847	23%	0.45	26,311	77%	1.07	East Somerville	8,217	24%	0.46	25,941	76%	1.07	East Medford	2,933	54%	0.09	2,498	46%	1.28
West Malden	3,860	84%	0.07	723	16%	1.15	West Malden	6,215	100%	0.06	-1,631	0%	1.23	West Malden	1,732	38%	0.10	2,851	62%	0.92
West Everett	2,917	100%	0.05	-516	0%	1.23	East Medford	2,885	53%	0.24	2,546	47%	1.17	East Somerville	1,474	4%	0.45	32,684	96%	1.04
East Everett	2,779	100%	0.11	-396	0%	1.10	East Malden	2,471	44%	0.12	3,108	56%	1.06	W. Medford/Medford Sq	379	36%	0.20	682	64%	1.19
East Medford	2,469	45%	0.23	2,963	55%	1.16	West Everett	1,578	66%	0.10	823	34%	1.05	Waterfront	298	1%	0.73	53,953	99%	0.99
East Malden	2,183	39%	0.13	3,396	61%	1.02	Downtown	1,490	9%	0.50	15,719	91%	0.61	Downtown	246	1%	0.52	16,963	99%	0.61
Downtown	1,362	8%	0.51	15,847	92%	0.61	Charlestown	1,316	14%	0.48	8,090	86%	0.86	Stoneham	188	2%	0.86	7,503	98%	1.50
Charlestown	1,310	14%	0.48	8,096	86%	0.87	East Everett	1,256	53%	0.23	1,127	47%	1.00	South Medford	184	12%	0.31	1,413	88%	1.00
Waterfront	790	1%	0.73	53,461	99%	0.99	Waterfront	840	2%	0.72	53,411	98%	0.99	Melrose	182	5%	0.64	3,743	95%	1.15
Chinatown	674	4%	0.52	15,565	96%	0.62	Chinatown	755	5%	0.52	15,483	95%	0.62	East Malden	174	3%	0.37	5,405	97%	0.90
	ute: Route 101	•						Route: Route 1				· • · · · · · · · · · · · · · · · · · ·			oute: Route 1					
	O	C <u>-</u> -																		
Destination		ns in Servic			not in Servi		Destination		ns in Service			not in Serv		Destination		ns in Service			s not in Servi	
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Neighborhood East Somerville	# <b>Trips</b> 14,408	% Trips 42%	<b>Transit \$</b> 0.21	# <b>Trips</b> 19,750	<b>% Trips</b> 58%	Transit \$ 1.35	Neighborhood  East Somerville	# <b>Trips</b> 10,421	<b>% Trips</b> 31%	Transit \$ 0.25	# <b>Trips</b> 23,737	<b>% Trips</b> 69%	<b>Transit \$</b> 1.16	Neighborhood  East Somerville	# <b>Trips</b> 10,606	<b>% Trips</b> 31%	Transit \$ 0.24	# <b>Trips</b> 23,552	% Trips 69%	<b>Transit \$</b> 1.16
Neighborhood East Somerville West Malden	# <b>Trips</b> 14,408 5,403	% Trips 42% 100%	7 Transit \$ 0.21 0.13	# <b>Trips</b> 19,750 -820	% Trips 58% 0%	1.35 1.23	Neighborhood East Somerville West Malden	# <b>Trips</b> 10,421 5,233	% Trips 31% 100%	Transit \$ 0.25 0.09	# <b>Trips</b> 23,737 -650	% Trips 69% 0%	1.16 1.17	Neighborhood East Somerville West Malden	# <b>Trips</b> 10,606 5,951	% Trips 31% 100%	Transit \$ 0.24 0.08	# <b>Trips</b> 23,552 -1,368	% Trips 69% 0%	Transit \$ 1.16 1.18
Neighborhood  East Somerville  West Malden  Spring Hill	# <b>Trips</b> 14,408 5,403 3,031	% Trips 42% 100% 53%	Transit \$	# <b>Trips</b> 19,750 -820 2,670	% Trips 58% 0% 47%	1.35 1.23 0.89	Neighborhood East Somerville West Malden West Everett	# Trips 10,421 5,233 3,109	% Trips 31% 100% 100%	Transit \$ 0.25 0.09 0.07	# <b>Trips</b> 23,737 -650 -708	% Trips 69% 0% 0%	Transit \$ 1.16 1.17 1.23	Neighborhood East Somerville West Malden East Malden	# <b>Trips</b> 10,606 5,951 3,264	% Trips 31% 100% 59%	Transit \$ 0.24 0.08 0.09	# <b>Trips</b> 23,552 -1,368 2,314	% Trips 69% 0% 41%	Transit \$ 1.16 1.18 1.23
Neighborhood  East Somerville West Malden Spring Hill Charlestown	# Trips 14,408 5,403 3,031 2,405	% Trips 42% 100% 53% 26%	Transit \$	# <b>Trips</b> 19,750 -820 2,670 7,001	% Trips 58% 0% 47% 74%	Transit \$ 1.35 1.23 0.89 0.96	Neighborhood East Somerville West Malden West Everett East Malden	# Trips 10,421 5,233 3,109 3,019	% Trips 31% 100% 100% 54%	Transit \$ 0.25 0.09 0.07 0.10	# <b>Trips</b> 23,737 -650 -708 2,559	% Trips 69% 0% 0% 46%	1.16 1.17 1.23 1.13	Neighborhood East Somerville West Malden East Malden Charlestown	# Trips 10,606 5,951 3,264 2,300	% Trips 31% 100% 59% 24%	Transit \$ 0.24 0.08 0.09 0.18	# <b>Trips</b> 23,552 -1,368 2,314 7,106	% Trips 69% 0% 41% 76%	1.16 1.18 1.23 0.94
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford	# Trips 14,408 5,403 3,031 2,405 2,274	% Trips 42% 100% 53% 26% 42%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21	# Trips 19,750 -820 2,670 7,001 3,157	% Trips 58% 0% 47% 74% 58%	1.35 1.23 0.89 0.96 1.30	Neighborhood East Somerville West Malden West Everett East Malden East Everett	#Trips 10,421 5,233 3,109 3,019 2,482	% Trips 31% 100% 100% 54% 100%	Transit \$ 0.25 0.09 0.07 0.10 0.13	# Trips 23,737 -650 -708 2,559 -99	% Trips 69% 0% 0% 46% 0%	Transit \$ 1.16 1.17 1.23 1.13 1.13	Neighborhood East Somerville West Malden East Malden Charlestown East Everett	# Trips 10,606 5,951 3,264 2,300 1,971	% Trips 31% 100% 59% 24% 83%	Transit \$	# Trips 23,552 -1,368 2,314 7,106 412	% Trips 69% 0% 41% 76% 17%	Transit \$ 1.16 1.18 1.23 0.94 1.06
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden	# Trips 14,408 5,403 3,031 2,405 2,274 1,533	% Trips 42% 100% 53% 26% 42% 27%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.21 0.21	#Trips 19,750 -820 2,670 7,001 3,157 4,045	% Trips 58% 0% 47% 74% 58% 73%	1.35 1.23 0.89 0.96 1.30 1.03	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown	#Trips 10,421 5,233 3,109 3,019 2,482 2,313	% Trips 31% 100% 100% 54% 100% 25%	Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18	# Trips 23,737 -650 -708 2,559 -99 7,093	% Trips 69% 0% 0% 46% 0% 75%	Transit \$ 1.16 1.17 1.23 1.13 1.13 0.94	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett	# Trips 10,606 5,951 3,264 2,300 1,971 1,967	% Trips 31% 100% 59% 24% 83% 82%	7 Consit \$ 0.24 0.08 0.09 0.18 0.17 0.07	#Trips 23,552 -1,368 2,314 7,106 412 434	% Trips 69% 0% 41% 76% 17% 18%	Transit \$ 1.16 1.18 1.23 0.94 1.06 1.22
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284	% Trips 42% 100% 53% 26% 42% 27% 7%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.21 0.21 0.22 0.49	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925	% Trips 58% 0% 47% 74% 58% 73% 93%	1.35 1.23 0.89 0.96 1.30 1.03 0.62	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317	% Trips 31% 100% 100% 54% 100% 25% 8%	Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892	% Trips 69% 0% 0% 46% 0% 75% 92%	Transit \$ 1.16 1.17 1.23 1.13 1.13 0.94 0.62	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311	% Trips 31% 100% 59% 24% 83% 82% 8%	7ransit \$ 0.24 0.08 0.09 0.18 0.17 0.07 0.49	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898	% Trips 69% 0% 41% 76% 17% 18% 92%	1.16 1.18 1.23 0.94 1.06 1.22 0.62
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237	% Trips 42% 100% 53% 26% 42% 27% 7% 2%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.21 0.22 0.49 0.69	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014	% Trips 58% 0% 47% 74% 58% 73% 93%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828	% Trips 31% 100% 100% 54% 100% 25% 8% 2%	7 Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423	% Trips 69% 0% 0% 46% 0% 75% 92%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042	% Trips 31% 100% 59% 24% 83% 82% 8% 19%	7 Consit \$  0.24  0.08  0.09  0.18  0.17  0.07  0.49  0.36	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389	% Trips 69% 0% 41% 76% 17% 18% 92% 81%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221	% Trips 42% 100% 53% 26% 42% 27% 7% 2% 100%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.21 0.22 0.49 0.69 0.20	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490	% Trips 58% 0% 47% 74% 58% 73% 93% 98% 0%	Transit \$ 1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823	% Trips 31% 100% 100% 54% 100% 25% 8% 2% 15%	Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10	Neighborhood  East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853	% Trips 31% 100% 59% 24% 83% 82% 8% 19% 2%	7 Consit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398	% Trips 69% 0% 41% 76% 17% 18% 92% 81%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237	% Trips 42% 100% 53% 26% 42% 27% 7% 2%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.21 0.22 0.49 0.69	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014	% Trips 58% 0% 47% 74% 58% 73% 93%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828	% Trips 31% 100% 100% 54% 100% 25% 8% 2%	7 Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423	% Trips 69% 0% 0% 46% 0% 75% 92%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042	% Trips 31% 100% 59% 24% 83% 82% 8% 19%	7 Consit \$  0.24  0.08  0.09  0.18  0.17  0.07  0.49  0.36	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389	% Trips 69% 0% 41% 76% 17% 18% 92% 81%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953	% Trips 42% 100% 53% 26% 42% 27% 7% 2% 100% 60%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16	# Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644	% Trips 58% 0% 47% 74% 58% 73% 93% 98% 0% 40%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693	% Trips 31% 100% 100% 54% 100% 25% 8% 2% 15% 4%	Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35 0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546	% Trips 69% 0% 0% 46% 75% 92% 98% 85% 96%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692	% Trips 31% 100% 59% 24% 83% 82% 8% 19% 2% 4%	0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546	% Trips 69% 0% 41% 76% 17% 18% 92% 81% 98%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout	#Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1	% Trips       42%       100%       53%       26%       42%       27%       7%       2%       100%       60%   Franklin Sq	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644 Loop – We	% Trips       58%       0%       47%       74%       58%       73%       93%       98%       0%       40%   Illington Sta.	Transit \$ 1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R	% Trips 31% 100% 100% 54% 100% 25% 8% 2% 15% 4%  oute 108 (Lin	7 Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35 0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  rellington Sta	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: J	% Trips 31% 100% 59% 24% 83% 82% 8% 19% 2% 4%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta.	% Trips 69% 0% 41% 76% 17% 18% 92% 81% 98% 96%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi	% Trips       42%       100%       53%       26%       42%       27%       7%       2%       100%       60%       Franklin Sq       ns in Service	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644 Loop – Wei	% Trips       58%       0%       47%       74%       58%       73%       93%       98%       0%       40%       Illington Sta.       not in Service	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54 0.ce Area	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R	Name	0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35 0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington Sta	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96% a.)	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I	Nation	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins	% Trips 69% 0% 41% 76% 17% 18% 92% 81% 98% 96%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62
Neighborhood East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood	# Trips  14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips	## Trips  42%  100%  53%  26%  42%  7%  2%  100%  60%  Franklin Sq ns in Service  ## Trips	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16  7 Lebanon St e Area Transit \$	# Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644 Loop – Wei	% Trips       58%       0%       47%       74%       58%       73%       93%       98%       0%       40%       Ulington Sta.       not in Service       % Trips	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Cee Area Transit \$	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%     4%     100%   Charles in Service   Trips   Trips   100%	7 Transit \$ 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35 0.51 0.60 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.7	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Gellington State Origins # Trips	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96% a.) not in Serv	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62 ice Area Transit \$	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origin	Trips   31%   100%   59%   24%   83%   82%   8%   19%   2%   4%     Route 109 (Less in Service % Trips   Trips   100%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips	% Trips 69% 0% 41% 76% 17% 18% 92% 81% 98% 96% a.) s not in Service % Trips	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$
Neighborhood East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden	#Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi #Trips 5,142	## Trips  42%  100%  53%  26%  42%  7%  7%  2%  100%  60%  Franklin Sq ns in Service  Trips  100%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16  7 Lebanon St e Area  7 Transit \$ 0.08	# Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644 Loop – Wei Origins # Trips -559	% Trips       58%       0%       47%       74%       58%       73%       93%       98%       40%       Ulington Sta.       not in Service       % Trips       0%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  ce Area Transit \$ 1.18	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr  Destination Neighborhood West Malden	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%     4%     100%   Charles in Service   Trips   100%	7 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35 0.51 0.49 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington State Origins # Trips -1,038	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896	Nation   100%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips 24,261	% Trips 69% 69% 41% 76% 17% 18% 92% 81% 98% 96% a.) s not in Service % Trips 71%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%	7 Transit \$ 0.21 0.13 0.23 0.21 0.21 0.22 0.49 0.69 0.20 0.16  7 Lebanon St e Area 7 Transit \$ 0.08 0.09	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644 Loop – We Origins #Trips -559 2,270	% Trips           58%           0%           47%           74%           58%           73%           93%           98%           40%           Ulington Sta.           not in Service           % Trips           0%           41%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Cee Area Transit \$ 1.18 1.25	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr  Destination Neighborhood West Malden East Malden	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736	W Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%     4%     100%	7 0.25 0.09 0.07 0.10 0.13 0.18 0.49 0.72 0.35 0.51 0.49 0.74 0.08	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington State Origins # Trips -1,038 1,842	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0% 33%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr  Destination Neighborhood East Somerville East Everett	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669	Nation   100%	0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 inden Sq. – Area Transit \$ 0.20 0.07	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips 24,261 -286	% Trips 69% 0% 41% 76% 17% 18% 92% 81% 98% 96% 1.) s not in Servi % Trips 71% 0%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14 1.13
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%	O.21   O.23   O.21   O.23   O.21   O.21   O.22   O.49   O.69   O.20   O.16	# Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644 Loop – We Origins # Trips -559 2,270 32,330	% Trips           58%           0%           47%           74%           58%           73%           93%           0%           40%           Illington Sta.           not in Service           % Trips           0%           41%           95%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr  Destination Neighborhood West Malden East Medford East Medford	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063	Name	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546 Cellington Sta Origins # Trips -1,038 1,842 2,369	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0% 33% 44%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr  Destination Neighborhood East Somerville East Everett West Everett	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316	Nation	0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 inden Sq. – Area Transit \$ 0.20 0.07 0.04	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips 24,261 -286 85	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Servi   W Trips   71%   0%   4%   4%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14 1.13 1.14
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828 1,804	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%	O.21   O.23   O.21   O.23   O.21   O.21   O.22   O.49   O.69   O.20   O.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – We Origins #Trips -559 2,270 32,330 3,627	% Trips           58%           0%           47%           74%           58%           73%           93%           0%           40%           Illington Sta.           not in Service           % Trips           0%           41%           95%           67%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05 1.14	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Medford East Medford East Somerville	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%     4%     100%   67%   56%   6%   6%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington Sta Origins # Trips -1,038 1,842 2,369 32,126	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0% 33% 44% 94%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221	Name	7 Consit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips 24,261 -286 85 7,185	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Service   W Trips   71%   0%   4%   76%   76%   10%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14 1.13 1.14 0.94
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford	# Trips 14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828 1,804 1,723	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%  72%	Transit \$   0.21   0.13   0.23   0.21   0.21   0.22   0.49   0.69   0.20   0.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – We Origins #Trips -559 2,270 32,330 3,627 678	% Trips           58%           0%           47%           74%           58%           73%           93%           98%           40%           Illington Sta.           not in Service           % Trips           0%           41%           95%           67%           28%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05 1.14 1.08	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Medford East Medford East Somerville West Everett	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032 1,307	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%     4%     100%   67%   56%   6%   54%   100%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington Sta Origins # Trips -1,038 1,842 2,369 32,126 1,094	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0% 33% 44% 94% 46%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05 0.91	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown East Malden	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221 1,342	No.   Trips   31%   100%   59%   24%   83%   82%   88%   19%   24%   4%   100%   96%   24%   24%   24%   100%	7 Consit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15 0.13	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips 24,261 -286 85 7,185 4,237	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Service   W Trips   71%   0%   4%   76%   76%   76%   76%   10%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14 1.13 1.14 0.94 1.03
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford West Everett East Everett	# Trips  14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828 1,804 1,723 1,200	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%  72%  50%	O.21   O.23   O.21   O.23   O.21   O.21   O.22   O.49   O.69   O.20   O.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – We Origins #Trips -559 2,270 32,330 3,627 678 1,183	% Trips           58%           0%           47%           74%           58%           73%           93%           98%           40%           Illington Sta.           not in Service           % Trips           0%           41%           95%           67%           28%           50%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05 1.14 1.08 1.01	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Medford East Somerville West Everett West Revere	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032 1,307 1,152	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%     4%     100%   67%   56%   6%   54%   16%   16%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips 23,737 -650 -708 2,559 -99 7,093 15,892 53,423 4,608 15,546  Cellington Sta Origins # Trips -1,038 1,842 2,369 32,126 1,094 5,998	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0% 33% 44% 94% 46% 84%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05 0.91 1.00	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown East Malden West Revere	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221 1,342 926	Name	7 Cansit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15 0.13 0.38	# Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips 24,261 -286 85 7,185 4,237 6,225	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Service   71%   0%   4%   76%   76%   87%   87%   10	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14 1.13 1.14 0.94 1.03 0.99
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford West Everett East Everett Waterfront	# Trips  14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828 1,804 1,723 1,200 588	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%  72%  50%  1%	7 Consit \$  0.21  0.13  0.23  0.21  0.21  0.22  0.49  0.69  0.20  0.16  Clebanon Stee Area  7 Consist \$  0.08  0.09  0.55  0.32  0.10  0.22  0.76	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – Wei Origins #Trips -559 2,270 32,330 3,627 678 1,183 53,663	7 Trips 58% 0% 47% 74% 58% 73% 93% 98% 0% 40%  **Ilington Sta.** not in Service Trips 0% 41% 95% 67% 28% 50% 99%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Cee Area Transit \$ 1.18 1.25 1.05 1.14 1.08 1.01 0.99	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Medford East Somerville West Everett West Revere Downtown	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032 1,307 1,152 693	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%   4%   100%   67%   56%   6%   54%   16%   4%   4%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips  23,737  -650  -708  2,559  -99  7,093  15,892  53,423  4,608  15,546  Cellington Sta Origins  # Trips  -1,038  1,842  2,369  32,126  1,094  5,998  16,517	% Trips 69% 0% 0% 46% 0% 75% 92% 98% 85% 96%  a.) not in Serv % Trips 0% 33% 44% 94% 46% 84% 96%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05 0.91 1.00 0.61	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown East Malden West Revere Downtown	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221 1,342 926 807	Name	7 Cansit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15 0.13 0.38 0.51	# Trips  23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips  24,261 -286 85 7,185 4,237 6,225 16,402	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Servion   W Trips   71%   0%   4%   76%   87%   95%   95%   10%	1.16 1.18 1.23 0.94 1.06 1.22 0.62 1.11 1.00 0.62  ice Area Transit \$ 1.14 1.13 1.14 0.94 1.03 0.99 0.61
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford West Everett East Everett Waterfront Stoneham	# Trips  14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828 1,804 1,723 1,200 588 529	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%  72%  50%  1%  7%	O.21   O.23   O.21   O.23   O.21   O.22   O.49   O.69   O.20   O.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – Wei Origins #Trips -559 2,270 32,330 3,627 678 1,183 53,663 7,161	7 Trips 58% 0% 47% 74% 58% 73% 93% 98% 0% 40%  **Ilington Sta.** not in Service Trips 0% 41% 95% 67% 28% 50% 99% 93%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05 1.14 1.08 1.01 0.99 1.54	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Revere Downtown Waterfront	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032 1,307 1,152 693 617	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%   100%   67%   56%   6%   54%   16%   4%   1%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips  23,737  -650  -708  2,559  -99  7,093  15,892  53,423  4,608  15,546  Cellington Sta Origins  # Trips  -1,038  1,842  2,369  32,126  1,094  5,998  16,517  53,634	% Trips           69%           0%           0%           46%           0%           75%           92%           98%           85%           96%           a.)           mot in Serv           % Trips           0%           33%           44%           94%           46%           84%           96%           99%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05 0.91 1.00 0.61 0.99	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown East Malden West Revere Downtown Chelsea	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221 1,342 926 807 748	No	7 Cansit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15 0.13 0.38 0.51 0.34	# Trips  23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips  24,261 -286 85 7,185 4,237 6,225 16,402 12,604	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Servier   W Trips   71%   0%   44%   76%   87%   95%   94%   94%   10%	Transit \$   1.16   1.18   1.23   0.94   1.06   1.22   0.62   1.11   1.00   0.62
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford West Everett East Everett Waterfront Stoneham West Revere	# Trips  14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1) Origi # Trips 5,142 3,308 1,828 1,804 1,723 1,200 588 529 503	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%  72%  50%  1%  7%  7%	O.21   O.23   O.21   O.23   O.21   O.22   O.49   O.69   O.20   O.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – We Origins #Trips -559 2,270 32,330 3,627 678 1,183 53,663 7,161 6,647	7 Trips 58% 0% 47% 74% 58% 73% 93% 98% 0% 40%  **Illington Sta.** not in Service Trips 0% 41% 95% 67% 28% 50% 99% 93% 93%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05 1.14 1.08 1.01 0.99 1.54 0.99	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Somerville West Everett West Revere Downtown Waterfront Melrose	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032 1,307 1,152 693 617 528	7 Trips 31% 100% 100% 54% 100% 25% 8% 2% 15% 4%  oute 108 (Linus in Service 7 Trips 100% 67% 56% 6% 54% 16% 4% 11% 13%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51     0.64   0.08   0.17   0.50   0.20   0.45   0.51   0.73   0.46   0.46   0.46   0.46   0.68   0.73   0.46   0.66   0.73   0.46   0.66   0.73   0.46   0.67   0.67   0.67   0.67   0.66   0.73   0.46   0.68   0.67   0.73   0.46   0.68   0.73   0.46   0.68   0.75   0.73   0.46   0.68   0.75   0.73   0.46   0.68   0.75   0.73   0.46   0.68   0.75   0.73   0.46   0.68   0.67   0.75	# Trips  23,737  -650  -708  2,559  -99  7,093  15,892  53,423  4,608  15,546  Cellington State  Origins  # Trips  -1,038  1,842  2,369  32,126  1,094  5,998  16,517  53,634  3,397	% Trips           69%           0%           0%           46%           0%           75%           92%           98%           85%           96%           a.)           mot in Serv           % Trips           0%           33%           44%           94%           46%           84%           96%           99%           87%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05 0.91 1.00 0.61 0.99 1.21	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown East Malden West Revere Downtown Chelsea Waterfront	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221 1,342 926 807 748 582	No.   Trips   31%   100%   59%   24%   83%   82%   88%   19%   24%   4%   13%   56%   6%   1%   100%   10	7ransit \$ 0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 inden Sq. – Area 7ransit \$ 0.20 0.07 0.04 0.15 0.13 0.38 0.51 0.34 0.74	#Trips 23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins #Trips 24,261 -286 85 7,185 4,237 6,225 16,402 12,604 53,669	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Servion   W Trips   71%   0%   4%   76%   87%   95%   94%   99%   99%   10%	Transit \$   1.16   1.18   1.23   0.94   1.06   1.22   0.62   1.11   1.00   0.62         ice Area   Transit \$   1.14   1.13   1.14   0.94   1.03   0.99   0.61   0.81   0.99
Neighborhood  East Somerville West Malden Spring Hill Charlestown East Medford East Malden Downtown Waterfront Davis Square South Medford  Transit Rout Destination Neighborhood West Malden East Malden East Somerville East Medford West Everett East Everett Waterfront Stoneham	# Trips  14,408 5,403 3,031 2,405 2,274 1,533 1,284 1,237 1,221 953 e: Route 106 (1 Origi # Trips 5,142 3,308 1,828 1,804 1,723 1,200 588 529 503 470	## Trips  42%  100%  53%  26%  42%  27%  7%  2%  100%  60%  Franklin Sq ns in Servic  ## Trips  100%  59%  5%  33%  72%  50%  1%  7%  7%  3%	O.21   O.23   O.21   O.23   O.21   O.22   O.49   O.69   O.20   O.16	#Trips 19,750 -820 2,670 7,001 3,157 4,045 15,925 53,014 -490 644  Loop – Wei Origins #Trips -559 2,270 32,330 3,627 678 1,183 53,663 7,161	7 Trips 58% 0% 47% 74% 58% 73% 93% 98% 0% 40%  **Ilington Sta.** not in Service Trips 0% 41% 95% 67% 28% 50% 99% 93%	1.35 1.23 0.89 0.96 1.30 1.03 0.62 1.00 0.87 1.54  Ce Area Transit \$ 1.18 1.25 1.05 1.14 1.08 1.01 0.99 1.54	Neighborhood East Somerville West Malden West Everett East Malden East Everett Charlestown Downtown Waterfront East Medford Chinatown  Tr Destination Neighborhood West Malden East Medford East Revere Downtown Waterfront	#Trips 10,421 5,233 3,109 3,019 2,482 2,313 1,317 828 823 693 ansit Route: R Origi #Trips 5,621 3,736 3,063 2,032 1,307 1,152 693 617	Trips   31%   100%   100%   54%   100%   25%   8%   2%   15%   4%   100%   67%   56%   6%   54%   16%   4%   1%	Transit \$   0.25   0.09   0.07   0.10   0.13   0.18   0.49   0.72   0.35   0.51	# Trips  23,737  -650  -708  2,559  -99  7,093  15,892  53,423  4,608  15,546  Cellington Sta Origins  # Trips  -1,038  1,842  2,369  32,126  1,094  5,998  16,517  53,634	% Trips           69%           0%           0%           46%           0%           75%           92%           98%           85%           96%           a.)           mot in Serv           % Trips           0%           33%           44%           94%           46%           84%           96%           99%	1.16 1.17 1.23 1.13 1.13 0.94 0.62 1.00 1.10 0.62  ice Area Transit \$ 1.24 1.26 1.26 1.05 0.91 1.00 0.61 0.99	Neighborhood East Somerville West Malden East Malden Charlestown East Everett West Everett Downtown East Medford Waterfront Chinatown  Tr Destination Neighborhood East Somerville East Everett West Everett Charlestown East Malden West Revere Downtown Chelsea	# Trips 10,606 5,951 3,264 2,300 1,971 1,967 1,311 1,042 853 692 ansit Route: I Origi # Trips 9,896 2,669 2,316 2,221 1,342 926 807 748	No	7 Cansit \$  0.24 0.08 0.09 0.18 0.17 0.07 0.49 0.36 0.72 0.51 0.51 0.20 0.07 0.04 0.15 0.13 0.38 0.51 0.34	# Trips  23,552 -1,368 2,314 7,106 412 434 15,898 4,389 53,398 15,546  Sullivan Sta. Origins # Trips  24,261 -286 85 7,185 4,237 6,225 16,402 12,604	W Trips   69%   0%   41%   76%   17%   18%   92%   81%   96%   1.)   s not in Servier   W Trips   71%   0%   44%   76%   87%   95%   94%   94%   10%	Transit \$   1.16   1.18   1.23   0.94   1.06   1.22   0.62   1.11   1.00   0.62

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Transit Route: Route 94 (Medford Sq. – Davis Sq. Sta.)

Origins not in Service Area

Destination

Origins in Service Area

Destination

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 110 – 134

Transit Route: Route 112 (Wellington Sta. – Wood Island Sta.)

Transit Route: Route 111 (Woodlawn/Broadway & Park – Haymarket Sta.)

11aii				- weinington	Diu.)		IIIIISIU IX	bute: Route 111 (v	v ooula wii/Di	oauway & I	ark – mayn	iai ket Sta.)			ransit Route: Route	` `	,			
Destination		s in Service	Area	-	not in Servic		Destination		s in Service	Area		not in Servic		Destination		in Service A			ot in Service	e Area
Neighborhood			Transit \$			Transit \$	Neighborhood			Transit \$			Transit \$	Neighborhood		% Trips	Fransit \$		% Trips	Transit \$
East Revere	6,337	38%	0.20	10,249	62%	1.14	Chelsea	9,529	71%	0.11	3,823	29%	1.35	Chelsea	12,572	94%	0.09	779	6%	1.34
West Everett	3,207	100%	0.11	-806	0%	1.19	East Cambridge	7,080	36%	0.20	12,324	64%	0.80	East Everett	3,286	100%	0.08	-903	0%	1.24
East Everett	2,520	100%	0.12	-137	0%	1.34	West End	4,738	57%	0.08	3,542	43%	0.94	West Everett	2,167	90%	0.16	234	10%	1.01
Chelsea	1,525	11%	0.28	11,827	89%	0.90	Waterfront	3,742	7%	0.32	50,508	93%	1.05	East Somerville	1,433	4%	0.60	32,725	96%	1.05
East Somerville	1,371	4%	0.59	32,787	96%	1.05	Charlestown	3,456	37%	0.11	5,949	63%	1.25	East Boston	1,077	13%	0.14	7,305	87%	0.96
East Medford	1,174	22%	0.37	4,257	78%	1.12	Chinatown	3,202	20%	0.19	13,036	80%	0.68	East Medford	1,033	19%	0.40	4,398	81%	1.10
West Revere	978	14%	0.16	6,173	86%	1.24	North End	3,083	90%	0.07	338	10%	1.14	Waterfront	767	1%	0.71	53,484	99%	1.00
East Malden	761	14%	0.28	4,817	86%	1.00	East Somerville	2,870	8%	0.53	31,288	92%	1.06	Winthrop	590	30%	0.31	1,351	70%	0.23
Waterfront	687	1%	0.77	53,564	99%	1.00	East Everett	1,660	70%	0.15	723	30%	1.15	West Revere	510	7%	0.35	6,641	93%	1.04
East Boston	419	5%	0.55	7,963	95%	0.74	East Revere	1,438	9%	0.30	15,149	91%	1.04	Downtown	454	3%	0.45	16,755	97%	0.62
						<u> </u>	•						<u> </u>							
Tra	nsit Route: Rou	te 114 (Bellii	ngham Sq				Transit 1	Route: Route 116 (	Wonderland	l Sta. – Mav	erick Sta. vi	a Revere)		Tran	sit Route: Route 117 (			verick Sta. via	Beach)	
Destination	Origin	s in Service	Area	Origins	not in Servic	e Area	Destination	Origins	s in Service	Area	Origins n	not in Servic	e Area	Destination	Origins	in Service A	Area	Origins n	ot in Service	e Area
Neighborhood		% Trips	Transit \$		% Trips	Transit \$	Neighborhood		% Trips	Transit \$		% Trips	Transit \$	Neighborhood		% Trips '	Fransit \$	# Trips 6	% Trips	Transit \$
Chelsea	12,838	96%	0.11	514	4%	1.30	Chelsea	12,029	90%	0.13	1,323	10%	1.33	Chelsea	12,292	92%	0.14	1,060	8%	1.36
East Boston	8,262	99%	0.09	120	1%	1.25	East Boston	8,578	100%	0.10	-196	0%	1.27	East Boston	9,050	100%	0.10	-668	0%	1.40
East Revere	2,253	14%	0.27	14,334	86%	1.04	East Revere	6,062	37%	0.20	10,524	63%	1.19	East Revere	6,783	41%	0.21	9,804	59%	1.20
Downtown	1,218	7%	0.40	15,991	93%	0.62	Downtown	1,476	9%	0.40	15,733	91%	0.62	Waterfront	4,576	8%	0.29	49,675	92%	1.07
East Everett	1,143	48%	0.27	1,240	52%	0.98	Waterfront	1,031	2%	0.68	53,220	98%	1.00	West End	4,281	52%	0.08	4,000	48%	0.93
Kendall/MIT	1,051	100%	0.62	-3,644	0%	0.72	Kendall/MIT	1,006	100%	0.62	-3,599	0%	0.72	Chinatown	3,414	21%	0.18	12,824	79%	0.69
Waterfront	837	2%	0.67	53,413	98%	1.00	East Somerville	880	3%	0.69	33,278	97%	1.03	North End	3,373	99%	0.07	48	1%	1.13
East Somerville	837	2%	0.68	33,321	98%	1.03	East Everett	699	29%	0.33	1,684	71%	0.98	East Somerville	1,877	5%	0.61	32,280	95%	1.04
West Revere	591	8%	0.19	6,560	92%	1.14	East Lynn	698	4%	0.66	17,579	96%	0.57	Kendall/MIT	1,588	100%	0.51	-4,182	0%	0.73
Chinatown	554	3%	0.48	15,684	97%	0.62	West Revere	690	10%	0.19	6,461	90%	1.21	East Cambridge	1,379	7%	0.32	18,026	93%	0.77
Transit R	Route: Route 119	(Northanta	C1	Mar Danahan	4 C4 )		TD		130 (0 : 4	TT - 1 - 1 - 4 - C4 -		·					~ .		L- X	
	toute. Route 11)	(Northgate	Snopping C	ır. – Beacnn	ioni Sta.)		1 ra	nsit Route: Route	120 (Orient	Heignts Sta.	<ul> <li>Maverick</li> </ul>	Sta.)		'	Transit Route: Route	121 (Wood	Island Sta	– Maverick Si	(a.)	
Destination		s in Service			not in Servic	e Area	<b>Destination</b>		s in Service	8		Sta.) not in Servic	e Area	Destination		121 (Wood in Service A			a.) ot in Service	e Area
	Origin	s in Service		Origins	not in Servic	e Area Transit \$		Origins	s in Service	Area	Origins n	not in Servic	e Area Transit \$		Origins	in Service A	Area	Origins n	ot in Service	e Area Transit \$
Destination	Origin	s in Service	Area	Origins	not in Servic	_	Destination	Origins	s in Service	Area	Origins n	not in Servic		Destination	Origins	in Service A	Area	Origins n	ot in Service	
Destination Neighborhood	Origin # Trips	s in Service % Trips	Area Transit \$	Origins :	not in Servic % Trips	Transit \$	Destination Neighborhood	Origins # Trips	s in Service A % Trips	Area Fransit \$	Origins n # Trips	not in Servic % Trips	Transit \$	Destination Neighborhood	Origins # Trips	s in Service A % Trips	Area Fransit \$	Origins n	ot in Service % Trips	Transit \$
Destination Neighborhood East Revere	Origin # Trips 6,223	% Trips 38%	Area Transit \$ 0.11	# Trips 10,364	not in Servic % Trips 62%	Transit \$ 1.23	<b>Destination Neighborhood</b> East Boston	# Trips 5,315	s in Service 2 % Trips 63%	Area Fransit \$ 0.02	Origins n # Trips 3,067	not in Service 76 Trips 37%	Transit \$ 1.40	<b>Destination Neighborhood</b> East Boston	Origins # Trips 6,416	s in Service A % Trips 77%	Area Fransit \$ 0.02	Origins n # Trips 1,967	ot in Service 76 Trips 23%	Transit \$ 1.25
Destination Neighborhood East Revere West Revere Winthrop	Origin # Trips 6,223 1,007	s in Service	Area Transit \$ 0.11 0.08	Origins 1 # Trips 10,364 6,144 1,051	not in Servic % Trips 62% 86%	1.23 1.37	Destination Neighborhood East Boston Chelsea	# Trips 5,315 3,573	s in Service 2 % Trips 3 63% 27%	Area Fransit \$ 0.02 0.39	Origins n # Trips 3,067 9,779	not in Servic % Trips 37% 73%	1.40 0.80	Destination Neighborhood East Boston Chelsea	Origins # Trips 6,416 3,209	in Service A 77% 24%	Area Fransit \$ 0.02 0.39	# Trips 1,967 10,142	ot in Service 76% Trips 23% 76%	1.25 0.80
Destination Neighborhood East Revere West Revere	#Trips 6,223 1,007 890 767	s in Service % Trips 38% 14% 46% 4%	Area Transit \$ 0.11 0.08 0.22 0.66	Origins 1 # Trips 10,364 6,144 1,051 17,510	not in Servic % Trips 62% 86% 54% 96%	1.23 1.37 0.23 0.57	Destination Neighborhood East Boston Chelsea East Revere	Origins # Trips 5,315 3,573 1,988 1,139	s in Service 2 % Trips 3 63% 27% 12%	Area Fransit \$ 0.02 0.39 0.42	Origins n # Trips 3,067 9,779 14,599 802	not in Service % Trips 37% 73% 88%	1.40 0.80 0.90 0.23	Destination Neighborhood East Boston Chelsea Kendall/MIT	Origins # Trips 6 6,416 3,209 874 738	s in Service A % Trips 77% 24% 100%	Area Fransit \$ 0.02 0.39 0.54 0.42	Origins n # Trips 1,967 10,142 -3,468	ot in Service // Trips	1.25 0.80 0.72
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston	Origin # Trips 6,223 1,007 890	s in Service % Trips 38% 14% 46%	Area Transit \$ 0.11 0.08 0.22	Origins 1 # Trips 10,364 6,144 1,051	not in Servic % Trips 62% 86% 54%	1.23 1.37 0.23	Destination Neighborhood East Boston Chelsea East Revere Winthrop	Origins # Trips 5,315 3,573 1,988	s in Service 2 % Trips	Area Fransit \$ 0.02 0.39 0.42 0.15	Origins n # Trips 3,067 9,779 14,599	not in Servic % Trips 37% 73% 88% 41%	1.40 0.80 0.90	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere	Origins # Trips 6 6,416 3,209 874	s in Service A % Trips 77% 24% 100% 4%	Area Fransit \$ 0.02 0.39 0.54	Origins n # Trips 1,967 10,142 -3,468 15,849	ot in Service 76% 76% 96%	1.25 0.80 0.72 0.89
Destination Neighborhood East Revere West Revere Winthrop East Lynn	#Trips 6,223 1,007 890 767 554	s in Service % Trips 38% 14% 46% 4% 7%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78	#Trips 10,364 6,144 1,051 17,510 7,828 3,171	not in Service % Trips 62% 86% 54% 96% 93%	Transit \$ 1.23 1.37 0.23 0.57 0.74 0.92	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT	Origins # Trips 5,315 3,573 1,988 1,139 872	s in Service 2 % Trips	Area Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375	not in Servic % Trips 37% 73% 88% 41% 0% 89%	1.40 0.80 0.90 0.23 0.72 0.96	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown	Origins # Trips 6 6,416 3,209 874 738 603 477	sin Service A % Trips 77% 24% 100% 4% 4%	Area Γransit \$ 0.02 0.39 0.54 0.42 0.32 0.15	Origins n # Trips 1,967 1,967 10,142 -3,468 15,849 16,606 1,464	ot in Service % Trips	1.25 0.80 0.72 0.89 0.62 0.23
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea	#Trips 6,223 1,007 890 767 554	s in Service % Trips 38% 14% 46% 4% 7% 14% 4%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32	#Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854	not in Servic % Trips 62% 86% 54% 96% 93% 86% 96%	Transit \$ 1.23 1.37 0.23 0.57 0.74 0.92 0.85	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere	Origins # Trips 5,315 3,573 1,988 1,139 872 776 506	s in Service 2 % Trips	Area Fransit \$ 0.02 0.39 0.42 0.15 0.54	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97%	Transit \$ 1.40 0.80 0.90 0.23 0.72 0.96 0.62	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop	Origins # Trips 6 6,416 3,209 874 738 603 477 381	77% 24% 100% 4% 4% 25%	Area  Γransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204	ot in Service % Trips	1.25 0.80 0.72 0.89 0.62 0.23 0.67
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville	Origin # Trips 6,223 1,007 890 767 554 528 498 454	s in Service % Trips 38% 14% 46% 4% 7% 14% 4% 14%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74	#Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704	not in Servic % Trips 62% 86% 54% 96% 93% 86% 96% 99%	Transit \$ 1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown	Origins # Trips 5,315 3,573 1,988 1,139 872 776 506 439	s in Service 2 % Trips	Area  Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97%	Transit \$ 1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End	Origins # Trips 6 6,416 3,209 874 738 603 477 381 373	5 in Service A % Trips 77% 24% 100% 4% 4% 25% 3%	Area Γransit \$ 0.02 0.39 0.54 0.42 0.32 0.15	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778	ot in Service  6 Trips	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea	#Trips 6,223 1,007 890 767 554 528 498	s in Service % Trips 38% 14% 46% 4% 7% 14% 4%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32	#Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854	not in Servic % Trips 62% 86% 54% 96% 93% 86% 96%	Transit \$ 1.23 1.37 0.23 0.57 0.74 0.92 0.85	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown	Origins # Trips 5,315 3,573 1,988 1,139 872 776 506	s in Service 2 % Trips	Area  Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97%	Transit \$ 1.40 0.80 0.90 0.23 0.72 0.96 0.62	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere	Origins # Trips 6 6,416 3,209 874 738 603 477 381	5 in Service A 7 Trips 77% 24% 100% 4% 4% 25% 3% 5%	Area Cransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204	ot in Service  6 Trips 7 23% 76% 0% 96% 96% 75% 97% 95%	1.25 0.80 0.72 0.89 0.62 0.23 0.67
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus	#Trips 6,223 1,007 890 767 554 528 498 454 405	s in Service % Trips 38% 14% 46% 4% 7% 14% 4% 11% 8%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97	#Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696	not in Servic % Trips 62% 86% 54% 96% 93% 86% 96% 99%	Transit \$ 1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville	Origins # Trips 5,315 3,573 1,988 1,139 872 776 506 439 437	s in Service 2 % Trips	Area  Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97% 97%	Transit \$ 1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown	Origins # Trips 6 6,416 3,209 874 738 603 477 381 373 353	5 in Service A % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2%	Area  Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885	ot in Service % Trips 7 23% 76% 0% 96% 96% 75% 97% 95%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront	#Trips 6,223 1,007 890 767 554 528 498 454 405	s in Service % Trips 38% 14% 46% 4% 7% 14% 4% 11% 8% 11%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77	#Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877	not in Servic % Trips 62% 86% 54% 96% 93% 86% 96% 99% 99%	Transit \$ 1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End	Origins # Trips 5,315 3,573 1,988 1,139 872 776 506 439 437	s in Service 2 % Trips	Area  Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97% 97% 99%	Transit \$ 1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville	Origins # Trips 6 6,416 3,209 874 738 603 477 381 373 353	5 in Service A % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%	Area  Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841	ot in Service 76 Trips 7 23% 76% 0% 96% 96% 75% 97% 95% 98% 99%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront	Origin           # Trips         6,223           1,007         890           767         554           528         498           454         405           374	s in Service % Trips 38% 14% 46% 4% 7% 14% 4% 11% 8% 11%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877	not in Servic % Trips 62% 86% 54% 96% 93% 86% 96% 99% 99%	Transit \$ 1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End	Origins # Trips   5,315   3,573   1,988   1,139   872   776   506   439   437   355   sit Route: Route 12	s in Service 2 % Trips	Area  Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  Shopping (	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97% 97% 99%	Transit \$ 1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville	Origins           # Trips         0           6,416         3,209           874         738           603         477           381         373           353         317           Transit Route: Route	5 in Service A % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%	Area  Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn -	Origins n # Trips 1,967 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841 Wellington St	ot in Service 76 Trips 7 23% 76% 0% 96% 96% 75% 97% 95% 98% 99%	Transit \$ 1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront Trai	Origin     # Trips     6,223     1,007     890     767     554     528     498     454     405     374     nsit Route: Route     Origin	s in Service % Trips 38% 14% 46% 4% 7% 14% 4% 11% 8% 11% e 131 (Melrous in Service	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds – Malden S	not in Servic  % Trips 62% 86% 54% 96% 93% 86% 96% 99% 92% 99% Sta.) not in Service	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End Trans	Origins   # Trips   0	s in Service 2 % Trips	Area  Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  Shopping (Area	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230 Ctr. – Malde Origins n	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97% 99% 97% not in Servic	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville	Origins   # Trips   0	in Service A % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%	Area  Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn - 'Area	Origins n # Trips 1,967 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington St Origins n	ot in Service 76 Trips 7 23% 76% 0% 96% 96% 75% 97% 95% 98% 99% a.)	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Trai Destination Neighborhood	Origin     # Trips     6,223     1,007     890     767     554     528     498     454     405     374     origin     # Trips	s in Service % Trips 38% 14% 46% 4% 7% 14% 4% 11% 8% 11% e 131 (Melrous in Service % Trips	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  Disc Highland Area Transit \$	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden S Origins (# Trips)	not in Servic  7 Trips  62%  86%  54%  96%  93%  86%  96%  99%  92%  99%  Sta.)  not in Servic  7 Trips	Transit \$ 1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99 e Area Transit \$	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Trans Destination Neighborhood	Origins   # Trips   0	s in Service 2 % Trips	Area  Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  Shopping (Area Fransit \$	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Malde Origins n # Trips	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97% 97% 97% Trips	Transit \$ 1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  e Area Transit \$	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood	Origins   # Trips   0	in Service A % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1% 18 134 (North s in Service A	Area  Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn - Yarea  Fransit \$	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington St Origins n # Trips	ot in Service 76 Trips 7 23% 76% 0% 96% 96% 75% 97% 95% 98% 99% a.)	Transit \$
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Trai  Destination Neighborhood West Malden	Origin     # Trips     6,223     1,007     890     767     554     528     498     454     405     374     nsit Route: Route     Origin     # Trips     5,093	s in Service  % Trips  38%  14%  46%  4%  7%  14%  4%  1%  8%  1%  e 131 (Melro is in Service  % Trips  100%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77    Ose Highland Area Transit \$ 0.07	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden S Origins (# Trips) -510	not in Servic  7 Trips 62% 86% 54% 96% 93% 86% 96% 92% 99% Sta.) not in Servic 7 Trips 0%	Transit \$ 1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  e Area Transit \$ 1.13	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Trans Destination Neighborhood West Malden	Origins   # Trips	s in Service 2 % Trips	Area  Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  Shopping CArea  Fransit \$ 0.07	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Malde Origins n # Trips 596	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97% 97% 97% Trips 13%	Transit \$ 1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  Transit \$ 1.05	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford	Origins   # Trips   0	5 in Service A % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1% 18 19 118 2134 (North 5 in Service A % Trips 62%	Area  Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn - Yarea  Fransit \$ 0.15	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington St Origins n # Trips 2,064	ot in Service 76 Trips 7 23% 76% 0% 96% 96% 75% 97% 95% 98% 99%  a.) ot in Service 76% Trips 7 38%	Transit \$ 1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  E Area Transit \$ 1.26
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Trai Destination Neighborhood West Malden East Malden	Origin           # Trips         6,223           1,007         890           767         554           528         498           454         405           374         374           msit Route: Route           Origin         # Trips           5,093         2,479	s in Service  '% Trips  38%  14%  46%  4%  7%  14%  4%  1%  8%  1%  e 131 (Melro is in Service  '% Trips  100%  44%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77    Ose Highland Area Transit \$ 0.07 0.12	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden S Origins 1 # Trips -510 3,099	not in Servic  7 Trips 62% 86% 54% 96% 93% 86% 96% 92% 99% Sta.) not in Servic 7 Trips 0% 56%	Transit \$ 1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  e Area Transit \$ 1.13 1.05	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Trans Destination Neighborhood West Malden Stoneham	Origins   # Trips   0	s in Service 2 % Trips	Area  Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  Shopping CArea  Fransit \$ 0.07 0.17	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Malde Origins n # Trips 596 5,234	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97% 97% 13% 68%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  Transit \$ 1.05 1.89	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn	Origins   # Trips   0	5 in Service A % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1% 1% 134 (North 5 in Service A % Trips 62% 17%	Area  Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn - Yarea  Fransit \$ 0.15 0.41	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington St Origins n # Trips 2,064 13,187	ot in Service 76 Trips 7 23% 76% 0% 96% 96% 95% 97% 95% 98% 99%  a.) ot in Service 75 Trips 7 38% 83%	Transit \$ 1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  E Area Transit \$ 1.26 1.94
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Trai  Destination Neighborhood West Malden East Malden East Somerville	Origin           # Trips         6,223           1,007         890           767         554           528         498           454         405           374         Origin           # Trips         5,093           2,479         978	s in Service % Trips 38% 14% 46% 4% 7% 14% 4% 19% 8% 19% e 131 (Melro is in Service % Trips 100% 44% 3%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77    Ose Highland Area Transit \$ 0.07 0.12 0.57	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden S Origins # Trips -510 3,099 33,180	not in Servic  % Trips 62% 86% 54% 96% 93% 86% 96% 92% 99%  Sta.) not in Servic % Trips 0% 56% 97%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  e Area  Transit \$ 1.13 1.05 1.03	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Tran Destination Neighborhood West Malden Stoneham East Malden	Origins   # Trips	s in Service 2 % Trips	Area  Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  E Shopping (Area  Fransit \$ 0.07 0.17 0.20	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Malde Origins n # Trips 596 5,234 3,693	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97%  m Sta.) not in Servic % Trips 13% 68% 66%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  Transit \$ 1.05 1.89 0.94	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville	Origins   # Trips   0	5 in Service A 77% 24% 100% 4% 4% 25% 3% 5% 2% 1% 100 100 100 100 100 100 100 100 100	Area Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn - Yarea Fransit \$ 0.15 0.41 0.50	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington St Origins n # Trips 2,064 13,187 32,212	ot in Service 76 Trips 7 23% 76% 0% 96% 96% 75% 97% 95% 98% 99%  a.) ot in Service 75% 38% 83% 94%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  2 Area  Transit \$ 1.26 1.94 1.05
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Trai  Destination Neighborhood West Malden East Malden East Somerville West Everett	Origin           # Trips         6,223           1,007         890           767         554           528         498           454         405           374         Origin           # Trips         5,093           2,479         978           800         800	s in Service  % Trips  38%  14%  46%  4%  7%  14%  4%  19%  8%  1%  e 131 (Melro is in Service  % Trips  100%  44%  3%  33%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  Disc Highland Area Transit \$ 0.07 0.12 0.57 0.26	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden S Origins P # Trips -510 3,099 33,180 1,601	not in Servic  % Trips 62% 86% 54% 96% 93% 86% 96% 99% 92% 99%  Sta.) not in Servic % Trips 0% 56% 97% 67%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  e Area Transit \$ 1.13 1.05 1.03 0.86	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Tran: Destination Neighborhood West Malden Stoneham East Malden East Woburn	Origins   # Trips	s in Service 2 % Trips	Area Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  Shopping (Area Fransit \$ 0.07 0.17 0.20 0.90	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Malde Origins n # Trips 596 5,234 3,693 14,679	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97%  m Sta.) not in Servic % Trips 13% 68% 66% 92%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  Transit \$ 1.05 1.89 0.94 1.71	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington	Origins   # Trips   0	in Service A 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  18 134 (North 6 in Service A 77% 62% 17% 64% 88%	Area Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn - Yarea Fransit \$ 0.15 0.41 0.50 1.23	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington St Origins n # Trips 2,064 13,187 32,212 8,345	ot in Service 76 Trips 7 23% 76% 0% 96% 96% 75% 97% 95% 98% 99%  a.) ot in Service 75% 38% 83% 94% 92%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  2 Area  Transit \$ 1.26 1.94 1.05 2.15
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Trai  Destination Neighborhood West Malden East Somerville West Everett Melrose	Origin #Trips 6,223 1,007 890 767 554 528 498 454 405 374  msit Route: Route Origin #Trips 5,093 2,479 978 800 561	s in Service  % Trips  38%  14%  46%  4%  7%  14%  4%  19%  8%  1%  e 131 (Melro is in Service  % Trips  100%  44%  3%  33%  14%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  Disc Highland Area Transit \$ 0.07 0.12 0.57 0.26 0.12	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden S Origins P # Trips -510 3,099 33,180 1,601 3,364	not in Servic  % Trips 62% 86% 54% 96% 93% 86% 99% 92% 99%  Sta.) not in Servic % Trips 0% 56% 97% 67% 86%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  e Area  Transit \$ 1.13 1.05 1.03 0.86 1.66	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Tran Destination Neighborhood West Malden Stoneham East Malden East Woburn Wakefield	Origins   # Trips	s in Service 2 % Trips	Area Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  E Shopping ( Area Fransit \$ 0.07 0.17 0.20 0.90 0.53	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Malde Origins n # Trips 596 5,234 3,693 14,679 4,044	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97%  In Sta.) not in Servic % Trips 13% 68% 66% 92% 81%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  Transit \$ 1.05 1.89 0.94 1.71 1.53	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington Burlington	Origins   # Trips   0	5 in Service A 77% 24% 100% 4% 4% 25% 3% 5% 2% 1% 100 100 100 100 100 100 100 100 100	Area Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn - Yarea Fransit \$ 0.15 0.41 0.50 1.23 0.89	# Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841 Wellington St Origins n # Trips 2,064 13,187 32,212 8,345 12,344	ot in Service 76 Trips 76% 76% 96% 96% 95% 97% 95% 98% 99%  a.) tot in Service 75% 83% 83% 94% 92% 94%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  2 Area  Transit \$ 1.26 1.94 1.05 2.15 1.45
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Trai  Destination Neighborhood West Malden East Somerville West Everett Melrose Stoneham	#Trips 6,223 1,007 890 767 554 528 498 454 405 374  msit Route: Route Origin #Trips 5,093 2,479 978 800 561 516	s in Service  % Trips  38%  14%  46%  4%  7%  14%  4%  19%  8%  1%  e 131 (Melro is in Service  % Trips  100%  44%  3%  33%  14%  7%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  Disc Highland Area Transit \$ 0.07 0.12 0.57 0.26 0.12 0.58	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden S Origins P # Trips -510 3,099 33,180 1,601 3,364 7,174	not in Servic  % Trips 62% 86% 54% 96% 93% 86% 99% 92% 99%  Sta.) not in Servic % Trips 0% 56% 97% 67% 86% 93%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  e Area Transit \$ 1.13 1.05 1.03 0.86 1.66 1.56	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Tran Destination Neighborhood West Malden Stoneham East Woburn Wakefield East Somerville	Origins   # Trips	s in Service 2 % Trips	Area Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  Shopping (Area Fransit \$ 0.07 0.17 0.20 0.90 0.53 0.59	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Malde Origins n # Trips 596 5,234 3,693 14,679 4,044 33,261	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97%  In Sta.) not in Servic % Trips 13% 68% 66% 92% 81% 97%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  Transit \$ 1.05 1.89 0.94 1.71 1.53 1.03	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington Burlington Winchester	Origins   # Trips   0	s in Service A % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  18 134 (North 5 in Service A % Trips 62% 17% 6% 8% 6% 20%	Area Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn - Area Fransit \$ 0.15 0.41 0.50 1.23 0.89 0.40	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington St Origins n # Trips 2,064 13,187 32,212 8,345 12,344 2,758	ot in Service 76% Trips 7 23% 76% 0% 96% 96% 75% 97% 95% 98% 99%  a.) ot in Service 75% 38% 83% 94% 92% 94% 80%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  2 Area  Transit \$ 1.26 1.94 1.05 2.15 1.45 1.74
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Trai  Destination Neighborhood West Malden East Malden East Somerville West Everett Melrose Stoneham East Medford	Origin #Trips 6,223 1,007 890 767 554 528 498 454 405 374  msit Route: Route Origin #Trips 5,093 2,479 978 800 561 516 411	s in Service  % Trips  38%  14%  46%  4%  7%  14%  4%  19%  8%  100%  44%  3%  33%  14%  7%  8%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  Disc Highland Area Transit \$ 0.07 0.12 0.57 0.26 0.12 0.58 0.42	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden S Origins 9 # Trips -510 3,099 33,180 1,601 3,364 7,174 5,020	not in Service  % Trips 62% 86% 54% 96% 93% 86% 99% 92% 99%  Sta.) not in Service % Trips 0% 56% 97% 67% 86% 93% 92%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  e Area Transit \$ 1.13 1.05 1.03 0.86 1.66 1.56 1.07	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Tran Destination Neighborhood West Malden Stoneham East Woburn Wakefield East Somerville Melrose	Origins   # Trips	s in Service 2 % Trips 5 63% 27% 12% 59% 100% 11% 3% 3% 1% 3% 59% 59% 100% 3% 19% 32% 34% 8% 19% 3% 14%	Area Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  Shopping (Area Fransit \$ 0.07 0.17 0.20 0.90 0.53 0.59 0.18	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Malde Origins n # Trips 596 5,234 3,693 14,679 4,044 33,261 3,373	not in Servic % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97%  In Sta.) not in Servic % Trips 13% 68% 66% 92% 81% 97% 86%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  Transit \$ 1.05 1.89 0.94 1.71 1.53 1.03 1.39	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington Burlington Winchester Stoneham	Origins   # Trips   6	s in Service A % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  18 in Service A % Trips 62% 17% 6% 8% 6% 20% 9%	Area Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn - Area Fransit \$ 0.15 0.41 0.50 1.23 0.89 0.40 0.98	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington St Origins n # Trips 2,064 13,187 32,212 8,345 12,344 2,758 7,004	ot in Service 76% Trips 7 23% 76% 0% 96% 96% 75% 97% 95% 98% 99%  a.) ot in Service 75% 38% 83% 94% 92% 94% 80% 91%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  2 Area  Transit \$ 1.26 1.94 1.05 2.15 1.45 1.74 1.52
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Trai Destination Neighborhood West Malden East Malden East Somerville West Everett Melrose Stoneham East Medford Waterfront	Origin     # Trips     6,223     1,007     890     767     554     528     498     454     405     374     nsit Route: Route     Origin     # Trips     5,093     2,479     978     800     561     516     411     370	s in Service  % Trips  38%  14%  46%  4%  7%  14%  4%  19%  8%  100%  44%  3%  33%  14%  7%  8%  14%  7%  8%  14%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  Disc Highland Area Transit \$ 0.07 0.12 0.57 0.26 0.12 0.58 0.42 0.75	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden S Origins # Trips -510 3,099 33,180 1,601 3,364 7,174 5,020 53,881	not in Service  % Trips 62% 86% 54% 96% 93% 86% 99% 92% 99%  Sta.) not in Service % Trips 0% 56% 97% 67% 86% 93% 92% 99%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  e Area Transit \$ 1.13 1.05 1.03 0.86 1.66 1.56 1.07 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Tran  Destination Neighborhood West Malden Stoneham East Malden East Woburn Wakefield East Somerville Melrose East Medford	Origins   # Trips	s in Service 2 % Trips	Area Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  Shopping (Area Fransit \$ 0.07 0.17 0.20 0.90 0.53 0.59 0.18 0.43	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Malde Origins n # Trips 596 5,234 3,693 14,679 4,044 33,261 3,373 5,009	not in Service % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97% 13% 68% 66% 92% 81% 97% 86% 92%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  Transit \$ 1.05 1.89 0.94 1.71 1.53 1.03 1.39 1.05	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington Burlington Winchester Stoneham West Woburn	Origins	sin Service A % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  **Trips 62% 17% 66% 8% 6% 20% 9% 22%	Area  Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn - \text{Area}  Fransit \$ 0.15 0.41 0.50 1.23 0.89 0.40 0.98 0.47	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington St Origins n # Trips 2,064 13,187 32,212 8,345 12,344 2,758 7,004 2,389	ot in Service  76 Trips  23%  76%  0%  96%  96%  95%  97%  95%  98%  99%  a.)  ot in Service  7 Trips  38%  83%  94%  92%  94%  80%  91%  78%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  2 Area  Transit \$ 1.26 1.94 1.05 2.15 1.45 1.74 1.52 1.76
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Trai Destination Neighborhood West Malden East Malden East Somerville West Everett Melrose Stoneham East Medford Waterfront Wakefield	#Trips 6,223 1,007 890 767 554 528 498 454 405 374  msit Route: Route Origin #Trips 5,093 2,479 978 800 561 516 411 370 350	s in Service  % Trips  38%  14%  46%  4%  7%  14%  4%  1%  8%  1%  e 131 (Melro sin Service  % Trips  100%  44%  3%  33%  14%  7%  8%  1%  7%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  Dese Highland Area Transit \$ 0.07 0.12 0.57 0.26 0.12 0.58 0.42 0.75 0.55	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden S Origins # Trips -510 3,099 33,180 1,601 3,364 7,174 5,020 53,881 4,619	not in Service  % Trips 62% 86% 54% 96% 93% 86% 99% 92% 99%  Sta.) not in Service % Trips 0% 56% 97% 67% 86% 93% 92% 99%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  e Area Transit \$ 1.13 1.05 1.03 0.86 1.66 1.56 1.07 0.99 1.53	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Tran: Destination Neighborhood West Malden East Malden East Woburn Wakefield East Somerville Melrose East Medford North Saugus	Origins   # Trips	s in Service 2 % Trips	Area Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  Shopping (Area Fransit \$ 0.07 0.17 0.20 0.90 0.53 0.59 0.18 0.43 1.09	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Malde Origins n # Trips 596 5,234 3,693 14,679 4,044 33,261 3,373 5,009 4,707	not in Service % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97% 13% 68% 66% 92% 81% 97% 86% 92% 92%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  Pe Area Transit \$ 1.05 1.89 0.94 1.71 1.53 1.03 1.39 1.05 1.86	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington Burlington Winchester Stoneham West Woburn West Malden	Origins	sin Service A % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  **Control of the structure of the	Area Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn - Area Fransit \$ 0.15 0.41 0.50 1.23 0.89 0.40 0.98 0.47 0.35	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington St Origins n # Trips 2,064 13,187 32,212 8,345 12,344 2,758 7,004 2,389 4,158	ot in Service  6 Trips  23%  76%  0%  96%  96%  95%  97%  95%  98%  99%  a.)  ot in Service  7 Trips  38%  83%  94%  92%  94%  80%  91%  78%  91%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  2 Area  Transit \$ 1.26 1.94 1.05 2.15 1.45 1.74 1.52 1.76 0.86
Destination Neighborhood East Revere West Revere Winthrop East Lynn East Boston West Lynn Chelsea East Somerville North Saugus Waterfront  Trai Destination Neighborhood West Malden East Malden East Somerville West Everett Melrose Stoneham East Medford Waterfront	#Trips 6,223 1,007 890 767 554 528 498 454 405 374  msit Route: Route Origin #Trips 5,093 2,479 978 800 561 516 411 370 350 282	s in Service  % Trips  38%  14%  46%  4%  7%  14%  4%  1%  8%  1%  e 131 (Melro sin Service  % Trips  100%  44%  3%  33%  14%  7%  8%  1%  1%	Area Transit \$ 0.11 0.08 0.22 0.66 0.46 0.78 0.32 0.74 0.97 0.77  Disc Highland Area Transit \$ 0.07 0.12 0.57 0.26 0.12 0.58 0.42 0.75	# Trips 10,364 6,144 1,051 17,510 7,828 3,171 12,854 33,704 4,696 53,877 ds - Malden S Origins # Trips -510 3,099 33,180 1,601 3,364 7,174 5,020 53,881	not in Service  % Trips 62% 86% 54% 96% 93% 86% 99% 92% 99%  Sta.) not in Service % Trips 0% 56% 97% 67% 86% 93% 92% 99%	1.23 1.37 0.23 0.57 0.74 0.92 0.85 1.02 1.87 0.99  e Area Transit \$ 1.13 1.05 1.03 0.86 1.66 1.56 1.07 0.99	Destination Neighborhood East Boston Chelsea East Revere Winthrop Kendall/MIT West Revere Downtown Chinatown East Somerville South End  Tran  Destination Neighborhood West Malden Stoneham East Malden East Woburn Wakefield East Somerville Melrose East Medford	Origins   # Trips	s in Service 2 % Trips	Area Fransit \$ 0.02 0.39 0.42 0.15 0.54 0.63 0.32 0.40 0.61 0.54  Shopping (Area Fransit \$ 0.07 0.17 0.20 0.90 0.53 0.59 0.18 0.43	Origins n # Trips 3,067 9,779 14,599 802 -3,466 6,375 16,703 15,799 33,720 11,230  Ctr. – Malde Origins n # Trips 596 5,234 3,693 14,679 4,044 33,261 3,373 5,009	not in Service % Trips 37% 73% 88% 41% 0% 89% 97% 97% 97% 13% 68% 66% 92% 81% 97% 86% 92%	1.40 0.80 0.90 0.23 0.72 0.96 0.62 0.62 1.02 0.67  Transit \$ 1.05 1.89 0.94 1.71 1.53 1.03 1.39 1.05	Destination Neighborhood East Boston Chelsea Kendall/MIT East Revere Downtown Winthrop South End West Revere Chinatown East Somerville  Destination Neighborhood East Medford East Woburn East Somerville Wilmington Burlington Winchester Stoneham West Woburn	Origins	sin Service A % Trips 77% 24% 100% 4% 4% 25% 3% 5% 2% 1%  **Trips 62% 17% 66% 8% 6% 20% 9% 22%	Area  Fransit \$ 0.02 0.39 0.54 0.42 0.32 0.15 0.54 0.63 0.40 0.61  Woburn - \text{Area}  Fransit \$ 0.15 0.41 0.50 1.23 0.89 0.40 0.98 0.47	Origins n # Trips 1,967 10,142 -3,468 15,849 16,606 1,464 11,204 6,778 15,885 33,841  Wellington St Origins n # Trips 2,064 13,187 32,212 8,345 12,344 2,758 7,004 2,389	ot in Service  76 Trips  23%  76%  0%  96%  96%  95%  97%  95%  98%  99%  a.)  ot in Service  7 Trips  38%  83%  94%  92%  94%  80%  91%  78%	1.25 0.80 0.72 0.89 0.62 0.23 0.67 0.95 0.62 1.02  2 Area  Transit \$ 1.26 1.94 1.05 2.15 1.45 1.74 1.52 1.76

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Transit Route: Route 110 (Wonderland Sta. – Wellington Sta.)

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 136 & 137 – 217

36%

47%

# Trips

4,502

5,399

0.10

0.06

% Trips Transit \$

0.80

1.14

Destination

Downtown

Neighborhood Waterfront Transit Route: Route 171 (Logan Airport – Dudley Sta.)

% Trips Transit \$ # Trips

0.12

0.22

Origins not in Service Area

52%

26%

28,479

4,418

% Trips Transit \$

1.25

0.65

Origins in Service Area

48%

74%

# Trips

25,772

12,791

Transit Route: Route 170 (Oak Park – Dudley Sta.)

% Trips Transit \$

Origins in Service Area

64%

53%

# Trips

8,003

6,186

Transit Route: Routes 136 and 137 (Malden Sta. via Lakeside/North Ave.)

% Trips Transit \$ # Trips

0.09

0.18

Origins not in Service Area

0%

55%

-542

3,378

% Trips Transit \$

1.13

1.78

Destination

Fenway

South End

Neighborhood

**Origins in Service Area** 

100%

45%

# Trips

5,125

2,714

Destination

Neighborhood

West Malden

Reading

South Quincy South Dorchester North Quincy Waterfront Mattapan North Braintree Westwood Hyde Park East Somerville South Braintree	3,906 2,115 1,266 1,251 633 453 391 320 299	60% 58% 2% 22% 16% 3% 9% 1% 7%	0.14 0.22 0.59 0.38 0.55 0.91 0.84 0.84	2,637 1,528 52,984 4,422 3,413 15,774 3,760 33,838 3,951	40% 42% 98% 78% 84% 97% 91% 99%	1.07 1.16 1.01 0.86 1.32 0.95 0.98 1.02	North Quincy North Braintree Waterfront Westwood North Weymouth South Braintree South Weymouth Hingham East Somerville	341 312 307 147 119 106 94 62 55	9% 8% 1% 1% 2% 2% 1% 1%	0.45 0.51 0.70 0.98 0.65 0.70 0.41 0.76 0.94	3,302 3,734 53,944 16,080 5,691 4,144 14,083 9,064 34,103	91% 92% 99% 99% 98% 98% 99% 100%	0.89 1.26 0.99 0.95 1.04 1.37 0.61 1.21 1.02	South Dorchester North Quincy Waterfront Mattapan Hyde Park North Braintree Westwood East Somerville South Braintree	2,419 1,582 986 872 523 495 441 272 262	37% 43% 2% 15% 13% 12% 3% 1% 6%	0.23 0.12 0.55 0.37 0.82 0.70 0.89 0.85 0.76	2,061 53,265 4,801 3,629 3,550 15,786 33,885 3,987	57% 98% 85% 87% 88% 97% 99%	1.47 1.00 0.87 0.98 1.28 0.95 1.02
South Dorchester North Quincy Waterfront Mattapan North Braintree Westwood Hyde Park	3,906 2,115 1,266 1,251 633 453 391	58% 2% 22% 16% 3% 9%	0.22 0.59 0.38 0.55 0.91	1,528 52,984 4,422 3,413 15,774 3,760	42% 98% 78% 84% 97% 91%	1.16 1.01 0.86 1.32 0.95 0.98	North Braintree Waterfront Westwood North Weymouth South Braintree South Weymouth	312 307 147 119 106 94	8% 1% 1% 2% 2% 1%	0.51 0.70 0.98 0.65 0.70 0.41	3,734 53,944 16,080 5,691 4,144 14,083	92% 99% 99% 98% 98% 99%	1.26 0.99 0.95 1.04 1.37 0.61	North Quincy Waterfront Mattapan Hyde Park North Braintree Westwood	1,582 986 872 523 495 441	43% 2% 15% 13% 12% 3%	0.12 0.55 0.37 0.82 0.70 0.89	2,061 53,265 4,801 3,629 3,550 15,786	98% 85% 87% 88% 97%	1.00 0.87 0.98 1.28 0.95
South Dorchester North Quincy Waterfront Mattapan North Braintree Westwood Hyde Park	3,906 2,115 1,266 1,251 633 453 391	58% 2% 22% 16% 3%	0.22 0.59 0.38 0.55 0.91	1,528 52,984 4,422 3,413 15,774 3,760	42% 98% 78% 84% 97% 91%	1.16 1.01 0.86 1.32 0.95 0.98	North Braintree Waterfront Westwood North Weymouth South Braintree South Weymouth	312 307 147 119 106	8% 1% 1% 2% 2%	0.51 0.70 0.98 0.65 0.70 0.41	3,734 53,944 16,080 5,691 4,144 14,083	92% 99% 99% 98% 98% 99%	1.26 0.99 0.95 1.04 1.37 0.61	North Quincy Waterfront Mattapan Hyde Park North Braintree Westwood	1,582 986 872 523 495 441	43% 2% 15% 13% 12%	0.12 0.55 0.37 0.82 0.70 0.89	2,061 53,265 4,801 3,629 3,550 15,786	98% 85% 87% 88% 97%	1.00 0.87 0.98 1.28 0.95
South Dorchester North Quincy Waterfront Mattapan North Braintree Westwood	3,906 2,115 1,266 1,251 633 453	58% 2% 22% 16% 3%	0.22 0.59 0.38 0.55 0.91	1,528 52,984 4,422 3,413 15,774	42% 98% 78% 84% 97%	1.16 1.01 0.86 1.32 0.95	North Braintree Waterfront Westwood North Weymouth South Braintree	312 307 147 119 106	8% 1% 1% 2% 2%	0.51 0.70 0.98 0.65 0.70	3,734 53,944 16,080 5,691 4,144	92% 99% 99% 98% 98%	1.26 0.99 0.95 1.04 1.37	North Quincy Waterfront Mattapan Hyde Park North Braintree	1,582 986 872 523 495	43% 2% 15% 13% 12%	0.12 0.55 0.37 0.82 0.70	2,061 53,265 4,801 3,629 3,550	98% 85% 87% 88%	1.00 0.87 0.98 1.28
South Dorchester North Quincy Waterfront Mattapan North Braintree	3,906 2,115 1,266 1,251 633	58% 2% 22% 16%	0.22 0.59 0.38 0.55	1,528 52,984 4,422 3,413	42% 98% 78% 84%	1.16 1.01 0.86 1.32	North Braintree Waterfront Westwood North Weymouth	312 307 147 119	8% 1% 1% 2%	0.51 0.70 0.98 0.65	3,734 53,944 16,080 5,691	92% 99% 99% 98%	1.26 0.99 0.95 1.04	North Quincy Waterfront Mattapan Hyde Park	1,582 986 872 523	43% 2% 15% 13%	0.12 0.55 0.37 0.82	2,061 53,265 4,801 3,629	98% 85% 87%	1.00 0.87 0.98
South Dorchester North Quincy Waterfront Mattapan	3,906 2,115 1,266 1,251	58% 2% 22%	0.22 0.59 0.38	1,528 52,984 4,422	42% 98% 78%	1.16 1.01 0.86	North Braintree Waterfront Westwood	312 307 147	8% 1% 1%	0.51 0.70 0.98	3,734 53,944 16,080	92% 99% 99%	1.26 0.99 0.95	North Quincy Waterfront Mattapan	1,582 986 872	43% 2% 15%	0.12 0.55 0.37	2,061 53,265 4,801	98% 85%	1.00 0.87
South Dorchester North Quincy Waterfront	3,906 2,115 1,266	58% 2%	0.22	1,528 52,984	42% 98%	1.16 1.01	North Braintree	312	8%	0.51	3,734 53,944	92% 99%	1.26	North Quincy	1,582 986	43% 2%	0.12 0.55	2,061	98%	1.00
South Dorchester North Quincy	3,906 2,115		0.22	1,528	42%	1.16	North Braintree	312		0.51	3,734	92%	1.26	North Quincy	1,582	43%	0.12	2,061		
South Dorchester	3,906																			
										0.45	2 202	0.1.07	0.00	0 (1 D) 1 (	2 410	270/	0.22	4,125	63%	0.91
0 10 1	6,668	44%	0.21	8,514	56%	1.27	South Quincy	6,383	42%	0.10	8,798	58%	1.18	South Quincy	7,489	49%	0.25	7,693	51%	1.16
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips		Transit \$			Transit \$	Neighborhood	# Trips	% Trips				Transit \$
Destination		ns in Servic			not in Servi		Destination		ns in Service			not in Service		Destination		ns in Service			ot in Servic	
	sit Route: Rou							ısit Route: Rou							: Route 217 (W					
				<u> </u>	<u> </u>															
Hyde Park	152	4%	0.98	4,000	96%	0.97	South Weymouth	94	1%	0.40	14,083	99%	0.61	East Somerville	44	0%	0.94	34,114	100%	1.02
South Braintree	173	4%	0.72	4,077	96%	1.37	South Braintree	125	3%	0.71	4,125	97%	1.37	Hingham	45	0%	0.76	9,081	100%	1.21
Mattapan	173	3%	0.80	5,499	97%	0.81	East Somerville	131	0%	0.84	34,027	100%	1.02	South Weymouth	83	1%	0.41	14,094	99%	0.61
East Somerville	183	1%	0.84	33,975	99%	1.02	North Milton	158	6%	0.43	2,309	94%	1.14	South Braintree	93	2%	0.70	4,157	98%	1.36
Westwood	266	2%	0.90	15,960	98%	0.95	Westwood	190	1%	0.90	16,037	99%	0.95	North Weymouth	99	2%	0.65	5,710	98%	1.04
North Braintree	296	7%	0.67	3,750	93%	1.27	North Braintree	256	6%	0.65	3,790	94%	1.26	Westwood	117	1%	0.98	16,110	99%	0.95
South Dorchester	526	8%	0.51	6,018	92%	0.81	South Dorchester	302	5%	0.52	6,241	95%	0.80	North Quincy	196	5%	0.45	3,448	95%	0.89
Waterfront	669	1%	0.50	53,582	99%	1.00	Waterfront	540	1%	0.49	53,710	99%	1.00	North Braintree	260	6%	0.51	3,786	94%	1.26
North Quincy	1,228	34%	0.09	2,416	66%	1.50	North Quincy	1,472	40%	0.08	2,172	60%	1.31	Waterfront	269	0%	0.70	53,982	100%	0.99
South Quincy	7,708	51%	0.23	7,473	49%	1.12	South Quincy	7,676	51%	0.21	7,505	49%	1.09	South Quincy	6,690	44%	0.10	8,492	56%	1.14
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips		Transit \$		% Trips	Transit \$	Neighborhood		% Trips	Transit \$			Transit \$
Destination	Origin	ns in Servic	e Area	Origins	not in Servi	ice Area	Destination	Origi	ns in Service	Area	Origins 1	not in Servic	e Area	Destination		ns in Servic	Area	Origins r	ot in Servic	e Area
Tra	ansit Route: Ro	oute 211 (Q	uincy Ctr. Sta				Trans	sit Route: Rout	te 212 (Quino	ey Ctr. Sta. –	No. Quincy	Sta.)			nsit Route: Rou					
<u> </u>																				
Hyde Park	221	5%	0.83	3,931	95%	0.98	Hyde Park	221	5%	0.83	3,931	95%	0.98	North Milton	418	17%	0.47	2,049	83%	1.18
South Roxbury	222	3%	0.33	7,664	97%	0.76	South Roxbury	222	3%	0.33	7,664	97%	0.76	Downtown	457	3%	0.55	16,752	97%	0.61
Westwood	236	1%	0.85	15,991	99%	0.95	Westwood	236	1%	0.85	15,991	99%	0.95	South Roxbury	489	6%	0.39	7,398	94%	0.75
East Somerville	268	1%	0.81	33,890	99%	1.02	East Somerville	268	1%	0.81	33,890	99%	1.02	Mattapan	618	11%	0.50	5,054	89%	0.83
North Milton	288	12%	0.43	2,179	88%	1.18	North Milton	288	12%	0.43	2,179	88%	1.18	South Braintree	1,078	25%	0.49	3,172	75%	1.48
South Quincy	841	6%	0.41	14,340	94%	0.99	South Quincy	841	6%	0.41	14,340	94%	0.99	Waterfront	1,283	2%	0.57	52,968	98%	1.01
Waterfront	932	2%	0.52	53,319	98%	1.01	Waterfront	932	2%	0.52	53,319	98%	1.01	North Braintree	1,326	33%	0.31	2,720	67%	1.48
Mattapan	960	17%	0.38	4,713	83%	0.84	Mattapan	960	17%	0.38	4,713	83%	0.84	North Quincy	2,182	60%	0.16	1,461	40%	1.31
North Quincy	1,814	50%	0.13	1,830	50%	1.27	North Quincy	1,814	50%	0.13	1,830	50%	1.27	South Dorchester	2,316	35%	0.16	4,228	65%	0.97
South Dorchester	3,261	50%	0.11	3,283	50%	1.05	South Dorchester	3,261	50%	0.11	3,283	50%	1.05	South Quincy	9,343	62%	0.22	5,838	38%	1.25
Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips		Transit \$		% Trips	Transit \$	Neighborhood		% Trips	Transit \$	# Trips	% Trips	Transit \$
Destination	Origi	ns in Servic	e Area	Origins	not in Servi	ice Area	Destination	Origi	ns in Service	Area	Origins 1	not in Servic	e Area	Destination	Origir	ns in Servic	Area	Origins r	ot in Servic	e Area
Transit Route: Ro	oute 201 (Field	s Corner St	a. – Fields Co	orner Sta. vi	a Neponset	Ave.)	Transit Route:	Route 202 (Fie	elds Corner S	Sta. – Fields	Corner Sta. v	via Adams St	t.)	Transit Route:	Route 210 (Qu	incy Ctr. St	a. – No. Quin	cy Sta./Fields	Corner Sta.	.)
Melrose	508	13%	0.19	3,417	87%	1.62	North Waltham	1,039	62%	0.27	645	38%	2.03	North Dorchester	1,951	39%	0.24	3,004	61%	0.94
North Saugus	607	12%	1.07	4,494	88%	1.91	Chinatown	1,955	12%	0.14	14,284	88%	0.75	Longwood	2,659	18%	0.35	12,246	82%	0.56
West Everett	798	33%	0.29	1,603	67%	0.86	South Waltham	2,231	100%	0.13	-90	0%	1.43	Back Bay	2,736	34%	0.21	5,356	66%	0.64
East Somerville	1,093	3%	0.61	33,065	97%	1.03	Waterfront	2,350	4%	0.44	51,901	96%	1.03	Fenway	2,786	22%	0.24	9,719	78%	0.67
East Woburn	1,160	7%	1.20	14,782	93%	1.71	Longwood	2,708	18%	0.29	12,198	82%	0.58	North Roxbury	3,320	53%	0.12	2,927	47%	0.90
Stoneham	1,226	16%	0.57	6,465	84%	1.64	Downtown	2,783	16%	0.29	14,426	84%	0.64	East Boston	3,538	42%	0.05	4,844	58%	1.07
Wakefield	1,385	28%	0.23	3,584	72%	1.96	North Roxbury	3,181	51%	0.13	3,066	49%	0.89	South End	5,408	47%	0.09	6,177	53%	0.94
	2,499	45%	0.16	3,079	55%	1.05	Back Bay	3,768	47%	0.07	4,324	53%	1.02	Chinatown	6,187	38%	0.21	10,052	62%	0.66
East Malden	2,/14	45%	0.18	3,3/8	22%	1./8	South End	6,186	53%	0.06	5,399	4/%	1.14	Downtown	12,791	/4%	0.22	4,418	26%	0.65

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 220 – 350

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

Neighborhood

**Transit Route: Route 222 (Quincy Ctr. Sta. – East Weymouth)** 

# Trips % Trips Transit \$ # Trips % Trips Transit \$

Origins not in Service Area

Origins in Service Area

**Transit Route: Route 221 (Quincy Ctr. Sta. – Fort Point)** 

Origins in Service Area

Transit Route: Route 220 (Quincy Ctr. Sta. – Hingham)

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Neighborhood

Origins in Service Area

Destination

Neighborhood

rveighborhood	# 111ps	70 111ps	11ansit p	# 111ps	70 111ps	11ansit p	Neighborhood	# 111ps	70 111ps	1 ransıt p	# 111ps	70 111ps	i i alisit p	Neighborhood	# 111ps	70 111ps	i i ansit p	# 111ps	70 111ps	11ansii p
South Quincy	8,851	58%	0.16	6,330	42%	1.15	South Quincy	8,466	56%	0.13	6,716	44%	1.15	South Quincy	9,309	61%	0.16	5,872	39%	1.16
Hingham	2,239	25%	0.42	6,887	75%	1.51	North Weymouth	653	11%	0.30	5,157	89%	1.13	North Weymouth	3,483	60%	0.27	2,327	40%	1.38
North Weymouth	733	13%	0.39	5,077	87%	1.15	North Quincy	517	14%	0.51	3,127	86%	0.89	Hingham	698	8%	0.62	8,428	92%	1.31
North Quincy	576	16%	0.55	3,067	84%	0.89	Waterfront	445	1%	0.74	53,805	99%	0.99	North Quincy	694	19%	0.55	2,949	81%	0.89
Waterfront	554	1%	0.79	53,697	99%	0.99	North Braintree	396	10%	0.55	3,650	90%	1.27	Waterfront	654	1%	0.79	53,597	99%	0.99
North Braintree	328	8%	0.61	3,718	92%	1.27	Hingham	157	2%	0.70	8,970	98%	1.24	South Weymouth	531	4%	0.38	13,647	96%	0.63
Westwood	156	1%	1.03	16,070	99%	0.95	Westwood	150	1%	1.01	16,077	99%	0.95	North Braintree	356	9%	0.59	3,690	91%	1.28
South Weymouth	154	1%	0.40	14,023	99%	0.62	North Milton	130	5%	0.58	2,337	95%	1.12	Westwood	174	1%	1.05	16,053	99%	0.95
North Milton	146		0.40	2,320	94%	1.12					14,053	99%	0.61	North Milton		7%	0.66	2,297	93%	1.12
		6%					South Weymouth	124	1%	0.39					170					
East Somerville	109	0%	1.02	34,049	100%	1.01	South Braintree	116	3%	0.78	4,134	97%	1.37	East Somerville	132	0%	1.02	34,026	100%	1.01
TF*4	D 4 D 4 - 7	225 (0-:	- C4 C4 T		12		<b>T</b>	-4 D4 D	4. 220 (0		Mandalla	74 - 1		T	'4 D 4 D 4 -	226 (0-:	Ct. St.	G 41. G1	DI)	
	Route: Route 2				- 0/			sit Route: Rou							it Route: Route					
Destination		ns in Servic		-	not in Servi		Destination		ns in Service			not in Servi		Destination		ns in Service			not in Service	
Neighborhood	# Trips	% Trips	Transit \$	# Trips		Transit \$	Neighborhood			Transit \$			Transit \$	Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$
South Quincy	9,232	61%	0.15	5,949	39%	1.21	South Quincy	8,228	54%	0.17	6,953	46%	1.15	South Quincy	7,905	52%	0.15	7,277	48%	1.14
South Weymouth	1,609	11%	0.12	12,569	89%	0.79	South Braintree	1,522	36%	0.39	2,728	64%	1.64	North Braintree	2,092	52%	0.16	1,954	48%	1.57
North Weymouth	1,322	23%	0.36	4,488	77%	1.23	North Braintree	1,095	27%	0.30	2,950	73%	1.44	South Braintree	848	20%	0.38	3,401	80%	1.49
North Braintree	841	21%	0.35	3,205	79%	1.37	Holbrook	892	44%	0.36	1,125	56%	1.45	Waterfront	562	1%	0.74	53,689	99%	0.99
Waterfront	686	1%	0.70	53,565	99%	0.99	Waterfront	762	1%	0.80	53,489	99%	0.99	Downtown	560	3%	0.68	16,649	97%	0.61
North Quincy	683	19%	0.51	2,960	81%	0.89	Downtown	718	4%	0.73	16,491	96%	0.61	North Quincy	433	12%	0.52	3,210	88%	0.89
Westwood	240	1%	0.96	15,987	99%	0.95	South Weymouth	643	5%	0.52	13,534	95%	0.62	Chinatown	232	1%	0.68	16,006	99%	0.62
Hingham	222	2%	0.69	8,905	98%	1.25	North Quincy	586	16%	0.54	3,058	84%	0.89	South Weymouth	194	1%	0.43	13,984	99%	0.62
North Milton	209	8%	0.60	2,258	92%	1.12	Stoughton	458	3%	0.91	12,878	97%	1.11	Westwood	188	1%	1.03	16,039	99%	0.95
South Braintree	162	4%	0.62	4,088	96%	1.43	Randolph	446	6%	0.71	7,293	94%	1.26	North Milton	171	7%	0.65	2,296	93%	1.12
~ 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		.,,	****	.,	, , , ,					****	.,					.,,				
Transit Route: I	Poute 238 (Oni	nev Ctr Sta	_ Holbrook	/Randolph C	omm Rail	Sta)	Tı	ransit Route: R	Route 240 (A	von Line – A	shmont Sta	)		Trar	nsit Route: Rou	te 245 (Ouin	ev Ctr Sta	_ Mattanan (	Šta )	
		nej en su	· IIOIDI OOM	rumaoipii C	CIIIIII ILLII	Jun 1		undie Houter I	1046 - 10 (11							- ic (Quiii		Transcomposite t	,,	
Dectination	Origi	ns in Servic	e Area	Origins	not in Servi	ce Area	Dectination	Origin	s in Service	Area	Origins	not in Servi	ice Area			s in Service	Å rea	Origins	not in Service	ce Area
Destination Neighborhood		ns in Servic % Trips			not in Servi		Destination Neighborhood		ns in Service			not in Servi		Destination	Origiı	ns in Service			not in Servic	
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Destination Neighborhood	Origiı # Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Neighborhood South Quincy	# <b>Trips</b> 8,289	% Trips 55%	Transit \$	# <b>Trips</b> 6,892	<b>% Trips</b> 45%	Transit \$	Neighborhood South Quincy	# <b>Trips</b> 8,421	<b>% Trips</b> 55%	Transit \$ 0.21	# <b>Trips</b> 6,761	<b>% Trips</b> 45%	Transit \$ 1.15	<b>Destination Neighborhood</b> South Quincy	Origin # Trips 7,449	<b>% Trips</b> 49%	Transit \$ 0.19	# <b>Trips</b> 7,733	% Trips 51%	Transit \$ 1.23
Neighborhood South Quincy Randolph	# <b>Trips</b> 8,289 2,799	% Trips 55% 36%	Transit \$ 0.14 0.29	# <b>Trips</b> 6,892 4,940	% Trips 45% 64%	1.21 1.45	Neighborhood South Quincy Randolph	# <b>Trips</b> 8,421 3,989	% Trips 55% 52%	Transit \$ 0.21 0.24	# <b>Trips</b> 6,761 3,750	% Trips 45% 48%	Transit \$ 1.15 1.68	Neighborhood South Quincy North Braintree	Origin # Trips 7,449 733	% Trips 49% 18%	<b>Transit \$</b> 0.19 0.66	# <b>Trips</b> 7,733 3,313	% Trips 51% 82%	1.23 1.28
Neighborhood South Quincy Randolph North Braintree	# Trips 8,289 2,799 1,690	% Trips 55% 36% 42%	7 Transit \$ 0.14 0.29 0.35	# <b>Trips</b> 6,892 4,940 2,356	% Trips 45% 64% 58%	1.21 1.45 1.42	Neighborhood South Quincy Randolph South Dorchester	# <b>Trips</b> 8,421 3,989 1,853	% Trips 55% 52% 28%	Transit \$	# <b>Trips</b> 6,761 3,750 4,690	% Trips 45% 48% 72%	1.15 1.68 0.89	Destination Neighborhood South Quincy North Braintree Mattapan	# Trips 7,449 733 719	% Trips 49% 18% 13%	Transit \$ 0.19 0.66 0.35	# <b>Trips</b> 7,733 3,313 4,954	% Trips 51% 82% 87%	Transit \$ 1.23 1.28 0.86
Neighborhood South Quincy Randolph North Braintree Waterfront	# Trips 8,289 2,799 1,690 625	% Trips 55% 36% 42% 1%	Transit \$	# Trips 6,892 4,940 2,356 53,625	% Trips 45% 64% 58% 99%	1.21 1.45 1.42 0.99	Neighborhood South Quincy Randolph South Dorchester North Braintree	# Trips 8,421 3,989 1,853 1,483	% Trips 55% 52% 28% 37%	Transit \$ 0.21 0.24 0.20 0.36	# Trips 6,761 3,750 4,690 2,563	% Trips 45% 48% 72% 63%	Transit \$ 1.15 1.68 0.89 1.45	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront	Origin # Trips 7,449 733 719 677	% Trips 49% 18% 13% 1%	Transit \$ 0.19 0.66 0.35 0.67	# <b>Trips</b> 7,733 3,313 4,954 53,574	% Trips 51% 82% 87% 99%	1.23 1.28 0.86 1.00
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton	# Trips 8,289 2,799 1,690 625 509	% Trips 55% 36% 42% 1% 4%	Transit \$ 0.14 0.29 0.35 0.76 0.92	# Trips 6,892 4,940 2,356 53,625 12,827	% Trips 45% 64% 58% 99% 96%	Transit \$ 1.21 1.45 1.42 0.99 1.11	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront	# Trips 8,421 3,989 1,853 1,483 963	% Trips 55% 52% 28% 37% 2%	Transit \$ 0.21 0.24 0.20 0.36 0.72	# Trips 6,761 3,750 4,690 2,563 53,288	% Trips 45% 48% 72% 63% 98%	Transit \$ 1.15 1.68 0.89 1.45 1.00	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park	Origin # Trips 7,449 733 719 677 628	% Trips 49% 18% 13% 13% 1%	Transit \$ 0.19 0.66 0.35 0.67 0.51	# Trips 7,733 3,313 4,954 53,574 3,524	% Trips 51% 82% 87% 99% 85%	Transit \$ 1.23 1.28 0.86 1.00 1.01
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy	# Trips 8,289 2,799 1,690 625 509 503	% Trips 55% 36% 42% 1% 4% 14%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51	# Trips 6,892 4,940 2,356 53,625 12,827 3,140	% Trips 45% 64% 58% 99% 96% 86%	1.21 1.45 1.42 0.99 1.11 0.89	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan	# Trips 8,421 3,989 1,853 1,483 963 737	% Trips 55% 52% 28% 37% 2% 13%	7 Transit \$ 0.21 0.24 0.20 0.36 0.72 0.32	# Trips 6,761 3,750 4,690 2,563 53,288 4,936	% Trips 45% 48% 72% 63% 98% 87%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy	7,449 733 719 677 628 596	% Trips 49% 18% 13% 13% 15% 16%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24	# Trips 7,733 3,313 4,954 53,574 3,524 3,047	% Trips 51% 82% 87% 99% 85% 84%	Transit \$ 1.23 1.28 0.86 1.00 1.01 1.02
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree	# Trips 8,289 2,799 1,690 625 509 503 469	% Trips 55% 36% 42% 1% 4% 14% 11%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780	% Trips 45% 64% 58% 99% 96% 86% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy	# Trips 8,421 3,989 1,853 1,483 963 737 608	% Trips 55% 52% 28% 37% 2% 13% 17%	7 0.21 0.24 0.20 0.36 0.72 0.32 0.54	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036	% Trips 45% 48% 72% 63% 98% 87% 83%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood	7,449 733 719 677 628 596	% Trips 49% 18% 13% 13% 1% 15% 3%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91	#Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713	% Trips 51% 82% 87% 99% 85% 84% 97%	Transit \$ 1.23 1.28 0.86 1.00 1.01 1.02 0.95
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood	# Trips 8,289 2,799 1,690 625 509 503 469 377	% Trips 55% 36% 42% 1% 4% 11% 2%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850	% Trips 45% 64% 58% 99% 96% 86% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood	# Trips 8,421 3,989 1,853 1,483 963 737 608 556	% Trips 55% 52% 28% 37% 2% 13% 17% 3%	0.21 0.24 0.20 0.36 0.72 0.32 0.54	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671	% Trips 45% 48% 72% 63% 98% 87% 83% 97%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester	7,449 733 719 677 628 596 514	% Trips 49% 18% 13% 1% 15% 16% 3% 6%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53	#Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163	% Trips 51% 82% 87% 99% 85% 84% 97% 94%	Transit \$ 1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth	# Trips 8,289 2,799 1,690 625 509 503 469 377 374	% Trips 55% 36% 42% 1% 4% 11% 2% 3%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803	% Trips 45% 64% 58% 99% 96% 86% 89% 98%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535	% Trips 55% 52% 28% 37% 2% 13% 17% 3% 4%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale	7,449 733 719 677 628 596 514 380 303	% Trips 49% 18% 13% 1% 15% 16% 3% 6% 14%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68	#Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821	% Trips 51% 82% 87% 99% 85% 84% 97% 94% 86%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood	# Trips 8,289 2,799 1,690 625 509 503 469 377	% Trips 55% 36% 42% 1% 4% 11% 2%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850	% Trips 45% 64% 58% 99% 96% 86% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood	# Trips 8,421 3,989 1,853 1,483 963 737 608 556	% Trips 55% 52% 28% 37% 2% 13% 17% 3%	0.21 0.24 0.20 0.36 0.72 0.32 0.54	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671	% Trips 45% 48% 72% 63% 98% 87% 83% 97%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester	7,449 733 719 677 628 596 514	% Trips 49% 18% 13% 1% 15% 16% 3% 6%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53	#Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163	% Trips 51% 82% 87% 99% 85% 84% 97% 94%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267	% Trips 55% 36% 42% 1% 4% 11% 2% 3% 11%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200	% Trips 45% 64% 58% 99% 96% 86% 89% 98% 97% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502	% Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12%	7 Transit \$ 0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272	% Trips 49% 18% 13% 13% 15% 16% 3% 6% 14% 8%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94	#Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093	% Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267	% Trips 55% 36% 42% 1% 4% 11% 2% 3% 11% Route 325 (1	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 wmarket Sta.	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 1.13	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502  sit Route: Rou	% Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272	% Trips 49% 18% 13% 13% 15% 16% 3% 6% 14% 8%	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S	% Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267  Pransit Route: 1	% Trips 55% 36% 42% 1% 4% 11% 2% 31% 11% Route 325 (Ins in Service	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 wmarket Sta. Origins	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 1.13	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502  sit Route: Route Origin	% Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12% te 326 (Westers in Service	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%  Sta.) not in Servi	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra Destination	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272	% Trips 49% 18% 13% 13% 15% 16% 3% 6% 14% 8%  tte 350 (Nortes in Service	Transit \$ 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S	7 Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%  8ta.)	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267  Pransit Route: 1 Original	% Trips 55% 36% 42% 1% 4% 11% 2% 3% 11% Route 325 (1	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200  ymarket Sta. Origins # Trips	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89% 97% 89%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran Destination Neighborhood	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502  sit Route: Route Origin # Trips	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12%  te 326 (West	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78 Medford – Area Transit \$	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%	Transit \$  1.15  1.68  0.89  1.45  1.00  0.87  0.90  0.94  1.11  0.98  ice Area  Transit \$	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury	Origin     # Trips     7,449     733     719     677     628     596     514     380     303     272     Insit Route: Routh     Origin     # Trips	% Trips 49% 18% 13% 13% 15% 16% 3% 6% 14% 8%  tte 350 (Norths in Service % Trips	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94 6 Burlingto Area	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%     sta.)   not in Service     Trips	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267  Pransit Route: 1	% Trips 55% 36% 42% 1% 4% 11% 2% 31% 11% Route 325 (Ins in Service	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 wmarket Sta. Origins	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%	1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran Destination	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502  sit Route: Route Origin	% Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12% te 326 (Westers in Service	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%  Sta.) not in Servi	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra Destination	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272           unsit Route: Rou           Origin	% Trips 49% 18% 13% 13% 15% 16% 3% 6% 14% 8%  tte 350 (Nortes in Service	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94 h Burlingto	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S Origins	7 Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%  8ta.)	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267  Transit Route: 1 Origin # Trips	% Trips 55% 36% 42% 1% 4% 14% 11% 2% 3% 11% Route 325 (Ins in Service % Trips	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200  ymarket Sta. Origins # Trips	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89% 97% 89%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran Destination Neighborhood	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502  sit Route: Route Origin # Trips	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12%  te 326 (West is in Service 7 Trips	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78 Medford – Area Transit \$	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%  Sta.) not in Servi % Trips	Transit \$  1.15  1.68  0.89  1.45  1.00  0.87  0.90  0.94  1.11  0.98  ice Area  Transit \$	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra Destination Neighborhood	Origin     # Trips     7,449     733     719     677     628     596     514     380     303     272     Insit Route: Routh     Origin     # Trips	% Trips 49% 18% 13% 13% 15% 16% 3% 6% 14% 8%  tte 350 (Norths in Service % Trips	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94 6 Burlingto Area	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S Origins # Trips	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%     sta.)   not in Service     Trips	Transit \$ 1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Destination Neighborhood Waterfront	# Trips 8,289 2,799 1,690 625 509 503 469 377 374 267  Transit Route: 1 Original # Trips 4,595	% Trips 55% 36% 42% 1% 4% 11% 2% 31% 11% Route 325 (Ins in Service % Trips 8%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200  ymarket Sta. Origins # Trips 49,656	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%  ) not in Servi % Trips 92%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront	# Trips  8,421 3,989 1,853 1,483 963 737 608 556 535 502  sit Route: Rou Origin # Trips  4,516	% Trips       55%       52%       28%       37%       2%       13%       17%       3%       4%       12%       te 326 (West as in Service       % Trips       8%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips 49,735	% Trips         45%         48%         72%         63%         98%         87%         96%         88%    Sta.) not in Serview % Trips 92%	Transit \$  1.15  1.68  0.89  1.45  1.00  0.87  0.90  0.94  1.11  0.98  ice Area  Transit \$  1.08	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra  Destination Neighborhood Burlington	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272           unsit Route: Route: Route           Origin           # Trips           6,284	% Trips       49%       18%       13%       15%       16%       3%       6%       14%       8%       ate 350 (North in Service       % Trips       48%	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816	7 Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%  8ta.)  not in Service Trips 52%	Transit \$ 1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Tobestination Neighborhood Waterfront West End Chinatown	# Trips  8,289  2,799  1,690  625  509  503  469  377  374  267  Cransit Route: I  Original # Trips  4,595  2,753  2,597	% Trips 55% 36% 42% 1% 4% 14% 11% 2% 3% 11%  Route 325 (Ins in Service % Trips 8% 33% 16%	7 Consit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 0.59 0.60 0.19 0.06 0.10	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 ymarket Sta. Origins # Trips 49,656 5,528 13,642	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%  ont in Servi % Trips 92% 67% 84%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran Destination Neighborhood Waterfront West End Chinatown	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rou  Origin # Trips  4,516  2,724  2,544	% Trips           55%           52%           28%           37%           2%           13%           17%           3%           4%           12%           te 326 (West in Service           % Trips           8%           33%           16%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19 0.05 0.09	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips 49,735 5,557 13,695	% Trips       45%       48%       72%       63%       98%       87%       96%       88%       Sta.)       not in Servi       % Trips       92%       67%       84%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98  ice Area Transit \$ 1.08 0.89 0.72	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra  Destination Neighborhood Burlington North Cambridge Davis Square	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272           Insit Route: Ro	% Trips       49%       18%       13%       15%       16%       3%       6%       14%       8%       tte 350 (Norths in Service       % Trips       48%       49%	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94 6 Burlingto Area 7 0.23 0.14 0.24	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816 4,359 -1,101	% Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%  Sta.) not in Service % Trips 52% 51%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Toestination Neighborhood Waterfront West End Chinatown North End	# Trips  8,289  2,799  1,690  625  509  503  469  377  374  267  Pransit Route: I Original # Trips  4,595  2,753  2,597  1,883	% Trips 55% 36% 42% 1% 4% 14% 11% 2% 31% 11% Route 325 (Ins in Service % Trips 8% 33% 16% 55%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89% ) not in Servi % Trips 92% 67% 84% 45%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rou  Origin # Trips  4,516  2,724  2,544  1,869	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12%  te 326 (West is in Service Trips 8% 33% 16% 55%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19 0.05 0.09 0.03	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips 49,735 5,557 13,695 1,552	% Trips 45% 48% 72% 63% 98% 87% 83% 97% 96% 88%  Sta.) not in Servi % Trips 92% 67% 84% 45%	1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98 1.08 Transit \$ 1.08 0.89 0.72 1.05	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra Destination Neighborhood Burlington North Cambridge Davis Square East Woburn	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272         4           Insit Route: Ro	W Trips	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94 6 Burlingto Area 7 0.23 0.14 0.24 0.90	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816 4,359 -1,101 14,968	% Trips 51% 82% 87% 99% 85% 84% 97% 94% 86% 92%  Sta.) not in Servic % Trips 52% 51% 0% 94%	Transit \$ 1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Toestination Neighborhood Waterfront West End Chinatown North End East Somerville	# Trips  8,289  2,799  1,690  625  509  503  469  377  374  267  Pransit Route: I Original # Trips  4,595  2,753  2,597  1,883  1,315	% Trips 55% 36% 42% 1% 4% 14% 11% 2% 31% 11% Route 325 (1) ns in Servic % Trips 8% 33% 16% 55% 4%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03 0.46	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538 32,843	% Trips       45%       64%       58%       99%       96%       86%       89%       97%       89%       )       not in Servi       % Trips       92%       67%       84%       45%       96%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05 1.04	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End Back Bay	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rour  Origin  # Trips  4,516  2,724  2,544  1,869  1,184	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 4% 12%  te 326 (West is in Service Trips 8% 33% 16% 55% 15%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19 0.05 0.09 0.03 0.25	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips 49,735 5,557 13,695 1,552 6,908	% Trips       45%       48%       72%       63%       98%       87%       96%       88%       Sta.)       not in Servi       % Trips       92%       67%       84%       45%       85%	1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98 1.08 1.08 0.89 0.72 1.05 0.63	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra Destination Neighborhood Burlington North Cambridge Davis Square East Woburn East Arlington	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272         4           Insit Route: Rout	W Trips	7 0.19 0.66 0.35 0.67 0.51 0.24 0.91 0.53 0.68 0.94 6 Burlingto Area 7 0.23 0.14 0.24 0.90 0.13	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816 4,359 -1,101 14,968 1,834	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%     Sta.     not in Service     Trips     52%     51%     0%     94%     72%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71 1.08
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Toestination Neighborhood Waterfront West End Chinatown North End East Somerville Back Bay	# Trips  8,289  2,799  1,690  625  509  503  469  377  374  267  Pransit Route: I Origin # Trips  4,595  2,753  2,597  1,883  1,315  1,259	% Trips 55% 36% 42% 11% 44% 114% 21% 38% 11%  Route 325 (1) ns in Servic % Trips 8% 33% 16% 55% 4% 16%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03 0.46 0.26	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538 32,843 6,832	% Trips       45%       64%       58%       99%       96%       86%       89%       97%       89%       )       not in Servi       % Trips       92%       67%       84%       45%       96%       84%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05 1.04 0.63	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End Back Bay East Somerville	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rour  Origin  # Trips  4,516  2,724  2,544  1,869  1,184  1,035	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 44% 12%  te 326 (West is in Service 7 Trips 8% 33% 16% 55% 15% 3%	1	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips 49,735 5,557 13,695 1,552 6,908 33,122	% Trips       45%       48%       72%       63%       98%       87%       96%       88%       Sta.)       not in Servi       % Trips       92%       67%       84%       45%       85%       97%	1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98 1.08 1.08 0.89 0.72 1.05 0.63 1.03	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra Destination Neighborhood Burlington North Cambridge Davis Square East Woburn East Arlington West Arlington	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272         4           Insit Route: Rout	W Trips	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816 4,359 -1,101 14,968 1,834 3,081	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%      Sta.     not in Service     Trips     52%     51%     0%     94%     72%     83%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71 1.08 1.18
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Tobestination Neighborhood Waterfront West End Chinatown North End East Somerville Back Bay West Malden	# Trips  8,289  2,799  1,690  625  509  503  469  377  374  267  Pransit Route: I Origin # Trips  4,595  2,753  2,597  1,883  1,315  1,259  1,028	% Trips 55% 36% 42% 1% 44% 11% 2% 31% 11%  Route 325 (Ins in Service % Trips 8% 33% 16% 55% 4% 16% 22%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03 0.46 0.26 0.17	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200 ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538 32,843 6,832 3,555	% Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%  ) not in Servi % Trips 92% 67% 84% 45% 96% 84% 78%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05 1.04 0.63 0.88	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End Back Bay East Somerville East Cambridge	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rou  Origin  # Trips  4,516  2,724  2,544  1,869  1,184  1,035  905	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 44% 12%  te 326 (West is in Service 7 Trips 8% 33% 16% 55% 15% 3% 5%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19 0.05 0.09 0.03 0.25 0.50 0.25	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket Origins # Trips 49,735 5,557 13,695 1,552 6,908 33,122 18,499	% Trips           45%           48%           72%           63%           98%           87%           96%           88%           Sta.)           not in Servi           % Trips           92%           67%           84%           45%           85%           97%           95%	Transit \$ 1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98  Ice Area Transit \$ 1.08 0.89 0.72 1.05 0.63 1.03 0.76	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra  Destination Neighborhood Burlington North Cambridge Davis Square East Woburn East Arlington West Arlington East Lexington	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272         4           Consit Route: Rou	## Trips  49%  18%  13%  1%  15%  16%  3%  6%  14%  8%  ## 350 (North in Service  ## Trips  48%  49%  100%  6%  28%  17%  16%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816 4,359 -1,101 14,968 1,834 3,081 2,429	51% 82% 87% 99% 85% 84% 97% 944% 86% 92%  Sta.) not in Service 7 Trips 52% 51% 0% 94% 72% 83% 84%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71 1.08 1.18 1.61
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Tobestination Neighborhood Waterfront West End Chinatown North End East Somerville Back Bay West Malden East Cambridge	# Trips  8,289 2,799 1,690 625 509 503 469 377 374 267  Transit Route: 1  Origin # Trips 4,595 2,753 2,597 1,883 1,315 1,259 1,028 935	% Trips  55% 36% 42% 1% 44% 11% 2% 31% 11%  Route 325 (Ins in Service % Trips 8% 33% 16% 55% 4% 16% 22% 5%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03 0.46 0.26 0.17 0.26	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200  ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538 32,843 6,832 3,555 18,470	% Trips       45%       64%       58%       99%       96%       86%       89%       97%       89%       )       not in Servi       % Trips       92%       67%       84%       45%       96%       84%       78%       95%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05 1.04 0.63 0.88 0.76	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End Back Bay East Somerville East Cambridge Fenway	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rou  Origin  # Trips  4,516  2,724  2,544  1,869  1,184  1,035  905  692	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 44% 12%  te 326 (West is in Service 7 Trips 8% 33% 16% 55% 15% 3% 5% 6%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19 0.05 0.09 0.03 0.25 0.50 0.25 0.36	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket: Origins # Trips 49,735 5,557 13,695 1,552 6,908 33,122 18,499 11,813	% Trips           45%           48%           72%           63%           98%           87%           96%           88%           Sta.)           not in Servi           % Trips           92%           67%           84%           45%           97%           95%           94%	1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98 1.08 1.08 0.89 0.72 1.05 0.63 1.03 0.76 0.64	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra  Destination Neighborhood Burlington North Cambridge Davis Square East Woburn East Arlington West Arlington East Lexington Fresh Pond	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272         4           Corigin           # Trips         6,284           4,251         1,832           974         701           639         478           434	W Trips	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S Origins # Trips 6,816 4,359 -1,101 14,968 1,834 3,081 2,429 37	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%     Sta.)     not in Service     **Trips     52%     51%     0%     94%     72%     83%     84%     8%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71 1.08 1.18 1.61 0.99
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Toestination Neighborhood Waterfront West End Chinatown North End East Somerville Back Bay West Malden East Cambridge East Medford	# Trips  8,289 2,799 1,690 625 509 503 469 377 374 267  Transit Route: 1 Origin # Trips 4,595 2,753 2,597 1,883 1,315 1,259 1,028 935 773	% Trips 55% 36% 42% 1% 44% 11% 2% 3% 11%  Route 325 (Ins in Servic % Trips 8% 33% 16% 55% 4% 16% 22% 5% 14%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03 0.46 0.26 0.17 0.26 0.14	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200  ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538 32,843 6,832 3,555 18,470 4,658	7 Trips 45% 64% 58% 99% 96% 86% 89% 97% 89%  1 Trips 92% 67% 84% 45% 96% 84% 78% 95% 86%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05 1.04 0.63 0.88 0.76 1.14	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End Back Bay East Somerville East Cambridge Fenway South End	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rou  Origin # Trips  4,516  2,724  2,544  1,869  1,184  1,035  905  692  561	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 44% 12%  te 326 (West is in Service 7 Trips 8% 33% 16% 55% 15% 3% 5% 6% 5%	7 Cansit \$ 0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  7 Medford - Area 7 Area 7 Cansit \$ 0.19 0.05 0.09 0.03 0.25 0.50 0.25 0.36 0.34	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket : Origins # Trips 49,735 5,557 13,695 1,552 6,908 33,122 18,499 11,813 11,024	% Trips  45% 48% 72% 63% 98% 87% 98% 87% 96% 88%  Sta.) not in Servi % Trips 92% 67% 84% 45% 85% 97% 95%	Transit \$  1.15  1.68  0.89  1.45  1.00  0.87  0.90  0.94  1.11  0.98  1.08  1.08  0.89  0.72  1.05  0.63  1.03  0.76  0.64  0.68	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra  Destination Neighborhood Burlington North Cambridge Davis Square East Woburn East Arlington West Arlington East Lexington Fresh Pond Winchester	Origin	## Trips  49%  18%  13%  1%  15%  16%  3%  6%  14%  8%  ## 350 (North in Service  ## Trips  48%  49%  100%  6%  28%  17%  16%  92%  12%	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n - Alewife S Origins # Trips 6,816 4,359 -1,101 14,968 1,834 3,081 2,429 37 3,031	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%     Sta.)     not in Service     **Trips     52%     51%     0%     94%     72%     83%     84%     8%     88%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71 1.08 1.18 1.61 0.99 1.57
Neighborhood South Quincy Randolph North Braintree Waterfront Stoughton North Quincy South Braintree Westwood South Weymouth North Milton  Tobestination Neighborhood Waterfront West End Chinatown North End East Somerville Back Bay West Malden East Cambridge	# Trips  8,289  2,799  1,690  625  509  503  469  377  374  267  Pransit Route: I Origin # Trips  4,595  2,753  2,597  1,883  1,315  1,259  1,028  935  773  707	% Trips  55% 36% 42% 1% 44% 11% 2% 31% 11%  Route 325 (Ins in Service % Trips 8% 33% 16% 55% 4% 16% 22% 5% 14% 6%	Transit \$ 0.14 0.29 0.35 0.76 0.92 0.51 0.55 1.04 0.51 0.59 Elm St. – Haye Area Transit \$ 0.19 0.06 0.10 0.03 0.46 0.26 0.17 0.26	# Trips 6,892 4,940 2,356 53,625 12,827 3,140 3,780 15,850 13,803 2,200  ymarket Sta. Origins # Trips 49,656 5,528 13,642 1,538 32,843 6,832 3,555 18,470	% Trips       45%       64%       58%       99%       96%       86%       89%       97%       89%       )       not in Servi       % Trips       92%       67%       84%       45%       96%       84%       78%       95%	Transit \$ 1.21 1.45 1.42 0.99 1.11 0.89 1.49 0.94 0.61 1.13  ce Area Transit \$ 1.08 0.89 0.72 1.05 1.04 0.63 0.88 0.76	Neighborhood South Quincy Randolph South Dorchester North Braintree Waterfront Mattapan North Quincy Westwood Stoughton Hyde Park  Tran  Destination Neighborhood Waterfront West End Chinatown North End Back Bay East Somerville East Cambridge Fenway	# Trips  8,421  3,989  1,853  1,483  963  737  608  556  535  502  sit Route: Rou  Origin  # Trips  4,516  2,724  2,544  1,869  1,184  1,035  905  692	7 Trips 55% 52% 28% 37% 2% 13% 17% 3% 44% 12%  te 326 (West is in Service 7 Trips 8% 33% 16% 55% 15% 3% 5% 6%	0.21 0.24 0.20 0.36 0.72 0.32 0.54 1.00 0.92 0.78  Medford – Area Transit \$ 0.19 0.05 0.09 0.03 0.25 0.50 0.25 0.36	# Trips 6,761 3,750 4,690 2,563 53,288 4,936 3,036 15,671 12,801 3,650  Haymarket: Origins # Trips 49,735 5,557 13,695 1,552 6,908 33,122 18,499 11,813	% Trips           45%           48%           72%           63%           98%           87%           96%           88%           Sta.)           not in Servi           % Trips           92%           67%           84%           45%           97%           95%           94%	1.15 1.68 0.89 1.45 1.00 0.87 0.90 0.94 1.11 0.98 1.08 1.08 0.89 0.72 1.05 0.63 1.03 0.76 0.64	Destination Neighborhood South Quincy North Braintree Mattapan Waterfront Hyde Park North Quincy Westwood South Dorchester Roslindale West Roxbury  Tra  Destination Neighborhood Burlington North Cambridge Davis Square East Woburn East Arlington West Arlington East Lexington Fresh Pond	Origin           # Trips         7,449           733         719           677         628           596         514           380         303           272         4           Corigin           # Trips         6,284           4,251         1,832           974         701           639         478           434	W Trips	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	# Trips 7,733 3,313 4,954 53,574 3,524 3,047 15,713 6,163 1,821 3,093 n – Alewife S Origins # Trips 6,816 4,359 -1,101 14,968 1,834 3,081 2,429 37	## Trips    51%     82%     87%     99%     85%     84%     97%     94%     86%     92%     Sta.)     not in Service     **Trips     52%     51%     0%     94%     72%     83%     84%     8%	1.23 1.28 0.86 1.00 1.01 1.02 0.95 0.81 0.90 1.12  ce Area Transit \$ 1.87 0.94 0.74 1.71 1.08 1.18 1.61 0.99

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 351 – 434

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

Neighborhood

**Transit Route: Route 354 (Woburn Line – State Street)** 

# Trips % Trips Transit \$ # Trips % Trips Transit \$

Origins not in Service Area

Origins in Service Area

**Transit Route: Route 352 (Burlington – State Street)** 

Origins in Service Area

Transit Route: Route 351 (Oak Park – Alewife Sta.)

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Origins not in Service Area

Destination

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Neighborhood

Origins in Service Area

Destination

Neighborhood

Neighborhood	# 111ps	70 111ps	11 ansit φ	# 111ps	76 111ps	11 ansit \$	Neighborhood	# 111ps	70 111ps	1 ransit \$	# 111ps	70 111ps	1 Talisit \$	Neighborhood	# 111ps	70 111ps	1 ransit p	# THPS	70 111ps	11ansit p
North Cambridge	4,181	49%	0.07	4,429	51%	0.93	Waterfront	5,425	10%	0.18	48,826	90%	1.09	Waterfront	5,405	10%	0.21	48,846	90%	1.09
Burlington	4,063	31%	0.22	9,037	69%	1.71	West End	4,388	53%	0.05	3,892	47%	0.93	West End	4,098	49%	0.06	4,182	51%	0.89
Bedford	1,911	40%	0.55	2,880	60%	1.78	Chinatown	3,649	22%	0.08	12,590	78%	0.75	East Woburn	3,533	22%	0.32	12,409	78%	1.92
Davis Square	1,642	100%	0.15	-911	0%	0.73	North End	2,893	85%	0.03	528	15%	1.11	Chinatown	3,532	22%	0.09	12,706	78%	0.75
Billerica	533	21%	0.76	2,011	79%	1.42	Burlington	2,216	17%	0.20	10,884	83%	1.54	Burlington	3,413	26%	0.29	9,687	74%	1.63
West Arlington	444	12%	0.50	3,276	88%	1.06	Downtown	1,995	12%	0.02	15,214	88%	0.97	North End	2,891	85%	0.03	530	15%	1.09
Fresh Pond	435	92%	0.21	36	8%	0.99	Back Bay	1,906	24%	0.23	6,186	76%	0.64	Downtown	2,004	12%	0.03	15,205	88%	0.96
East Woburn	414	3%	1.09	15,529	97%	1.68	East Cambridge	1,216	6%	0.24	18,189	94%	0.76	Back Bay	1,685	21%	0.25	6,407	79%	0.63
North Belmont	408	34%	0.41	802	66%	1.15	South End	1,084	9%	0.32	10,501	91%	0.68	East Somerville	1,098	3%	0.57	33,059	97%	1.03
East Arlington	359	14%	0.13	2,175	86%	0.92	East Somerville	1,013	3%	0.45	33,145	97%	1.03	Fenway	1,002	8%	0.37	11,503	92%	0.64
				,				,							,			,		
Tra	ansit Route: Ro	oute 355 (Mi	shawum Sta.	- State Stre	eet)		Transit I	Route: Route 41	1 (Malden	Sta. – Revere	/Jack Satter	House)		Transit Rout	te: Route 424 (Eas	tern & Esse	x – Havmarl	et Sta./Wor	derland Sta.	.)
Destination	Origi	ns in Service	e Area	Origins	not in Servi	ce Area	Destination	Origin	s in Service	Area	Origins	not in Servi	ce Area	Destination	Origins	in Service	Area	Origins	not in Servic	ce Area
Neighborhood	# Trips	% Trips				Transit \$	Neighborhood					% Trips	Transit \$	Neighborhood						Transit \$
Waterfront	5,335	10%	0.19	48,916	90%	1.09	East Revere	7,676	46%	0.16	8,911	54%	1.20	East Revere	5,505	33%	0.21	11,081	67%	1.04
East Woburn	4,317	27%	0.21	11,625	73%	1.87	West Malden	4,547	99%	0.09	36	1%	1.13	Waterfront	3,806	7%	0.27	50,445	93%	1.06
West End	4,080	49%	0.06	4,200	51%	0.89	East Malden	3,751	67%	0.14	1,827	33%	1.28	West End	3,438	42%	0.07	4,842	58%	0.87
Chinatown	3,543	22%	0.08	12,695	78%	0.75	West Revere	2,088	29%	0.15	5,063	71%	1.33	East Lynn	3,404	19%	0.09	14,873	81%	0.92
North End	2,887	84%	0.03	534	16%	1.09	East Lynn	1,254	7%	0.13	17,023	93%	0.57	North End	2,796	82%	0.09	625	18%	1.06
Downtown	2,043	12%	0.03	15,166	88%	0.96	East Somerville	1,234	4%	0.62	32,930	96%	1.04	Chinatown	2,758	16%	0.04	13,680	84%	0.69
	1,684	21%	0.02	6,408	79%	0.63		851	23%	0.81	2,848	77%	0.92	East Somerville	1,005	3%	0.14	33,153	97%	1.03
Back Bay							West Lynn													
South End	1,000	9%	0.32	10,585	91%	0.68	West Everett	796	33%	0.30	1,605	67%	0.90	West Revere	903	13%	0.42	6,247	87%	1.01
East Somerville	992	3%	0.50	33,166	97%	1.03	North Saugus	781	15%	0.92	4,320	85%	1.93	North Saugus	666	13%	0.82	4,435	87%	1.90
Fenway	986	8%	0.35	11,519	92%	0.64	Waterfront	756	1%	0.74	53,495	99%	1.00	East Boston	649	8%	0.51	7,734	92%	0.74
Transit Danta	Danta 426 (Car	-41 Co. I	II	-l4 C4- /XX	d d C4		Transit Route: 1	)4 - 429 (Oak	landaala T	Tarres and a C	4 C	ada III:abla		T	Route: Route 429 (	No.41. 224. C	h	Cantual	C. T	
Transit Route:	Route 420 (Cel	nıraı 5a Lv	nn – Havmai	rkei Sia./ w(	onderiand Si	a.)	i ransit koute: i	Coute 428 (Oak	iangvaie – i	aavmarket S	IA VIAT+TAN				Konne: Konne 429 (			. – Centrai S	Sa., Lynn)	
	Onini		•							•										
Destination		ns in Service	e Area	Origins	not in Servi	ce Area	Destination	Origin	s in Service	Area	Origins	not in Servi	ce Área	Destination	Origins	in Service	Area	Origins	not in Servic	
Destination Neighborhood	# Trips	ns in Service % Trips	e Area Transit \$	Origins # Trips	not in Servio % Trips	ce Area Transit \$	Destination Neighborhood	Origin # Trips	s in Service % Trips	Area Transit \$	Origins :	not in Servi % Trips	ce Area Transit \$	Destination Neighborhood	Origins # Trips	s in Service . % Trips	Area Transit \$	Origins # Trips	not in Servic % Trips	Transit \$
Destination Neighborhood East Lynn	# <b>Trips</b> 9,769	ns in Service % Trips 53%	e Area Transit \$ 0.11	Origins # Trips 8,508	not in Service % Trips 47%	ce Area Transit \$ 1.24	Destination Neighborhood West End	# Trips 3,373	s in Service % Trips 41%	Area Transit \$ 0.06	# Trips 4,907	not in Servi % Trips 59%	ce Area Transit \$ 0.87	<b>Destination Neighborhood</b> East Lynn	Origins # Trips 8,698	s in Service 7% Trips 48%	Area Transit \$ 0.11	Origins # Trips 9,579	not in Service % Trips 52%	Transit \$ 0.95
Destination Neighborhood East Lynn East Revere	# <b>Trips</b> 9,769 7,262	ns in Service % Trips 53% 44%	e Area Transit \$ 0.11 0.23	Origins # Trips 8,508 9,324	not in Servio % Trips 47% 56%	ce Area Transit \$ 1.24 1.17	<b>Destination Neighborhood</b> West End Waterfront	Origin # Trips 3,373 3,361	s in Service % Trips 41% 6%	Area Transit \$ 0.06 0.23	Origins : # Trips 4,907 50,890	not in Servi % Trips 59% 94%	ce Area Transit \$ 0.87 1.05	Destination Neighborhood East Lynn South Saugus	Origins # Trips 8,698 2,350	s in Service . % Trips 48% 63%	Area Transit \$ 0.11 0.28	Origins # Trips 9,579 1,370	not in Service % Trips 52% 37%	Transit \$ 0.95 1.88
Destination Neighborhood East Lynn East Revere Waterfront	# <b>Trips</b> 9,769 7,262 4,175	ns in Service % Trips 53% 44% 8%	e Area Transit \$ 0.11 0.23 0.33	Origins # Trips 8,508 9,324 50,076	not in Service % Trips 47% 56% 92%	ce Area Transit \$ 1.24 1.17 1.06	Destination Neighborhood West End Waterfront North End	Origin # Trips 3,373 3,361 2,780	s in Service % Trips 41% 6% 81%	Area Transit \$ 0.06 0.23 0.03	Origins : # Trips 4,907 50,890 641	not in Servi % Trips 59% 94% 19%	ce Area Transit \$ 0.87 1.05 1.05	Destination Neighborhood East Lynn South Saugus North Saugus	# Trips 8,698 2,350 1,929	s in Service 2	Area Transit \$ 0.11 0.28 0.47	Origins # Trips 9,579 1,370 3,172	not in Servic % Trips 52% 37% 62%	Transit \$ 0.95 1.88 2.36
Destination Neighborhood East Lynn East Revere Waterfront West End	# <b>Trips</b> 9,769 7,262 4,175 3,564	ns in Service % Trips 53% 44% 8% 43%	e Area Transit \$ 0.11 0.23 0.33 0.10	Origins # Trips 8,508 9,324 50,076 4,717	not in Service % Trips 47% 56% 92% 57%	1.24 1.17 1.06 0.87	Destination Neighborhood West End Waterfront North End Chinatown	Origin # Trips 3,373 3,361 2,780 2,490	s in Service % Trips 41% 6% 81% 15%	Area Transit \$ 0.06 0.23 0.03 0.13	Origins : # Trips   4,907   50,890   641   13,749	not in Servi % Trips 59% 94% 19% 85%	Ce Area Transit \$ 0.87 1.05 1.05 0.68	Destination Neighborhood East Lynn South Saugus North Saugus West Revere	#Trips 8,698 2,350 1,929 1,458	s in Service	Area Transit \$ 0.11 0.28 0.47 0.33	Origins # Trips 9,579 1,370 3,172 5,693	not in Service % Trips 52% 37% 62% 80%	Transit \$ 0.95 1.88 2.36 1.09
Destination Neighborhood East Lynn East Revere Waterfront West End North End	# Trips 9,769 7,262 4,175 3,564 2,833	ns in Service % Trips 53% 44% 8% 43% 83%	e Area Transit \$ 0.11 0.23 0.33 0.10 0.05	<b>Origins</b> # <b>Trips</b> 8,508 9,324 50,076 4,717 587	not in Service % Trips 47% 56% 92% 57% 17%	Transit \$ 1.24 1.17 1.06 0.87 1.07	Destination Neighborhood West End Waterfront North End Chinatown South Saugus	Origin # Trips 3,373 3,361 2,780 2,490 1,824	s in Service % Trips 41% 6% 81% 15% 49%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25	Origins : #Trips   4,907   50,890   641   13,749   1,896	not in Servi % Trips 59% 94% 19% 85% 51%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere	#Trips 8,698 2,350 1,929 1,458 1,435	s in Service : % Trips 48% 63% 38% 20% 9%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48	Origins # Trips 9,579 1,370 3,172 5,693 15,152	not in Service % Trips 52% 37% 62% 80% 91%	7 Transit \$ 0.95 1.88 2.36 1.09 0.93
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown	#Trips 9,769 7,262 4,175 3,564 2,833 2,585	ns in Service % Trips 53% 44% 8% 43% 83% 16%	E Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18	Origins # Trips 8,508 9,324 50,076 4,717 587 13,653	not in Service  'M Trips 47% 56% 92% 57% 17% 84%	Transit \$ 1.24 1.17 1.06 0.87 1.07	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden	Origin #Trips 3,373 3,361 2,780 2,490 1,824 1,688	s in Service % Trips 41% 6% 81% 15% 49% 30%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24	Origins : #Trips   4,907   50,890   641   13,749   1,896   3,890	not in Servi % Trips 59% 94% 19% 85% 51% 70%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn	#Trips 8,698 2,350 1,929 1,458 1,435 1,291	s in Service	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22	9,579 1,370 3,172 5,693 15,152 2,407	not in Servic % Trips 52% 37% 62% 80% 91% 65%	Transit \$ 0.95 1.88 2.36 1.09 0.93 1.32
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72%	e Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11	Origins # Trips 8,508 9,324 50,076 4,717 587 13,653 921	not in Service % Trips 47% 56% 92% 57% 17% 84% 28%	1.24 1.17 1.06 0.87 1.07 0.69	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere	Origin # Trips 3,373 3,361 2,780 2,490 1,824 1,688 1,477	s in Service % Trips 41% 6% 81% 15% 49% 30% 21%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27	Origins : #Trips   4,907   50,890   641   13,749   1,896   3,890   5,674	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden	Origins # Trips  8,698  2,350  1,929  1,458  1,435  1,291  1,257	s in Service % Trips 48% 63% 38% 20% 9% 35% 23%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44	9,579 1,370 3,172 5,693 15,152 2,407 4,322	not in Servic % Trips 52% 37% 62% 80% 91% 65% 77%	Transit \$ 0.95 1.88 2.36 1.09 0.93 1.32 0.93
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72% 62%	e Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23	Origins # Trips 8,508 9,324 50,076 4,717 587 13,653 921 1,347	not in Service % Trips 47% 56% 92% 57% 17% 84% 28% 38%	1.24 1.17 1.06 0.87 1.07 0.69 1.24 1.37	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden	Origin # Trips  3,373  3,361  2,780  2,490  1,824  1,688  1,477  1,295	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51	Origins : #Trips   4,907   50,890   641   13,749   1,896   3,890   5,674   15,292	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose	#Trips 8,698 2,350 1,929 1,458 1,435 1,291 1,257 695	s in Service % Trips 48% 63% 38% 20% 9% 35% 23% 18%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85	Origins # Trips 9,579 1,370 3,172 5,693 15,152 2,407 4,322 3,229	not in Servic % Trips 52% 37% 62% 80% 91% 65% 77% 82%	0.95 1.88 2.36 1.09 0.93 1.32 0.93 1.16
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72% 62% 78%	e Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.23	Origins # Trips 8,508 9,324 50,076 4,717 587 13,653 921 1,347 535	not in Servic  7 Trips 47% 56% 92% 57% 17% 84% 28% 38% 22%	1.24 1.17 1.06 0.87 1.07 0.69 1.24 1.37 1.39	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus	Origin # Trips  3,373  3,361  2,780  2,490  1,824  1,688  1,477  1,295  1,218	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49	Origins   # Trips	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden	Origins # Trips  8,698  2,350  1,929  1,458  1,435  1,291  1,257  695  688	s in Service % Trips 48% 63% 38% 20% 9% 35% 23% 18% 14%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09	Origins # Trips 9,579 1,370 3,172 5,693 15,152 2,407 4,322 3,229 4,281	not in Servic % Trips 52% 37% 62% 80% 91% 65% 77% 82% 86%	0.95 1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72% 62%	e Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23	Origins # Trips 8,508 9,324 50,076 4,717 587 13,653 921 1,347	not in Service % Trips 47% 56% 92% 57% 17% 84% 28% 38%	1.24 1.17 1.06 0.87 1.07 0.69 1.24 1.37	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere	Origin # Trips  3,373  3,361  2,780  2,490  1,824  1,688  1,477  1,295	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51	Origins : #Trips   4,907   50,890   641   13,749   1,896   3,890   5,674   15,292	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose	#Trips 8,698 2,350 1,929 1,458 1,435 1,291 1,257 695	s in Service % Trips 48% 63% 38% 20% 9% 35% 23% 18%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85	Origins # Trips 9,579 1,370 3,172 5,693 15,152 2,407 4,322 3,229	not in Servic % Trips 52% 37% 62% 80% 91% 65% 77% 82%	0.95 1.88 2.36 1.09 0.93 1.32 0.93 1.16
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876 1,851	ns in Service % Trips 53% 44% 8% 43% 43% 62% 72% 62% 78% 26%	e Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.23 0.28	Origins # Trips 8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300	not in Servic  7 Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%	1.24 1.17 1.06 0.87 1.07 0.69 1.24 1.37 1.39	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville	Origin # Trips  3,373  3,361  2,780  2,490  1,824  1,688  1,477  1,295  1,218  1,165	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham	Origins # Trips  8,698  2,350  1,929  1,458  1,435  1,291  1,257  695  688  550	s in Service % Trips 48% 63% 38% 20% 9% 35% 23% 18% 14% 7%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22	Origins # Trips 9,579 1,370 3,172 5,693 15,152 2,407 4,322 3,229 4,281 7,140	not in Servic % Trips 52% 37% 62% 80% 91% 65% 77% 82% 86% 93%	0.95 1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876 1,851 it Route: Route	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72% 62% 78% 26%	E Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.23 0.28 0.23	# Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us – Malder	not in Service % Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%	Transit \$ 1.24 1.17 1.06 0.87 1.07 0.69 1.24 1.37 1.39 1.27	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville	Origin # Trips 3,373 3,361 2,780 2,490 1,824 1,688 1,477 1,295 1,218 1,165  Route: Route	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993  Central Sq.,	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham	# Trips   8,698   2,350   1,929   1,458   1,435   1,291   1,257   695   688   550   Transit Route: Re	s in Service  7 Trips  48% 63% 38% 20% 9% 35% 23% 18% 14% 7%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22 abody – Hay	Origins           # Trips           9,579           1,370           3,172           5,693           15,152           2,407           4,322           3,229           4,281           7,140   market Sta.	not in Servic % Trips 52% 37% 62% 80% 91% 65% 77% 82% 86% 93%	1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47 1.49
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876 1,851  it Route: Route Origin	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72% 62% 78% 26% e 430 (Apple ons in Service)	E Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.28 0.23 eton St., Sauge	# Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us – Malder Origins	not in Service % Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  not in Service	2e Area Transit \$ 1.24 1.17 1.06 0.87 1.07 0.69 1.24 1.37 1.39 1.27	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville Transit Destination	Origin # Trips 3,373 3,361 2,780 2,490 1,824 1,688 1,477 1,295 1,218 1,165 Route: Route	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3% 431 (Neptures in Service)	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  me Towers - ( Area	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993  Central Sq., Origins	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97% Lynn) not in Servi	Ce Area  Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination	# Trips   8,698   2,350   1,929   1,458   1,435   1,291   1,257   695   688   550   Transit Route: Ro	s in Service  % Trips  48% 63% 38% 20% 9% 35% 23% 18% 14% 7% sute 434 (Persisted Service)	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22 abody – Hay	Origins           # Trips           9,579           1,370           3,172           5,693           15,152           2,407           4,322           3,229           4,281           7,140           market Sta.           Origins	not in Servic  % Trips  52% 37% 62% 80% 91% 65% 77% 82% 86% 93%	1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47 1.49
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination Neighborhood	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876 1,851 it Route: Route Origin #Trips	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72% 62% 78% 26% e 430 (Apple ons in Service % Trips	e Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.23 0.28 0.23 eton St., Sauge	Origins # Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us – Malder Origins # Trips	not in Service % Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  n Sta.) not in Service % Trips	2e Area Transit \$ 1.24 1.17 1.06 0.87 1.07 0.69 1.24 1.37 1.39 1.27  2e Area Transit \$	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville  Transit Destination Neighborhood	Origin     # Trips     3,373     3,361     2,780     2,490     1,824     1,688     1,477     1,295     1,218     1,165     # Route: Route     Origin     # Trips	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3% 431 (Neptures in Service) % Trips	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  me Towers - ( Area Transit \$	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993  Central Sq., Origins #Trips	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97% Lynn) not in Servi % Trips	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03  Ce Area Transit \$	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination Neighborhood	# Trips   8,698   2,350   1,929   1,458   1,435   1,291   1,257   695   688   550   Transit Route: R	s in Service  48% 63% 38% 20% 9% 35% 23% 18% 14% 7%  oute 434 (Persin Service 5 in Service	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22 abody - Hay Area Transit \$	Origins           # Trips           9,579           1,370           3,172           5,693           15,152           2,407           4,322           3,229           4,281           7,140           market Sta.           Origins           # Trips	not in Servic  % Trips  52% 37% 62% 80% 91% 65% 77% 82% 86% 93%  )  not in Servic % Trips	7 Transit \$ 0.95 1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47 1.49  2e Area Transit \$
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination Neighborhood West Malden	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876 1,851 it Route: Route Origin #Trips 4,654	ns in Service % Trips 53% 44% 88% 43% 83% 16% 72% 62% 78% 26% 26% e 430 (Apple ns in Service % Trips 100%	e Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.28 0.23 eton St., Sauge Area Transit \$ 0.06	Origins # Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us – Malder Origins # Trips -71	not in Service % Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  not in Service % Trips 0%	Transit \$ 1.24 1.17 1.06 0.87 1.07 0.69 1.24 1.37 1.39 1.27  Ce Area Transit \$ 1.12	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville  Transit Destination Neighborhood East Lynn	Origin # Trips 3,373 3,361 2,780 2,490 1,824 1,688 1,477 1,295 1,218 1,165  # Route: Route Origin # Trips 13,084	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3% 431 (Neptures in Service) % Trips 72%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  me Towers - ( Area Transit \$ 0.05	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993 Central Sq., Origins #Trips 5,193	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97% Lynn) not in Servi % Trips 28%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03  Ce Area Transit \$ 0.93	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination Neighborhood Waterfront	#Trips   8,698   2,350   1,929   1,458   1,435   1,291   1,257   695   688   550   Transit Route: Ro	s in Service  48% 63% 48% 63% 38% 20% 9% 35% 23% 18% 14% 7%  oute 434 (Person in Service) Trips 7%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22 abody - Hay Area Transit \$ 0.27	Origins           # Trips           9,579           1,370           3,172           5,693           15,152           2,407           4,322           3,229           4,281           7,140           market Sta.           Origins           # Trips           50,535	not in Servic % Trips 52% 37% 62% 80% 91% 65% 77% 82% 86% 93%  ) not in Servic % Trips 93%	1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47 1.49
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination Neighborhood	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876 1,851 it Route: Route Origin #Trips 4,654 3,429	ns in Service % Trips 53% 44% 88% 43% 83% 16% 72% 62% 78% 26% 26%  re 430 (Apple ns in Service % Trips 100% 61%	E Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.28 0.23 Eton St., Sauge Area Transit \$ 0.06 0.10	Origins # Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us – Malder Origins # Trips  -71 2,149	not in Service % Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  1 Sta.) not in Service % Trips 0% 39%	Transit \$ 1.24 1.17 1.06 0.87 1.07 0.69 1.24 1.37 1.39 1.27  Tee Area Transit \$ 1.12 1.22	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville  Transit Destination Neighborhood	Origin     # Trips     3,373     3,361     2,780     2,490     1,824     1,688     1,477     1,295     1,218     1,165     # Route: Route     Origin     # Trips	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3% 431 (Neptures in Service) % Trips	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  me Towers - ( Area Transit \$	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993 Central Sq., Origins #Trips 5,193 2,217	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97% Lynn) not in Servi % Trips 28% 60%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03  Ce Area Transit \$ 0.93 1.03	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination Neighborhood Waterfront East Revere	# Trips   8,698   2,350   1,929   1,458   1,435   1,291   1,257   695   688   550   Transit Route: R	s in Service  48% 63% 38% 20% 9% 35% 23% 18% 14% 7%  oute 434 (Persin Service 5 in Service	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22 abody - Hay Area Transit \$	7 Origins  # Trips 9,579 1,370 3,172 5,693 15,152 2,407 4,322 3,229 4,281 7,140  market Sta. Origins  # Trips 50,535 12,991	not in Servic % Trips 52% 37% 62% 80% 91% 65% 77% 82% 86% 93%  ) not in Servic % Trips 93% 78%	7 Transit \$ 0.95 1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47 1.49  2e Area Transit \$
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination Neighborhood West Malden East Malden South Saugus	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876 1,851 it Route: Route Origin #Trips 4,654 3,429 1,299	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72% 62% 78% 26% 26%  re 430 (Apple ns in Service % Trips 100% 61% 35%	e Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.28 0.23 eton St., Sauge e Area Transit \$ 0.06 0.10 0.21	Origins # Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us – Malder Origins # Trips  -71 2,149 2,421	not in Service % Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  1 Sta.) not in Service % Trips 0% 39% 65%	2e Area Transit \$ 1.24 1.17 1.06 0.87 1.07 0.69 1.24 1.37 1.39 1.27  2e Area Transit \$ 1.12 1.22 1.75	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville  Transit Destination Neighborhood East Lynn West Lynn North Saugus	Origin # Trips 3,373 3,361 2,780 2,490 1,824 1,688 1,477 1,295 1,218 1,165  # Route: Route Origin # Trips 13,084 1,482 444	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3% 431 (Neptures in Service) % Trips 72%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  Transit \$ 0.05 0.18 0.79	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993 Central Sq., Origins #Trips 5,193 2,217 4,657	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97% Lynn) not in Servi % Trips 28% 60% 91%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03  Ce Area Transit \$ 0.93 1.03 1.85	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination Neighborhood Waterfront East Revere West End	#Trips   8,698   2,350   1,929   1,458   1,435   1,291   1,257   695   688   550   Transit Route: Ro	s in Service  48% 63% 48% 63% 38% 20% 9% 35% 23% 18% 14% 7%  oute 434 (Person in Service) Trips 7%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22 abody - Hay Area Transit \$ 0.27	Origins           # Trips           9,579           1,370           3,172           5,693           15,152           2,407           4,322           3,229           4,281           7,140           market Sta.           Origins           # Trips           50,535           12,991           4,912	not in Servic  % Trips  52% 37% 62% 80% 91% 65% 77% 82% 86% 93%  )  not in Servic  % Trips  93% 78% 59%	1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47 1.49 2e Area Transit \$ 1.06 1.04 0.87
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination Neighborhood West Malden East Malden	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876 1,851 it Route: Route Origin #Trips 4,654 3,429	ns in Service % Trips 53% 44% 88% 43% 83% 16% 72% 62% 78% 26% 26%  re 430 (Apple ns in Service % Trips 100% 61%	E Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.28 0.23 Eton St., Sauge Area Transit \$ 0.06 0.10	Origins # Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us – Malder Origins # Trips  -71 2,149	not in Service % Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  1 Sta.) not in Service % Trips 0% 39%	Transit \$ 1.24 1.17 1.06 0.87 1.07 0.69 1.24 1.37 1.39 1.27  Tee Area Transit \$ 1.12 1.22	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville  Transit Destination Neighborhood East Lynn West Lynn	Origin # Trips 3,373 3,361 2,780 2,490 1,824 1,688 1,477 1,295 1,218 1,165  Route: Route Origin # Trips 13,084 1,482	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3%  431 (Neptures in Service % Trips 72% 40%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  Transit \$ 0.05 0.18	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993 Central Sq., Origins #Trips 5,193 2,217	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97% Lynn) not in Servi % Trips 28% 60%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03  Ce Area Transit \$ 0.93 1.03	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination Neighborhood Waterfront East Revere	#Trips   8,698   2,350   1,929   1,458   1,435   1,291   1,257   695   688   550   Transit Route: Ro	s in Service 48% 63% 38% 20% 9% 35% 23% 14% 7% 24 (Per s in Service 7% Trips 7% 22%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22  abody - Hay Area Transit \$ 0.27 0.22	7 Origins  # Trips 9,579 1,370 3,172 5,693 15,152 2,407 4,322 3,229 4,281 7,140  market Sta. Origins  # Trips 50,535 12,991	not in Servic % Trips 52% 37% 62% 80% 91% 65% 77% 82% 86% 93%  ) not in Servic % Trips 93% 78%	7 1.49  1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47 1.49  2e Area 7 1.06 1.04
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination Neighborhood West Malden East Malden South Saugus	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876 1,851 it Route: Route Origin #Trips 4,654 3,429 1,299	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72% 62% 78% 26% 26%  re 430 (Apple ns in Service % Trips 100% 61% 35%	e Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.28 0.23 eton St., Sauge e Area Transit \$ 0.06 0.10 0.21	Origins # Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us – Malder Origins # Trips  -71 2,149 2,421	not in Service % Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  1 Sta.) not in Service % Trips 0% 39% 65%	2e Area Transit \$ 1.24 1.17 1.06 0.87 1.07 0.69 1.24 1.37 1.39 1.27  2e Area Transit \$ 1.12 1.22 1.75	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville  Transit Destination Neighborhood East Lynn West Lynn North Saugus	Origin # Trips 3,373 3,361 2,780 2,490 1,824 1,688 1,477 1,295 1,218 1,165  # Route: Route Origin # Trips 13,084 1,482 444	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3%  431 (Neptures in Service % Trips 72% 40% 9%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  Transit \$ 0.05 0.18 0.79	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993 Central Sq., Origins #Trips 5,193 2,217 4,657	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97% Lynn) not in Servi % Trips 28% 60% 91%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03  Ce Area Transit \$ 0.93 1.03 1.85	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination Neighborhood Waterfront East Revere West End	#Trips   8,698   2,350   1,929   1,458   1,435   1,291   1,257   695   688   550   Transit Route: Ro	s in Service 48% 63% 38% 20% 9% 35% 23% 14% 7% 5 total 434 (Personal Service 41% 41% 41% 41% 41% 41% 41% 41% 41% 41%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22  abody - Hay Area Transit \$ 0.27 0.22 0.08	Origins           # Trips           9,579           1,370           3,172           5,693           15,152           2,407           4,322           3,229           4,281           7,140           market Sta.           Origins           # Trips           50,535           12,991           4,912	not in Servic  % Trips  52% 37% 62% 80% 91% 65% 77% 82% 86% 93%  )  not in Servic  % Trips  93% 78% 59%	0.95 1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47 1.49  ce Area Transit \$ 1.06 1.04 0.87
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination Neighborhood West Malden East Malden South Saugus West Revere	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876 1,851 it Route: Route Origin #Trips 4,654 3,429 1,299 1,139	ns in Service % Trips 53% 44% 88% 438 16% 72% 62% 78% 26%  e 430 (Apple ns in Service % Trips 100% 61% 35% 16%	e Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.23 0.28 0.23 eton St., Sauge Area Transit \$ 0.06 0.10 0.21 0.52	# Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us – Malder Origins # Trips  -71 2,149 2,421 6,012	not in Service % Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  1 Sta.) not in Service % Trips 0% 39% 65% 84%	Transit \$   1.24   1.17   1.06   0.87   1.07   0.69   1.24   1.37   1.39   1.27	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville  Transit Destination Neighborhood East Lynn West Lynn North Saugus East Revere	Origin # Trips 3,373 3,361 2,780 2,490 1,824 1,688 1,477 1,295 1,218 1,165  # Route: Route Origin # Trips 13,084 1,482 444 424	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3%  431 (Neptures in Service % Trips 72% 40% 9% 3%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  Transit \$ 0.05 0.18 0.79 0.59	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993 Central Sq., Origins #Trips 5,193 2,217 4,657 16,163	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97% Lynn) not in Servi % Trips 28% 60% 91% 97%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03  Ce Area Transit \$ 0.93 1.03 1.85 0.89	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination Neighborhood Waterfront East Revere West End South Peabody	#Trips   8,698   2,350   1,929   1,458   1,435   1,291   1,257   695   688   550   Transit Route: Ro Origins #Trips   3,716   3,595   3,368   3,128	s in Service 48% 63% 38% 20% 9% 35% 23% 18% 14% 7% Sute 434 (Personal Service 41% 35% 41% 35%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22  abody - Hay Area Transit \$ 0.27 0.22 0.08 0.29	Origins           # Trips           9,579           1,370           3,172           5,693           15,152           2,407           4,322           3,229           4,281           7,140           market Sta.           Origins           # Trips           50,535           12,991           4,912           5,687	not in Servic  % Trips  52% 37% 62% 80% 91% 65% 77% 82% 86% 93%  )  not in Servic  % Trips  93% 78% 59% 65%	0.95 1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47 1.49  ce Area Transit \$ 1.06 1.04 0.87 1.51
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination Neighborhood West Malden East Malden South Saugus West Revere West Everet	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876 1,851 it Route: Route Origin #Trips 4,654 3,429 1,299 1,139 1,023	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72% 62% 78% 26% 26% e 430 (Apple ns in Service % Trips 100% 61% 35% 16% 43%	e Area Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.23 0.28 0.23 eton St., Sauge Area Transit \$ 0.06 0.10 0.21 0.52 0.23	# Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us – Malder Origins # Trips  -71 2,149 2,421 6,012 1,378	not in Service  7 Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  1 Sta.) not in Service 7 Trips 0% 39% 65% 84% 57%	Transit \$   1.24   1.17   1.06   0.87   1.07   0.69   1.24   1.37   1.39   1.27	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville  Transit Destination Neighborhood East Lynn West Lynn North Saugus East Revere South Saugus	Origin # Trips  3,373  3,361  2,780  2,490  1,824  1,688  1,477  1,295  1,218  1,165  # Route: Route Origin # Trips  13,084  1,482  444  424  380	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3%  431 (Neptures in Service % Trips 72% 40% 9% 3% 10%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  Transit \$ 0.05 0.18 0.79 0.59 0.69	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993 Central Sq., Origins #Trips 5,193 2,217 4,657 16,163 3,341	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97% Lynn) not in Servi % Trips 28% 60% 91% 97%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03  Ce Area Transit \$ 0.93 1.03 1.85 0.89 1.35	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination Neighborhood Waterfront East Revere West End South Peabody East Lynn	#Trips   8,698   2,350   1,929   1,458   1,435   1,291   1,257   695   688   550   Transit Route: Ro Origins #Trips   3,716   3,595   3,368   3,128   2,896	s in Service 48% 63% 38% 20% 9% 35% 23% 18% 14% 7% 5 in Service 76 Trips 7% 22% 41% 35% 16%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22 abody - Hay Area Transit \$ 0.27 0.22 0.08 0.29 0.12	Origins           # Trips         9,579           1,370         3,172           5,693         15,152           2,407         4,322           3,229         4,281           7,140         market Sta.           Origins         # Trips           50,535         12,991           4,912         5,687           15,381	not in Servic  % Trips  52% 37% 62% 80% 91% 65% 77% 829 86% 93%  )  not in Servic  % Trips  93% 78% 59% 65% 84%	7 Transit \$  0.95  1.88  2.36  1.09  0.93  1.32  0.93  1.16  1.47  1.49  2e Area  7 Transit \$  1.06  1.04  0.87  1.51  0.81
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination Neighborhood West Malden East Malden South Saugus West Revere West Everett East Somerville	#Trips 9,769 7,262 4,175 3,564 2,833 2,585 2,356 2,211 1,876 1,851 it Route: Route Origin #Trips 4,654 3,429 1,299 1,139 1,023 957	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72% 62% 78% 26% 26%  e 430 (Apple ns in Service % Trips 100% 61% 35% 16% 43% 3% 10%	e Area  Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.23 0.28 0.23 eton St., Sauge Area  Transit \$ 0.06 0.10 0.21 0.52 0.23 0.60 0.49	# Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us - Malder Origins # Trips  -71 2,149 2,421 6,012 1,378 33,201 4,611	not in Service  7 Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  1 Sta.) not in Service 7 Trips 0% 39% 65% 84% 57% 97% 90%	Transit \$   1.24   1.17   1.06   0.87   1.07   0.69   1.24   1.37   1.39   1.27	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville  Transit Destination Neighborhood East Lynn West Lynn North Saugus East Revere South Saugus Swampscott South Salem	Origin # Trips  3,373  3,361  2,780  2,490  1,824  1,688  1,477  1,295  1,218  1,165  # Route: Route Origin # Trips  13,084  1,482  444  424  380  361	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 244% 3%  431 (Neptures in Service % Trips 72% 40% 9% 3% 10% 15% 8%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  Transit \$ 0.05 0.18 0.79 0.59 0.69 0.39	Origins # Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993 Central Sq., Origins # Trips 5,193 2,217 4,657 16,163 3,341 2,050 3,283	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97% Lynn) not in Servi % Trips 28% 60% 91% 97% 90% 85% 92%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03  Ce Area Transit \$ 0.93 1.03 1.85 0.89 1.35 0.94 0.90	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination Neighborhood Waterfront East Revere West End South Peabody East Lynn North End	Origins   # Trips	s in Service 48% 63% 38% 20% 9% 35% 23% 18% 14% 7% 5 in Service 76  22% 41% 35% 16% 80%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22  abody - Hay Area Transit \$ 0.27 0.22 0.08 0.29 0.12 0.04 0.15	Origins           # Trips         9,579           1,370         3,172           5,693         15,152           2,407         4,322           3,229         4,281           7,140         7,140           market Sta.           Origins         # Trips           50,535         12,991           4,912         5,687           15,381         668           13,804	not in Servic  % Trips  52% 37% 62% 80% 91% 65% 77% 829 86% 93%  )  not in Servic  % Trips  93% 78% 59% 65% 84% 20% 85%	7 Transit \$  0.95  1.88  2.36  1.09  0.93  1.32  0.93  1.16  1.47  1.49  2e Area  7 Transit \$  1.06  1.04  0.87  1.51  0.81  1.06
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination Neighborhood West Malden East Malden South Saugus West Revere West Everett East Somerville North Saugus East Revere	#Trips  9,769  7,262  4,175  3,564  2,833  2,585  2,356  2,211  1,876  1,851  it Route: Route  Origin  #Trips  4,654  3,429  1,299  1,139  1,023  957  490  435	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72% 62% 78% 26% 26%  e 430 (Apple ns in Service % Trips 100% 61% 35% 16% 43% 3% 10% 3%	e Area  Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.23 0.28 0.23 eton St., Sauge Area  Transit \$ 0.06 0.10 0.21 0.52 0.23 0.60 0.49 0.74	# Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us - Malder Origins # Trips  -71 2,149 2,421 6,012 1,378 33,201 4,611 16,152	not in Service  7 Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  1 Sta.) not in Service 7 Trips 0% 39% 65% 84% 57% 97% 90% 97%	Transit \$   1.24   1.17   1.06   0.87   1.24   1.17   1.06   0.87   1.24   1.37   1.39   1.27	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville  Transit Destination Neighborhood East Lynn West Lynn North Saugus East Revere South Saugus East Revere	Origin     # Trips     3,373     3,361     2,780     2,490     1,824     1,688     1,477     1,295     1,218     1,165     # Route: Route     Origin     # Trips     13,084     1,482     444     424     380     361     274     274	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3%  431 (Neptures in Service % Trips 72% 40% 9% 3% 10% 15% 8% 3%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  Transit \$ 0.05 0.18 0.79 0.59 0.69 0.39 0.54	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993 Central Sq., Origins #Trips 5,193 2,217 4,657 16,163 3,341 2,050 3,283 8,541	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97%  Lynn) not in Servi % Trips 28% 60% 91% 97% 90% 85% 92% 97%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03  Ce Area Transit \$ 0.93 1.03 1.85 0.89 1.35 0.94 0.90 1.29	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination Neighborhood Waterfront East Revere West End South Peabody East Lynn North End Chinatown East Somerville	Origins   # Trips	s in Service 26 Trips 48% 63% 38% 20% 9% 35% 23% 18% 14% 7% 5 Service 26 Trips 7% 22% 41% 35% 16% 80% 15% 3%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22  abody - Hay Area Transit \$ 0.27 0.22 0.08 0.29 0.12 0.04 0.15 0.62	Origins # Trips 9,579 1,370 3,172 5,693 15,152 2,407 4,322 3,229 4,281 7,140 market Sta. Origins # Trips 50,535 12,991 4,912 5,687 15,381 668 13,804 33,140	not in Servic  % Trips  52% 37% 62% 80% 91% 65% 77% 82% 86% 93%  )  not in Servic  % Trips  93% 78% 59% 65% 84% 20% 85% 97%	1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47 1.49  2e Area Transit \$ 1.06 1.04 0.87 1.51 0.81 1.06 0.69 1.03
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination Neighborhood West Malden East Malden South Saugus West Revere West Everett East Somerville North Saugus East Revere Waterfront	#Trips  9,769  7,262  4,175  3,564  2,833  2,585  2,356  2,211  1,876  1,851  it Route: Route  Origin #Trips  4,654  3,429  1,299  1,139  1,023  957  490  435  421	ns in Service % Trips 53% 44% 8% 43% 83% 16% 72% 62% 78% 26% 26%  e 430 (Apple ns in Service % Trips 100% 61% 35% 16% 43% 3% 10% 3% 10% 3%	e Area  Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.23 0.28 0.23 eton St., Sauge Area  Transit \$ 0.06 0.10 0.21 0.52 0.23 0.60 0.49 0.74 0.78	# Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us - Malder Origins # Trips  -71 2,149 2,421 6,012 1,378 33,201 4,611 16,152 53,830	not in Service  7 Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  1 Sta.) not in Service 7 Trips 0% 39% 65% 84% 57% 97% 90% 97% 99%	Transit \$   1.24   1.17   1.06   0.87   1.07   0.69   1.24   1.37   1.39   1.27	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville  Transi  Destination Neighborhood East Lynn West Lynn North Saugus East Revere South Saugus Swampscott South Salem South Peabody Nahant	Origin # Trips  3,373  3,361  2,780  2,490  1,824  1,688  1,477  1,295  1,218  1,165  # Route: Route Origin # Trips  13,084  1,482  444  424  380  361  274  274  198	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 244% 3%  431 (Neptures in Service % Trips 72% 40% 9% 3% 10% 15% 8% 3% 28%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  Transit \$ 0.05 0.18 0.79 0.59 0.69 0.39 0.54 0.75 0.84	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993 Central Sq., Origins #Trips 5,193 2,217 4,657 16,163 3,341 2,050 3,283 8,541 506	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97%  Lynn) not in Servi % Trips 28% 60% 91% 97% 90% 85% 92% 97% 72%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03  Ce Area Transit \$ 0.93 1.03 1.85 0.89 1.35 0.94 0.90 1.29 1.72	Destination Neighborhood East Lynn South Saugus North Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination Neighborhood Waterfront East Revere West End South Peabody East Lynn North End Chinatown East Somerville North Peabody	Origins   # Trips	s in Service 26 Trips 48% 63% 38% 20% 9% 35% 23% 18% 14% 7% 5 Service 26 Trips 7% 22% 41% 35% 16% 80% 15% 3% 10%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22  abody - Hay Area Transit \$ 0.27 0.22 0.08 0.29 0.12 0.04 0.15 0.62 1.05	Origins # Trips 9,579 1,370 3,172 5,693 15,152 2,407 4,322 3,229 4,281 7,140  market Sta. Origins # Trips 50,535 12,991 4,912 5,687 15,381 668 13,804 33,140 8,514	not in Servic  % Trips  52% 37% 62% 80% 91% 65% 77% 82% 86% 93%  )  not in Servic  % Trips  93% 78% 59% 65% 84% 20% 85% 97% 90%	7 1.51 0.87 1.06 0.69 1.03 2.10
Destination Neighborhood East Lynn East Revere Waterfront West End North End Chinatown North Salem South Salem Swampscott West Revere  Trans Destination Neighborhood West Malden East Malden South Saugus West Revere West Everett East Somerville North Saugus East Revere	#Trips  9,769  7,262  4,175  3,564  2,833  2,585  2,356  2,211  1,876  1,851  it Route: Route  Origin  #Trips  4,654  3,429  1,299  1,139  1,023  957  490  435  421  390	ns in Service % Trips 53% 44% 8% 43% 43% 83% 16% 72% 62% 78% 26% 26%  **E** 430 (Apple ns in Service % Trips 100% 61% 35% 16% 43% 3% 10% 3% 10% 3% 10% 3%	e Area  Transit \$ 0.11 0.23 0.33 0.10 0.05 0.18 0.11 0.23 0.23 0.28 0.23 eton St., Sauge Area  Transit \$ 0.06 0.10 0.21 0.52 0.23 0.60 0.49 0.74	# Trips  8,508 9,324 50,076 4,717 587 13,653 921 1,347 535 5,300  us - Malder Origins # Trips  -71 2,149 2,421 6,012 1,378 33,201 4,611 16,152	not in Service  7 Trips 47% 56% 92% 57% 17% 84% 28% 38% 22% 74%  1 Sta.) not in Service 7 Trips 0% 39% 65% 84% 57% 97% 90% 97%	Transit \$   1.24   1.17   1.06   0.87   1.24   1.17   1.06   0.87   1.24   1.37   1.39   1.27	Destination Neighborhood West End Waterfront North End Chinatown South Saugus East Malden West Revere East Revere North Saugus East Somerville  Transi  Destination Neighborhood East Lynn North Saugus East Revere South Saugus Swampscott South Salem South Peabody	Origin     # Trips     3,373     3,361     2,780     2,490     1,824     1,688     1,477     1,295     1,218     1,165     # Route: Route     Origin     # Trips     13,084     1,482     444     424     380     361     274     274	s in Service % Trips 41% 6% 81% 15% 49% 30% 21% 8% 24% 3%  431 (Neptures in Service % Trips 72% 40% 9% 3% 10% 15% 8% 3%	Area Transit \$ 0.06 0.23 0.03 0.13 0.25 0.24 0.27 0.51 0.49 0.59  Transit \$ 0.05 0.18 0.79 0.59 0.69 0.39 0.54 0.75	#Trips 4,907 50,890 641 13,749 1,896 3,890 5,674 15,292 3,883 32,993 Central Sq., Origins #Trips 5,193 2,217 4,657 16,163 3,341 2,050 3,283 8,541	not in Servi % Trips 59% 94% 19% 85% 51% 70% 79% 92% 76% 97%  Lynn) not in Servi % Trips 28% 60% 91% 97% 90% 85% 92% 97%	Ce Area Transit \$ 0.87 1.05 1.05 0.68 1.71 0.97 1.06 0.91 2.17 1.03  Ce Area Transit \$ 0.93 1.03 1.85 0.89 1.35 0.94 0.90 1.29	Destination Neighborhood East Lynn South Saugus North Saugus West Revere East Revere West Lynn East Malden Melrose Wakefield Stoneham  Destination Neighborhood Waterfront East Revere West End South Peabody East Lynn North End Chinatown East Somerville	Origins   # Trips	s in Service 26 Trips 48% 63% 38% 20% 9% 35% 23% 18% 14% 7% 5 Service 26 Trips 7% 22% 41% 35% 16% 80% 15% 3%	Area Transit \$ 0.11 0.28 0.47 0.33 0.48 0.22 0.44 0.85 1.09 1.22  abody - Hay Area Transit \$ 0.27 0.22 0.08 0.29 0.12 0.04 0.15 0.62	Origins # Trips 9,579 1,370 3,172 5,693 15,152 2,407 4,322 3,229 4,281 7,140 market Sta. Origins # Trips 50,535 12,991 4,912 5,687 15,381 668 13,804 33,140	not in Servic  % Trips  52% 37% 62% 80% 91% 65% 77% 82% 86% 93%  )  not in Servic  % Trips  93% 78% 59% 65% 84% 20% 85% 97%	1.88 2.36 1.09 0.93 1.32 0.93 1.16 1.47 1.49  2e Area Transit \$ 1.06 1.04 0.87 1.51 0.81 1.06 0.69 1.03

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 435 – 459

Destination

Transit Route: Route 439 (Bass Point, Nahant – Central Sq., Lynn)

Origins not in Service Area

Origins in Service Area

Transit Route: Route 436 (Danvers Sq. – Central Sq., Lynn)

Origins in Service Area

Transit Route: Route 435 (Liberty Tree Mall – Central Sq., Lynn)

Origins not in Service Area

Destination

Origins in Service Area

Destination

	Origin	10 111 001 110		<del></del>	not in Servic		Destination		is in Service			iot iii bei vi	ce Area	Destination	Origin			O 1 1 5 11 10	not in Servic	
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
East Lynn	7,615	42%	0.09	10,662	58%	1.00	East Lynn	8,551	47%	0.07	9,726	53%	1.26	East Lynn	7,916	43%	0.08	10,361	57%	0.86
South Peabody	4,296	49%	0.29	4,519	51%	1.88	South Peabody	2,867	33%	0.36	5,949	67%	1.57	Swampscott	2,687	100%	0.16	-276	0%	1.39
South Danvers	3,547	85%	0.23	618	15%	1.97	South Danvers	1,787	43%	0.38	2,378	57%	1.60	West Lynn	794	21%	0.36	2,905	79%	0.96
North Peabody	1,366	14%	1.04	8,131	86%	2.20	North Peabody	1,518	16%	0.90	7,979	84%	2.21	South Salem	670	19%	0.38	2,887	81%	0.95
West Lynn	634	17%	0.15	3,064	83%	1.35	North Saugus	695	14%	0.83	4,406	86%	1.91	Waterfront	224	0%	0.99	54,027	100%	0.99
North Saugus	565	11%	0.88	4,536	89%	1.89	West Lynn	684	18%	0.15	3,015	82%	1.39	North Saugus	140	3%	0.94	4,961	97%	1.84
South Salem	415	12%	0.65	3,142	88%	0.92	Lynnfield	595	14%	0.28	3,704	86%	0.90	East Somerville	119	0%	1.01	34,039	100%	1.02
South Saugus	370	10%	0.81	3,350	90%	1.36	South Saugus	429	12%	0.76	3,291	88%	1.37	West Revere	93	1%	0.77	7,058	99%	0.95
West Revere	277	4%	0.76	6,874	96%	0.96	South Salem	310	9%	0.64	3,248	91%	0.91	South Saugus	88	2%	0.84	3,632	98%	1.34
Nahant	250	36%	0.95	453	64%	1.76	Nahant	279	40%	0.91	424	60%	1.79	East Boston	71	1%	0.80	8,311	99%	0.73
																440 (34 11				
	ite: Route 441 (N							ute: Route 442 (							nsit Route: Route	`			8/	
Destination		ns in Servic			not in Servic		Destination		s in Service			not in Servi		Destination	- 0	s in Service			not in Servic	
Neighborhood		% Trips	Transit \$	# Trips		Transit \$	Neighborhood			Transit \$		% Trips	Transit \$	Neighborhood						Transit \$
East Lynn	15,811	87%	0.10	2,466	13%	1.24	East Lynn	15,612	85%	0.10	2,665	15%	1.23	Waterfront	29,250	54%	0.13	25,001	46%	1.34
East Revere	6,757	41%	0.21	9,829	59%	1.11	East Revere	6,721	41%	0.21	9,866	59%	1.11	Downtown	15,978	93%	0.05	1,231	7%	0.99
Waterfront	4,089	8%	0.31	50,162	92%	1.06	Waterfront	4,036	7%	0.30	50,215	93%	1.06	Chinatown	10,522	65%	0.07	5,716	35%	0.87
West End	3,541	43%	0.09	4,739	57%	0.87	West End	3,508	42%	0.09	4,773	58%	0.87	East Lynn	7,821	43%	0.10	10,456	57%	0.87
North End	2,848	83%	0.05	572	17%	1.06	North End	2,839	83%	0.05	582	17%	1.06	Back Bay	6,648	82%	0.27	1,444	18%	0.64
Chinatown	2,605	16%	0.16	13,633	84%	0.69	Chinatown	2,574	16%	0.16	13,665	84%	0.69	East Revere	5,368	32%	0.20	11,218	68%	1.01
Swampscott	2,583	100%	0.23	-172	0%	1.54	West Lynn	1,739	47%	0.25	1,959	53%	1.18	West End	3,524	43%	0.17	4,756	57%	0.79
West Lynn	1,815	49%	0.26	1,884	51%	1.18	Swampscott	1,728	72%	0.26	683	28%	1.25	South End	2,741	24%	0.30	8,844	76%	0.69
,, est = j		19%	0.41	5,762	81%	1.03	Marblehead	1,430	49%	0.18	1,497	51%	1.31	South Boston	2,398	100%	0.30	-971	0%	0.75
<del>-</del>	1,389	17/0					TTT . TO	1,373	19%	0.40	5,778	81%	1.03	Swampscott	2.256	98%	0.21	55	2%	1.48
West Revere South Salem	1,389 1,306	37%	0.46	2,252	63%	0.98	West Revere	1,5/5	17/0	01.10	-,,,,			Swampscott	2,356	98%	0.21		270	
West Revere South Salem	1,306	37%	0.46 blehead – Dov	wntown Cros				ute: Route 450 (S		– Haymarko	t Sta./Wond	erland Sta. not in Servi	)		Transit Route: Ro		. Beverly – S	Salem Depot		
West Revere South Salem Trans Destination	1,306	37% e <b>449</b> (Marl	0.46 blehead – Dov	wntown Cros	ssing) not in Servio		Transit Ro	ute: Route 450 (S	Salem Depot ns in Service	– Haymarko	t Sta./Wond Origins r		)		Transit Route: Ro Origin	oute 451 (No s in Service	. Beverly – S Area	Salem Depot Origins	) not in Servic	
West Revere South Salem  Trans  Destination Neighborhood	1,306 sit Route: Route Origin	37% e 449 (Marl ns in Servic	0.46 blehead – Dov e Area	wntown Cross Origins # Trips 25,039	ssing) not in Servio	ce Area Transit \$ 1.34	Transit Ro Destination	ute: Route 450 (S	Salem Depot ns in Service	– Haymarko Area	t Sta./Wond Origins r	not in Servi % Trips 66%	) ce Area	Destination	Transit Route: Ro Origin	oute 451 (No s in Service % Trips 61%	. Beverly – S Area	Salem Depot Origins # Trips 2,912	) not in Servic	ce Area Transit \$ 1.46
West Revere South Salem  Trans  Destination Neighborhood Waterfront	1,306 sit Route: Route Origin # Trips 29,212 15,919	37% e 449 (Marl ns in Servic % Trips	0.46 blehead – Dov e Area Transit \$	wntown Cros Origins # Trips 25,039 1,290	ssing) not in Service % Trips 46% 7%	ce Area Transit \$	Transit Ro Destination Neighborhood	ute: Route 450 (\$\frac{\text{Origin}}{\text{# Trips}}\\ 5,570\\ 3,900\\	Salem Depot ns in Service % Trips	– Haymarke Area Transit \$	t Sta./Wond Origins 1 # Trips 11,017 50,351	not in Servi % Trips	ce Area Transit \$ 1.04 1.06	Destination Neighborhood	Transit Route: Ro Origin #Trips 4,504 2,025	oute 451 (No s in Service % Trips 61% 62%	0. Beverly – S Area Transit \$ 0.08 0.05	Salem Depot Origins # Trips	) not in Servic % Trips	ce Area Transit \$ 1.46 1.15
West Revere South Salem	1,306 sit Route: Route Origin #Trips 29,212	37% e 449 (Mar) ns in Servic % Trips 54%	0.46 blehead – Dove Area Transit \$ 0.13	wntown Cross Origins # Trips 25,039	ssing) not in Servio 7 Trips 46%	ce Area Transit \$ 1.34	Transit Ro Destination Neighborhood East Revere	ute: Route 450 (S Origin # Trips 5,570	Salem Depot ns in Service % Trips 34%	- Haymarko Area Transit \$ 0.22	t Sta./Wond Origins 1 # Trips 11,017	not in Servi % Trips 66%	ce Area Transit \$	Destination Neighborhood West Beverly	Transit Route: Ro Origin # Trips 4,504	oute 451 (No s in Service % Trips 61%	o. Beverly – S Area Transit \$ 0.08	Salem Depot Origins # Trips 2,912	not in Servic 7 Trips 39%	ce Area Transit \$ 1.46 1.15
West Revere South Salem  Trans  Destination Neighborhood  Waterfront Downtown	1,306 sit Route: Route Origin # Trips 29,212 15,919	37% e 449 (Mar) ns in Service % Trips 54% 93%	0.46 blehead – Dove Area Transit \$ 0.13 0.04	wntown Cros Origins # Trips 25,039 1,290	ssing) not in Service % Trips 46% 7%	ce Area Transit \$	Transit Ro Destination Neighborhood East Revere Waterfront	ute: Route 450 (\$\frac{\text{Origin}}{\text{# Trips}}\\ 5,570\\ 3,900\\	Salem Depot ns in Service % Trips 34% 7%	- Haymarko Area Transit \$ 0.22 0.29	t Sta./Wond Origins 1 # Trips 11,017 50,351	not in Servi % Trips 66% 93%	ce Area Transit \$ 1.04 1.06	Destination Neighborhood West Beverly North Salem	Transit Route: Ro Origin #Trips 4,504 2,025	oute 451 (No s in Service % Trips 61% 62%	0. Beverly - S Area Transit \$ 0.08 0.05	Salem Depot Origins # Trips 2,912 1,251	not in Servic % Trips 39% 38%	ce Area Transit \$ 1.46
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown	1,306 sit Route: Route Origin #Trips 29,212 15,919 10,501	37% e 449 (Markets in Service % Trips 54% 93% 65%	0.46 blehead – Dove Area Transit \$ 0.13 0.04 0.06	wntown Cros Origins # Trips 25,039 1,290 5,737	ssing) not in Service % Trips 46% 7% 35%	ce Area Transit \$ 1.34 0.99 0.87	Transit Ro Destination Neighborhood East Revere Waterfront East Lynn	Ute: Route 450 (S Origin # Trips 5,570 3,900 3,584	Salem Depot ns in Service % Trips 34% 7% 20%	- Haymarke Area Transit \$ 0.22 0.29 0.11	# Sta./Wond Origins 1 # Trips 11,017 50,351 14,693	not in Servi % Trips 66% 93% 80%	1.04 1.06 0.93	Destination Neighborhood West Beverly North Salem East Beverly	Transit Route: Ro Origin #Trips 4,504 2,025 500	oute 451 (No s in Service % Trips 61% 62% 17%	0. Beverly - 5 Area Transit \$ 0.08 0.05 0.37	Salem Depot   Origins   # Trips   2,912   1,251   2,408	not in Servic % Trips 39% 38% 83%	ce Area Transit \$ 1.46 1.15 1.36
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown East Lynn	1,306  sit Route: Route Origin #Trips 29,212 15,919 10,501 7,598	37% e 449 (Mar) ns in Servic % Trips 54% 93% 65% 42%	0.46 blehead – Dove Area Transit \$ 0.13 0.04 0.06 0.09	wntown Cros Origins # Trips 25,039 1,290 5,737 10,679	ssing) not in Service % Trips 46% 7% 35% 58%	ce Area Transit \$ 1.34 0.99 0.87 0.86	Transit Ro Destination Neighborhood East Revere Waterfront East Lynn West End	Ute: Route 450 (S Origin # Trips 5,570 3,900 3,584 3,496	Salem Depot ns in Service % Trips 34% 7% 20% 42%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08	# Trips 11,017 50,351 14,693 4,785	not in Servi % Trips 66% 93% 80% 58%	1.04 1.06 0.93 0.87	Destination Neighborhood West Beverly North Salem East Beverly South Peabody	Transit Route: Ro	oute 451 (No s in Service % Trips 61% 62% 17% 3%	0. Beverly - 5 Area Transit \$ 0.08 0.05 0.37 0.73	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562	not in Servic % Trips 39% 38% 83% 97%	ce Area Transit \$ 1.46 1.15 1.36 1.32
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay	1,306  sit Route: Route Origin #Trips 29,212 15,919 10,501 7,598 6,608	37% e 449 (Marlas in Service % Trips 54% 93% 65% 42% 82%	0.46 blehead – Dove Area Transit \$ 0.13 0.04 0.06 0.09 0.26	wntown Cros Origins # Trips 25,039 1,290 5,737 10,679 1,484	ssing) not in Service % Trips 46% 7% 35% 58% 18%	2e Area Transit \$ 1.34 0.99 0.87 0.86 0.64	Transit Ro Destination Neighborhood East Revere Waterfront East Lynn West End North End	Ute: Route 450 (S Origin # Trips 5,570 3,900 3,584 3,496 2,812	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04	# Trips 11,017 50,351 14,693 4,785 609	not in Servi % Trips 66% 93% 80% 58% 18%	1.04 1.06 0.93 0.87	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody	Transit Route: Ro	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2%	0. Beverly - 5 Area Transit \$ 0.08 0.05 0.37 0.73 1.54	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294	not in Servic % Trips 39% 38% 83% 97% 98%	ce Area Transit \$ 1.46 1.15 1.36 1.32 2.03
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere	1,306  sit Route: Route  Origin  #Trips  29,212  15,919  10,501  7,598  6,608  5,250	37% 2 449 (Marlas in Service % Trips 54% 93% 65% 42% 82% 32%	0.46 blehead – Dove e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18	wntown Cros Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68%	2e Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01	Transit Ro Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem	tte: Route 450 (S Origin # Trips 5,570 3,900 3,584 3,496 2,812 2,600	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07	# Trips 11,017 50,351 14,693 4,785 609 677	not in Servi % Trips 66% 93% 80% 58% 18% 21%	1.04 1.06 0.93 0.87 1.06 1.27	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn	Transit Route: Ro	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1%	0. Beverly - 5 Area Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163	not in Servic % Trips 39% 38% 83% 97% 98% 99%	ce Area Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57
West Revere South Salem  Trans  Destination Neighborhood  Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End	1,306  sit Route: Route  Origin #Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495	37% e 449 (Marl ns in Service % Trips 54% 93% 65% 42% 82% 32% 42%	0.46 blehead – Dove e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17	wntown Cros Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58%	Dee Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79	Transit Ro Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown	tte: Route 450 (8  Origin # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15	# Sta./Wond Origins I # Trips 11,017 50,351 14,693 4,785 609 677 13,656	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84%	1.04 1.06 0.93 0.87 1.06 1.27 0.69	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront	Transit Route: Ro Origin #Trips 4,504 2,025 500 253 203 114 96	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0%	0. Beverly - 5 Area Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154	not in Service % Trips 39% 38% 83% 97% 98% 99% 100%	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99
West Revere South Salem  Trans  Destination Neighborhood  Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End	1,306  sit Route: Route  Origin #Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727	37% e 449 (Marl ns in Service % Trips 54% 93% 65% 42% 82% 32% 42% 24%	0.46 blehead – Dove e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30	wntown Cros Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76%	1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69	Transit Ro Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem	tte: Route 450 (8  Origin # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27	# Sta./Wond Origins I # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58%	1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End	Transit Route: Ro Origin #Trips 4,504 2,025 500 253 203 114 96 77	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1%	0. Beverly - 5 Area Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203	not in Service % Trips 39% 38% 83% 97% 98% 99% 100% 99%	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68
West Revere South Salem  Trans  Destination Neighborhood  Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway	1,306  sit Route: Route  Origin #Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869	37%  2 449 (Marl ns in Servic % Trips 54% 93% 65% 42% 82% 32% 42% 24% 100% 15%	0.46 blehead – Dove e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40	wntown Cros Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%	De Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64	Transit Ro  Destination Neighborhood  East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville	Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508 1,091 1,057	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 12% 3%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62	# Sta./Wond Origins r # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%	1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge	Transit Route: Ro Origin #Trips 4,504 2,025 500 253 203 114 96 77 64 57	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0%	0. Beverly - 5 Area Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348	not in Service % Trips 39% 38% 83% 97% 98% 99% 100% 100%	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rou	1,306  sit Route: Route  Origin # Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869  ste: Route 455 (S	37%  2 449 (Marl Marl Marl Marl Marl Marl Marl Marl	0.46 blehead – Dove e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t – Haymark	wntown Cros Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%	1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75	Transit Ro  Destination Neighborhood  East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville	# Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508 1,091 1,057	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 12% 3%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62	# Sta./Wond Origins II # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100 ntral Sq., Ly	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%	1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge	Transit Route: Ro	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 0%	0. Beverly - S Area Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cros	not in Service % Trips 39% 38% 83% 97% 98% 99% 100% 100% 100% sing)	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rou Destination	1,306  sit Route: Route  Origin #Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869  ste: Route 455 (S	37%  2 449 (Marl ns in Service % Trips 54% 93% 65% 42% 82% 32% 42% 24% 100% 15%  Salem Depo	0.46 blehead – Dove e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t – Haymark e Area	wntown Cros Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%	De Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64	Transit Ro  Destination Neighborhood  East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra  Destination	Note: Route 450 (State   Price   Pri	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 12% 3% te 456 (Salem ns in Service	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62 n Depot - Ce	# Sta./Wond Origins r # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., Ly Origins r	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  Trai	Transit Route: Ro	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 0%	0. Beverly - S Area Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cros	not in Service % Trips 39% 38% 83% 97% 98% 99% 100% 100% 100% sing) not in Service	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rou Destination Neighborhood	1,306  sit Route: Route  Origin # Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869  ste: Route 455 (S	37%  2 449 (Marl ns in Service % Trips 54% 93% 65% 42% 42% 24% 100% 15% Salem Depo	0.46 blehead – Dove e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t – Haymark e Area Transit \$	wntown Cross Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wonco Origins # Trips	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85% lerland Sta.) not in Service % Trips	De Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$	Transit Ro  Destination Neighborhood  East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra  Destination Neighborhood	Name	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 12% 3% te 456 (Salen ns in Service % Trips	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62 n Depot - Ce Area Transit \$	# Sta./Wond Origins r # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., Ly Origins r # Trips	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97% vnn) not in Servi % Trips	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  Trai	Transit Route: Ro	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 0% 459 (Salem s in Service % Trips	Depot – Dov Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95	Salem Depot	not in Service % Trips 39% 38% 83% 97% 98% 99% 100% 100% 100% sing) not in Service % Trips	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  ce Area Transit \$
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rou Destination Neighborhood East Lynn	1,306  sit Route: Route  Origin # Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869  ste: Route 455 (S	37%  2 449 (Marls in Service % Trips 54% 93% 65% 42% 42% 24% 100% 15%  Salem Depons in Service % Trips 51%	0.46 blehead – Dove e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t – Haymark e Area Transit \$ 0.10	wntown Cross Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta.) not in Service % Trips 49%	De Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28	Transit Ro  Destination Neighborhood  East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra  Destination Neighborhood East Lynn	Note	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 12% 3% te 456 (Salen ns in Service % Trips 47%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  n Depot - Ce Area Transit \$ 0.06	# Sta./Wond Origins r # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., Ly Origins r # Trips 9,622	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97% vnn) not in Servi % Trips 53%	1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  Trai  Destination Neighborhood Waterfront	Transit Route: Ro  Origin #Trips 4,504 2,025 500 253 203 114 96 77 64 57  nsit Route: Route Origin #Trips 29,226	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 0% 459 (Salem s in Service % Trips 54%	Depot - Dov Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cros Origins # Trips 25,025	not in Service % Trips 39% 38% 83% 97% 98% 99% 100% 100% 100% sing) not in Service % Trips 46%	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  ce Area Transit \$ 1.34
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rou Destination Neighborhood East Lynn East Revere	1,306  sit Route: Route  Origin # Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869  ste: Route 455 (S) Origin # Trips 9,268 8,459	37%  2 449 (Marls in Service % Trips 54% 93% 65% 42% 42% 24% 100% 15%  Salem Depo ss in Service % Trips 51% 51%	0.46 blehead – Dove e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t – Haymark e Area Transit \$ 0.10 0.23	wntown Cross Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta.) not in Service % Trips 49% 49%	2e Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17	Transit Ro  Destination Neighborhood  East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra  Destination Neighborhood  East Lynn North Salem	Note	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 12% 3% te 456 (Salen ns in Service % Trips 47%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Depot - Ce Area Transit \$ 0.06 0.07	# Sta./Wond Origins r # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  mtral Sq., Ly Origins r # Trips 9,622 757	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%  ynn) not in Servi % Trips 53% 23%	1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  Trai  Destination Neighborhood Waterfront Downtown	Transit Route: Ro  Origin #Trips 4,504 2,025 500 253 203 114 96 77 64 57  msit Route: Route Origin #Trips 29,226 15,481	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 0% 459 (Salem s in Service % Trips 54% 90%	Depot - Dov Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cros Origins # Trips 25,025 1,728	not in Service % Trips 39% 38% 83% 97% 98% 99% 100% 100% 100% sing) not in Service % Trips 46% 10%	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  ce Area Transit \$ 1.34 0.99
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rou  Destination Neighborhood East Lynn East Revere Waterfront	1,306  sit Route: Route  Origin # Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869  ste: Route 455 (S) Origin # Trips 9,268 8,459 4,430	37%  2 449 (Marls in Service % Trips 54% 93% 65% 42% 32% 42% 24% 100% 15%  Salem Depo as in Service % Trips 51% 51% 8%	0.46 blehead – Dove e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t – Haymark e Area Transit \$ 0.10 0.23 0.33	wntown Cross Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta.) not in Service % Trips 49% 49% 92%	2e Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07	Transit Ro  Destination Neighborhood  East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra  Destination Neighborhood East Lynn North Salem South Salem	Note	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 3%  te 456 (Salen ns in Service % Trips 47% 77% 42%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  n Depot - Ce Area Transit \$ 0.06 0.07 0.26	# Sta./Wond Origins r # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  mtral Sq., Ly Origins r # Trips 9,622 757 2,052	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%  ynn) not in Servi % Trips 53% 23% 58%	1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  Trai  Destination Neighborhood Waterfront Downtown Chinatown	Transit Route: Ro  Origin #Trips  4,504  2,025  500  253  203  114  96  77  64  57  msit Route: Route  Origin #Trips  29,226  15,481  10,369	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 0% 459 (Salem s in Service % Trips 54% 90% 64%	Depot - Dov Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95  Depot - Dov Area  Transit \$ 0.14 0.05 0.07	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cros Origins # Trips 25,025 1,728 5,870	not in Service % Trips 39% 38% 83% 97% 98% 99% 100% 100% \$\frac{1}{2}\$\$ 10% \$\frac{1}{2}\$\$ 46% \$\frac{1}{2}\$\$ 36%	Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  Ce Area Transit \$ 1.34 0.99 0.87
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rou  Destination Neighborhood East Lynn East Revere Waterfront East Boston	1,306  sit Route: Route  Origin # Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869  ste: Route 455 (8) Origin # Trips 9,268 8,459 4,430 4,354	37%  2 449 (Marls in Service % Trips 54% 93% 65% 42% 42% 100% 15%  Salem Depo 15 in Service % Trips 51% 51% 8% 52%	0.46 blehead - Dove Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymark e Area Transit \$ 0.10 0.23 0.33 0.08	wntown Cross Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821 4,028	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta.) not in Service % Trips 49% 49% 92% 48%	2e Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07 1.29	Transit Ro  Destination Neighborhood  East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra  Destination Neighborhood East Lynn North Salem South Salem South Peabody	Note	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 3%  te 456 (Salen ns in Service % Trips 47% 77% 42% 12%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  n Depot - Ce Area Transit \$ 0.06 0.07 0.26 0.58	t Sta./Wond Origins r # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., Ly Origins r # Trips 9,622 757 2,052 7,798	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%  ynn) not in Servi % Trips 53% 23% 58% 88%	1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  Trai  Destination Neighborhood Waterfront Downtown Chinatown East Lynn	Transit Route: Ro  Origin #Trips  4,504  2,025  500  253  203  114  96  77  64  57  msit Route: Route Origin #Trips  29,226  15,481  10,369  8,744	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 459 (Salem s in Service % Trips 54% 90% 64% 48%	D. Beverly - Start   Area   Transit \$ 0.08   0.05   0.37   0.73   1.54   0.66   1.09   0.80   1.04   0.95    Depot - Dov Area   Transit \$ 0.14   0.05   0.07   0.08	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cros Origins # Trips 25,025 1,728 5,870 9,533	not in Service % Trips 39% 38% 83% 97% 98% 99% 100% 100% \$\frac{1}{2}\$ to Service % Trips 46% 10% 36% 52%	1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  2ce Area  Transit \$ 1.34 0.99 0.87 1.25
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rou  Destination Neighborhood East Lynn East Revere Waterfront East Boston West End	1,306  sit Route: Route  Origin # Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869  ste: Route 455 (S) Origin # Trips 9,268 8,459 4,430 4,354 3,994	37%  2 449 (Marls in Service % Trips 54% 93% 65% 42% 42% 24% 100% 15%  Salem Depo s in Service % Trips 51% 51% 8% 52% 48%	0.46 blehead - Dove Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymark e Area Transit \$ 0.10 0.23 0.33 0.08 0.09	wntown Cross Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821 4,028 4,287	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta.) not in Service % Trips 49% 49% 92% 48% 52%	2e Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07 1.29 0.93	Transit Ro  Destination Neighborhood  East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra  Destination Neighborhood East Lynn North Salem South Peabody West Lynn	Note	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 3%  te 456 (Salen ns in Service % Trips 47% 77% 42% 12% 24%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  n Depot - Ce Area Transit \$ 0.06 0.07 0.26 0.58 0.18	t Sta./Wond Origins r # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., Ly Origins r # Trips 9,622 757 2,052 7,798 2,794	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%  ynn) not in Servi % Trips 53% 23% 58% 88% 76%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09 1.36 1.26	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  Trai  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay	Transit Route: Ro	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 0% 459 (Salem s in Service % Trips 54% 90% 64% 48% 79%	Depot - Dov Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95  Depot - Dov Area  Transit \$ 0.14 0.05 0.07 0.08 0.28	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cros Origins # Trips 25,025 1,728 5,870 9,533 1,679	not in Servic % Trips 39% 38% 83% 97% 98% 99% 100% 100% \$\frac{100\%}{100\%} \$\frac{100\%}{100\%} \$\frac{100\%}{100\%} \$\frac{100\%}{21\%}	Ce Area Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72 Ce Area Transit \$ 1.34 0.99 0.87 1.25 0.64
West Revere South Salem  Trans  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rou  Destination Neighborhood East Lynn East Revere Waterfront East Boston West End Chinatown	1,306  sit Route: Route  Origin # Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869  ste: Route 455 (S) Origin # Trips 9,268 8,459 4,430 4,354 3,994 3,059	37%  2 449 (Marls in Service  % Trips 54% 93% 65% 42% 42% 24% 100% 15%  Salem Depo 15 in Service  % Trips 51% 51% 8% 52% 48% 19%	0.46 blehead - Dove Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymark e Area Transit \$ 0.10 0.23 0.33 0.08 0.09 0.19	wntown Cross Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821 4,028 4,287 13,179	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta.) not in Service % Trips 49% 49% 92% 48% 52% 81%	2e Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07 1.29 0.93 0.69	Transit Ro  Destination Neighborhood  East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra  Destination Neighborhood East Lynn North Salem South Peabody West Lynn North Saugus	Note	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 12% 3% te 456 (Salen ns in Service % Trips 47% 77% 42% 12% 24% 12% 24% 12%	- Haymarke Area  Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Transit \$ 0.06 0.07 0.26 0.58 0.18 0.81	t Sta./Wond Origins r # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100 ntral Sq., Ly Origins r # Trips 9,622 757 2,052 7,798 2,794 4,511	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%  ynn) not in Servi % Trips 53% 23% 58% 88% 76% 88%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09 1.36 1.26 1.89	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  Tra: Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay West End	Transit Route: Ro  Origin #Trips  4,504  2,025  500  253  203  114  96  77  64  57  msit Route: Route  Origin #Trips  29,226  15,481  10,369  8,744  6,412  3,460	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 0% 459 (Salem s in Service % Trips 54% 90% 64% 48% 79% 42%	Depot - Dov Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95  Depot - Dov Area  Transit \$ 0.14 0.05 0.07 0.08 0.28 0.18	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 wntown Cros Origins # Trips 25,025 1,728 5,870 9,533 1,679 4,820	not in Servic % Trips 39% 38% 83% 97% 98% 99% 100% 100% \$\frac{100\%}{100\%} \$\frac{100\%}{100\%} \$\frac{100\%}{100\%} \$\frac{100\%}{21\%} 58\%	Ce Area Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72 Ce Area Transit \$ 1.34 0.99 0.87 1.25 0.64 0.79
West Revere South Salem  Transit  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rou  Destination Neighborhood East Lynn East Revere Waterfront East Boston West End Chinatown North End	1,306  sit Route: Route  Origin # Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869  ste: Route 455 (SO) Origin # Trips 9,268 8,459 4,430 4,354 3,994 3,059 2,934	37% 2 449 (Marls in Service % Trips 54% 93% 65% 42% 42% 24% 100% 15% Salem Depo s in Service % Trips 51% 51% 8% 52% 48% 19% 86%	0.46 blehead – Dove Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t – Haymark e Area Transit \$ 0.10 0.23 0.33 0.08 0.09 0.19 0.07	wntown Cross Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821 4,028 4,287 13,179 487	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta.) not in Service % Trips 49% 49% 92% 48% 52% 81% 14%	2e Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07 1.29 0.93 0.69 1.11	Transit Ro  Destination Neighborhood  East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra  Destination Neighborhood East Lynn North Salem South Salem South Peabody West Lynn North Salem South Peabody West Lynn North Saugus West Beverly	Name	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 12% 3% te 456 (Salen ns in Service % Trips 47% 77% 42% 12% 24% 12% 8%	- Haymarke Area  Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Transit \$ 0.06 0.07 0.26 0.58 0.18 0.81 0.60	t Sta./Wond Origins r # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., Ly Origins r # Trips 9,622 757 2,052 7,798 2,794 4,511 6,854	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%  ynn) not in Servi % Trips 53% 23% 58% 88% 76% 88% 92%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09 1.36 1.26 1.89 0.95	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  Trai  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay West End East Revere	Transit Route: Ro  Origin #Trips  4,504  2,025  500  253  203  114  96  77  64  57  msit Route: Route Origin #Trips  29,226  15,481  10,369  8,744  6,412  3,460  3,354	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 459 (Salem s in Service % Trips 54% 90% 64% 48% 79% 42% 20%	Depot - Dov Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95  Depot - Dov Area  Transit \$ 0.14 0.05 0.07 0.08 0.28 0.18 0.27	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 vntown Cros Origins # Trips 25,025 1,728 5,870 9,533 1,679 4,820 13,233	not in Servic % Trips 39% 38% 83% 97% 98% 99% 100% 100% \$ing) not in Servic % Trips 46% 10% 36% 52% 21% 58% 80%	Ce Area Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72 Ce Area Transit \$ 1.34 0.99 0.87 1.25 0.64 0.79 1.00
West Revere South Salem  Transit  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rou  Destination Neighborhood East Lynn East Revere Waterfront East Boston West End Chinatown North End Chelsea	1,306  sit Route: Route  Origin # Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869  ste: Route 455 (S) Origin # Trips 9,268 8,459 4,430 4,354 3,994 3,059 2,934 2,899	37%  2 449 (Marls in Service  % Trips 54% 93% 65% 42% 42% 24% 100% 15%  Salem Depo s in Service % Trips 51% 51% 8% 52% 48% 19% 86% 22%	0.46 blehead - Dov e Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t - Haymark e Area Transit \$ 0.10 0.23 0.33 0.08 0.09 0.19 0.07 0.40	wntown Cross  Origins  # Trips  25,039  1,290  5,737  10,679  1,484  11,337  4,785  8,858  -977  10,636  et Sta./Wond  Origins  # Trips  9,008  8,128  49,821  4,028  4,287  13,179  487  10,453	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta.) not in Service % Trips 49% 49% 92% 48% 52% 81% 14% 78%	2e Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07 1.29 0.93 0.69 1.11 0.85	Transit Ro Destination Neighborhood East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra Destination Neighborhood East Lynn North Salem South Peabody West Lynn North Saugus West Beverly South Saugus	nute: Route 450 (8  Origin # Trips 5,570 3,900 3,584 3,496 2,812 2,600 2,582 1,508 1,091 1,057 nusit Route: Rou Origin # Trips 8,655 2,519 1,506 1,017 905 590 562 431	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 12% 3% te 456 (Salen ns in Service % Trips 47% 77% 42% 12% 24% 12% 88% 12% 88%	- Haymarke Area Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Transit \$ 0.06 0.07 0.26 0.58 0.18 0.81 0.60 0.73	t Sta./Wond Origins r # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., Ly Origins r # Trips 9,622 757 2,052 7,798 2,794 4,511 6,854 3,290	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%  ynn) not in Servi % Trips 53% 23% 58% 88% 76% 88% 92% 88%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09 1.36 1.26 1.89 0.95 1.37	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  Trai  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay West End East Revere South End	Transit Route: Ro  Origin #Trips  4,504  2,025  500  253  203  114  96  77  64  57  msit Route: Route Origin #Trips  29,226  15,481  10,369  8,744  6,412  3,460  3,354  2,680	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 0% 459 (Salem s in Service % Trips 54% 90% 64% 48% 79% 42% 20% 23%	Depot - Dov Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95  Depot - Dov Area  Transit \$ 0.14 0.05 0.07 0.08 0.28 0.18 0.27 0.32	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 vntown Cros Origins # Trips 25,025 1,728 5,870 9,533 1,679 4,820 13,233 8,904	not in Servic % Trips 39% 38% 83% 97% 98% 99% 100% 100% \$\frac{100\%}{100\%} \$\frac{100\%}{100\%} \$\frac{36\%}{52\%} 21\% 58\% 80\% 77\%	Ce Area Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  Ce Area Transit \$ 1.34 0.99 0.87 1.25 0.64 0.79 1.00 0.69
West Revere South Salem  Transit  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay East Revere West End South End South Boston Fenway  Transit Rou  Destination Neighborhood East Lynn East Revere Waterfront East Boston West End Chinatown North End	1,306  sit Route: Route  Origin # Trips 29,212 15,919 10,501 7,598 6,608 5,250 3,495 2,727 2,405 1,869  ste: Route 455 (SO) Origin # Trips 9,268 8,459 4,430 4,354 3,994 3,059 2,934	37% 2 449 (Marls in Service % Trips 54% 93% 65% 42% 42% 24% 100% 15% Salem Depo s in Service % Trips 51% 51% 8% 52% 48% 19% 86%	0.46 blehead – Dove Area Transit \$ 0.13 0.04 0.06 0.09 0.26 0.18 0.17 0.30 0.29 0.40 t – Haymark e Area Transit \$ 0.10 0.23 0.33 0.08 0.09 0.19 0.07	wntown Cross Origins # Trips 25,039 1,290 5,737 10,679 1,484 11,337 4,785 8,858 -977 10,636 et Sta./Wond Origins # Trips 9,008 8,128 49,821 4,028 4,287 13,179 487	ssing) not in Service % Trips 46% 7% 35% 58% 18% 68% 58% 76% 0% 85%  derland Sta.) not in Service % Trips 49% 49% 92% 48% 52% 81% 14%	2e Area Transit \$ 1.34 0.99 0.87 0.86 0.64 1.01 0.79 0.69 0.75 0.64  Transit \$ 1.28 1.17 1.07 1.29 0.93 0.69 1.11	Transit Ro  Destination Neighborhood  East Revere Waterfront East Lynn West End North End North Salem Chinatown South Salem South Peabody East Somerville  Tra  Destination Neighborhood East Lynn North Salem South Salem South Peabody West Lynn North Salem South Peabody West Lynn North Saugus West Beverly	Name	Salem Depot ns in Service % Trips 34% 7% 20% 42% 82% 79% 16% 42% 12% 3% te 456 (Salen ns in Service % Trips 47% 77% 42% 12% 24% 12% 8%	- Haymarke Area  Transit \$ 0.22 0.29 0.11 0.08 0.04 0.07 0.15 0.27 0.59 0.62  Transit \$ 0.06 0.07 0.26 0.58 0.18 0.81 0.60	t Sta./Wond Origins r # Trips 11,017 50,351 14,693 4,785 609 677 13,656 2,050 7,724 33,100  ntral Sq., Ly Origins r # Trips 9,622 757 2,052 7,798 2,794 4,511 6,854	not in Servi % Trips 66% 93% 80% 58% 18% 21% 84% 58% 88% 97%  ynn) not in Servi % Trips 53% 23% 58% 88% 76% 88% 92%	Ce Area Transit \$ 1.04 1.06 0.93 0.87 1.06 1.27 0.69 1.09 1.37 1.03  Ce Area Transit \$ 1.42 1.24 1.09 1.36 1.26 1.89 0.95	Destination Neighborhood West Beverly North Salem East Beverly South Peabody North Peabody East Lynn Waterfront West End East Somerville East Cambridge  Trai  Destination Neighborhood Waterfront Downtown Chinatown East Lynn Back Bay West End East Revere	Transit Route: Ro  Origin #Trips  4,504  2,025  500  253  203  114  96  77  64  57  msit Route: Route Origin #Trips  29,226  15,481  10,369  8,744  6,412  3,460  3,354	oute 451 (No s in Service % Trips 61% 62% 17% 3% 2% 1% 0% 1% 0% 459 (Salem s in Service % Trips 54% 90% 64% 48% 79% 42% 20%	Depot - Dov Area  Transit \$ 0.08 0.05 0.37 0.73 1.54 0.66 1.09 0.80 1.04 0.95  Depot - Dov Area  Transit \$ 0.14 0.05 0.07 0.08 0.28 0.18 0.27	Salem Depot Origins # Trips 2,912 1,251 2,408 8,562 9,294 18,163 54,154 8,203 34,094 19,348 vntown Cros Origins # Trips 25,025 1,728 5,870 9,533 1,679 4,820 13,233	not in Servic % Trips 39% 38% 83% 97% 98% 99% 100% 100% \$ing) not in Servic % Trips 46% 10% 36% 52% 21% 58% 80%	Ce Area Transit \$ 1.46 1.15 1.36 1.32 2.03 0.57 0.99 0.68 1.01 0.72  Ce Area Transit \$ 1.34 0.99 0.87 1.25 0.64 0.79 1.00

TABLE 82 – Continued

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Route 465 – 556

37%

40%

89%

98%

# Trips

1,551

1,325

7,882

9,338

0.22

0.04

0.34

1.21

% Trips Transit \$

1.58

1.15

1.41

2.06

**Destination** 

Waterfront

Downtown

Chinatown

Back Bay

Neighborhood

Transit Route: Route 500 (Riverside Sta. – Federal & Franklin Sts.)

Transit \$ # Trips

0.14

0.03

0.04

0.18

41,700

7,950

7,160

2,403

Origins not in Service Area

77%

46%

44%

30%

Transit \$

0.97

0.90

0.65

% Trips

Origins in Service Area

23%

54%

56%

70%

% Trips

# Trips

12,551

9,259

9,078

5,689

Transit Route: Route 468 (Danvers Sq. – Salem Depot)

% Trips Transit \$

Origins in Service Area

63%

60%

11%

2%

# Trips

2,615

1,951

934

159

**Transit Route: Route 465 (Liberty Tree Mall – Salem Depot)** 

% Trips Transit \$

Origins not in Service Area

18%

70%

42%

90%

% Trips Transit \$

1.93

1.74

1.23

2.16

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

# Trips

735

6,159

1,368

8,534

0.23

0.29

0.08

1.05

Destination

Neighborhood

South Danvers

South Peabody

North Peabody

North Salem

Origins in Service Area

82%

30%

58%

10%

# Trips

3,431

2,656

1,909

963

**Destination** 

Neighborhood

South Danvers

South Peabody

North Peabody

North Salem

South Salem	346	10%	0.35	3,211	90%	0.99	West Beverly	149	2%	0.71	7,267	98%	0.94	South End	3,280	28%	0.23	8,305	72%	0.70
West Beverly	148	2%	0.85	7,269	98%	0.93	Waterfront	88	0%	1.18	54,163	100%	0.99	Fenway	3,182	25%	0.31	9,323	75%	0.65
Waterfront	132	0%	1.25	54,119	100%	0.99	East Lynn	83	0%	0.71	18,194	100%	0.57	West End	2,986	36%	0.13	5,294	64%	0.78
East Lynn	113	1%	0.75	18,163	99%	0.57	East Somerville	54	0%	1.16	34,104	100%	1.01	North Dorchester	1,363	28%	0.44	3,592	72%	0.86
East Somerville	87	0%	1.23	34,071	100%	1.01	East Revere	50	0%	0.96	16,537	100%	0.88	Kendall/MIT	954	100%	0.34	-3,548	0%	0.73
North Saugus	78	2%	1.33	5,023	98%	1.83	West Lynn	48	1%	0.83	3,651	99%	0.91	Beacon Hill	905	100%	0.08	-1,147	0%	0.78
Ttorin Buagus	, 0	270	1.55	3,023	7070	1.05	West Eymi	10	170	0.03	3,031	<i>JJ</i> /0	0.71	Beacon Tim	703	10070	0.00	1,1 17	070	0.70
Transit R	oute: Route 5	501 (Brighto	n Ctr. – Fede	eral & Frank	din Sts.)		Tra	ansit Route: Rou	ute 502 (Wa	atertown Yar	d – Coplev	Sq.)		,	Fransit Route: Ro	oute 503 (Brig	ghton Cente	r – Copley S	5 <b>a.</b> )	
Destination		ns in Servic			not in Serv	ice Area	Destination		s in Service			s not in Serv	ice Area	Destination		ns in Service			s not in Service	ce Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood			Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips		Transit \$	# Trips		Transit \$
Waterfront	13,055	24%	0.18	41,196	76%	1.18	Fenway	4,374	35%	0.12	8,131	65%	0.68	Fenway	3,029	24%	0.21	9,476	76%	0.69
Chinatown	9,103	56%	0.06	7,135	44%	0.91	Back Bay	2,751	34%	0.05	5,340	66%	0.94	South Brighton	2,694	95%	0.13	133	5%	1.10
Downtown	9,085	53%	0.04	8,124	47%	0.98	Chinatown	1,792	11%	0.14	14,447	89%	0.70	Back Bay	2,666	33%	0.07	5,426	67%	0.95
Back Bay	5,577	69%	0.25	2,514	31%	0.65	Waterfront	1,124	2%	0.40	53,127	98%	1.01	Chinatown	1,790	11%	0.17	14,448	89%	0.70
South End	3,279	28%	0.28	8,306	72%	0.70	South End	950	8%	0.06	10,635	92%	0.80	Waterfront	1,601	3%	0.48	52,650	97%	1.01
West End	2,979	36%	0.17	5,301	64%	0.79	Downtown	874	5%	0.28	16,335	95%	0.63	North Allston	1,478	12%	0.30	10,694	88%	1.10
South Brighton	2,776	98%	0.13	50	2%	1.10	Longwood	599	4%	0.35	14,307	96%	0.56	South End	952	8%	0.09	10,633	92%	0.81
Fenway	1,788	14%	0.41	10,717	86%	0.65	BU	588	100%	0.25	-1,621	0%	0.62	East Watertown	898	24%	0.25	2,798	76%	1.02
North Allston	1,657	14%	0.30	10,515	86%	1.10	North Roxbury	567	9%	0.35	5,680	91%	0.78	Downtown	706	4%	0.33	16,503	96%	0.63
North Dorchester	1,193	24%	0.55	3,762	76%	0.86	East Watertown	540	15%	0.13	3,156	85%	1.04	North Brighton	688	50%	0.12	679	50%	1.33
Tional Boronestor	1,170	2.70	0.00	2,702	7070	0.00	Dase Watertown	2.0	1070	0.12	2,123	3570	1.0.			2070	0.12	0.7	2070	1.00
Transit Ro	ute: Route 50	4 (Watertov	vn Yard – Fe	deral & Fra	nklin Sts.)		Transit 1	Route: Route 50	05 (Walthar	n Ctr. – Fede	eral & Fran	ıklin Sts.)		Tr	ansit Route: Rout	te 553 (Rober	rts – Federa	& Franklin	Sts.)	
Destination		ns in Servic			not in Serv	ice Area	Destination		s in Service			s not in Serv	ice Area	Destination		ns in Service			not in Service	ce Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood			Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips		Transit \$	# Trips		Transit \$
Waterfront	12,617	23%	0.15	41,634	77%	1.17	Waterfront	12,652	23%	0.15	41,598	77%	1.17	Waterfront	12,740	23%	0.17	41,511	77%	1.18
Downtown	9,134	53%	0.03	8,075	47%	0.98	Chinatown	9,069	56%	0.05	7,169	44%	0.90	Chinatown	8,987	55%	0.05	7,251	45%	0.90
Chinatown	9,033	56%	0.04	7,206	44%	0.90	Downtown	9,059	53%	0.03	8,150	47%	0.97	Downtown	8,793	51%	0.04	8,416	49%	0.97
Back Bay	5,654	70%	0.21	2,437	30%	0.65	Back Bay	5,558	69%	0.22	2,534	31%	0.65	Back Bay	5,421	67%	0.24	2,671	33%	0.65
South End	3,308	29%	0.24	8,277	71%	0.70	South End	3,251	28%	0.25	8,333	72%	0.70	South End	3,205	28%	0.27	8,380	72%	0.70
Fenway	3,144	25%	0.34	9,360	75%	0.65	Fenway	3,125	25%	0.36	9,380	75%	0.65	Fenway	3,055	24%	0.40	9,450	76%	0.65
West End	2,987	36%	0.13	5,293	64%	0.79	West End	2,943	36%	0.14	5,338	64%	0.78	West End	2,880	35%	0.15	5,400	65%	0.78
North Dorchester	1,342	27%	0.46	3,612	73%	0.86	South Waltham	1,959	91%	0.12	182	9%	1.22	South Waltham	1,870	87%	0.10	272	13%	1.56
Beacon Hill	1,131	100%	0.07	-1,372	0%	0.81	North Dorchester	1,339	27%	0.49	3,615	73%	0.86	North Dorchester	1,287	26%	0.53	3,667	74%	0.86
East Somerville	938	3%	0.49	33,219	97%	1.03	East Somerville	944	3%	0.51	33,213	97%	1.03	East Somerville	999	3%	0.56	33,159	97%	1.03
				,			-													
Transit l	Route: Route:	554 (Waver	ly Sq. – Feder	ral & Frank	lin Sts.)		Transit Route	: Route 555 (Riv	verside Sta.	- Federal &	Franklin S	sts. via Newt	on)	Transit I	Route: Route 556	(Waltham H	ighlands – F	ederal & Fr	anklin Sts.)	
Destination	Origi	ns in Servic	e Area	Origins	not in Serv	vice Area	Destination	Origin	s in Service	e Area	Origins	s not in Serv	ice Area	Destination	Origi	ns in Service	Area	Origins	s not in Servic	ce Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Waterfront	12,787	24%	0.18	41,464	76%	1.18	Waterfront	10,055	19%	0.20	44,196	81%	1.17	Waterfront	12,742	23%	0.17	41,509	77%	1.18
Chinatown	8,962	55%	0.05	7,277	45%	0.90	Chinatown	9,752	60%	0.08	6,486	40%	1.07	Chinatown	8,999	55%	0.05	7,239	45%	0.90
Downtown	8,707	51%	0.04	8,502	49%	0.97	Downtown	8,591	50%	0.06	8,618	50%	1.02	Downtown	8,827	51%	0.04	8,382	49%	0.97
Back Bay	5,394	67%	0.24	2,698	33%	0.65	Back Bay	7,109	88%	0.08	983	12%	1.04	Back Bay	5,463	68%	0.23	2,628	32%	0.65
South End	3,194	28%	0.28	8,391	72%	0.70	Fenway	7,086	57%	0.18	5,419	43%	0.69	South End	3,213	28%	0.27	8,372	72%	0.70
Fenway	3,082	25%	0.41	9,422	75%	0.65	South End	3,807	33%	0.11	7,778	67%	0.86	Fenway	3,042	24%	0.40	9,463	76%	0.65
West End	2,871	35%	0.16	5,409	65%	0.79	West End	2,853	34%	0.17	5,427	66%	0.81	West End	2,890	35%	0.15	5,390	65%	0.78
South Waltham	2,071	97%	0.18	70	3%	1.29	BU	1,289	100%	0.28	-2,322	0%	0.63	South Waltham	2,101	98%	0.13	40	2%	1.29
North Dorchester	1,295	26%	0.54	3,660	74%	0.86	East Somerville	1,283	4%	0.53	32,875	96%	1.03	North Dorchester	1,287	26%	0.53	3,668	74%	0.86
East Somerville	1,086	3%	0.62	33,072	97%	1.03	North Roxbury	959	15%	0.42	5,288	85%	0.79	East Somerville	1,009	3%	0.56	33,148	97%	1.03
Neighborhood lies outsid			0.02	,-,2	2.70	1.00			10,0		3,200	00,0	···/		1,000	2,0	0.00	23,2.0	2.,0	
E i i i			6.10007			0.007				,										

TABLE 82 - Continued Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 558, CT1-3, Silver Line Waterfront, and Silver Line Washington Street

Transi	t Route: Rout	e 558 (River	side – Federa	al & Frankli	in Sts.)		Transit Rout	te: Route 701/C'	T1: Central	Sq., Cambrid	lge – So. En	d Med. Are	ea)	Transi	it Route: Route 70	8/CT3 (Bet)	h Israel Dead	oness – And	rew Sta.)	
Destination	Origi	ins in Servic	e Area	Origins	not in Serv	ice Area	Destination	Origi	ns in Service	Area	Origins	not in Serv	rice Area	Destination	Origir	ns in Service	e Area	Origin	s not in Servi	ice Area
Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Waterfront	12,766	24%	0.17	41,485	76%	1.18	Fenway	8,483	68%	0.08	4,022	32%	0.91	Fenway	12,014	96%	0.10	490	4%	0.96
Chinatown	8,993	55%	0.05	7,245	45%	0.90	Central Square	5,650	79%	0.07	1,476	21%	0.93	Longwood	10,928	73%	0.08	3,977	27%	1.07
Downtown	8,783	51%	0.04	8,426	49%	0.97	South End	5,005	43%	0.07	6,579	57%	1.06	South End	4,648	40%	0.09	6,937	60%	0.99
Back Bay	5,466	68%	0.24	2,626	32%	0.65	Longwood	3,555	24%	0.26	11,351	76%	0.60	North Roxbury	4,444	71%	0.14	1,803	29%	0.96
South End	3,219	28%	0.27	8,366	72%	0.70	North Roxbury	2,876	46%	0.19	3,371	54%	0.85	Mission Hill	3,322	56%	0.20	2,609	44%	0.94
Fenway	3,034	24%	0.41	9,471	76%	0.65	Waterfront	2,799	5%	0.37	51,452	95%	1.03	Waterfront	2,401	4%	0.41	51,850	96%	1.03
West End	2,880	35%	0.16	5,400	65%	0.78	Harvard Square	1,944	100%	0.24	-12,818	0%	0.62	Downtown	1,692	10%	0.37	15,517	90%	0.62
South Waltham	2,233	100%	0.17	-92	0%	1.25	Back Bay	1,608	20%	0.09	6,484	80%	0.84	North Brookline	1,152	25%	0.24	3,513	75%	0.84
North Dorchester	1,283	26%	0.54	3,672	74%	0.86	Downtown	1,361	8%	0.33	15,848	92%	0.63	East Somerville	881	3%	0.61	33,277	97%	1.03
West Watertown	1,223	51%	0.16	1,187	49%	1.01	East Somerville	1,212	4%	0.50	32,946	96%	1.04	South Brookline	853	16%	0.35	4,357	84%	0.98
Two	oit Douter De	tog 741 .74	2 746/89	I ina Watari	fuant		Two	mait Dantas Dan	+- 7/7/CT2	(Cullings Sto	Duggles	Sto )			Transit Danta, I	Donto 740/S	:lvon I ino W	aahinatan C	4	
	sit Route: Ro		-,			ing A was		nsit Route: Rou			- 88		÷aa A waa	Dordination	Transit Route: I			8		ing A was
Destination	Origi	ins in Servic	e Area	Origins	s not in Serv		Destination	Origi	ns in Service	Area	Origins	not in Serv		Destination Neighborhood	Origin	ns in Service	e Area	Origin	s not in Servi	
Destination Neighborhood	Origi # Trips	ins in Servic	e Area Transit \$	Origins # Trips	s not in Serv % Trips	Transit \$	Destination Neighborhood	Origi: # Trips	ns in Service % Trips	Area Transit \$	Origins # Trips	not in Serv % Trips	Transit \$	Neighborhood	Origin# Trips	ns in Service % Trips	e Area Transit \$	Origins # Trips	s not in Servi % Trips	Transit \$
Destination Neighborhood Waterfront	Origi # Trips 28,666	ins in Service % Trips 53%	e Area Transit \$ 0.09	Origins # Trips 25,585	s not in Serv % Trips 47%	Transit \$ 1.30	Destination Neighborhood Longwood	Origin # Trips 11,000	ns in Service % Trips 74%	Area Transit \$ 0.09	Origins # Trips 3,905	not in Serv % Trips 26%	Transit \$ 1.12	Neighborhood Chinatown	Origin # Trips 11,078	ns in Service % Trips 68%	e Area Transit \$ 0.07	Origins # Trips 5,161	s not in Servi % Trips 32%	<b>Transit \$</b> 1.02
Destination Neighborhood Waterfront Downtown	Origi # Trips 28,666 14,343	ins in Service  % Trips  53%  83%	ee Area Transit \$ 0.09 0.03	Origins # Trips 25,585 2,866	s not in Serv % Trips 47% 17%	1.30 0.91	Destination Neighborhood Longwood Fenway	Origin # Trips 11,000 10,904	ns in Service % Trips 74% 87%	Area Transit \$ 0.09 0.13	Origins # Trips 3,905 1,601	not in Serv % Trips 26% 13%	Transit \$ 1.12 0.99	Neighborhood Chinatown Downtown	Origin # Trips 11,078 10,164	ns in Service % Trips 68% 59%	e Area Transit \$ 0.07 0.05	Origins # Trips 5,161 7,045	s not in Servi % Trips 32% 41%	1.02 0.96
Destination Neighborhood Waterfront Downtown Chinatown	Origi # Trips 28,666 14,343 10,829	% Trips 53% 83% 67%	ee Area Transit \$ 0.09 0.03 0.04	Origins # Trips 25,585 2,866 5,410	8 not in Serv % Trips 47% 17% 33%	Transit \$ 1.30 0.91 0.82	Destination Neighborhood Longwood Fenway Central Square	# Trips 11,000 10,904 9,141	ns in Service % Trips 74% 87% 100%	Area Transit \$ 0.09 0.13 0.10	Origins # Trips 3,905 1,601 -2,015	not in Serv % Trips 26% 13% 0%	Transit \$ 1.12 0.99 0.96	Neighborhood Chinatown Downtown Waterfront	Origin # Trips 11,078 10,164 8,839	ns in Service % Trips 68% 59% 16%	e Area Transit \$ 0.07 0.05 0.20	Origins # Trips 5,161 7,045 45,412	s not in Servi % Trips 32% 41% 84%	Transit \$ 1.02 0.96 1.14
Destination Neighborhood Waterfront Downtown Chinatown Back Bay	Origi # Trips 28,666 14,343 10,829 5,682	ins in Service % Trips 53% 83% 67% 70%	e Area Transit \$ 0.09 0.03 0.04 0.22	Origins # Trips 25,585 2,866 5,410 2,410	s not in Serv % Trips 47% 17% 33% 30%	1.30 0.91 0.82 0.63	Destination Neighborhood Longwood Fenway Central Square East Somerville	Origi # Trips 11,000 10,904 9,141 7,848	ns in Service % Trips 74% 87% 100% 23%	Area Transit \$ 0.09 0.13 0.10 0.16	Origins # Trips 3,905 1,601 -2,015 26,310	not in Serv % Trips 26% 13% 0% 77%	1.12 0.99 0.96 1.25	Neighborhood Chinatown Downtown Waterfront South End	Origin # Trips 11,078 10,164 8,839 7,406	ns in Service % Trips 68% 59% 16% 64%	e Area Transit \$ 0.07 0.05 0.20 0.07	Origins # Trips 5,161 7,045 45,412 4,179	s not in Servi % Trips 32% 41% 84% 36%	1.02 0.96 1.14 1.09
Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End	Origi # Trips 28,666 14,343 10,829 5,682 2,682	% Trips 53% 83% 67% 70% 23%	e Area Transit \$ 0.09 0.03 0.04 0.22 0.25	Origins # Trips 25,585 2,866 5,410 2,410 8,903	s not in Serv % Trips 47% 17% 33% 30% 77%	Transit \$ 1.30 0.91 0.82 0.63 0.69	Destination Neighborhood Longwood Fenway Central Square East Somerville East Cambridge	Origi #Trips 11,000 10,904 9,141 7,848 6,037	ns in Service % Trips 74% 87% 100% 23% 31%	Area Transit \$ 0.09 0.13 0.10 0.16 0.11	Origins # Trips 3,905 1,601 -2,015 26,310 13,367	not in Serv % Trips 26% 13% 0% 77% 69%	Transit \$ 1.12 0.99 0.96 1.25 1.03	Neighborhood Chinatown Downtown Waterfront South End Fenway	Origin # Trips 11,078 10,164 8,839 7,406 7,182	ns in Service % Trips 68% 59% 16% 64% 57%	Area Transit \$ 0.07 0.05 0.20 0.07 0.18	Origins # Trips 5,161 7,045 45,412 4,179 5,323	s not in Servi % Trips 32% 41% 84% 36% 43%	Transit \$ 1.02 0.96 1.14 1.09 0.69
Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End	Origi # Trips 28,666 14,343 10,829 5,682 2,682 2,594	ins in Service % Trips 53% 83% 67% 70% 23% 31%	e Area Transit \$ 0.09 0.03 0.04 0.22 0.25 0.15	Origins # Trips 25,585 2,866 5,410 2,410 8,903 5,686	s not in Serv % Trips 47% 17% 33% 30% 77% 69%	Transit \$ 1.30 0.91 0.82 0.63 0.69 0.74	Destination Neighborhood Longwood Fenway Central Square East Somerville East Cambridge Spring Hill	Origin # Trips 11,000 10,904 9,141 7,848 6,037 5,225	ns in Service % Trips 74% 87% 100% 23% 31% 92%	Area Transit \$ 0.09 0.13 0.10 0.16 0.11 0.12	Origins # Trips 3,905 1,601 -2,015 26,310 13,367 476	not in Serv % Trips 26% 13% 0% 77% 69% 8%	Transit \$ 1.12 0.99 0.96 1.25 1.03 0.94	Neighborhood Chinatown Downtown Waterfront South End Fenway Back Bay	#Trips 11,078 10,164 8,839 7,406 7,182 6,347	ns in Service % Trips 68% 59% 16% 64% 57% 78%	Area Transit \$ 0.07 0.05 0.20 0.07 0.18 0.12	Origin: # Trips 5,161 7,045 45,412 4,179 5,323 1,745	s not in Servi % Trips 32% 41% 84% 36% 43% 22%	Transit \$ 1.02 0.96 1.14 1.09 0.69 0.76
Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway	Origi # Trips 28,666 14,343 10,829 5,682 2,682 2,594 1,712	ins in Service % Trips 53% 83% 67% 70% 23% 31% 14%	e Area Transit \$ 0.09 0.03 0.04 0.22 0.25 0.15 0.35	Origins # Trips 25,585 2,866 5,410 2,410 8,903 5,686 10,793	s not in Serv % Trips 47% 17% 33% 30% 77% 69% 86%	Transit \$ 1.30 0.91 0.82 0.63 0.69 0.74 0.64	Destination Neighborhood Longwood Fenway Central Square East Somerville East Cambridge Spring Hill Mission Hill	Origin # Trips 11,000 10,904 9,141 7,848 6,037 5,225 3,165	ns in Service % Trips 74% 87% 100% 23% 31% 92% 53%	Area Transit \$ 0.09 0.13 0.10 0.16 0.11 0.12 0.22	Origins # Trips 3,905 1,601 -2,015 26,310 13,367 476 2,766	not in Serv % Trips 26% 13% 0% 77% 69% 8% 47%	Transit \$ 1.12 0.99 0.96 1.25 1.03 0.94 0.93	Neighborhood Chinatown Downtown Waterfront South End Fenway Back Bay West End	#Trips 11,078 10,164 8,839 7,406 7,182 6,347 3,161	18 in Service  18 Trips  18 68%  19 59%  16%  64%  57%  78%  38%	Area Transit \$ 0.07 0.05 0.20 0.07 0.18 0.12 0.14	7,045 45,412 4,179 5,323 1,745 5,119	s not in Servi % Trips 32% 41% 84% 36% 43% 22% 62%	Transit \$ 1.02 0.96 1.14 1.09 0.69 0.76 0.82
Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway Kendall/MIT	#Trips 28,666 14,343 10,829 5,682 2,682 2,594 1,712 1,520	ins in Service % Trips 53% 83% 67% 70% 23% 31% 14% 100%	e Area Transit \$ 0.09 0.03 0.04 0.22 0.25 0.15 0.35	Origins # Trips 25,585 2,866 5,410 2,410 8,903 5,686 10,793 -4,114	s not in Serv % Trips 47% 17% 33% 30% 77% 69% 86% 0%	Transit \$ 1.30 0.91 0.82 0.63 0.69 0.74 0.64 0.73	Destination Neighborhood Longwood Fenway Central Square East Somerville East Cambridge Spring Hill Mission Hill North Brookline	#Trips 11,000 10,904 9,141 7,848 6,037 5,225 3,165 2,996	ns in Service % Trips 74% 87% 100% 23% 31% 92% 53% 64%	Area Transit \$ 0.09 0.13 0.10 0.16 0.11 0.12 0.22 0.22	Origins # Trips 3,905 1,601 -2,015 26,310 13,367 476 2,766 1,669	not in Serv % Trips 26% 13% 0% 77% 69% 8% 47% 36%	Transit \$ 1.12 0.99 0.96 1.25 1.03 0.94 0.93 0.92	Neighborhood Chinatown Downtown Waterfront South End Fenway Back Bay West End North Roxbury	#Trips 11,078 10,164 8,839 7,406 7,182 6,347 3,161 3,016	18 in Service  18 Trips  18 68%  19 59%  16%  64%  57%  78%  38%  48%	Area Transit \$ 0.07 0.05 0.20 0.07 0.18 0.12 0.14 0.11	7,045 5,161 7,045 45,412 4,179 5,323 1,745 5,119 3,231	s not in Servi % Trips 32% 41% 84% 36% 43% 22% 62% 52%	Transit \$ 1.02 0.96 1.14 1.09 0.69 0.76 0.82 0.88
Destination Neighborhood Waterfront Downtown Chinatown Back Bay South End West End Fenway	Origi # Trips 28,666 14,343 10,829 5,682 2,682 2,594 1,712	ins in Service % Trips 53% 83% 67% 70% 23% 31% 14%	e Area Transit \$ 0.09 0.03 0.04 0.22 0.25 0.15 0.35	Origins # Trips 25,585 2,866 5,410 2,410 8,903 5,686 10,793	s not in Serv % Trips 47% 17% 33% 30% 77% 69% 86%	Transit \$ 1.30 0.91 0.82 0.63 0.69 0.74 0.64	Destination Neighborhood Longwood Fenway Central Square East Somerville East Cambridge Spring Hill Mission Hill	Origin # Trips 11,000 10,904 9,141 7,848 6,037 5,225 3,165	ns in Service % Trips 74% 87% 100% 23% 31% 92% 53%	Area Transit \$ 0.09 0.13 0.10 0.16 0.11 0.12 0.22	Origins # Trips 3,905 1,601 -2,015 26,310 13,367 476 2,766	not in Serv % Trips 26% 13% 0% 77% 69% 8% 47%	Transit \$ 1.12 0.99 0.96 1.25 1.03 0.94 0.93	Neighborhood Chinatown Downtown Waterfront South End Fenway Back Bay West End	#Trips 11,078 10,164 8,839 7,406 7,182 6,347 3,161	18 in Service  18 Trips  18 68%  19 59%  16%  64%  57%  78%  38%	Area Transit \$ 0.07 0.05 0.20 0.07 0.18 0.12 0.14	7,045 45,412 4,179 5,323 1,745 5,119	s not in Servi % Trips 32% 41% 84% 36% 43% 22% 62%	Transit \$ 1.02 0.96 1.14 1.09 0.69 0.76 0.82

South Boston 1,161 819
Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83

Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 1 – 7

Transit Route: Orange Line (Oak Grove Sta. – Forest Hills Sta.)

Transit Route: Blue Line (Wonderland Sta. – Bowdoin Sta.)

11 alisit K	oute: Kea Line	(Alcwire bu	a. – Asimion	it Sta./Di aiii	iti ee sta.		11411	sit Koute: Blue	Line (Wond	erianu Sta.	– Downolli S	ia.)		1141151	i Koute: Orange	Eline (Oak (	more Bia	TOTOS IIII	, Dta.)	
	Destination	ions in Servi	ce Area	Destinatio	ns not in Ser	vice Area		Destination	ons in Servic	e Area	Destination	s not in Ser	vice Area			ons in Servic	e Area	Destinatio	ns not in Ser	vice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips T	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Waterfront	27,245	49%	0.18	28,441	51%	1.20	Waterfront	9,415	17%	0.15	46,271	83%	0.83	Chinatown	18,300	72%	0.09	6,949	28%	1.06
Chinatown	11,657	46%	0.09	13,592	54%	0.72	East Boston	7,530	54%	0.11	6,412	46%	1.27	Waterfront	17,145	31%	0.20	38,540	69%	0.94
Downtown	10,637	57%	0.05	8,085	43%	0.81	East Revere	7,286	76%	0.20	2,313	24%	1.29	East Cambridge	10,875	46%	0.19	12,648	54%	0.65
East Cambridge	8,736	37%	0.14	14,787	63%	0.80	Chinatown	7,071	28%	0.09	18,179	72%	0.47	Downtown	10,250	55%	0.04	8,472	45%	0.98
South Quincy	7,504	65%	0.33	3,982	35%	1.21	Downtown	3,878	21%	0.02	14,844	79%	0.65	South End	7,435	58%	0.13	5,328	42%	0.75
North Cambridge	6,253	53%	0.20	5,503	47%	1.25	West End	3,346	43%	0.04	4,496	57%	0.74	West End	5,913	75%	0.09	1,929	25%	0.71
Central Square	4,429	46%	0.14	5,110	54%	1.07	East Cambridge	2,163	9%	0.27	21,360	91%	0.53	Back Bay	5,391	64%	0.09	3,008	36%	0.92
South Dorchester	3,508	100%	0.33	-1,465	0%	1.21	Chelsea	2,137	13%	0.44	13,738	87%	0.98	East Somerville	5,227	24%	0.25	16,575	76%	1.07
West End	2,968	38%	0.11	4,874	62%	0.70	North End	2,091	51%	0.04	2,013	49%	0.90	Fenway	4,124	29%	0.14	10,052	71%	0.76
North Braintree	2,385	54%	0.40	1,995	46%	1.10	East Somerville	1,654	8%	0.44	20,147	92%	0.92	North End	3,287	80%	0.09	817	20%	1.25
Ttorur Bramace	2,303	3470	0.40	1,773	7070	1.10	East Some vine	1,054	070	0.11	20,147	7270	0.72	TTOTHI LIIG	3,207	0070	0.07	017	2070	1.23
Transit Rout	e: Green B Bra	nch (Roston	College _ C	Covernment	Center Sta		Trancit	t Route: Green	C Branch (C	leveland Ci	rcle _ North	Sta )		Transit R	oute: Green D I	Rranch (River	side _ Gov	ernment Cei	nter Sta )	
Truisit Hour		ions in Servi			ons not in Ser	vice Area	1141151		ons in Servic		Destination		vice Area			ons in Service			ns not in Ser	vice Area
Origin Neighborhood			Transit \$	# Trips		Transit \$	Origin Neighborhood						Transit \$	Origin Neighborhood						Transit \$
Chinatown	13,921	55%	0.08	11,329	45%	0.94	Chinatown	14,597	58%	0.09	10,652	42%	0.96	Chinatown	14,514	57%	0.09	10,736	43%	0.95
Waterfront	13,312	24%	0.08	42,374	76%	0.89	Waterfront	13,551	24%	0.09	42,134	76%	0.90	Waterfront	13,678	25%	0.09	42,007	75%	0.93
	8,033	57%	0.20	6,144	43%	0.75		9,405	66%	0.20	4,772	34%	0.76			84%	0.21	2,295	16%	0.83
Fenway		78%			22%		Fenway							Fenway	11,881					
Back Bay	6,544		0.09	1,856		1.03	Back Bay	7,116	85%	0.09	1,283	15%	1.03	Longwood	8,513	81%	0.09	2,016	19%	0.81
Downtown	5,543	30%	0.04	13,179	70%	0.79	Downtown	5,901	32%	0.04	12,821	68%	0.85	Back Bay	7,382	88%	0.09	1,018	12%	1.05
South End	3,663	29%	0.16	9,100	71%	0.60	Longwood	4,630	44%	0.17	5,898	56%	0.45	Downtown	5,620	30%	0.04	13,102	70%	0.80
West End	3,547	45%	0.11	4,295	55%	0.56	West End	4,546	58%	0.09	3,297	42%	0.65	South End	4,842	38%	0.16	7,920	62%	0.61
North Brookline	3,490	100%	0.24	-433	0%	1.03	North Brookline	4,357	100%	0.20	-1,300	0%	1.12	Mission Hill	3,603	68%	0.25	1,661	32%	0.93
East Cambridge	2,327	10%	0.35	21,196	90%	0.53	South End	4,089	32%	0.16	8,674	68%	0.60	West End	3,548	45%	0.11	4,295	55%	0.56
East Somerville	2,307	11%	0.47	19,495	89%	0.94	North End	2,893	70%	0.08	1,211	30%	1.15	BU	2,979	53%	0.17	2,685	47%	0.96
Trans																				
114113			(Heath St				Transi		`		. – Ashmont			Transit	Route: Route 1	` .	•			
	Destination	ons in Servi	ce Area	Destinatio	ons not in Ser			Destination	ons in Servic	e Area	Destination	s not in Ser			Destinati	ons in Servic	e Area	Destinatio	ns not in Ser	
Origin Neighborhood	Destination # Trips	ons in Servi	ce Area Transit \$	Destinatio # Trips	ons not in Ser % Trips	Transit \$	Origin Neighborhood	Destination # Trips	ons in Servic % Trips —	e Area Transit \$	Destination # Trips	s not in Ser % Trips	Transit \$	Origin Neighborhood	Destinati # Trips	ons in Service % Trips	e Area Transit \$	Destinatio # Trips	ns not in Ser % Trips	Transit \$
Origin Neighborhood Chinatown	# Trips 15,281	ons in Servion   % Trips   61%	ce Area Transit \$ 0.09	Destinatio # Trips 9,969	ons not in Ser % Trips 39%	Transit \$ 1.04	Origin Neighborhood South Dorchester	# Trips 2,272	ons in Service % Trips 100%	e Area Fransit \$ 0.14	Destination # Trips -229	s not in Ser % Trips 0%	Transit \$ 1.08	Origin Neighborhood Central Square	Destinati # Trips 7,725	ons in Service % Trips 81%	Fransit \$	Destinatio # Trips 1,814	ns not in Ser % Trips 19%	Transit \$ 0.95
Origin Neighborhood Chinatown Waterfront	# Trips 15,281 14,979	ons in Service % Trips 61% 27%	ce Area Transit \$ 0.09 0.21	<b>Destinatio</b> # <b>Trips</b> 9,969 40,706	% Trips 39% 73%	1.04 0.90	Origin Neighborhood	# Trips 2,272 1,731	ons in Service % Trips	e Area Fransit \$ 0.14 0.17	<b>Destination</b> # <b>Trips</b> -229 5,300	s not in Ser % Trips 0% 75%	1.08 1.30	Origin Neighborhood Central Square South End	# Trips 7,725 6,696	ons in Service % Trips 81% 52%	e Area Fransit \$ 0.10 0.08	<b>Destinatio</b> # <b>Trips</b> 1,814 6,066	ns not in Ser % Trips 19% 48%	7 Transit \$ 0.95 0.70
Origin Neighborhood Chinatown Waterfront East Cambridge	# Trips 15,281 14,979 12,820	ons in Service % Trips 61% 27% 55%	ce Area Transit \$ 0.09 0.21 0.14	<b>Destinatio</b> # <b>Trips</b> 9,969 40,706 10,703	ons not in Ser % Trips 39% 73% 45%	1.04 0.90 0.80	Origin Neighborhood South Dorchester Mattapan Hyde Park	# Trips 2,272 1,731 534	ons in Service % Trips	e Area Fransit \$ 0.14 0.17 0.40	<b>Destination</b> # <b>Trips</b> -229 5,300 1,487	s not in Ser % Trips 0% 75% 74%	1.08 1.30 1.29	Origin Neighborhood Central Square South End Fenway	# Trips 7,725 6,696 5,396	ons in Service % Trips 81% 52% 38%	e Area Fransit \$ 0.10 0.08 0.11	<b>Destinatio</b> # <b>Trips</b> 1,814 6,066 8,781	ns not in Ser % Trips 19% 48% 62%	7 Transit \$ 0.95 0.70 0.77
Origin Neighborhood Chinatown Waterfront	#Trips 15,281 14,979 12,820 9,354	ons in Service % Trips 61% 27% 55% 89%	ce Area Transit \$ 0.09 0.21	<b>Destinatio</b> # <b>Trips</b> 9,969 40,706 10,703 1,174	ons not in Ser % Trips 39% 73% 45% 11%	1.04 0.90 0.80 1.01	Origin Neighborhood South Dorchester Mattapan	# Trips 2,272 1,731	ons in Service % Trips	e Area Fransit \$ 0.14 0.17	<b>Destination</b> # <b>Trips</b> -229 5,300 1,487 1,373	s not in Ser % Trips 0% 75% 74% 75%	1.08 1.30	Origin Neighborhood Central Square South End	# Trips 7,725 6,696 5,396 4,889	ons in Service % Trips 81% 52%	e Area Fransit \$ 0.10 0.08	<b>Destinatio</b> # <b>Trips</b> 1,814 6,066 8,781 50,797	ns not in Ser % Trips 19% 48% 62% 91%	Transit \$ 0.95 0.70 0.77 0.71
Origin Neighborhood Chinatown Waterfront East Cambridge	#Trips 15,281 14,979 12,820 9,354 7,522	61% 55% 89% 53%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14	# Trips 9,969 40,706 10,703 1,174 6,655	ns not in Ser % Trips 39% 73% 45% 11% 47%	Transit \$ 1.04 0.90 0.80 1.01 0.93	Origin Neighborhood South Dorchester Mattapan Hyde Park	# Trips 2,272 1,731 534	ons in Service % Trips	e Area Fransit \$ 0.14 0.17 0.40	# Trips -229 5,300 1,487 1,373 55,376	s not in Ser % Trips 0% 75% 74%	1.08 1.30 1.29 0.90 0.69	Origin Neighborhood Central Square South End Fenway	# Trips 7,725 6,696 5,396 4,889 4,397	ons in Service % Trips 81% 52% 38%	e Area Fransit \$ 0.10 0.08 0.11	<b>Destinatio</b> # <b>Trips</b> 1,814 6,066 8,781 50,797 20,853	ns not in Ser % Trips 19% 48% 62%	7 Transit \$ 0.95 0.70 0.77 0.71 0.36
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood	#Trips 15,281 14,979 12,820 9,354 7,522 7,204	ons in Service % Trips 61% 27% 55% 89% 53% 56%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.14	#Trips 9,969 40,706 10,703 1,174 6,655 5,559	ns not in Ser % Trips 39% 73% 45% 11% 47% 44%	1.04 0.90 0.80 1.01 0.93 0.72	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston	Destination # Trips 2,272 1,731 534 467 310 307	ons in Service % Trips 1 100% 25% 26% 25%	e Area Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67	# Trips -229 5,300 1,487 1,373 55,376 1,579	s not in Ser % Trips 0% 75% 74% 75% 99% 84%	Transit \$ 1.08 1.30 1.29 0.90 0.69 0.75	Origin Neighborhood Central Square South End Fenway Waterfront	# Trips 7,725 6,696 5,396 4,889 4,397 4,261	% Trips 7 81% 52% 38% 9%	e Area Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08	<b>Destinatio</b> # <b>Trips</b> 1,814 6,066 8,781 50,797 20,853 4,138	ns not in Ser % Trips 19% 48% 62% 91% 83% 49%	7 Transit \$ 0.95 0.70 0.77 0.71 0.36 0.52
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway	#Trips 15,281 14,979 12,820 9,354 7,522	61% 55% 89% 53%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14	# Trips 9,969 40,706 10,703 1,174 6,655	ns not in Ser % Trips 39% 73% 45% 11% 47%	Transit \$ 1.04 0.90 0.80 1.01 0.93	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront	#Trips 2,272 1,731 534 467 310	ons in Service % Trips	e Area Fransit \$ 0.14 0.17 0.40 0.53 0.66	# Trips -229 5,300 1,487 1,373 55,376	s not in Ser % Trips 0% 75% 74% 75% 99%	1.08 1.30 1.29 0.90 0.69	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown	# Trips 7,725 6,696 5,396 4,889 4,397	ons in Service % Trips	e Area Fransit \$ 0.10 0.08 0.11 0.43 0.23	<b>Destinatio</b> # <b>Trips</b> 1,814 6,066 8,781 50,797 20,853	ns not in Ser % Trips 19% 48% 62% 91% 83%	7 Transit \$ 0.95 0.70 0.77 0.71 0.36
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End	#Trips 15,281 14,979 12,820 9,354 7,522 7,204	ons in Service % Trips 61% 27% 55% 89% 53% 56%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.14	#Trips 9,969 40,706 10,703 1,174 6,655 5,559	ns not in Ser % Trips 39% 73% 45% 11% 47% 44%	1.04 0.90 0.80 1.01 0.93 0.72	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston	Destination # Trips 2,272 1,731 534 467 310 307	ons in Service % Trips	e Area Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67	# Trips -229 5,300 1,487 1,373 55,376 1,579	s not in Ser % Trips 0% 75% 74% 75% 99% 84%	Transit \$ 1.08 1.30 1.29 0.90 0.69 0.75	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay	# Trips 7,725 6,696 5,396 4,889 4,397 4,261	ons in Service % Trips	e Area Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08	<b>Destinatio</b> # <b>Trips</b> 1,814 6,066 8,781 50,797 20,853 4,138	ns not in Ser % Trips 19% 48% 62% 91% 83% 49%	7 Transit \$ 0.95 0.70 0.77 0.71 0.36 0.52
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown	#Trips 15,281 14,979 12,820 9,354 7,522 7,204 6,736	60ns in Service 61% 61% 27% 55% 89% 53% 56% 36%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.14 0.05	#Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64%	1.04 0.90 0.80 1.01 0.93 0.72 0.93	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph	Destination # Trips 2,272 1,731 534 467 310 307 296	ons in Service % Trips	e Area Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97%	Transit \$ 1.08 1.30 1.29 0.90 0.69 0.75 1.26	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge	# Trips 7,725 6,696 5,396 4,889 4,397 4,261 2,460	ons in Service % Trips	e Area Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17	#Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90%	7 Transit \$ 0.95 0.70 0.77 0.71 0.36 0.52 0.57
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay	#Trips 15,281 14,979 12,820 9,354 7,522 7,204 6,736 6,061	60ns in Service % Trips 61% 27% 55% 89% 53% 56% 36% 72%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.14 0.05 0.09	#Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28%	Transit \$ 1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale	Destination # Trips 2,272 1,731 534 467 310 307 296 291	ons in Service % Trips 1 100% 25% 26% 25% 1% 16% 3% 100%	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0%	Transit \$ 1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square	# Trips 7,725 6,696 5,396 4,889 4,397 4,261 2,460 2,040	ons in Service % Trips	e Area  Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06	# Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 0%	7 Transit \$ 0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End	#Trips 15,281 14,979 12,820 9,354 7,522 7,204 6,736 6,061 5,183	60ns in Service % Trips 61% 27% 55% 89% 53% 56% 36% 72% 66%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.09	#Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34%	Transit \$ 1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham	Destination # Trips 2,272 1,731 534 467 310 307 296 291 286	ons in Service % Trips	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 92%	Transit \$ 1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill	# Trips 7,725 6,696 5,396 4,889 4,397 4,261 2,460 2,040 1,872	ons in Service % Trips	e Area  Fransit \$  0.10  0.08  0.11  0.43  0.23  0.08  0.17  0.06  0.21	#Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 0% 67%	7 Transit \$ 0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill	#Trips 15,281 14,979 12,820 9,354 7,522 7,204 6,736 6,061 5,183	60ns in Service % Trips 61% 27% 55% 89% 53% 56% 36% 72% 66% 89%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.09	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11%	Transit \$ 1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy	Destination # Trips 2,272 1,731 534 467 310 307 296 291 286	ons in Service % Trips	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 92% 98%	Transit \$ 1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston	# Trips 7,725 6,696 5,396 4,889 4,397 4,261 2,460 2,040 1,872	ons in Service % Trips	e Area Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24	Destinatio # Trips  1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 0% 67% 76%	7 Transit \$ 0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill	#Trips 15,281 14,979 12,820 9,354 7,522 7,204 6,736 6,061 5,183 4,691  unsit Route: Ro	60ns in Service % Trips 61% 27% 55% 89% 53% 56% 36% 72% 66% 89%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11%	Transit \$ 1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09 1.16	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy	Destination	ons in Service % Trips 1 100% 25% 26% 25% 1% 16% 3% 100% 8% 2%	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 92% 98%	Transit \$ 1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31 0.96	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston	# Trips 7,725 6,696 5,396 4,889 4,397 4,261 2,460 2,040 1,872 1,699  nsit Route: Rou	ons in Service % Trips	e Area  Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24  int - Otis &	# Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 0% 67% 76%	0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill	Destination	ons in Service  'Variety Trips  61%  27%  55%  89%  53%  56%  36%  72%  66%  89%  oute 4 (North ons in Service)	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11% tr.)	Transit \$ 1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09 1.16	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy	Destination	ons in Service % Trips	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69  Int – McCore e Area	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220 mack Housi Destination	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 92% 98%	1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31 0.96	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston	#Trips 7,725 6,696 5,396 4,889 4,397 4,261 2,460 2,040 1,872 1,699  nsit Route: Rou Destinati	ons in Service % Trips	e Area  Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24  int - Otis & e Area	# Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297  Summer St Destinatio	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 0% 67% 76% s.)	0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill	Destination	ons in Service  'Variety Trips  61%  27%  55%  89%  53%  56%  36%  72%  66%  89%  oute 4 (North ions in Service  'Variety Trips	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19 1 Sta. – Worce Area	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573 Pld Trade Ct Destinatio # Trips	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11% tr.) ons not in Ser	1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09 1.16	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy	Destination	ons in Service % Trips	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69  Int – McCore e Area  Fransit \$	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220 mack Housi Destination # Trips	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 92% 98% ng) s not in Ser % Trips	Transit \$	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston	#Trips 7,725 6,696 5,396 4,889 4,397 4,261 2,460 2,040 1,872 1,699  nsit Route: Rou Destinati	ons in Service % Trips	e Area  Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24  int - Otis & e Area	# Trips  1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297  Summer St Destinatio # Trips	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 0% 67% 76% s.)	0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill  Tra Origin Neighborhood	Destination	ons in Service  'Varips  61%  27%  55%  89%  53%  56%  36%  72%  66%  89%  bute 4 (North lons in Service  'Varips  63%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19 1 Sta. – Worce Area Transit \$ 0.09	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573 eld Trade Ct Destinatio # Trips 20,882	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11% tr.) ons not in Ser % Trips 37%	Transit \$	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy  Tran  Origin Neighborhood	Destination	ons in Service % Trips	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69  Int – McCore Area  Fransit \$ 0.16	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220 mack Housin Destination # Trips 52,828	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 92% 98% ng) s not in Ser % Trips 95%	Transit \$ 1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31 0.96  vice Area Transit \$ 0.74	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston Tra	Destinati     # Trips     7,725     6,696     5,396     4,889     4,397     4,261     2,460     2,040     1,872     1,699     nsit Route: Rou     Destinati     # Trips     33,892	ons in Service % Trips	e Area  Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24  int - Otis & e Area  Fransit \$	# Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297  Summer St Destinatio # Trips 21,793	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 67% 76%  s.) ns not in Ser % Trips 39%	0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill  Tra  Origin Neighborhood Waterfront	Destination	ons in Service  'Variety Trips  61%  27%  55%  89%  53%  56%  36%  72%  66%  89%  oute 4 (North ions in Service  'Variety Trips	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19 1 Sta. – Worce Area Transit \$	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573 eld Trade Ct Destinatio # Trips 20,882 12,317	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11% tr.) ons not in Ser % Trips	Transit \$	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy  Tran  Origin Neighborhood Waterfront	Destination	ons in Service % Trips	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69  Int – McCore e Area  Fransit \$	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220 mack Housi Destination # Trips	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 92% 98% ng) s not in Ser % Trips	Transit \$	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston  Tra  Origin Neighborhood Waterfront	Destinati     # Trips     7,725     6,696     5,396     4,889     4,397     4,261     2,460     2,040     1,872     1,699     nsit Route: Rou     Destinati     # Trips     33,892     12,048	ons in Service % Trips	e Area  Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24  int - Otis & e Area  Fransit \$ 0.09	# Trips  1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297  Summer St Destinatio # Trips	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 67% 76% s.) ns not in Ser % Trips	0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill  Tra  Origin Neighborhood Waterfront Chinatown Downtown	Destination	50ns in Service 7 Trips 61% 27% 55% 89% 53% 56% 36% 72% 66% 89%  50ute 4 (North fions in Service 7 Trips 63% 51% 66%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19 1 Sta. – Wor ce Area Transit \$ 0.09 0.07 0.03	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573 eld Trade Ct Destinatio # Trips 20,882 12,317 6,275	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11% tr.) ons not in Ser % Trips 37% 49% 34%	1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09 1.16  vice Area Transit \$ 1.21 0.60 0.88	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy  Tran  Origin Neighborhood Waterfront North Dorchester Brockton	Destination	ons in Service % Trips	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69  Int – McCore Area  Fransit \$ 0.16 0.10 1.11	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220 mack Housi Destination # Trips 52,828 1,543 17,055	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 928 98%  ng) s not in Ser % Trips 95% 48% 98%	1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31 0.96  vice Area Transit \$ 0.74 0.97 0.94	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston  Tra  Origin Neighborhood Waterfront Chinatown Downtown	Destinati     # Trips     7,725     6,696     5,396     4,889     4,397     4,261     2,460     2,040     1,872     1,699     nsit Route: Rou     Destinati     # Trips     33,892     12,048     11,420	ons in Service % Trips	e Area  Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24  int - Otis & Area Fransit \$ 0.09 0.05 0.02	# Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297  Summer St Destinatio # Trips 21,793 13,201 7,302	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 67% 76%  s.) ns not in Ser % Trips 39% 52% 39%	0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill  Tra  Origin Neighborhood Waterfront Chinatown Downtown West End	Destination	50ns in Service 7 Trips 61% 27% 55% 89% 53% 56% 36% 72% 66% 89%  50ute 4 (North fons in Service 7 Trips 63% 51% 66% 52%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19 1 Sta. – Wor ce Area Transit \$ 0.09 0.07 0.03 0.05	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573 eld Trade Ct Destinatio # Trips 20,882 12,317 6,275 3,781	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11% tr.) ns not in Ser % Trips 37% 49% 34% 48%	1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09 1.16  vice Area Transit \$ 1.21 0.60 0.88 0.79	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy  Tran  Origin Neighborhood Waterfront North Dorchester Brockton Hingham	Destination	ons in Service % Trips	e Area Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69 Fint - McCore Area Fransit \$ 0.16 0.10 1.11 1.02	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220  mack Housi Destination # Trips 52,828 1,543 17,055 10,900	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 928 98%  ng) s not in Ser % Trips 95% 48% 98% 97%	1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31 0.96  vice Area Transit \$ 0.74 0.97 0.94 1.24	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston  Tra  Origin Neighborhood Waterfront Chinatown Downtown South End	Destinati   # Trips   7,725   6,696   5,396   4,889   4,397   4,261   2,460   2,040   1,872   1,699     Destinati   # Trips   33,892   12,048   11,420   2,174	ons in Service % Trips 81% 52% 38% 9% 17% 51% 100% 33% 24%  tet 7 (City Poons in Service % Trips 61% 48% 61% 17%	e Area  Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24  int - Otis & Area Fransit \$ 0.09 0.05 0.02 0.25	# Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297  Summer St Destinatio # Trips 21,793 13,201 7,302 10,588	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 67% 76%  s.) ns not in Ser % Trips 39% 52% 39% 83%	7 Transit \$ 0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99  vice Area 7 Transit \$ 1.21 0.67 0.70 0.45
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill  Tra  Origin Neighborhood Waterfront Chinatown Downtown West End North End	Destination	ons in Service  'Variety Trips  61%  27%  55%  89%  53%  56%  36%  72%  66%  89%  oute 4 (North ons in Service  'Variety Trips  63%  51%  66%  52%  76%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19 1 Sta. – Wor ce Area Transit \$ 0.09 0.07 0.03 0.05 0.05	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573 eld Trade Ct Destinatio # Trips 20,882 12,317 6,275 3,781 1,002	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11% tr.) ns not in Ser % Trips 37% 49% 34% 48% 24%	1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09 1.16  vice Area Transit \$ 1.21 0.60 0.88 0.79 1.04	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy  Tran  Origin Neighborhood Waterfront North Dorchester Brockton Hingham Chinatown	Destination	ons in Service % Trips	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69  Int – McCore Area  Fransit \$ 0.16 0.10 1.11 1.02 0.35	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220  mack Housi Destination # Trips 52,828 1,543 17,055 10,900 24,889	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 928 98%  ng) s not in Ser % Trips 95% 48% 98% 97% 99%	1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31 0.96  vice Area Transit \$ 0.74 0.97 0.94 1.24 0.34	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston  Tra  Origin Neighborhood Waterfront Chinatown Downtown South End West End	Destinati     # Trips     7,725     6,696     5,396     4,889     4,397     4,261     2,460     2,040     1,872     1,699     nsit Route: Rou     Destinati     # Trips     33,892     12,048     11,420     2,174     2,047	ons in Service % Trips 81% 52% 38% 9% 17% 51% 100% 33% 24%  tet 7 (City Poons in Service % Trips 61% 48% 61% 17% 26%	e Area  Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24  int - Otis & Area Fransit \$ 0.09 0.05 0.02 0.25 0.12	# Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297  Summer St Destinatio # Trips 21,793 13,201 7,302 10,588 5,795	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 67% 76%  s.) ns not in Ser % Trips 39% 52% 39% 83% 74%	7 Transit \$ 0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99  vice Area 7 Transit \$ 1.21 0.67 0.70 0.45 0.44
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill  Tra  Origin Neighborhood Waterfront Chinatown Downtown West End North End East Cambridge	Destination	ons in Service  'Varips  61%  27%  55%  89%  53%  56%  36%  72%  66%  89%  bute 4 (North ions in Service  'Varips  63%  51%  66%  52%  76%  11%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19  1 Sta. – Wor ce Area Transit \$ 0.09 0.07 0.03 0.05 0.05 0.27	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573 eld Trade Ct Destinatio # Trips 20,882 12,317 6,275 3,781 1,002 20,850	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11% tr.) ons not in Ser % Trips 37% 49% 34% 48% 24% 89%	1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09 1.16  vice Area Transit \$ 1.21 0.60 0.88 0.79 1.04 0.53	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy  Tran  Origin Neighborhood Waterfront North Dorchester Brockton Hingham Chinatown Downtown	Destination	ons in Service % Trips	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69  Int – McCore Area  Fransit \$ 0.16 0.10 1.11 1.02 0.35 0.33	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220 mack Housi Destination # Trips 52,828 1,543 17,055 10,900 24,889 18,381	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 928 98%  ng) s not in Ser % Trips 95% 48% 98% 97% 99% 98%	1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31 0.96  vice Area Transit \$ 0.74 0.97 0.94 1.24 0.34 0.23	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston  Tra  Origin Neighborhood Waterfront Chinatown Downtown South End West End East Cambridge	Destinati   # Trips   7,725   6,696   5,396   4,889   4,397   4,261   2,460   2,040   1,872   1,699     Destinati   # Trips   33,892   12,048   11,420   2,174   2,047   1,769	ons in Service % Trips 81% 52% 38% 9% 17% 51% 100% 33% 24%  tet 7 (City Poons in Service % Trips 61% 48% 61% 17% 26% 8%	e Area  Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24  int - Otis & e Area  Fransit \$ 0.09 0.05 0.02 0.25 0.12 0.34	# Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297  Summer St Destinatio # Trips 21,793 13,201 7,302 10,588 5,795 21,754	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 67% 76%  s.) ns not in Ser % Trips 39% 52% 39% 83% 74% 92%	7 Transit \$ 0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99  vice Area 7 Transit \$ 1.21 0.67 0.70 0.45 0.44 0.51
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill  Tra  Origin Neighborhood Waterfront Chinatown Downtown West End North End East Cambridge South End	Destination	ons in Service  'Variety Trips  61%  27%  55%  89%  53%  56%  36%  72%  66%  89%  bute 4 (North ions in Service  'Variety Trips  63%  51%  66%  52%  76%  11%  17%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19  1 Sta. – Wor ce Area Transit \$ 0.09 0.07 0.03 0.05 0.05 0.27 0.28	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573 eld Trade Ct Destinatio # Trips 20,882 12,317 6,275 3,781 1,002 20,850 10,561	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11%  tr.) ms not in Ser % Trips 37% 49% 34% 48% 24% 89% 83%	1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09 1.16  vice Area Transit \$ 1.21 0.60 0.88 0.79 1.04 0.53 0.44	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy  Tran  Origin Neighborhood Waterfront North Dorchester Brockton Hingham Chinatown Downtown South Weymouth	Destination	ons in Service % Trips 100% 25% 26% 25% 1% 16% 3% 100% 8% 22%  te 5 (City Poi ons in Service % Trips 5% 52% 2% 3% 1% 2% 2%	e Area Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69 Int – McCore Area Fransit \$ 0.16 0.10 1.11 1.02 0.35 0.33 0.42	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220 mack Housi Destination # Trips 52,828 1,543 17,055 10,900 24,889 18,381 13,921	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 928 98%  ng) s not in Ser % Trips 95% 48% 98% 97% 99% 98%	1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31 0.96  vice Area Transit \$ 0.74 0.97 0.94 1.24 0.34 0.23 0.67	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston  Tra  Origin Neighborhood Waterfront Chinatown Downtown South End West End East Cambridge Fenway	Destinati   # Trips   7,725   6,696   5,396   4,889   4,397   4,261   2,460   2,040   1,872   1,699     Destinati   # Trips   33,892   12,048   11,420   2,174   2,047   1,769   1,741	ons in Service % Trips 81% 52% 38% 9% 17% 51% 10% 100% 33% 24%  tet 7 (City Po ons in Service % Trips 61% 48% 61% 17% 26% 8% 12%	e Area  Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24  int - Otis & Area  Fransit \$ 0.09 0.05 0.02 0.25 0.12 0.34 0.35	# Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297  Summer St Destinatio # Trips 21,793 13,201 7,302 10,588 5,795 21,754 12,436	ns not in Ser % Trips 19% 48% 62% 91% 83% 49% 90% 67% 76%  s.) ns not in Ser % Trips 39% 52% 39% 83% 74% 92% 88%	7 Transit \$ 0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99  vice Area 7 Transit \$ 1.21 0.67 0.70 0.45 0.44 0.51 0.52
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill  Tra  Origin Neighborhood Waterfront Chinatown Downtown West End North End East Cambridge South End East Somerville	Destination	ons in Service  'Varips  61%  27%  55%  89%  53%  56%  36%  72%  66%  89%  Oute 4 (North ons in Service  'Varips  63%  51%  66%  52%  76%  11%  17%  10%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19  1 Sta. – Wor ce Area Transit \$ 0.09 0.07 0.03 0.05 0.05 0.27 0.28 0.41	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573 eld Trade Ct Destinatio # Trips 20,882 12,317 6,275 3,781 1,002 20,850 10,561 19,683	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11%  tr.) ms not in Ser % Trips 37% 49% 34% 48% 24% 89% 83% 90%	1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09 1.16  vice Area Transit \$ 1.21 0.60 0.88 0.79 1.04 0.53 0.44 0.93	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy  Tran  Origin Neighborhood Waterfront North Dorchester Brockton Hingham Chinatown Downtown South Weymouth North Weymouth	Destination	ons in Service % Trips 100% 25% 26% 25% 1% 16% 3% 100% 8% 22%  te 5 (City Poi ons in Service % Trips 5% 52% 2% 3% 1% 2% 4%	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69  Int – McCor e Area  Fransit \$ 0.16 0.10 1.11 1.02 0.35 0.33 0.42 0.91	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220 mack Housi Destination # Trips 52,828 1,543 17,055 10,900 24,889 18,381 13,921 6,817	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 928 98%  mg) s not in Ser % Trips 95% 48% 98% 98% 99% 98%	1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31 0.96  vice Area Transit \$ 0.74 0.97 0.94 1.24 0.34 0.23 0.67 1.14	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston  Tra  Origin Neighborhood Waterfront Chinatown Downtown South End West End East Cambridge Fenway Brockton	Destinati	ons in Service % Trips 81% 52% 38% 9% 17% 51% 10% 100% 33% 24%  tet 7 (City Po ons in Service % Trips 61% 48% 61% 17% 26% 8% 12% 10%	e Area Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24 int - Otis & e Area Fransit \$ 0.09 0.05 0.02 0.25 0.12 0.34 0.35 0.97	# Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297  Summer St Destinatio # Trips 21,793 13,201 7,302 10,588 5,795 21,754 12,436 15,775	ns not in Ser  % Trips  19% 48% 62% 91% 83% 49% 90% 67% 76%  **s.)  **ns not in Ser  % Trips 39% 52% 39% 83% 74% 92% 88% 90%	0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99  vice Area Transit \$ 1.21 0.67 0.70 0.45 0.44 0.51 0.52 0.94
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill  Tra  Origin Neighborhood Waterfront Chinatown Downtown West End North End East Cambridge South End East Somerville Chelsea	Destination	60ns in Service % Trips 61% 27% 55% 89% 55% 89% 53% 56% 36% 72% 66% 89% 66% 89% 66% 51% 66% 52% 76% 11% 17% 10% 13%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19  1 Sta. – Wor ce Area Transit \$ 0.09 0.07 0.03 0.05 0.05 0.27 0.28 0.41 0.51	#Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573 eld Trade Ct Destinatio #Trips 20,882 12,317 6,275 3,781 1,002 20,850 10,561 19,683 13,773	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11%  tr.) ms not in Ser % Trips 37% 49% 34% 48% 24% 89% 83% 90% 87%	1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09 1.16  vice Area Transit \$ 1.21 0.60 0.88 0.79 1.04 0.53 0.44 0.93 0.94	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy  Tran  Origin Neighborhood Waterfront North Dorchester Brockton Hingham Chinatown Downtown South Weymouth North Weymouth East Somerville	Destination	ons in Servic % Trips 100% 25% 26% 25% 1% 16% 3% 100% 8% 29%  te 5 (City Poi ons in Servic % Trips 5% 52% 2% 3% 1% 2% 4% 1%	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69  Int – McCore Area  Fransit \$ 0.16 0.10 1.11 1.02 0.35 0.33 0.42 0.91 0.67	#Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220 mack Housi Destination #Trips 52,828 1,543 17,055 10,900 24,889 18,381 13,921 6,817 21,550	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 928 98%  ng) s not in Ser % Trips 95% 48% 98% 97% 99% 98% 98% 98% 99% 98% 98%	Transit \$ 1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31 0.96  vice Area Transit \$ 0.74 0.97 0.94 1.24 0.34 0.23 0.67 1.14 0.89	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston  Tra  Origin Neighborhood Waterfront Chinatown Downtown South End West End East Cambridge Fenway Brockton East Somerville	Destinati	ons in Service % Trips 81% 52% 38% 9% 17% 51% 100% 33% 24%  tet 7 (City Po ons in Service % Trips 61% 48% 61% 17% 26% 8% 12% 10% 8%	e Area Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24 int - Otis & e Area Fransit \$ 0.09 0.05 0.02 0.25 0.12 0.34 0.35 0.97 0.43	Destinatio # Trips  1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297  Summer St Destinatio # Trips 21,793 13,201 7,302 10,588 5,795 21,754 12,436 15,775 20,116	ns not in Ser  % Trips  19% 48% 62% 91% 83% 49% 90% 67% 76%  s.)  ns not in Ser  % Trips 39% 52% 39% 83% 74% 92% 88% 90% 92%	7 0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99  vice Area 7 1.21 0.67 0.70 0.45 0.44 0.51 0.52 0.94 0.92
Origin Neighborhood Chinatown Waterfront East Cambridge Longwood Fenway South End Downtown Back Bay West End Mission Hill  Tra  Origin Neighborhood Waterfront Chinatown Downtown West End North End East Cambridge South End East Somerville	Destination	ons in Service  'Varips  61%  27%  55%  89%  53%  56%  36%  72%  66%  89%  bute 4 (North ions in Service  'Varips  63%  51%  66%  52%  76%  11%  17%  10%  13%  14%	Ce Area Transit \$ 0.09 0.21 0.14 0.08 0.14 0.05 0.09 0.08 0.19  1 Sta. – Wor ce Area Transit \$ 0.09 0.07 0.03 0.05 0.05 0.27 0.28 0.41	# Trips 9,969 40,706 10,703 1,174 6,655 5,559 11,986 2,339 2,659 573 eld Trade Ct Destinatio # Trips 20,882 12,317 6,275 3,781 1,002 20,850 10,561 19,683	ns not in Ser % Trips 39% 73% 45% 11% 47% 44% 64% 28% 34% 11%  tr.) ms not in Ser % Trips 37% 49% 34% 48% 24% 89% 83% 90%	1.04 0.90 0.80 1.01 0.93 0.72 0.93 1.10 1.09 1.16  vice Area Transit \$ 1.21 0.60 0.88 0.79 1.04 0.53 0.44 0.93	Origin Neighborhood South Dorchester Mattapan Hyde Park North Quincy Waterfront South Boston Randolph Roslindale East Dedham South Quincy  Tran  Origin Neighborhood Waterfront North Dorchester Brockton Hingham Chinatown Downtown South Weymouth North Weymouth	Destination	ons in Service % Trips 100% 25% 26% 25% 1% 16% 3% 100% 8% 22%  te 5 (City Poi ons in Service % Trips 5% 52% 2% 3% 1% 2% 4%	e Area  Fransit \$ 0.14 0.17 0.40 0.53 0.66 0.67 0.76 0.54 0.84 0.69  Int – McCor e Area  Fransit \$ 0.16 0.10 1.11 1.02 0.35 0.33 0.42 0.91	# Trips -229 5,300 1,487 1,373 55,376 1,579 9,244 -122 3,360 11,220 mack Housi Destination # Trips 52,828 1,543 17,055 10,900 24,889 18,381 13,921 6,817	s not in Ser % Trips 0% 75% 74% 75% 99% 84% 97% 0% 928 98%  mg) s not in Ser % Trips 95% 48% 98% 98% 99% 98%	1.08 1.30 1.29 0.90 0.69 0.75 1.26 1.10 1.31 0.96  vice Area Transit \$ 0.74 0.97 0.94 1.24 0.34 0.23 0.67 1.14	Origin Neighborhood Central Square South End Fenway Waterfront Chinatown Back Bay East Cambridge Harvard Square Spring Hill North Allston  Tra  Origin Neighborhood Waterfront Chinatown Downtown South End West End East Cambridge Fenway Brockton	Destinati	ons in Service % Trips 81% 52% 38% 9% 17% 51% 10% 100% 33% 24%  tet 7 (City Po ons in Service % Trips 61% 48% 61% 17% 26% 8% 12% 10%	e Area Fransit \$ 0.10 0.08 0.11 0.43 0.23 0.08 0.17 0.06 0.21 0.24 int - Otis & e Area Fransit \$ 0.09 0.05 0.02 0.25 0.12 0.34 0.35 0.97	# Trips 1,814 6,066 8,781 50,797 20,853 4,138 21,063 -4,411 3,752 5,297  Summer St Destinatio # Trips 21,793 13,201 7,302 10,588 5,795 21,754 12,436 15,775	ns not in Ser  % Trips  19% 48% 62% 91% 83% 49% 90% 67% 76%  **s.)  **ns not in Ser  % Trips 39% 52% 39% 83% 74% 92% 88% 90%	0.95 0.70 0.77 0.71 0.36 0.52 0.57 0.92 0.81 0.99  vice Area Transit \$ 1.21 0.67 0.70 0.45 0.44 0.51 0.52 0.94

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Transit Route: Red Line (Alewife Sta. – Ashmont Sta./Braintree Sta.)

TABLE 83 – Continued

Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 8 – 22

Origin Neighborhood

Transit Route: Route 10 (City Point – Copley Sq. via B.C.H.)

#Trips % Trips Transit \$ #Trips % Trips Transit \$

Destinations not in Service Area

**Destinations in Service Area** 

Transit Route: Route 9 (City Point – Copley Sq. via Broadway Sta.)

Origin Neighborhood #Trips % Trips Transit \$ #Trips % Trips Transit \$

**Destinations in Service Area** 

Transit Route: Route 8 (Harbor Point/UMass – Kenmore Sta.)

Origin Neighborhood # Trips % Trips Transit \$ # Trips % Trips Transit \$

Destinations not in Service Area

**Destinations in Service Area** 

Origin Meighborhood		/U 111ps		" IIIps	/U 111ps	ΙΙ αποτέ φ	Origin Meighborhood	" IIIps	/ <b>U 111p</b> 3	τιαποιέ φ	" IIIps	/U 111ps	11 αποτέ φ	Origin recignounce	" IIIps	70 IIIps		" IIIps	/0 111ps	11 αποτέ ψ
Fenway	12,442	88%	0.12	1,735	12%	0.92	Waterfront	19,153	34%	0.20	36,532	66%	0.91	Waterfront	7,750	14%	0.24	47,936	86%	0.78
South End	9,733	76%	0.07	3,029	24%	0.73	Chinatown	14,357	57%	0.10	10,892	43%	0.59	Chinatown	7,623	30%	0.13	17,627	70%	0.43
Longwood	9,717	92%	0.06	811	8%	1.01	Fenway	13,887	98%	0.12	290	2%	1.14	South End	6,263	49%	0.06	6,499	51%	0.89
Chinatown	4,813	19%	0.24	20,437	81%	0.36	South End	11,741	92%	0.09	1,021	8%	1.23	Back Bay	3,704	44%	0.06	4,695	56%	0.74
Waterfront	4,804	9%	0.40	50,882	91%	0.72	Longwood	10,097	96%	0.08	431	4%	1.13	Fenway	2,510	18%	0.18	11,667	82%	0.59
Back Bay	4,745	56%	0.12	3,655	44%	0.40	Downtown	9,245	49%	0.16	9,478	51%	0.25	Downtown	2,385	13%	0.24	16,337	87%	0.23
Mission Hill	2,814	53%	0.20	2,450	47%	0.95	Back Bay	8,254	98%	0.08	145	2%	1.05	North Roxbury	1,989	50%	0.15	1,974	50%	1.10
BU	2,369	42%	0.18	3,295	58%	0.77	Mission Hill	3,119	59%	0.23	2,145	41%	1.01	East Somerville	1,179	5%	0.54	20,622	95%	0.90
North Roxbury	2,043	52%	0.17	1,920	48%	1.17	BU	2,541	45%	0.18	3,123	55%	0.84	East Cambridge	995	4%	0.41	22,528	96%	0.50
Downtown	1,674	9%	0.34	17,048	91%	0.23	North Roxbury	2,303	58%	0.20	1,660	42%	1.19	West End	901	11%	0.28	6,941	89%	0.36
	,							,			,									
5	Fransit Route	: Route 11 (	City Point –	Downtown)			Tra	nsit Route: Ro	oute 14 (Ros	lindale Sq. H	eath St. Lo	(qc		7	Transit Route:	Route 15 (K	ane Sq. – R	uggles Sta.)		
	Destina	tions in Serv	vice Area	Destination	ons not in Se	rvice Area		Destinat	ions in Serv	ice Area	Destinatio	ns not in Se	rvice Area			ons in Servi			ns not in Ser	vice Area
Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips					Transit \$	Origin Neighborhood				# Trips		Transit \$
Waterfront	35,543	64%	0.10	20,142	36%	1.29	Mission Hill	4,200	80%	0.08	1,064	20%	0.85	South End	5,464	43%	0.13	7,299	57%	0.45
Chinatown	16,485	65%	0.06	8,765	35%	0.75	North Roxbury	3,402	86%	0.15	561	14%	1.02	South Dorchester	3,494	100%	0.19	-1,451	0%	1.18
Downtown	12,853	69%	0.03	5,869	31%	0.62	South End	3,308	26%	0.23	9,455	74%	0.43	Chinatown	2,647	10%	0.33	22,602	90%	0.34
South End	3,793	30%	0.17	8,970	70%	0.51	South Roxbury	2,947	89%	0.18	351	11%	1.18	North Roxbury	2,506	63%	0.15	1,457	37%	1.08
Back Bay	2,262	27%	0.18	6,138	73%	0.38	Longwood	2,851	27%	0.17	7,677	73%	0.40	Longwood	2,273	22%	0.15	8,256	78%	0.41
West End	2,087	27%	0.14	5,755	73%	0.42	Fenway	1,849	13%	0.32	12,327	87%	0.52	North Dorchester	1,922	59%	0.21	1,318	41%	0.98
East Cambridge	1,925	8%	0.35	21,598	92%	0.51	Jamaica Plain	1,571	100%	0.27	-598	0%	1.11	Fenway	1,721	12%	0.10	12,455	88%	0.62
Brockton	1,922	11%	0.98	15,561	89%	0.94	Mattapan	1,567	22%	0.39	5,464	78%	1.20	Waterfront	1,561	3%	0.52	54,125	97%	0.69
Fenway	1,838	13%	0.33	12,339	87%	0.52	South Brookline	1,410	35%	0.28	2,587	65%	1.02	Back Bay	1,391	17%	0.21	7,008	83%	0.34
East Somerville	1,796	8%	0.33	20,005	92%	0.92	Waterfront	919	2%	0.60	54,767	98%	0.69	South Boston	1,274	68%	0.21	612	32%	0.76
East Somet vine	1,770	070	0.43	20,003	7270	0.72	w aternont	717	270	0.00	34,707	7670	0.07	South Boston	1,274	0070	0.40	012	3270	0.70
т	ransit Route:	Poute 16 (F	Forget Hills St	ta IIMacc	)		Trans	sit Route: Rou	ıta 17 (Fiald	s Corner Sta	Androw	Sta )		Tre	ansit Route: R	outo 18 (Ach	mont Sta	Androw Sta	)	
		tions in Serv			ons not in Se	rvice Area			ions in Serv			ns not in Se	mriina Amaa			ons in Servi			ns not in Ser	vice Area
		tions in Serv	ice ili cu	Destination																
Origin Neighborhood	# Tring	% Tring	Trancit \$	# Trins			Origin Neighborhood							Origin Neighborhood						
Origin Neighborhood South End	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood South Dorchester	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood South Dorchester	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
South End	3,668	29%	0.20	9,094	% Trips 71%	<b>Transit \$</b> 0.43	South Dorchester	# <b>Trips</b> 3,683	% Trips 100%	Transit \$ 0.16	# <b>Trips</b> -1,640	% Trips 0%	Transit \$	South Dorchester	# <b>Trips</b> 4,478	% Trips 100%	Transit \$ 0.13	# <b>Trips</b> -2,435	% Trips 0%	Transit \$ 1.12
South End North Dorchester	3,668 3,533	29% 100%	0.20 0.11	9,094 -293	% Trips 71% 0%	Transit \$ 0.43 1.25	South Dorchester North Dorchester	# <b>Trips</b> 3,683 2,862	% Trips 100% 88%	7 Transit \$ 0.16 0.12	# <b>Trips</b> -1,640 379	% Trips 0% 12%	Transit \$ 1.10 1.01	South Dorchester North Dorchester	# <b>Trips</b> 4,478 2,446	% Trips 100% 75%	7 Transit \$ 0.13 0.11	# <b>Trips</b> -2,435 795	% Trips 0% 25%	1.12 1.02
South End North Dorchester South Roxbury	3,668 3,533 2,596	29% 100% 79%	0.20 0.11 0.24	9,094 -293 702	% Trips 71% 0% 21%	7 Transit \$ 0.43 1.25 1.05	South Dorchester North Dorchester South Roxbury	# <b>Trips</b> 3,683 2,862 1,857	% Trips 100% 88% 56%	Transit \$	# <b>Trips</b> -1,640 379 1,441	% Trips 0% 12% 44%	Transit \$ 1.10 1.01 0.95	South Dorchester North Dorchester Waterfront	# Trips 4,478 2,446 1,298	% Trips 100% 75% 2%	7 Transit \$ 0.13 0.11 0.38	# <b>Trips</b> -2,435 795 54,387	% Trips 0% 25% 98%	Transit \$ 1.12 1.02 0.70
South End North Dorchester South Roxbury Waterfront	3,668 3,533 2,596 2,387	29% 100% 79% 4%	0.20 0.11 0.24 0.39	9,094 -293 702 53,298	% Trips 71% 0% 21% 96%	0.43 1.25 1.05 0.70	South Dorchester North Dorchester South Roxbury Waterfront	# Trips 3,683 2,862 1,857 1,222	% Trips 100% 88% 56% 2%	7ransit \$ 0.16 0.12 0.28 0.37	# <b>Trips</b> -1,640 379 1,441 54,463	% Trips 0% 12% 44% 98%	1.10 1.01 0.95 0.70	South Dorchester North Dorchester Waterfront Mattapan	# Trips 4,478 2,446 1,298 752	% Trips 100% 75% 2% 11%	Transit \$ 0.13 0.11 0.38 0.37	# <b>Trips</b> -2,435 795 54,387 6,279	% Trips 0% 25% 98% 89%	Transit \$ 1.12 1.02 0.70 1.13
South End North Dorchester South Roxbury Waterfront North Roxbury	3,668 3,533 2,596 2,387 2,114	29% 100% 79% 4% 53%	0.20 0.11 0.24 0.39 0.15	9,094 -293 702 53,298 1,849	% Trips 71% 0% 21% 96% 47%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99	South Dorchester North Dorchester South Roxbury Waterfront Mattapan	# Trips 3,683 2,862 1,857 1,222 700	% Trips 100% 88% 56% 2% 10%	7 Transit \$ 0.16 0.12 0.28 0.37 0.42	# Trips -1,640 379 1,441 54,463 6,331	% Trips 0% 12% 44% 98% 90%	Transit \$ 1.10 1.01 0.95 0.70 1.12	South Dorchester North Dorchester Waterfront Mattapan Downtown	# Trips 4,478 2,446 1,298 752 302	% Trips 100% 75% 2% 11% 2%	Transit \$ 0.13 0.11 0.38 0.37 0.40	# Trips -2,435 795 54,387 6,279 18,420	% Trips 0% 25% 98% 89% 98%	1.12 1.02 0.70 1.13 0.23
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston	3,668 3,533 2,596 2,387 2,114 1,451	29% 100% 79% 4% 53% 77%	0.20 0.11 0.24 0.39 0.15 0.16	9,094 -293 702 53,298 1,849 435	% Trips 71% 0% 21% 96% 47% 23%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown	# Trips 3,683 2,862 1,857 1,222 700 338	% Trips 100% 88% 56% 2% 10% 1%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39	#Trips -1,640 379 1,441 54,463 6,331 24,912	% Trips 0% 12% 44% 98% 90% 99%	Transit \$ 1.10 1.01 0.95 0.70 1.12 0.34	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton	# Trips 4,478 2,446 1,298 752 302 300	% Trips 100% 75% 2% 11% 2% 2%	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11	# Trips -2,435 795 54,387 6,279 18,420 17,183	% Trips 0% 25% 98% 89% 98% 98%	1.12 1.02 0.70 1.13 0.23 0.94
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester	3,668 3,533 2,596 2,387 2,114 1,451 1,422	29% 100% 79% 4% 53% 77% 70%	0.20 0.11 0.24 0.39 0.15 0.16 0.32	9,094 -293 702 53,298 1,849 435 621	% Trips 71% 0% 21% 96% 47% 23% 30%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton	# Trips 3,683 2,862 1,857 1,222 700 338 319	% Trips 100% 88% 56% 2% 10% 1% 2%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164	% Trips 0% 12% 44% 98% 90% 99%	1.10 1.01 0.95 0.70 1.12 0.34 0.94	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston	# Trips 4,478 2,446 1,298 752 302 300 267	% Trips 100% 75% 2% 11% 2% 2% 14%	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620	% Trips 0% 25% 98% 89% 98% 98% 98%	1.12 1.02 0.70 1.13 0.23 0.94 0.82
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288	29% 100% 79% 4% 53% 77% 70% 9%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39	9,094 -293 702 53,298 1,849 435 621 12,888	% Trips 71% 0% 21% 96% 47% 23% 30% 91%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown	#Trips 3,683 2,862 1,857 1,222 700 338 319 228	% Trips 100% 88% 56% 2% 10% 1% 2% 11%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494	% Trips 0% 12% 44% 98% 90% 99%	1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham	# Trips 4,478 2,446 1,298 752 302 300 267 220	% Trips 100% 75% 2% 11% 2% 24% 14% 2%	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044	% Trips 0% 25% 98% 89% 98% 98% 98% 98%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159	29% 100% 79% 4% 53% 77% 70% 9% 16%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42	9,094 -293 702 53,298 1,849 435 621 12,888 5,872	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham	#Trips 3,683 2,862 1,857 1,222 700 338 319 228 210	% Trips 100% 88% 56% 2% 10% 1% 2%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054	% Trips 0% 12% 44% 98% 90% 99% 98% 99%	Transit \$ 1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth	# Trips 4,478 2,446 1,298 752 302 300 267 220 179	% Trips 100% 75% 2% 11% 2% 24% 14% 2% 14%	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021	% Trips 0% 25% 98% 89% 98% 98% 98% 98% 98% 96% 99%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288	29% 100% 79% 4% 53% 77% 70% 9%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39	9,094 -293 702 53,298 1,849 435 621 12,888	% Trips 71% 0% 21% 96% 47% 23% 30% 91%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown	#Trips 3,683 2,862 1,857 1,222 700 338 319 228	% Trips 100% 88% 56% 2% 10% 1% 2% 11%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494	% Trips 0% 12% 44% 98% 90% 99%	1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham	# Trips 4,478 2,446 1,298 752 302 300 267 220	% Trips 100% 75% 2% 11% 2% 24% 14% 2%	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044	% Trips 0% 25% 98% 89% 98% 98% 98% 98%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston	#Trips 3,683 2,862 1,857 1,222 700 338 319 228 210 180	% Trips 100% 88% 56% 2% 10% 1% 2% 10%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706	% Trips 0% 12% 44% 98% 90% 99% 98% 99% 98% 99%	Transit \$ 1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton	# Trips 4,478 2,446 1,298 752 302 300 267 220 179 178	% Trips 100% 75% 2% 11% 2% 29 14% 2% 14% 1%	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329	% Trips 0% 25% 98% 89% 98% 98% 98% 98% 96% 99%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  ate: Route 19	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96%	Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston	#Trips 3,683 2,862 1,857 1,222 700 338 319 228 210 180 asit Route: Ro	% Trips 100% 88% 56% 2% 10% 1% 2% 10% 1% 00% 1% 00% 1% 00% 1% 00% 10% 10	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706 orest Hills \$	% Trips 0% 12% 44% 98% 90% 99% 98% 99% 98% 99%	1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24 0.82	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton	# Trips 4,478 2,446 1,298 752 302 300 267 220 179 178  pute: Route 22	% Trips 100% 75% 2% 11% 2% 2% 14% 2% 14% (Ashmont S	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal	% Trips  0% 25% 98% 89% 98% 98% 98% 96% 96% 99% 99%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  te: Route 19 Destinat	29% 100% 79% 4% 53% 77% 70% 9% 16% 4% (Fields Corr	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37 mer Sta. – Rugvice Area	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96% mmore Sta.)	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston	# Trips 3,683 2,862 1,857 1,222 700 338 319 228 210 180  sit Route: Ro Destinat	% Trips 100% 88% 56% 2% 10% 1% 2% 10% 1% 20% 10% 10% 10% 10%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta. – Foice Area	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706  Destination	% Trips 0% 12% 44% 98% 90% 99% 98% 99% 98% 90%	1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24 0.82	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton Transit Ro	# Trips 4,478 2,446 1,298 752 302 300 267 220 179 178  Destinati	% Trips 100% 75% 2% 11% 2% 2% 14% 2% 14% (Ashmont Stoops in Service)	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17  ta Ruggles	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal Destination	% Trips       0%       25%       98%       98%       98%       98%       98%       99%       99%       bot Ave.)       ns not in Ser	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown  Transit Roy Origin Neighborhood	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  te: Route 19 Destinat #Trips	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%  (Fields Corrtions in Serv	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37  mer Sta. – Rugvice Area Transit \$	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96% mmore Sta.) ons not in Se	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34  2 Transit \$	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston  Tran	# Trips  3,683  2,862  1,857  1,222  700  338  319  228  210  180  sit Route: Ro  Destinat  # Trips	Name	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta Foice Area Transit \$	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706  Destination #Trips	% Trips 0% 12% 44% 98% 90% 99% 98% 99% 98% 90%  sta.) ns not in Se % Trips	1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24 0.82  rvice Area Transit \$	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton  Transit Ro	# Trips 4,478 2,446 1,298 752 302 300 267 220 179 178  Destinati # Trips	% Trips 100% 75% 2% 11% 2% 2% 14% 2% 14% 0% 1% 1% 1% CAshmont Stoons in Servi	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17 ta Ruggles ce Area Transit \$	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal Destination # Trips	% Trips       0%       25%       98%       98%       98%       98%       98%       99%       99%       bot Ave.)       ns not in Ser       % Trips	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34  vice Area Transit \$
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown  Transit Rou  Origin Neighborhood Fenway	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  tte: Route 19  Destinat #Trips 12,256	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%  (Fields Corr tions in Serv % Trips 86%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37  mer Sta. – Rugvice Area Transit \$ 0.11	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination # Trips 1,920	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96% mmore Sta.) ons not in Se % Trips 14%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34  2 Transit \$ 0.89	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston  Tran  Origin Neighborhood South Dorchester	# Trips  3,683  2,862  1,857  1,222  700  338  319  228  210  180  sit Route: Ro  Destinat  # Trips  2,707	Name	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta Foice Area Transit \$ 0.17	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706    Destination   #Trips   -664	% Trips 0% 12% 44% 98% 90% 99% 98% 99% 98% 90%  **Trips 0%	Transit \$ 1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24 0.82  rvice Area Transit \$ 1.04	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton  Transit Ro  Origin Neighborhood Longwood	# Trips 4,478 2,446 1,298 752 302 300 267 220 179 178  Destinati # Trips 9,615	% Trips 100% 75% 2% 11% 2% 2% 14% 2% 14% 0	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17 ta Ruggles ce Area Transit \$ 0.05	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal Destination # Trips 913	% Trips       0%       25%       98%       98%       98%       98%       99%       99%       bot Ave.)       ns not in Ser       % Trips       9%	Transit \$  1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34  vice Area Transit \$ 0.92
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown  Transit Rou  Origin Neighborhood Fenway Longwood	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040 tte: Route 19 Destinat # Trips 12,256 9,745	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%  (Fields Corr tions in Serv % Trips 86% 93%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37  mer Sta. – Rugvice Area Transit \$ 0.11 0.06	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination # Trips 1,920 784	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96% mmore Sta.) ons not in Se % Trips 14% 7%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34  2 Transit \$ 0.89 1.01	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston  Tran  Origin Neighborhood South Dorchester Mattapan	# Trips  3,683  2,862  1,857  1,222  700  338  319  228  210  180  **Destinat* # Trips  2,707  2,337	% Trips 100% 88% 56% 2% 10% 1% 2% 10% 1% 2% 10% 10% 10% 33%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta Foice Area Transit \$ 0.17 0.11	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706    Destination   #Trips   -664 4,694	% Trips 0% 12% 44% 98% 90% 99% 98% 99% 98% 90%  **Trips 0% 67%	Transit \$ 1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24 0.82  rvice Area Transit \$ 1.04 1.31	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton  Transit Ro  Origin Neighborhood Longwood Fenway	# Trips 4,478 2,446 1,298 752 302 300 267 220 179 178  Destinati # Trips 9,615 8,816	% Trips 100% 75% 2% 11% 2% 24% 14% 2% 14% 0 sin Servi % Trips 91% 62%	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17  ta Ruggles ce Area Transit \$ 0.05 0.11	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal Destinatio # Trips 913 5,361	% Trips           0%           25%           98%           89%           98%           98%           98%           99%           99%           bot Ave.)           ns not in Ser           % Trips           9%           38%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34  vice Area Transit \$ 0.92 0.76
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown  Transit Rou  Origin Neighborhood Fenway Longwood South End	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  tte: Route 19 Destinat # Trips 12,256 9,745 7,618	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%  (Fields Corretions in Serve W Trips 86% 93% 60%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37  mer Sta. – Rugvice Area Transit \$ 0.11 0.06 0.13	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination # Trips 1,920 784 5,144	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96%  mmore Sta.) ons not in Se % Trips 14% 7% 40%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34  2 Transit \$ 0.89 1.01 0.50	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston  Tran  Origin Neighborhood South Dorchester Mattapan Roslindale	# Trips  3,683  2,862  1,857  1,222  700  338  319  228  210  180  Destinat  # Trips  2,707  2,337  528	Trips   100%   88%   56%   2%   10%   10%   2%   10%   10%   10%   10%   10%   100%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta February \$ 0.17 0.11 0.35	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706    Destination   #Trips -664 4,694 -359	% Trips  0%  12%  44%  98%  90%  99%  98%  99%  98%  90%  6ta.)  ns not in Se % Trips  0%  67%  0%	Transit \$ 1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24 0.82  rvice Area Transit \$ 1.04 1.31 1.12	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton  Transit Ro  Origin Neighborhood Longwood Fenway South End	# Trips  4,478 2,446 1,298 752 300 267 220 179 178  Destinati # Trips 9,615 8,816 5,545	% Trips 100% 75% 2% 11% 2% 24% 14% 2% 14% 0 sin Servi % Trips 91% 62% 43%	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17 ta Ruggles ce Area Transit \$ 0.05 0.11 0.17	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal Destinatio # Trips 913 5,361 7,218	% Trips           0%           25%           98%           89%           98%           98%           98%           99%           99%           bot Ave.)           ns not in Ser           % Trips           38%           57%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34  vice Area Transit \$ 0.92 0.76 0.46
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown  Transit Rou  Origin Neighborhood Fenway Longwood South End Back Bay	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  tte: Route 19  Destinat # Trips 12,256 9,745 7,618 4,671	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%  (Fields Corrtions in Serv % Trips 86% 93% 60% 56%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37  mer Sta. – Rugvice Area Transit \$ 0.11 0.06 0.13 0.13	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination # Trips 1,920 784 5,144 3,729	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96%  mmore Sta.) ons not in Se % Trips 14% 7% 40% 44%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34  2 Transit \$ 0.89 1.01 0.50 0.38	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston  Tran  Origin Neighborhood South Dorchester Mattapan Roslindale Hyde Park	# Trips  3,683  2,862  1,857  1,222  700  338  319  228  210  180  Destinat  # Trips  2,707  2,337  528  377	Trips   100%   88%   56%   2%   10%   10%   2%   10%   10%   10%   10%   10%   100%   33%   100%   19%   100%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta Foice Area  Transit \$ 0.17 0.11 0.35 0.50	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706    Destinatio   #Trips -664 4,694 -359 1,643	% Trips  0%  12%  44%  98%  90%  99%  98%  99%  98%  90%  6ta.)  ns not in Se % Trips  0%  67%  0%  81%	Transit \$  1.10  1.01  0.95  0.70  1.12  0.34  0.94  0.23  1.24  0.82  rvice Area  Transit \$  1.04  1.31  1.12  1.25	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton  Transit Ro  Origin Neighborhood Longwood Fenway South End Mission Hill	# Trips  4,478 2,446 1,298 752 300 267 220 179 178  Destinati # Trips 9,615 8,816 5,545 4,047	% Trips 100% 75% 2% 11% 2% 24% 14% 2% 14% 60	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17 ta Ruggles ce Area Transit \$ 0.05 0.11 0.17 0.14	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal Destinatio # Trips 913 5,361 7,218 1,217	% Trips           0%           25%           98%           89%           98%           98%           98%           99%           99%           bot Ave.)           ns not in Ser           % Trips           9%           38%           57%           23%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34  vice Area Transit \$ 0.92 0.76 0.46 1.03
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown  Transit Rou  Origin Neighborhood Fenway Longwood South End Back Bay Chinatown	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  tte: Route 19  Destinat # Trips 12,256 9,745 7,618 4,671 3,062	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%  (Fields Corr tions in Serv % Trips 86% 93% 60% 56% 12%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37  mer Sta. – Rugvice Area Transit \$ 0.11 0.06 0.13 0.13 0.29	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination # Trips 1,920 784 5,144 3,729 22,188	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96%  mmore Sta.) ons not in Se % Trips 14% 7% 40% 44% 88%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34  2 Transit \$ 0.89 1.01 0.50 0.38 0.35	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston  Tran  Origin Neighborhood South Dorchester Mattapan Roslindale Hyde Park North Milton	# Trips  3,683  2,862  1,857  1,222  700  338  319  228  210  180  Destinat  # Trips  2,707  2,337  528  377  320	Trips   100%   88%   56%   2%   10%   10%   2%   10%   10%   10%   10%   10%   100%   33%   100%   19%   41%   100%   19%   41%   100%   100%   19%   100%   19%   100%   19%   100%   19%   100%   19%   100%   19%   100%   19%   100%   19%   100%   19%   100%   19%   100%   19%   100%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta Foice Area  Transit \$ 0.17 0.11 0.35 0.50 0.43	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706    Destinatio   #Trips -664 4,694 -359 1,643 452	% Trips	Transit \$ 1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24 0.82  rvice Area Transit \$ 1.04 1.31 1.12 1.25 1.32	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton  Transit Ro  Origin Neighborhood Longwood Fenway South End Mission Hill Back Bay	# Trips  4,478 2,446 1,298 752 300 267 220 179 178  Destinati # Trips 9,615 8,816 5,545 4,047 3,184	% Trips 100% 75% 2% 11% 2% 24% 14% 2% 14% 60	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17 ta Ruggles ce Area Transit \$ 0.05 0.11 0.17 0.14 0.20	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal Destinatio # Trips 913 5,361 7,218 1,217 5,215	% Trips           0%           25%           98%           89%           98%           98%           98%           99%           99%           bot Ave.)           ns not in Ser           % Trips           9%           38%           57%           23%           62%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34  vice Area Transit \$ 0.92 0.76 0.46 1.03 0.35
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown  Transit Rou  Origin Neighborhood Fenway Longwood South End Back Bay Chinatown Mission Hill	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  ate: Route 19  Destinar # Trips 12,256 9,745 7,618 4,671 3,062 3,033	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%  (Fields Corrtions in Serv % Trips 86% 93% 60% 56% 12% 58%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37  mer Sta. – Rugvice Area Transit \$ 0.11 0.06 0.13 0.13 0.29 0.17	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination # Trips 1,920 784 5,144 3,729 22,188 2,231	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96%  mmore Sta.) ons not in Se % Trips 14% 7% 40% 44% 88% 42%	7 Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34  2 Transit \$ 0.89 1.01 0.50 0.38 0.35 1.01	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston  Tran  Origin Neighborhood South Dorchester Mattapan Roslindale Hyde Park North Milton North Quincy	# Trips  3,683  2,862  1,857  1,222  700  338  319  228  210  180  Destinat  # Trips  2,707  2,337  528  377  320  212	Trips   100%   88%   56%   2%   10%   10%   2%   10%   10%   10%   10%   10%   100%   33%   100%   19%   41%   12%   100%   12%   10%   12%   10%   12%   10%   12%   10%   12%   10%   12%   10%   12%   10%   10%   12%   10%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta Foice Area Transit \$ 0.17 0.11 0.35 0.50 0.43 0.67	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706    Destinatio   #Trips -664 4,694 -359 1,643 452 1,628	% Trips	Transit \$ 1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24 0.82  rvice Area Transit \$ 1.04 1.31 1.12 1.25 1.32 0.89	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton  Transit Ro  Origin Neighborhood Longwood Fenway South End Mission Hill Back Bay North Roxbury	# Trips  4,478 2,446 1,298 752 302 300 267 220 179 178  Destinati # Trips 9,615 8,816 5,545 4,047 3,184 2,790	% Trips 100% 75% 2% 11% 2% 24% 14% 2% 14% 60	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17 ta Ruggles ce Area Transit \$ 0.05 0.11 0.17 0.14 0.20 0.18	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal Destinatio # Trips 913 5,361 7,218 1,217 5,215 1,173	% Trips           0%           25%           98%           89%           98%           98%           98%           99%           99%           bot Ave.)           ns not in Ser           % Trips           9%           38%           57%           23%           62%           30%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34  vice Area Transit \$ 0.92 0.76 0.46 1.03 0.35 1.10
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown  Transit Rou  Origin Neighborhood Fenway Longwood South End Back Bay Chinatown Mission Hill North Roxbury	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  tte: Route 19  Destinar # Trips 12,256 9,745 7,618 4,671 3,062 3,033 2,823	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%  (Fields Corr tions in Serv % Trips 86% 93% 60% 56% 12% 58% 71%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37  mer Sta. – Rugvice Area Transit \$ 0.11 0.06 0.13 0.13 0.29 0.17 0.18	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination # Trips 1,920 784 5,144 3,729 22,188 2,231 1,140	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96%  mmore Sta.) ons not in Se % Trips 14% 7% 40% 44% 88% 42% 29%	Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34  Truice Area Transit \$ 0.89 1.01 0.50 0.38 0.35 1.01 1.21	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston  Tran  Origin Neighborhood South Dorchester Mattapan Roslindale Hyde Park North Milton North Quincy South Milton	# Trips  3,683  2,862  1,857  1,222  700  338  319  228  210  180  Destinat  # Trips  2,707  2,337  528  377  320  212  210	Trips   100%   88%   56%   2%   10%   10%   2%   10%   10%   10%   10%   10%   10%   100%   33%   100%   19%   41%   12%   11%   12%   11%   12%   11%   12%   11%   100%   100%   12%   11%   12%   11%   100%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta Foice Area Transit \$ 0.17 0.11 0.35 0.50 0.43 0.67 0.59	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706    Destinatio   #Trips -664 4,694 -359 1,643 452 1,628 1,770	% Trips  0%  12%  44%  98%  90%  99%  98%  99%  98%  90%  6ta.)  ms not in Se % Trips  0%  67%  0%  81%  59%  88%  89%	Transit \$ 1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24 0.82  rvice Area Transit \$ 1.04 1.31 1.12 1.25 1.32 0.89 1.47	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton  Transit Ro  Origin Neighborhood Longwood Fenway South End Mission Hill Back Bay North Roxbury BU	# Trips  4,478 2,446 1,298 752 302 300 267 220 179 178  Destinati # Trips 9,615 8,816 5,545 4,047 3,184 2,790 2,151	% Trips 100% 75% 2% 11% 2% 24 14% 2% 14% 19 6 19 6 19 6 43% 77% 38% 70% 38%	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17 ta Ruggles ce Area Transit \$ 0.05 0.11 0.17 0.14 0.20 0.18 0.24	# Trips  -2,435  795  54,387  6,279  18,420  17,183  1,620  11,044  14,021  12,329  Sta. via Tal  Destinatio # Trips  913  5,361  7,218  1,217  5,215  1,173  3,513	% Trips           0%           25%           98%           89%           98%           98%           98%           99%           99%           bot Ave.)           ns not in Ser           % Trips           9%           38%           57%           23%           62%           30%           62%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34  vice Area Transit \$ 0.92 0.76 0.46 1.03 0.35 1.10 0.60
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown  Transit Rou  Origin Neighborhood Fenway Longwood South End Back Bay Chinatown Mission Hill North Roxbury Waterfront	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  tte: Route 19  Destinar # Trips 12,256 9,745 7,618 4,671 3,062 3,033 2,823 2,625	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%  (Fields Corr tions in Serv % Trips 86% 93% 60% 56% 12% 58% 71%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37  mer Sta. – Rugvice Area Transit \$ 0.11 0.06 0.13 0.13 0.29 0.17 0.18 0.52	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination # Trips 1,920 784 5,144 3,729 22,188 2,231 1,140 53,060	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96% mmore Sta.) ons not in Se % Trips 14% 7% 40% 44% 88% 42% 29% 95%	Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34  Truice Area Transit \$ 0.89 1.01 0.50 0.38 0.35 1.01 1.21 0.70	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston  Tran  Origin Neighborhood South Dorchester Mattapan Roslindale Hyde Park North Milton North Quincy South Milton Jamaica Plain	# Trips  3,683  2,862  1,857  1,222  700  338  319  228  210  180  Destinat # Trips  2,707  2,337  528  377  320  212  210  206	% Trips 100% 88% 56% 2% 10% 1% 2% 10% 1% 2% 100% 100% 41% 120% 11% 21%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta Foice Area Transit \$ 0.17 0.11 0.35 0.50 0.43 0.67 0.59 0.25	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706  orest Hills S  Destinatio #Trips -664 4,694 -359 1,643 452 1,628 1,770 767	% Trips  0%  12%  44%  98%  90%  99%  98%  99%  98%  90%  6ta.)  ns not in Se  % Trips  0%  67%  0%  81%  59%  88%  89%  79%	Transit \$ 1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24 0.82  rvice Area Transit \$ 1.04 1.31 1.12 1.25 1.32 0.89 1.47 1.03	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton  Transit Ro  Origin Neighborhood Longwood Fenway South End Mission Hill Back Bay North Roxbury BU Chinatown	# Trips  4,478 2,446 1,298 752 302 300 267 220 179 178  Destinati # Trips  9,615 8,816 5,545 4,047 3,184 2,790 2,151 1,969	% Trips 100% 75% 2% 11% 2% 14% 2% 14% 1%  (Ashmont Stons in Service of Servic	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17 ta Ruggles ce Area Transit \$ 0.05 0.11 0.17 0.14 0.20 0.18 0.24 0.32	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal Destinatio # Trips 913 5,361 7,218 1,217 5,215 1,173 3,513 23,281	% Trips           0%           25%           98%           89%           98%           98%           98%           99%           99%           bot Ave.)           ns not in Ser           % Trips           9%           38%           57%           23%           62%           30%           62%           92%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34  vice Area Transit \$ 0.92 0.76 0.46 1.03 0.35 1.10 0.60 0.34
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown  Transit Rou  Origin Neighborhood Fenway Longwood South End Back Bay Chinatown Mission Hill North Roxbury Waterfront BU	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  tte: Route 19  Destinat # Trips 12,256 9,745 7,618 4,671 3,062 3,033 2,823 2,625 2,200	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%  (Fields Corr tions in Serv % Trips 86% 93% 60% 56% 12% 58% 71% 5% 39%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37  ner Sta. – Rugvice Area Transit \$ 0.11 0.06 0.13 0.13 0.29 0.17 0.18 0.52 0.17	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination # Trips 1,920 784 5,144 3,729 22,188 2,231 1,140 53,060 3,463	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96% mmore Sta.) ons not in Se % Trips 14% 7% 40% 44% 88% 42% 29% 95% 61%	Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34  Truice Area Transit \$ 0.89 1.01 0.50 0.38 0.35 1.01 1.21 0.70 0.76	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston  Tran  Origin Neighborhood South Dorchester Mattapan Roslindale Hyde Park North Milton North Quincy South Milton Jamaica Plain Waterfront	#Trips  3,683  2,862  1,857  1,222  700  338  319  228  210  180  **Besti Route: Ro  Destinat  #Trips  2,707  2,337  528  377  320  212  210  206  200	Trips   100%   88%   56%   2%   10%   10%   2%   10%   2%   10%   10%   10%   10%   100%   33%   100%   19%   41%   12%   11%   21%   0%   0%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta Foice Area Transit \$ 0.17 0.11 0.35 0.50 0.43 0.67 0.59 0.25 0.67	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706  orest Hills S  Destinatio #Trips -664 4,694 -359 1,643 452 1,628 1,770 767 55,486	% Trips  0%  12%  44%  98%  90%  99%  98%  99%  98%  90%  6ta.)  ns not in Se  % Trips  0%  67%  0%  81%  59%  88%  89%  79%  100%	Transit \$  1.10  1.01  0.95  0.70  1.12  0.34  0.94  0.23  1.24  0.82   rvice Area  Transit \$  1.04  1.31  1.12  1.25  1.32  0.89  1.47  1.03  0.69	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton  Transit Ro  Origin Neighborhood Longwood Fenway South End Mission Hill Back Bay North Roxbury BU Chinatown Mattapan	# Trips 4,478 2,446 1,298 752 302 300 267 220 179 178  Destinati # Trips 9,615 8,816 5,545 4,047 3,184 2,790 2,151 1,969 1,702	% Trips 100% 75% 2% 11% 2% 14% 2% 14% 1% 62% 43% 77% 38% 70% 38% 8% 24%	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17 ta Ruggles ce Area Transit \$ 0.05 0.11 0.17 0.14 0.20 0.18 0.24 0.32 0.36	# Trips  -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal Destinatio # Trips  913 5,361 7,218 1,217 5,215 1,173 3,513 23,281 5,328	% Trips           0%           25%           98%           89%           98%           98%           98%           99%           99%           bot Ave.)           ns not in Ser           % Trips           9%           38%           57%           23%           62%           30%           62%           92%           76%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34  vice Area Transit \$ 0.92 0.76 0.46 1.03 0.35 1.10 0.60 0.34 1.24
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown  Transit Rou  Origin Neighborhood Fenway Longwood South End Back Bay Chinatown Mission Hill North Roxbury Waterfront BU South Dorchester	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  tte: Route 19  Destinat # Trips 12,256 9,745 7,618 4,671 3,062 3,033 2,823 2,625 2,200 1,853	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%  (Fields Corr tions in Serv % Trips 86% 93% 60% 56% 12% 58% 71% 5% 39% 91%	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37  mer Sta. – Rugvice Area Transit \$ 0.11 0.06 0.13 0.13 0.29 0.17 0.18 0.52	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination # Trips 1,920 784 5,144 3,729 22,188 2,231 1,140 53,060	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96% mmore Sta.) ons not in Se % Trips 14% 7% 40% 44% 88% 42% 29% 95%	Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34  Truice Area Transit \$ 0.89 1.01 0.50 0.38 0.35 1.01 1.21 0.70	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston  Tran  Origin Neighborhood South Dorchester Mattapan Roslindale Hyde Park North Milton North Quincy South Milton Jamaica Plain	# Trips  3,683  2,862  1,857  1,222  700  338  319  228  210  180  Destinat # Trips  2,707  2,337  528  377  320  212  210  206	% Trips 100% 88% 56% 2% 10% 1% 2% 10% 1% 2% 100% 100% 41% 120% 11% 21%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta Foice Area Transit \$ 0.17 0.11 0.35 0.50 0.43 0.67 0.59 0.25	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706  orest Hills S  Destinatio #Trips -664 4,694 -359 1,643 452 1,628 1,770 767	% Trips  0%  12%  44%  98%  90%  99%  98%  99%  98%  90%  6ta.)  ns not in Se  % Trips  0%  67%  0%  81%  59%  88%  89%  79%	Transit \$ 1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24 0.82  rvice Area Transit \$ 1.04 1.31 1.12 1.25 1.32 0.89 1.47 1.03	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton  Transit Ro  Origin Neighborhood Longwood Fenway South End Mission Hill Back Bay North Roxbury BU Chinatown	# Trips  4,478 2,446 1,298 752 302 300 267 220 179 178  Destinati # Trips  9,615 8,816 5,545 4,047 3,184 2,790 2,151 1,969	% Trips 100% 75% 2% 11% 2% 14% 2% 14% 1%  (Ashmont Stons in Service of Servic	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17 ta Ruggles ce Area Transit \$ 0.05 0.11 0.17 0.14 0.20 0.18 0.24 0.32	# Trips -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal Destinatio # Trips 913 5,361 7,218 1,217 5,215 1,173 3,513 23,281	% Trips           0%           25%           98%           89%           98%           98%           98%           99%           99%           bot Ave.)           ns not in Ser           % Trips           9%           38%           57%           23%           62%           30%           62%           92%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34  vice Area Transit \$ 0.92 0.76 0.46 1.03 0.35 1.10 0.60 0.34
South End North Dorchester South Roxbury Waterfront North Roxbury South Boston South Dorchester Fenway Mattapan Chinatown  Transit Rou  Origin Neighborhood Fenway Longwood South End Back Bay Chinatown Mission Hill North Roxbury Waterfront BU South Dorchester Neighborhood lies outsid	3,668 3,533 2,596 2,387 2,114 1,451 1,422 1,288 1,159 1,040  tte: Route 19  Destinat # Trips 12,256 9,745 7,618 4,671 3,062 3,033 2,823 2,625 2,200 1,853	29% 100% 79% 4% 53% 77% 70% 9% 16% 4%  (Fields Corr tions in Serv % Trips 86% 93% 60% 56% 12% 58% 71% 5% 39% 91% ice area	0.20 0.11 0.24 0.39 0.15 0.16 0.32 0.39 0.42 0.37  ner Sta. – Rugvice Area Transit \$ 0.11 0.06 0.13 0.13 0.29 0.17 0.18 0.52 0.17 0.21	9,094 -293 702 53,298 1,849 435 621 12,888 5,872 24,210 ggles or Ker Destination # Trips 1,920 784 5,144 3,729 22,188 2,231 1,140 53,060 3,463 190	% Trips 71% 0% 21% 96% 47% 23% 30% 91% 84% 96% mmore Sta.) ons not in Se % Trips 14% 7% 40% 44% 88% 42% 29% 95% 61% 9%	Transit \$ 0.43 1.25 1.05 0.70 0.99 0.86 1.06 0.51 1.17 0.34  rvice Area Transit \$ 0.89 1.01 0.50 0.38 0.35 1.01 1.21 0.70 0.76 1.25	South Dorchester North Dorchester South Roxbury Waterfront Mattapan Chinatown Brockton Downtown Hingham South Boston  Tran  Origin Neighborhood South Dorchester Mattapan Roslindale Hyde Park North Milton North Quincy South Milton Jamaica Plain Waterfront	# Trips  3,683  2,862  1,857  1,222  700  338  319  228  210  180  Destinat # Trips  2,707  2,337  528  377  320  212  210  206  200  159	Trips   100%   88%   56%   2%   10%   10%   2%   10%   2%   10%   10%   10%   10%   10%   10%   100%   100%   100%   100%   100%   11%   12%   11%   21%   00%   44%   10%	Transit \$ 0.16 0.12 0.28 0.37 0.42 0.39 1.12 0.40 1.05 0.15  mont Sta Foreign Sta. 0.17 0.11 0.35 0.50 0.43 0.67 0.59 0.25 0.67 0.83	#Trips -1,640 379 1,441 54,463 6,331 24,912 17,164 18,494 11,054 1,706  orest Hills S  Destinatio #Trips -664 4,694 -359 1,643 452 1,628 1,770 767 55,486 3,487	% Trips  0%  12%  44%  98%  90%  99%  98%  99%  98%  90%  8ta.)  ns not in Se  % Trips  0%  67%  0%  81%  59%  88%  89%  79%  100%  96%	Transit \$ 1.10 1.01 0.95 0.70 1.12 0.34 0.94 0.23 1.24 0.82  rvice Area Transit \$ 1.04 1.31 1.12 1.25 1.32 0.89 1.47 1.03 0.69 1.31	South Dorchester North Dorchester Waterfront Mattapan Downtown Brockton South Boston Hingham South Weymouth Stoughton  Transit Ro  Origin Neighborhood Longwood Fenway South End Mission Hill Back Bay North Roxbury BU Chinatown Mattapan Waterfront	# Trips 4,478 2,446 1,298 752 302 300 267 220 179 178  Destinati # Trips 9,615 8,816 5,545 4,047 3,184 2,790 2,151 1,969 1,702	% Trips 100% 75% 2% 11% 2% 14% 2% 14% 1% 62% 43% 77% 38% 70% 38% 8% 24%	Transit \$ 0.13 0.11 0.38 0.37 0.40 1.11 0.15 1.04 0.48 1.17 ta Ruggles ce Area Transit \$ 0.05 0.11 0.17 0.14 0.20 0.18 0.24 0.32 0.36	# Trips  -2,435 795 54,387 6,279 18,420 17,183 1,620 11,044 14,021 12,329  Sta. via Tal Destinatio # Trips  913 5,361 7,218 1,217 5,215 1,173 3,513 23,281 5,328	% Trips           0%           25%           98%           89%           98%           98%           98%           99%           99%           bot Ave.)           ns not in Ser           % Trips           9%           38%           57%           23%           62%           30%           62%           92%           76%	1.12 1.02 0.70 1.13 0.23 0.94 0.82 1.24 0.67 1.34  vice Area Transit \$ 0.92 0.76 0.46 1.03 0.35 1.10 0.60 0.34 1.24

**TABLE 83 – Continued** Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 23 - 35

3%

76%

% Trips Transit \$

1.03

1.21

# Trips

54

5,342

Transit Route: Route 26 (Ashmont Sta. – Norfolk & Morton Belt Line)

Transit \$

0.10

0.11

# Trips

-1,323

4,752

**Destinations not in Service Area** 

0%

68%

Transit \$

1.08

1.30

% Trips

**Destinations in Service Area** 

% Trips

100%

32%

# Trips

3,366

2,279

Origin Neighborhood

South Dorchester

Mattapan

Transit Route: Route 24 (Wakefield Ave. – Mattapan Sta.)

% Trips Transit \$

0.21

0.24

Destinations in Service Area

97%

24%

1,989

1,689

Origin Neighborhood # Trips

South Dorchester

Mattapan

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Transit Route: Route 23 (Ashmont Sta. – Ruggles Sta. via Washington St.)

% Trips Transit \$

**Destinations in Service Area** 

43%

71%

5,444

2,799

Origin Neighborhood # Trips

South End

North Roxbury

**Destinations not in Service Area** 

57%

29%

% Trips Transit \$

0.45

1.07

# Trips

7,319

1,164

0.13

0.15

North Roxbury	2,799	/1%	0.15	1,164	29%	1.07	Mattapan	1,689	24%	0.24	5,342	/6%	1.21	Mattapan	2,279	32%	0.11	4,752	68%	1.30
South Dorchester	2,451	100%	0.20	-409	0%	1.14	Roslindale	418	100%	0.45	-249	0%	1.11	North Milton	300	39%	0.40	473	61%	1.32
Chinatown	2,429	10%	0.32	22,820	90%	0.34	North Quincy	375	20%	0.68	1,465	80%	0.89	Hyde Park	263	13%	0.55	1,758	87%	1.24
Longwood	2,241	21%	0.15	8,287	79%	0.41	West Roxbury	341	28%	0.64	872	72%	1.20	North Quincy	215	12%	0.59	1,625	88%	0.89
Fenway	1,919	14%	0.10	12,258	86%	0.62	South Quincy	301	3%	0.84	11,185	97%	0.95	Waterfront	187	0%	0.64	55,498	100%	0.69
Back Bay	1,407	17%	0.19	6,992	83%	0.34	East Dedham	293	8%	0.53	3,353	92%	1.34	South Milton	173	9%	0.60	1,807	91%	1.47
Mattapan	1,391	20%	0.39	5,640	80%	1.19	Waterfront	262	0%	0.70	55,423	100%	0.69	South Boston	158	8%	0.64	1,729	92%	0.75
Waterfront	1,253	2%	0.54	54,432	98%	0.69	Randolph	243	3%	0.85	9,297	97%	1.25	East Dedham	114	3%	0.88	3,531	97%	1.31
South Roxbury	1,213	37%	0.21	2,085	63%	1.16	South Milton	202	10%	0.32	1,778	90%	1.57	Roslindale	113	67%	0.54	56	33%	1.09
Bouin Roxbury	1,213	3170	0.21	2,003	0370	1.10	South Winton	202	1070	0.32	1,770	7070	1.57	Rosimane	113	0770	0.54	30	3370	1.07
Tra	nsit Route: Ro	oute 27 (Ma	ttanan Sta	- Ashmont St	a )		Tra	nsit Route: R	oute 28 (Ms	attanan Sta _	- Ruggles St	a )		Tran	sit Route: Rou	te 29 (Matts	anan Sta _ I	ackson Sa	Sta)	
		tions in Ser				ervice Area			ions in Serv	_		ns not in Se	rvice Area			ions in Servi			ons not in Se	rvice Area
Origin Neighborhood			Transit \$		% Trips	Transit \$	Origin Neighborhood			Transit \$			Transit \$	Origin Neighborhood			Transit \$	# Trips	% Trips	Transit \$
South Dorchester	1,711	84%	0.13	332	16%	1.02	Fenway	9,672	68%	0.11	4,504	32%	0.75	South End	3,900	31%	0.15	8,862	69%	0.44
	1,187	17%	0.13	5,844	83%	1.18	Longwood	9,072	90%	0.11	1,049	10%	0.73	North Roxbury	2,622	66%	0.19	1,341	34%	0.44
Mattapan Uzuda Dark		15%		1,709	85%	1.16	South End	7,072	55%		5,691	45%	0.46		2,513	24%	0.19	8,016	76%	0.98
Hyde Park	311		0.41							0.15				Longwood  Mission Hill						
North Quincy	278	15%	0.58	1,562	85%	0.89	Back Bay	3,331	40%	0.20	5,069	60%	0.35		2,204	42%	0.17	3,060	58%	0.83
South Quincy	193	2%	0.77	11,293	98%	0.95	North Roxbury	3,280	83%	0.17	682	17%	1.14	Chinatown	2,118	8%	0.34	23,132	92%	0.34
Waterfront	162	0%	0.65	55,523	100%	0.69	Mission Hill	2,586	49%	0.16	2,679	51%	0.95	Mattapan	1,963	28%	0.20	5,068	72%	1.39
Roslindale	156	92%	0.56	13	8%	1.09	BU	2,229	39%	0.24	3,435	61%	0.60	South Roxbury	1,762	53%	0.20	1,536	47%	1.18
Randolph	154	2%	0.77	9,386	98%	1.25	Chinatown	2,218	9%	0.31	23,032	91%	0.34	Fenway	1,320	9%	0.10	12,856	91%	0.62
East Dedham	151	4%	0.83	3,495	96%	1.31	Waterfront	1,804	3%	0.55	53,881	97%	0.69	Back Bay	1,274	15%	0.20	7,125	85%	0.34
South Milton	131	7%	0.52	1,850	93%	1.47	Mattapan	1,729	25%	0.25	5,302	75%	1.41	South Dorchester	1,010	49%	0.31	1,033	51%	1.05
							_					<b></b>								
Trai	nsit Route: Ro		-		•		Trans	sit Route: Rou	,	_				Transit I	Route: Route 32					
		tions in Ser				ervice Area			<u>ions in Serv</u>			ns not in Se				ions in Servi			ons not in Se	
Origin Neighborhood			Transit \$		% Trips	Transit \$	Origin Neighborhood				# Trips		Transit \$	Origin Neighborhood				# Trips	% Trips	Transit \$
Mattapan	1,011	14%	0.26	6,019	86%	1.18	Mattapan	1,756	25%	0.10	5,275	75%	1.29	South Roxbury	2,976	90%	0.15	322	10%	1.07
Hyde Park	608	30%	0.29	1,412	70%	1.33	South Dorchester	1,364	67%	0.37	679	33%	0.97	Mattapan	2,134	30%	0.37	4,897	70%	1.20
South Dorchester	504	25%	0.55	1,539	75%	0.96	Roslindale	680	100%	0.31	-511	0%	1.12	South Dorchester	1,410	69%	0.42	633	31%	1.00
West Roxbury	440	36%	0.42	773	64%	1.22	Hyde Park	536	27%	0.35	1,485	73%	1.27	Jamaica Plain	1,246	100%	0.24	-273	0%	1.07
South Roxbury	409	12%	0.48	2,889	88%	0.90	South Roxbury	442	13%	0.36	2,856	87%	0.91	North Roxbury	993	25%	0.26	2,970	75%	0.85
Jamaica Plain	405	42%	0.26	568	58%	1.03	Jamaica Plain	369	38%	0.22	604	62%	1.03	Waterfront	445	1%	0.70	55,240	99%	0.69
East Dedham	360	10%	0.68	3,285	90%	1.32	East Dedham	229	6%	0.77	3,417	94%	1.31	West Roxbury	440	36%	0.49	773	64%	1.23
South Newton	242	11%	0.98	1,916	89%	1.12	West Roxbury	221	18%	0.62	992	82%	1.19	North Dorchester	395	12%	0.47	2,846	88%	0.85
South Quincy	237	2%	0.91	11,249	98%	0.95	South Milton	184	9%	0.48	1,796	91%	1.48	North Milton	368	48%	0.64	404	52%	1.31
West Dedham	204	6%	0.72	3,444	94%	1.45	South Quincy	183	2%	0.87	11,303	98%	0.95	South Boston	366	19%	0.71	1,521	81%	0.75
Transi	t Route: Rout	e 33 (River	& Milton St				Tran	sit Route: Ro	ute 34 (Ded	ham Line – F	Forest Hills	Sta.)		Trai	nsit Route: Rou	ite 35 (Dedh	am Mall – F	orest Hills S	ta.)	
	Destinat	tions in Ser	vice Area			ervice Area		Destinat	ions in Serv			ns not in Se	rvice Area		Destinat	ions in Serv	ice Area		ons not in Se	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Mattapan	1,565	22%	0.36	5,466	78%	1.17	South Roxbury	2,965	90%	0.17	334	10%	1.07	Longwood	7,002	67%	0.04	3,526	33%	0.82
South Dorchester	587	29%	0.64	1,456	71%	0.96	Norwood	2,255	33%	0.23	4,678	67%	1.46	Mission Hill	5,133	98%	0.11	131	2%	1.03
West Roxbury	579	48%	0.48	634	52%	1.23	Mattapan	1,825	26%	0.42	5,206	74%	1.18	Fenway	3,846	27%	0.21	10,331	73%	0.58
Hyde Park	395	20%	0.14	1,625	80%	1.57	East Dedham	1,775	49%	0.39	1,871	51%	1.57	South Brookline	2,533	63%	0.27	1,465	37%	1.11
Jamaica Plain	373	38%	0.33	600	62%	1.03	Jamaica Plain	1,213	100%	0.28	-240	0%	1.08	South End	1,995	16%	0.36	10,768	84%	0.42
South Roxbury	352	11%	0.54	2,946	89%	0.90	South Dorchester	1,116	55%	0.45	927	45%	1.00	BU	1,765	31%	0.29	3,899	69%	0.56
Roslindale	348	100%	0.18	-179	0%	1.31	North Roxbury	957	24%	0.28	3,006	76%	0.85	Hyde Park	1,354	67%	0.48	666	33%	1.34
Westwood	337	3%	0.43	10,935	97%	0.75	Walpole	793	41%	0.34	1,146	59%	1.31	North Roxbury	1,094	28%	0.30	2,869	72%	0.88
South Newton	294	14%	1.04	1,864	86%	1.12	West Dedham	745	20%	0.39	2,903	80%	1.70	North Brookline	1,088	36%	0.19	1,968	64%	0.78
South Ouincy	271	2%	0.98	11,215	98%	0.95	Hyde Park	722	36%	0.51	1,298	64%	1.33	Waterfront	878	2%	0.63	54,808	98%	0.69
Neighborhood lies outsid			0.70	11,213	7070	0.73	21,401 411	122	3070	0.51	1,270	0-170	1.55	77 dielifont	070	270	0.03	2 1,000	7070	0.07
reignoornood nes ouisid	c route s servi	ce area																		

TABLE 83 – Continued

Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 36 – 48

56%

88%

55%

90%

93%

67%

% Trips Transit \$

1.28

1.11

1.03

0.89

1.33

1.28

# Trips

1,124

6,212

535

2,974

3,372

519

0.46

0.54

0.30

0.54

0.73

0.81

Transit Route: Route 38 (Wren St. – Forest Hills Sta.)

Transit \$

0.04

0.10

0.22

0.21

0.27

0.36

# Trips

3,698

10,372

187

1,575

10,621

57

**Destinations not in Service Area** 

35%

73%

39%

83%

1%

6%

Transit \$

0.83

1.06

0.58

1.18

1.11

0.42

% Trips

**Destinations in Service Area** 

% Trips

65%

99%

27%

94%

61%

17%

# Trips

6,830

5,207

3,804

3,111

2,423

2,142

Origin Neighborhood

Longwood

Fenway

South End

Mission Hill

South Roxbury

South Brookline

Transit Route: Route 37 (Baker & Vermont Sts. – Forest Hills Sta.)

% Trips Transit \$

Destinations in Service Area

44%

12%

45%

10%

7%

33%

896

819

438

324

273

254

Origin Neighborhood # Trips

Hyde Park

Mattapan

Jamaica Plain

South Roxbury

East Dedham

North Milton

Transit Route: Route 36 (VA Hosp. – Forest Hills Sta. via Chas. River Loop)

% Trips Transit \$

Destinations in Service Area

90%

30%

70%

100%

59%

29%

2,982

2,086

1,419

1,358

1,214

1,057

Origin Neighborhood # Trips

South Roxbury

Jamaica Plain

West Dedham

South Dorchester

Mattapan

Hyde Park

Destinations not in Service Area

10%

70%

30%

0%

41%

71%

% Trips Transit \$

1.07

1.19

1.34

1.09

1.00

1.70

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

# Trips

316

4,945

601

-385

829

2,591

0.17

0.42

0.46

0.29

0.44

0.30

West Deditain	1,057	27/0	0.50	2,371	/ 1 /0	1.70	I VOI III IVIIII IVIII	234	33/0	0.61	317	07/0	1.20	South End	2,142	1 / /0	0.50	10,021	03/0	0.42
North Roxbury	1,001	25%	0.29	2,962	75%	0.85	South Milton	252	13%	0.82	1,728	87%	1.46	North Roxbury	2,012	51%	0.25	1,951	49%	0.96
East Dedham	696	19%	0.53	2,950	81%	1.42	West Dedham	234	6%	0.46	3,414	94%	1.49	BU	1,766	31%	0.29	3,898	69%	0.56
Westwood	691	6%	0.45	10,581	94%	0.76	Westwood	196	2%	0.49	11,077	98%	0.75	Jamaica Plain	1,566	100%	0.21	-593	0%	1.35
Norwood	651	9%	0.79	6,283	91%	1.01	Norwood	169	2%	0.84	6,765	98%	1.01	Mattapan	1,397	20%	0.46	5,634	80%	1.19
Ttorwood	031	770	0.77	0,203	7170	1.01	1101 WOOd	10)	270	0.04	0,703	7070	1.01	Тиширин	1,377		0.40	3,034	0070	1.17
Trans	sit Route: Ro	ute 39 (Fores	st Hills Sta. –	- Back Bay S	Sta.)		Tran	sit Route: Ro	oute 40 (Geo	rgetowne – I	orest Hills	Sta.)		Transi	t Route: Route	41 (Centre	& Eliot Sts.	- JFK/UMas	s Sta.)	
	Destinat	tions in Serv	ice Area	Destinatio	ns not in S	ervice Area		Destina	tions in Ser	vice Area	Destination	ons not in Se	ervice Area		Destinat	tions in Servi	ice Area	Destination	ons not in Sei	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Longwood	8,618	82%	0.06	1,910	18%	1.01	Mattapan	1,052	15%	0.44	5,978	85%	1.12	South End	3,353	26%	0.20	9,409	74%	0.43
Fenway	7,505	53%	0.12	6,672	47%	0.91	Hyde Park	857	42%	0.19	1,163	58%	1.44	North Roxbury	3,072	78%	0.13	891	22%	1.02
Chinatown	6,602	26%	0.14	18,648	74%	0.42	Jamaica Plain	433	45%	0.29	540	55%	1.03	North Dorchester	2,799	86%	0.13	441	14%	1.06
South End	6,406	50%	0.10	6,356	50%	0.64	North Milton	370	48%	0.68	403	52%	1.29	Mission Hill	2,793	53%	0.11	2,471	47%	0.84
Back Bay	5,958	71%	0.06	2,442	29%	0.83	South Newton	352	16%	0.97	1,806	84%	1.12	Waterfront	1,706	3%	0.50	53,980	97%	0.69
Waterfront	4,974	9%	0.41	50,711	91%	0.71	Westwood	329	3%	0.43	10,943	97%	0.75	Fenway	1,648	12%	0.33	12,528	88%	0.52
Mission Hill	4,685	89%	0.16	579	11%	1.19	South Roxbury	324	10%	0.52	2,975	90%	0.90	South Boston	1,532	81%	0.29	354	19%	0.79
Downtown	2,186	12%	0.10	16,536	88%	0.23	Norwood	267	4%	0.32	6,667	96%	1.01	Longwood	1,449	14%	0.29	9,080	86%	0.79
South Brookline	2,141	54%	0.23	1,856	46%	1.13	South Milton	221	11%	0.77	1,760	89%	1.51	South Roxbury	1,279	39%	0.19	2,019	61%	1.04
North Roxbury	1,502	38%	0.26	2,461	62%	0.98	West Roxbury	213	18%	0.42	1,000	82%	1.28	Chinatown	1,076	4%	0.23	24,174	96%	0.34
North Roxbury	1,302	36%	0.20	2,401	02%	0.98	west Roxbury	213	18%	0.34	1,000	82%	1.28	Cilinatown	1,076	4%	0.36	24,174	90%	0.34
Trar	sit Route: Ro	oute 42 (Fore	st Hills Sta.	– Ruggles S	ta.)		Transi	t Route: Rout	te 43 (Rugo	es Sta. – Par	k & Tremoi	nt Sts.)		Tra	nsit Route: Ro	oute 44 (Jack	son Sa. Sta.	– Ruggles S	ta.)	
		tions in Serv				ervice Area			tions in Ser			ons not in Se	rvice Area			tions in Servi			ons not in Sei	rvice Area
Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips		# Trips	% Trips	Transit \$
South End	5,556	44%	0.12	7,206	56%	0.45	Chinatown	16,052	64%	0.08	9,198	36%	0.89	South End	5,621	44%	0.12	7,141	56%	0.45
North Roxbury	3,349	85%	0.14	614	15%	1.01	Waterfront	13,262	24%	0.19	42,424	76%	0.89	North Roxbury	3,502	88%	0.12	461	12%	1.04
Longwood	2,437	23%	0.15	8,091	77%	0.41	South End	7,100	56%	0.19	5,663	44%	0.98	Longwood	2,554	24%	0.13	7,974	76%	0.41
Chinatown	2,273	9%	0.13	22,977	91%	0.34	Downtown	6,372	34%	0.03	12,350	66%	0.67	Chinatown	2,268	9%	0.14	22,981	91%	0.34
Fenway	2,174	15%	0.32	12,003	85%	0.62	East Cambridge	2,308	10%	0.04	21,215	90%	0.53	Fenway	2,208	15%	0.32	11,983	85%	0.62
Back Bay	1,474	18%	0.10	6,925	82%	0.02	West End	2,308	28%	0.32	5,635	72%	0.65	Mission Hill		39%	0.09	3,219	61%	0.81
Mission Hill		27%		3,824	73%	0.80	East Somerville		10%	0.08		90%	0.03		2,046 1,482	18%			82%	0.81
	1,440 1,081		0.19		98%			2,100 1,892	18%	0.44	19,701	82%	0.93	Back Bay	1,482		0.18	6,918 54,602	98%	0.34
Waterfront		2%		54,605		0.69	Longwood				8,637			Waterfront		2%	0.53			
Jamaica Plain	759	78%	0.21	214	22%	1.16	Back Bay	1,832	22%	0.11	6,568	78%	0.54	Jamaica Plain	736	76%	0.29	236	24%	1.08
Downtown	561	3%	0.37	18,161	97%	0.23	Fenway	1,690	12%	0.13	12,487	88%	0.67	South Roxbury	631	19%	0.19	2,667	81%	1.13
Tra	nsit Route: R	oute 45 (Fra	nklin Park -	- Ruggles Sta	a.)		Transit R	oute: Route 4	17 (Central	Sa., Cambrid	lge – Broad	wav Sta.)		Transit I	Route: Route 4	8 (Centre &	Eliot Sts. –	famaica Pla	in Loop)	
						ervice Area			tions in Ser			ons not in Se	ervice Area			tions in Servi			ons not in Sei	rvice Area
114		tions in Serv	ice Area	Destinatio	ons not in So						# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips		# Trips	% Trips	Transit \$
Origin Neighborhood	Destina	tions in Serv % Trips				Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	πıııps	/0 111ps	πιαμοιί ψ			/ 0 11100				
	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood Waterfront	# <b>Trips</b> 12,635	% Trips 23%	0.22			0.80	Mission Hill		40%	0.08		60%	0.80
Origin Neighborhood South End	# Trips 5,573	% Trips 44%		# <b>Trips</b> 7,190		<b>Transit \$</b> 0.45		12,635			43,050	77%	0.80	Mission Hill	2,119			3,145		0.80 1.00
Origin Neighborhood	# Trips 5,573 2,773	% Trips 44% 70%	<b>Transit \$</b> 0.13 0.14	# <b>Trips</b> 7,190 1,190	% Trips 56% 30%	Transit \$ 0.45 1.09	Waterfront Fenway	12,635 11,221	23% 79%	0.22	43,050 2,956	77% 21%	0.80	Mission Hill South Roxbury	2,119 1,764	40% 53%	0.08 0.14	3,145 1,534	47%	1.00
Origin Neighborhood South End North Roxbury Chinatown	#Trips 5,573 2,773 2,631	% Trips 44% 70% 10%	Transit \$ 0.13 0.14 0.32	# <b>Trips</b> 7,190 1,190 22,618	% Trips 56% 30% 90%	Transit \$ 0.45 1.09 0.34	Waterfront Fenway Longwood	12,635 11,221 10,246	23% 79% 97%	0.22 0.13 0.06	43,050 2,956 282	77% 21% 3%	0.80 0.86 1.02	Mission Hill South Roxbury Jamaica Plain	2,119 1,764 1,355	40% 53% 100%	0.08 0.14 0.11	3,145 1,534 -382	47% 0%	1.00 1.18
Origin Neighborhood South End North Roxbury Chinatown South Dorchester	#Trips 5,573 2,773 2,631 2,505	% Trips 44% 70% 10%	Transit \$ 0.13 0.14 0.32 0.24	# <b>Trips</b> 7,190 1,190 22,618 -462	% Trips 56% 30% 90% 0%	7 Transit \$ 0.45 1.09 0.34 1.10	Waterfront Fenway Longwood South End	12,635 11,221 10,246 9,842	23% 79% 97% 77%	0.22 0.13 0.06 0.09	43,050 2,956 282 2,921	77% 21% 3% 23%	0.80 0.86 1.02 0.71	Mission Hill South Roxbury Jamaica Plain North Roxbury	2,119 1,764 1,355 1,187	40% 53% 100% 30%	0.08 0.14 0.11 0.19	3,145 1,534 -382 2,775	47% 0% 70%	1.00 1.18 0.84
Origin Neighborhood South End North Roxbury Chinatown South Dorchester Longwood	Destinat   # Trips   5,573   2,773   2,631   2,505   2,248	% Trips 44% 70% 10% 100% 21%	Transit \$ 0.13 0.14 0.32 0.24 0.15	# Trips 7,190 1,190 22,618 -462 8,280	% Trips 56% 30% 90% 0% 79%	7 Transit \$ 0.45 1.09 0.34 1.10 0.41	Waterfront Fenway Longwood South End Chinatown	12,635 11,221 10,246 9,842 7,571	23% 79% 97% 77% 30%	0.22 0.13 0.06 0.09 0.12	43,050 2,956 282 2,921 17,679	77% 21% 3% 23% 70%	0.80 0.86 1.02 0.71 0.41	Mission Hill South Roxbury Jamaica Plain North Roxbury South Brookline	2,119 1,764 1,355 1,187 824	40% 53% 100% 30% 21%	0.08 0.14 0.11 0.19 0.26	3,145 1,534 -382 2,775 3,174	47% 0% 70% 79%	1.00 1.18 0.84 0.98
Origin Neighborhood South End North Roxbury Chinatown South Dorchester Longwood Fenway	Destinat # Trips 5,573 2,773 2,631 2,505 2,248 1,950	% Trips 44% 70% 10% 100% 21% 14%	Transit \$ 0.13 0.14 0.32 0.24 0.15 0.10	# Trips 7,190 1,190 22,618 -462 8,280 12,227	% Trips 56% 30% 90% 0% 79% 86%	7 Transit \$ 0.45 1.09 0.34 1.10 0.41 0.62	Waterfront Fenway Longwood South End Chinatown Central Square	12,635 11,221 10,246 9,842 7,571 7,565	23% 79% 97% 77% 30% 79%	0.22 0.13 0.06 0.09 0.12 0.09	43,050 2,956 282 2,921 17,679 1,973	77% 21% 3% 23% 70% 21%	0.80 0.86 1.02 0.71 0.41 0.73	Mission Hill South Roxbury Jamaica Plain North Roxbury South Brookline Longwood	2,119 1,764 1,355 1,187 824 437	40% 53% 100% 30% 21% 4%	0.08 0.14 0.11 0.19 0.26 0.23	3,145 1,534 -382 2,775 3,174 10,091	47% 0% 70% 79% 96%	1.00 1.18 0.84 0.98 0.38
Origin Neighborhood South End North Roxbury Chinatown South Dorchester Longwood Fenway Mattapan	Destinat # Trips 5,573 2,773 2,631 2,505 2,248 1,950 1,868	% Trips 44% 70% 10% 100% 21% 14% 27%	Transit \$ 0.13 0.14 0.32 0.24 0.15 0.10 0.33	# Trips 7,190 1,190 22,618 -462 8,280 12,227 5,163	% Trips 56% 30% 90% 0% 79% 86% 73%	7 Transit \$ 0.45 1.09 0.34 1.10 0.41 0.62 1.22	Waterfront Fenway Longwood South End Chinatown Central Square Downtown	12,635 11,221 10,246 9,842 7,571 7,565 6,386	23% 79% 97% 77% 30% 79% 34%	0.22 0.13 0.06 0.09 0.12 0.09 0.16	43,050 2,956 282 2,921 17,679 1,973 12,337	77% 21% 3% 23% 70% 21% 66%	0.80 0.86 1.02 0.71 0.41 0.73 0.24	Mission Hill South Roxbury Jamaica Plain North Roxbury South Brookline Longwood South End	2,119 1,764 1,355 1,187 824 437 295	40% 53% 100% 30% 21% 4% 2%	0.08 0.14 0.11 0.19 0.26 0.23 0.38	3,145 1,534 -382 2,775 3,174 10,091 12,468	47% 0% 70% 79% 96% 98%	1.00 1.18 0.84 0.98 0.38 0.42
Origin Neighborhood South End North Roxbury Chinatown South Dorchester Longwood Fenway Mattapan Back Bay	Destinat # Trips 5,573 2,773 2,631 2,505 2,248 1,950 1,868 1,415	% Trips 44% 70% 10% 100% 21% 14% 27% 17%	Transit \$ 0.13 0.14 0.32 0.24 0.15 0.10 0.33 0.20	#Trips 7,190 1,190 22,618 -462 8,280 12,227 5,163 6,984	% Trips 56% 30% 90% 0% 79% 86% 73% 83%	7 Transit \$ 0.45 1.09 0.34 1.10 0.41 0.62 1.22 0.34	Waterfront Fenway Longwood South End Chinatown Central Square Downtown Back Bay	12,635 11,221 10,246 9,842 7,571 7,565 6,386 3,961	23% 79% 97% 77% 30% 79% 34% 47%	0.22 0.13 0.06 0.09 0.12 0.09 0.16 0.19	43,050 2,956 282 2,921 17,679 1,973 12,337 4,439	77% 21% 3% 23% 70% 21% 66% 53%	0.80 0.86 1.02 0.71 0.41 0.73 0.24 0.37	Mission Hill South Roxbury Jamaica Plain North Roxbury South Brookline Longwood South End Roslindale	2,119 1,764 1,355 1,187 824 437 295 271	40% 53% 100% 30% 21% 4% 2% 100%	0.08 0.14 0.11 0.19 0.26 0.23 0.38 0.41	3,145 1,534 -382 2,775 3,174 10,091 12,468 -103	47% 0% 70% 79% 96% 98% 0%	1.00 1.18 0.84 0.98 0.38 0.42 1.11
Origin Neighborhood South End North Roxbury Chinatown South Dorchester Longwood Fenway Mattapan	Destinat # Trips 5,573 2,773 2,631 2,505 2,248 1,950 1,868	% Trips 44% 70% 10% 100% 21% 14% 27%	Transit \$ 0.13 0.14 0.32 0.24 0.15 0.10 0.33	# Trips 7,190 1,190 22,618 -462 8,280 12,227 5,163	% Trips 56% 30% 90% 0% 79% 86% 73%	7 Transit \$ 0.45 1.09 0.34 1.10 0.41 0.62 1.22	Waterfront Fenway Longwood South End Chinatown Central Square Downtown	12,635 11,221 10,246 9,842 7,571 7,565 6,386	23% 79% 97% 77% 30% 79% 34%	0.22 0.13 0.06 0.09 0.12 0.09 0.16	43,050 2,956 282 2,921 17,679 1,973 12,337	77% 21% 3% 23% 70% 21% 66%	0.80 0.86 1.02 0.71 0.41 0.73 0.24	Mission Hill South Roxbury Jamaica Plain North Roxbury South Brookline Longwood South End	2,119 1,764 1,355 1,187 824 437 295	40% 53% 100% 30% 21% 4% 2%	0.08 0.14 0.11 0.19 0.26 0.23 0.38	3,145 1,534 -382 2,775 3,174 10,091 12,468	47% 0% 70% 79% 96% 98%	1.00 1.18 0.84 0.98 0.38 0.42

TABLE 83 – Continued

Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 50 – 67

0%

41%

# Trips

-1,280

1,246

0.15

0.21

% Trips Transit \$

1.10

0.80

**Transit Route: Route 52 (Dedham Mall – Watertown Yard)** 

% Trips Transit \$

0.16

0.52

**Destinations not in Service Area** 

0%

88%

Transit \$

0.94

1.24

% Trips

# Trips

-303

6,986

**Destinations in Service Area** 

100%

12%

# Trips

2,235

985

Origin Neighborhood

South Brighton

Needham

**Transit Route: Route 51 (Cleveland Circle – Forest Hills Sta.)** 

% Trips Transit \$

**Destinations in Service Area** 

100%

59%

3,213

1,811

Origin Neighborhood # Trips

South Brighton

North Brookline

Transit Route: Route 50 (Cleary Sq. – Forest Hills Sta. via Metropolitan)

% Trips Transit \$

0.41

0.16

**Destinations in Service Area** 

12%

26%

818

533

Origin Neighborhood # Trips

Mattapan

Hyde Park

**Destinations not in Service Area** 

88%

74%

% Trips Transit \$

1.12

1.38

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

# Trips

6,213

1,487

Hyde Park	555	26%	0.16	1,487	/4%	1.58	North Brookline	1,811	59%	0.21	1,246	41%	0.80	Neednam	985	12%	0.52	6,986	88%	1.24
Jamaica Plain	376	39%	0.25	597	61%	1.03	Chinatown	1,402	6%	0.44	23,847	94%	0.34	North Brighton	920	100%	0.21	-455	0%	1.21
North Milton	270	35%	0.65	503	65%	1.29	North Allston	990	14%	0.22	6,006	86%	0.98	West Dedham	901	25%	0.50	2,747	75%	1.61
South Roxbury	262	8%	0.49	3,036	92%	0.89	Hyde Park	846	42%	0.57	1,175	58%	1.28	West Roxbury	709	58%	0.30	504	42%	1.46
West Roxbury	250	21%	0.38	962	79%	1.24	North Brighton	826	100%	0.18	-361	0%	1.20	Hyde Park	687	34%	0.82	1,333	66%	1.25
East Dedham	235	6%	0.52	3,410	94%	1.34	South Allston	819	100%	0.19	-177	0%	0.82	Westwood	677	6%	0.54	10,596	94%	0.75
South Milton	232	12%	0.39	1,748	88%	1.49	Mattapan	773	11%	0.63	6,258	89%	1.11	East Watertown	603	44%	0.19	775	56%	1.00
South Newton	228	11%	0.98	1,930	89%	1.12	South Brookline	718	18%	0.22	3,280	82%	1.16	South Waltham	559	11%	0.73	4,629	89%	0.88
West Dedham	194	5%	0.66	3,454	95%	1.45	Jamaica Plain	582	60%	0.35	391	40%	1.08	Norwood	548	8%	1.02	6,386	92%	1.01
							-													
Transit 1	Route: Route	55 (Queensh	oerry St. – Pa	rk & Tremo	nt Sts.)		Trans	sit Route: Rou	ite 57 (Wate	ertown Yard	– Kenmore	Sta.)		Transi	it Route: Route	e 59 (Needha	am Junction	- Watertow	n Sq.)	
		tions in Serv	•			rvice Area		Destinat	ions in Serv	vice Area	Destination	ns not in Se	rvice Area			ions in Servi			ons not in Ser	ervice Area
Origin Neighborhood		% Trips			% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips		Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Chinatown	15,959	63%	0.08	9,290	37%	0.98	Fenway	10,526	74%	0.15	3,651	26%	0.76	Needham	4,052	51%	0.19	3,919	49%	1.65
Waterfront	14,034	25%	0.20	41,651	75%	0.88	Longwood	7,781	74%	0.06	2,747	26%	0.95	Westwood	456	4%	0.62	10,817	96%	0.75
Fenway	10,386	73%	0.11	3,790	27%	1.02	Back Bay	3,791	45%	0.16	4,608	55%	0.37	South Waltham	426	8%	0.64	4,762	92%	0.88
Back Bay	7,767	92%	0.09	633	8%	1.14	North Brookline	3,419	100%	0.18	-362	0%	1.02	West Roxbury	397	33%	0.83	816	67%	1.19
South End	6,615	52%	0.13	6,148	48%	0.71	BU	2,863	51%	0.17	2,801	49%	1.05	South Newton	342	16%	0.28	1,816	84%	1.29
Downtown	6,599	35%	0.13	12,123	65%	0.69	South End	2,808	22%	0.28	9,954	78%	0.43	Waterfront	337	1%	0.82	55,348	99%	0.69
Longwood	5,702	54%	0.04	4,827	46%	0.73	Mission Hill	2,297	44%	0.20	2,967	56%	0.43	North Brighton	330	71%	0.52	135	29%	0.98
East Cambridge	2,648	11%	0.33	20,875	89%	0.73	Waterfront	1,752	3%	0.57	53,933	97%	0.69	West Watertown	330	20%	0.16	1,292	80%	0.97
West End	2,440	31%	0.09	5,402	69%	0.67	North Allston	1,409	20%	0.25	5,587	80%	1.06	West Valertown West Dedham	284	8%	0.10	3,364	92%	1.45
East Somerville	2,274	10%	0.05	19,528	90%	0.93	Chinatown	1,332	5%	0.23	23,918	95%	0.34	East Watertown	283	21%	0.15	1,096	79%	1.00
East Somervine	2,274	1070	0.43	19,326	<del>90</del> 70	0.93	Cilliatowii	1,332	370	0.32	23,910	9370	0.34	Last Watertown		2170	0.13	1,090	1970	1.00
Tro	nsit Route: R	outo 60 (Ch	ostnut Hill	Konmoro St	a )		Trone	sit Route: Rou	to 62 (Rodfe	ord V A Hos	n Alovrifo	Sto )		Tranci	it Route: Route	64 (Ook Sc	Universi	w Dlz Comb	ridgo)	
					,	ervice Area	ITalis		tions in Serv			ns not in Se	muiaa A maa	Transi		ions in Servi	•	•	ons not in Ser	amrica Amaa
Outsin Naishbanbaad		tions in Serv % Trips					Origin Neighborhood				# Trips			Origin Neighborhood				# Trips		Transit \$
Origin Neighborhood	# <b>Trips</b> 11,200	76 Trips 79%	0.15	# 111ps 2,977	% <b>Trips</b> 21%	<b>Transit \$</b> 0.68	North Cambridge	5,106	% Trips 43%	0.16	# <b>Trips</b> 6,649	% Trips 57%	<b>Transit \$</b> 0.89	Central Square	# Trips 8,296	87%	0.06	# 111ps 1,243	13%	0.96
Fenway  Longwood	9,040	86%	0.15	1,488	14%	0.85	Davis Square	1,380	100%	0.10	-98	0%	0.89	East Cambridge	7,038	30%	0.05	16,485	70%	0.72
Mission Hill	4,768	91%	0.03	496	9%	0.83	East Lexington	1,192	30%	0.30	2,736	70%	2.00	North Allston	4,475	64%	0.03	2,521	36%	1.20
	3,467		0.13	4,933	59%	0.96		1,192	92%	0.30		8%	1.39		2,963	100%	0.13	-5,335		0.49
Back Bay		41%		3,045		0.37	West Arlington				92			Harvard Square				53,224	96%	0.49
BU	2,618	46%	0.17		54%		West Lexington	747	33%	0.36	1,528	67%	2.34	Waterfront	2,461	4% 39%	0.50			
South End	2,256	18%	0.27	10,506	82%	0.43	Bedford	688	18%		3,071	82%	2.15	Spring Hill	2,168		0.21	3,456	61%	0.77
South Brookline	2,071	52%	0.22	1,927	48%	1.20	Fresh Pond	590	100%	0.36	-480	0%	0.92	South Allston	1,786	100%	0.16	-1,144	0%	0.89
North Brookline	1,818	59%	0.18	1,238	41%	0.84	South Belmont	579	21%	0.61	2,149	79%	1.05	North Brookline	1,284	42%	0.31	1,773	58%	0.78
Chinatown	1,484	6%	0.30	23,766	94%	0.34	North Newton	406	100%	1.16	-1,258	0%	1.03	East Somerville	986	5%	0.46	20,816	95%	0.93
South Newton	1,470	68%	0.34	688	32%	1.22	North Belmont	406	41%	0.34	582	59%	1.36	Downtown	712	4%	0.37	18,010	96%	0.23
T	-:4 Da4a, Da-	4 - 65 (Dii	h4a Ca4a	V 6	14 m )		T	)4 D4 (	( (II	I C. DJl	. C4	1-1:		т	Transit Route: I	Da4a (7 (T)	l TT:11	A 1 £0 C40	`	
Iran	sit Route: Rou	tions in Serv				ervice Area	Transit F	Route: Route 6	tions in Serv			ns not in Se	unios Auss			ions in Servi			ons not in Ser	amrica A maa
Outsin Naishbanbaad							Onicia Naichbanhaad							Onicia Naighbankaad						
Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood				# Trips	% Trips	Transit \$
Fenway	9,911	70%	0.16	4,266	30%	0.69	Longwood	7,448	71%	0.05	3,080	29%	0.84	North Cambridge	5,153	44%	0.12	6,602	56%	0.90
Longwood	9,055	86%	0.05	1,474	14%	0.87	North Brookline	6,374	100%	0.14	-3,318	0%	1.14	Davis Square	1,533	100%	0.22	-251	0%	0.80
Mission Hill	4,718	90%	0.13	546	10%	0.96	Mission Hill	4,616	88%	0.14	648	12%	1.03	North Belmont	619	63%	0.21	368	37%	1.33
North Brookline	4,399	100%	0.14	-1,343	0%	1.02	Central Square	4,604	48%	0.24	4,935	52%	0.60	Fresh Pond	612	100%	0.27	-502	0%	0.92
South Brookline	3,518	88%	0.20	480	12%	1.25	North Allston	4,069	58%	0.18	2,927	42%	1.38	East Arlington	584	100%	0.11	-202	0%	1.25
Back Bay	3,288	39%	0.15	5,111	61%	0.37	South End	3,990	31%	0.32	8,772	69%	0.43	South Belmont	459	17%	0.46	2,269	83%	1.05
South Brighton	3,273	100%	0.18	-1,341	0%	1.05	South Brookline	3,623	91%	0.25	374	9%	1.23	East Lexington	364	9%	0.49	3,564	91%	1.60
BU	2,097	37%	0.19	3,567	63%	0.75	Fenway	3,148	22%	0.28	11,029	78%	0.58	North Newton	358	100%	0.99	-1,210	0%	1.04
South End	2,076	16%	0.29	10,686	84%	0.43	BU	1,954	34%	0.29	3,710	66%	0.63	East Watertown	273	20%	0.65	1,106	80%	0.90
Waterfront Neighborhood lies outsid	1,241	2%	0.56	54,445	98%	0.69	North Roxbury	1,949	49%	0.23	2,014	51%	0.99	South Newton	264	12%	1.08	1,894	88%	1.11

TABLE 83 – Continued

Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 68 – 79

	D : 60.0	T 10	T7 3 37 72	ATTER CL				** D : 5	1 (0 (TT	10	. 1 ~			m + n - n		0.1	T WW7 3/3	<b>Q</b> , ;	a a : :	1 \
			- Kendall/N			<del> </del>	Tra	nsit Route: R						Transit Route: R	`				<u> </u>	0 /
Origin Neighborhood	# Trips	tions in Serv % Trips	ice Area Transit \$	# Trips	ons not in So % Trips	Transit \$	Origin Neighborhood	# Trips	ions in Serv % Trips	Transit \$	# Trips	ons not in Se % Trips	rvice Area Transit \$	Origin Neighborhood	# Trips	tions in Servi % Trips		# Trips	ions not in Se % Trips	rvice Area Transit \$
Central Square	7,017	7 <b>6 111ps</b> 74%	0.07	2,521	26%	1.00	East Cambridge	13,562	58%	0.05	9,961	42%	0.76	Central Square	8,334	87%	0.07	1,204	13%	0.75
East Cambridge	6,902	29%	0.07	16,621	71%	0.72	Central Square	7,086	74%	0.03	2,452	26%	0.76	North Allston	3,586	51%	0.07	3,410	49%	1.18
	2,795	50%	0.03	2,829	50%	0.72	Spring Hill	4,522	80%	0.08	1,102	20%	0.70	Harvard Square		100%	0.13	-5,320	0%	0.48
Spring Hill				53,487		0.85						88%		•	2,948			3,022		1.56
Waterfront	2,199 1,895	4% 100%	0.45	-4,267	96%	0.70	East Somerville	2,532 2,286	12% 100%	0.30	19,269 -4,658		1.01 0.87	South Waltham North Newton	2,167 2,087	42%	0.18	-2,939	58% 0%	1.36
Harvard Square North Allston			0.03	6,071	87%	0.91	Harvard Square West End	1,193	15%	0.03	6,649	0% 85%	0.87		1,256	100%	0.45	22,267	95%	0.51
Downtown	925 877	13% 5%	0.35	17,845	95%	0.88	Waterfront	999	2%	0.17	54,687	98%	0.57	East Cambridge South Newton	1,236	5% 56%	0.80	941	44%	1.14
West End	567	7%	0.33	7,275	93%	0.25	Kendall/MIT	770	100%	0.49	-224	0%	0.69	North Waltham	1,056	31%	0.33	2,368	69%	2.21
Fenway	447	3%	0.20	13,730	93%	0.51	North Allston	776	11%	0.15	6,261	89%	0.88	Spring Hill	991	18%	0.33	4,634	82%	0.72
East Somerville	440	2%	0.37	21,361	98%	0.95	Charlestown	605	7%	0.33	7,804	93%	0.87	East Watertown	941	68%	0.31	438	32%	1.32
Last Somervine	440	270	0.43	21,301	7670	0.75	Charlestown	003	7 70	0.31	7,004	7570	0.67	Last Watertown	741	0070	0.22	430	3270	1.52
Tra	nsit Route: Ro	oute 71 (Wa	tertown Sq.	– Harvard S	Sta.)		Transit I	Route: Route 7	2 (Aberdee	n & Mt. Aub	ourn – Harva	ard Sta.)		Tr	ansit Route: F	Route 73 (Wa	verly Sq. – l	Harvard Sta	a.)	
	Destina	tions in Serv	ice Area	Destination	ons not in S	ervice Area		Destinat	ions in Serv	ice Area	Destinatio	ns not in Se	rvice Area		Destinat	tions in Servi	ce Area	Destinati	ons not in Se	ervice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Central Square	3,101	33%	0.19	6,437	67%	0.59	Central Square	3,706	39%	0.15	5,833	61%	0.63	Central Square	3,134	33%	0.19	6,405	67%	0.59
North Allston	1,659	24%	0.14	5,337	76%	1.02	North Allston	1,499	21%	0.15	5,497	79%	1.02	North Allston	1,518	22%	0.14	5,478	78%	1.02
Harvard Square	1,031	100%	0.04	-3,402	0%	0.82	Spring Hill	1,384	25%	0.17	4,241	75%	0.78	Harvard Square	1,046	100%	0.04	-3,418	0%	0.82
Spring Hill	631	11%	0.18	4,994	89%	0.76	Harvard Square	1,315	100%	0.05	-3,687	0%	0.90	Spring Hill	641	11%	0.18	4,984	89%	0.76
North Newton	548	100%	0.52	-1,400	0%	1.06	North Cambridge	765	7%	0.24	10,990	93%	0.96	Waterfront	428	1%	0.53	55,257	99%	0.69
Waterfront	502	1%	0.54	55,183	99%	0.69	Waterfront	481	1%	0.52	55,205	99%	0.69	East Cambridge	355	2%	0.47	23,168	98%	0.50
BU	425	7%	0.49	5,239	93%	0.52	East Cambridge	432	2%	0.43	23,091	98%	0.50	BU	313	6%	0.49	5,351	94%	0.52
South Newton	383	18%	0.75	1,775	82%	1.12	BU	246	4%	0.47	5,417	96%	0.52	North Newton	300	100%	0.66	-1,151	0%	1.05
East Cambridge	360	2%	0.48	23,163	98%	0.50	North Newton	153	100%	0.76	-1,005	0%	1.04	South Newton	265	12%	0.84	1,893	88%	1.12
West Watertown	159	10%	0.19	1,463	90%	1.01	South Newton	112	5%	0.87	2,046	95%	1.12	North Waltham	204	6%	0.72	3,220	94%	1.44
Tuonai4 Don	4a. Danta 74 (	D.l C4	. Hannani	1 C4a			T	. D 4 . 75 (D.	.l 4 C4	11	taia Eala	D J Dl	. \	Tuomaid	Da4a. Da4a	7.( (II	. A : E 1	Dana Alaaa	:C. C4)	
1 ransit Kou	te: Route 74 (	tions in Serv			ons not in S		Transit Route		ions in Serv			ns not in Se		I ransit	Route: Route	tions in Servi			ons not in Se	rvice Area
Origin Neighborhood	Destina		ice Area			11 1100 111 00					Destinatio			0.1.1.1.1.1.1	Destinat					
	# Trips				% Trips	Transit \$	Origin Neighborhood	# Trips	% I rins	Transit S	# Trips	% Trips	i ransii 5	Origin Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$
North Cambridge	# <b>Trips</b> 5.054	% Trips	Transit \$	# Trips	% Trips 57%	Transit \$	Origin Neighborhood North Cambridge			<b>Transit \$</b> 0.19	# <b>Trips</b> 7.308	% Trips 62%		Origin Neighborhood North Cambridge			Transit \$	# Trips	% Trips 57%	Transit \$
North Cambridge Central Square	5,054	% Trips 43%	<b>Transit \$</b> 0.18	# <b>Trips</b> 6,702	57%	1.07	North Cambridge	4,448	38%	0.19	7,308	62%	1.02	North Cambridge	5,087	43%	0.15	# <b>Trips</b> 6,668	57%	0.89
Central Square	5,054 2,812	% Trips 43% 29%	<b>Transit \$</b> 0.18 0.19	# <b>Trips</b> 6,702 6,726	57% 71%	1.07 0.59	North Cambridge Central Square	4,448 2,798	38% 29%	0.19 0.19	7,308 6,740	62% 71%	1.02 0.59	North Cambridge Davis Square	5,087 1,381	43% 100%	0.15 0.27	# <b>Trips</b> 6,668 -99	57% 0%	0.89 0.79
Central Square North Allston	5,054 2,812 1,493	% Trips 43% 29% 21%	<b>Transit \$</b> 0.18 0.19 0.15	# <b>Trips</b> 6,702 6,726 5,503	57% 71% 79%	1.07 0.59 1.01	North Cambridge Central Square North Allston	4,448 2,798 1,498	38% 29% 21%	0.19 0.19 0.15	7,308 6,740 5,499	62%	1.02 0.59 1.01	North Cambridge Davis Square East Lexington	5,087 1,381 975	43% 100% 25%	0.15 0.27 0.27	# Trips 6,668 -99 2,953	57% 0% 75%	0.89 0.79 1.93
Central Square North Allston Harvard Square	5,054 2,812 1,493 764	% Trips 43% 29% 21% 100%	Transit \$ 0.18 0.19 0.15 0.04	# Trips 6,702 6,726 5,503 -3,136	57% 71% 79% 0%	1.07 0.59 1.01 0.84	North Cambridge Central Square	4,448 2,798 1,498 595	38% 29% 21% 100%	0.19 0.19 0.15 0.04	7,308 6,740 5,499 -2,967	62% 71% 79%	1.02 0.59 1.01 0.84	North Cambridge Davis Square East Lexington West Arlington	5,087 1,381 975 960	43% 100% 25% 81%	0.15 0.27 0.27 0.31	# Trips 6,668 -99 2,953 221	57% 0% 75% 19%	0.89 0.79 1.93 1.32
Central Square North Allston	5,054 2,812 1,493	% Trips 43% 29% 21% 100% 1%	Transit \$ 0.18 0.19 0.15 0.04 0.52	# <b>Trips</b> 6,702 6,726 5,503 -3,136 55,206	57% 71% 79% 0% 99%	1.07 0.59 1.01 0.84 0.69	North Cambridge Central Square North Allston Harvard Square	4,448 2,798 1,498 595 495	38% 29% 21%	0.19 0.19 0.15 0.04 0.18	7,308 6,740 5,499 -2,967 -384	62% 71% 79% 0%	1.02 0.59 1.01 0.84 1.26	North Cambridge Davis Square East Lexington	5,087 1,381 975 960 595	43% 100% 25%	0.15 0.27 0.27 0.31 0.54	# Trips 6,668 -99 2,953	57% 0% 75%	0.89 0.79 1.93 1.32 1.06
Central Square North Allston Harvard Square Waterfront	5,054 2,812 1,493 764 479	% Trips 43% 29% 21% 100%	Transit \$ 0.18 0.19 0.15 0.04	# Trips 6,702 6,726 5,503 -3,136 55,206 -328	57% 71% 79% 0%	1.07 0.59 1.01 0.84	North Cambridge Central Square North Allston Harvard Square Fresh Pond	4,448 2,798 1,498 595	38% 29% 21% 100% 100%	0.19 0.19 0.15 0.04	7,308 6,740 5,499 -2,967 -384 55,231	62% 71% 79% 0% 0%	1.02 0.59 1.01 0.84	North Cambridge Davis Square East Lexington West Arlington South Belmont	5,087 1,381 975 960	43% 100% 25% 81% 22%	0.15 0.27 0.27 0.31	# Trips 6,668 -99 2,953 221 2,134 -484	57% 0% 75% 19% 78%	0.89 0.79 1.93 1.32
Central Square North Allston Harvard Square Waterfront Fresh Pond East Cambridge	5,054 2,812 1,493 764 479 438	% Trips 43% 29% 21% 100% 1% 100%	7 Transit \$ 0.18 0.19 0.15 0.04 0.52 0.18	# Trips 6,702 6,726 5,503 -3,136 55,206 -328 23,128	57% 71% 79% 0% 99% 0%	1.07 0.59 1.01 0.84 0.69 1.23	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront	4,448 2,798 1,498 595 495 455	38% 29% 21% 100% 100% 1%	0.19 0.19 0.15 0.04 0.18 0.52	7,308 6,740 5,499 -2,967 -384 55,231 5,236	62% 71% 79% 0% 0% 99%	1.02 0.59 1.01 0.84 1.26 0.69	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond	5,087 1,381 975 960 595 594 393	43% 100% 25% 81% 22% 100%	0.15 0.27 0.27 0.31 0.54 0.32	# Trips 6,668 -99 2,953 221 2,134	57% 0% 75% 19% 78% 0%	0.89 0.79 1.93 1.32 1.06 0.92
Central Square North Allston Harvard Square Waterfront Fresh Pond	5,054 2,812 1,493 764 479 438 395	% Trips 43% 29% 21% 100% 1% 100% 2%	7 Consit \$ 0.18 0.19 0.15 0.04 0.52 0.18 0.47	# Trips 6,702 6,726 5,503 -3,136 55,206 -328	57% 71% 79% 0% 99% 0% 98%	1.07 0.59 1.01 0.84 0.69 1.23 0.50	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront Spring Hill	4,448 2,798 1,498 595 495 455 389	38% 29% 21% 100% 100% 1% 7%	0.19 0.19 0.15 0.04 0.18 0.52 0.17	7,308 6,740 5,499 -2,967 -384 55,231	62% 71% 79% 0% 0% 99% 93%	1.02 0.59 1.01 0.84 1.26 0.69	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond North Newton	5,087 1,381 975 960 595 594	43% 100% 25% 81% 22% 100% 100%	0.15 0.27 0.27 0.31 0.54 0.32	# Trips 6,668 -99 2,953 221 2,134 -484 -1,245	57% 0% 75% 19% 78% 0%	0.89 0.79 1.93 1.32 1.06 0.92 1.03
Central Square North Allston Harvard Square Waterfront Fresh Pond East Cambridge Spring Hill	5,054 2,812 1,493 764 479 438 395 379	% Trips 43% 29% 21% 100% 1% 100% 2% 7%	7 Consit \$ 0.18 0.19 0.15 0.04 0.52 0.18 0.47 0.17	# Trips 6,702 6,726 5,503 -3,136 55,206 -328 23,128 5,245	57% 71% 79% 0% 99% 0% 98% 93% 95%	1.07 0.59 1.01 0.84 0.69 1.23 0.50 0.77	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront Spring Hill East Cambridge	4,448 2,798 1,498 595 495 455 389 373	38% 29% 21% 100% 100% 1,6 7% 2%	0.19 0.19 0.15 0.04 0.18 0.52 0.17 0.46	7,308 6,740 5,499 -2,967 -384 55,231 5,236 23,151	62% 71% 79% 0% 0% 99% 93% 98%	1.02 0.59 1.01 0.84 1.26 0.69 0.77 0.50	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond North Newton North Belmont	5,087 1,381 975 960 595 594 393 355	43% 100% 25% 81% 22% 100% 100% 36%	0.15 0.27 0.27 0.31 0.54 0.32 1.11 0.30	# Trips 6,668 -99 2,953 221 2,134 -484 -1,245 632	57% 0% 75% 19% 78% 0% 0% 64%	0.89 0.79 1.93 1.32 1.06 0.92 1.03 1.37 1.95
Central Square North Allston Harvard Square Waterfront Fresh Pond East Cambridge Spring Hill BU North Belmont	5,054 2,812 1,493 764 479 438 395 379 285 267	% Trips 43% 29% 21% 100% 1% 100% 2% 7% 5% 27%	0.18 0.19 0.15 0.04 0.52 0.18 0.47 0.17 0.49 0.24	# Trips 6,702 6,726 5,503 -3,136 55,206 -328 23,128 5,245 5,379 720	57% 71% 79% 0% 99% 0% 98% 93% 95% 73%	1.07 0.59 1.01 0.84 0.69 1.23 0.50 0.77 0.52	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront Spring Hill East Cambridge BU North Belmont	4,448 2,798 1,498 595 495 455 389 373 286 258	38% 29% 21% 100% 100% 1% 7% 2% 5% 26%	0.19 0.19 0.15 0.04 0.18 0.52 0.17 0.46 0.49 0.24	7,308 6,740 5,499 -2,967 -384 55,231 5,236 23,151 5,378 729	62% 71% 79% 0% 0% 99% 93% 98% 95% 74%	1.02 0.59 1.01 0.84 1.26 0.69 0.77 0.50 0.52	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond North Newton North Belmont Lincoln South Newton	5,087 1,381 975 960 595 594 393 355 341 274	43% 100% 25% 81% 22% 100% 100% 36% 21% 13%	0.15 0.27 0.27 0.31 0.54 0.32 1.11 0.30 0.44 1.22	# Trips 6,668 -99 2,953 221 2,134 -484 -1,245 632 1,251 1,885	57% 0% 75% 19% 78% 0% 64% 79% 87%	0.89 0.79 1.93 1.32 1.06 0.92 1.03 1.37 1.95
Central Square North Allston Harvard Square Waterfront Fresh Pond East Cambridge Spring Hill BU North Belmont	5,054 2,812 1,493 764 479 438 395 379 285 267	## Trips  43% 29% 21% 100% 1% 100% 2% 7% 5% 27%  atte 77 (Arlin	Transit \$ 0.18 0.19 0.15 0.04 0.52 0.18 0.47 0.17 0.49 0.24 gton Height	# Trips 6,702 6,726 5,503 -3,136 55,206 -328 23,128 5,245 5,379 720 s - Harvard	57% 71% 79% 0% 99% 0% 98% 93% 95% 73%	1.07 0.59 1.01 0.84 0.69 1.23 0.50 0.77 0.52 1.42	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront Spring Hill East Cambridge BU North Belmont	4,448 2,798 1,498 595 495 455 389 373 286 258	38% 29% 21% 100% 100% 1% 7% 2% 5% 26%	0.19 0.19 0.15 0.04 0.18 0.52 0.17 0.46 0.49 0.24	7,308 6,740 5,499 -2,967 -384 55,231 5,236 23,151 5,378 729  - Harvard \$	62% 71% 79% 0% 0% 99% 93% 98% 95% 74%	1.02 0.59 1.01 0.84 1.26 0.69 0.77 0.50 0.52 1.41	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond North Newton North Belmont Lincoln South Newton	5,087 1,381 975 960 595 594 393 355 341 274	43% 100% 25% 81% 22% 100% 100% 36% 21% 13% ute 79 (Arling	0.15 0.27 0.27 0.31 0.54 0.32 1.11 0.30 0.44 1.22 gton Height:	# Trips 6,668 -99 2,953 221 2,134 -484 -1,245 632 1,251 1,885	57% 0% 75% 19% 78% 0% 64% 79% 87%	0.89 0.79 1.93 1.32 1.06 0.92 1.03 1.37 1.95
Central Square North Allston Harvard Square Waterfront Fresh Pond East Cambridge Spring Hill BU North Belmont Trans	5,054 2,812 1,493 764 479 438 395 379 285 267	% Trips 43% 29% 21% 100% 1% 100% 2% 7% 5% 27%  atte 77 (Arlintions in Servi	7 0.18 0.19 0.15 0.04 0.52 0.18 0.47 0.17 0.49 0.24 gton Height ice Area	# Trips 6,702 6,726 5,503 -3,136 55,206 -328 23,128 5,245 5,379 720 s - Harvard Destination	57% 71% 79% 0% 99% 0% 98% 93% 95% 73%  I Sta.) ons not in S	1.07 0.59 1.01 0.84 0.69 1.23 0.50 0.77 0.52 1.42	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront Spring Hill East Cambridge BU North Belmont Tran	4,448 2,798 1,498 595 495 455 389 373 286 258  sit Route: Ro Destinat	38% 29% 21% 100% 100% 1% 7% 2% 5% 26%  ute 78 (Arlmions in Serv	0.19 0.15 0.04 0.18 0.52 0.17 0.46 0.49 0.24 mont Village ice Area	7,308 6,740 5,499 -2,967 -384 55,231 5,236 23,151 5,378 729 - Harvard S	62% 71% 79% 0% 0% 99% 93% 98% 95% 74%	1.02 0.59 1.01 0.84 1.26 0.69 0.77 0.50 0.52 1.41	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond North Newton North Belmont Lincoln South Newton	5,087 1,381 975 960 595 594 393 355 341 274 usit Route: Route	43% 100% 25% 81% 22% 100% 100% 36% 21% 13% ute 79 (Arlingtions in Servi	0.15 0.27 0.27 0.31 0.54 0.32 1.11 0.30 0.44 1.22 gton Heights	# Trips 6,668 -99 2,953 221 2,134 -484 -1,245 632 1,251 1,885 s – Alewife S	57% 0% 75% 19% 78% 0% 64% 79% 87% Sta.)	0.89 0.79 1.93 1.32 1.06 0.92 1.03 1.37 1.95 1.11
Central Square North Allston Harvard Square Waterfront Fresh Pond East Cambridge Spring Hill BU North Belmont  Trans  Origin Neighborhood	5,054 2,812 1,493 764 479 438 395 379 285 267 bit Route: Rot Destinat	## Trips  43% 29% 21% 100% 1% 100% 2% 7% 5% 27%  ### 77 (Arlingtions in Service) #### Trips	7 18 0.18 0.19 0.15 0.04 0.52 0.18 0.47 0.17 0.49 0.24 0.24 0.17 0.17 0.49 0.24 0.17 0.17 0.17 0.17 0.17 0.19 0.24 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17	# Trips 6,702 6,726 5,503 -3,136 55,206 -328 23,128 5,245 5,379 720 s - Harvard Destination # Trips	57% 71% 79% 0% 99% 0% 98% 93% 95% 73%  I Sta.) ons not in Some Some Some Some Some Some Some Some	1.07 0.59 1.01 0.84 0.69 1.23 0.50 0.77 0.52 1.42 ervice Area Transit \$	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront Spring Hill East Cambridge BU North Belmont  Trar	4,448 2,798 1,498 595 495 455 389 373 286 258 sit Route: Ro Destinat # Trips	38% 29% 21% 100% 100% 1% 7% 2% 5% 26%  ute 78 (Arln ions in Serv % Trips	0.19 0.15 0.04 0.18 0.52 0.17 0.46 0.49 0.24 mont Village ice Area	7,308 6,740 5,499 -2,967 -384 55,231 5,236 23,151 5,378 729  - Harvard S Destination # Trips	62% 71% 79% 0% 0% 99% 93% 98% 95% 74%  Sta.) ons not in Se % Trips	1.02 0.59 1.01 0.84 1.26 0.69 0.77 0.50 0.52 1.41 rvice Area Transit \$	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond North Newton North Belmont Lincoln South Newton  Tran	5,087 1,381 975 960 595 594 393 355 341 274  sit Route: Route: Route: Route: Trips	43% 100% 25% 81% 22% 100% 100% 36% 21% 13%  ute 79 (Arlingtions in Servi	0.15 0.27 0.27 0.31 0.54 0.32 1.11 0.30 0.44 1.22 gton Heights ce Area	# Trips 6,668 -99 2,953 221 2,134 -484 -1,245 632 1,251 1,885 s - Alewife S Destinati # Trips	57% 0% 75% 19% 78% 0% 0% 64% 79% 87%  Sta.) ions not in Se	0.89 0.79 1.93 1.32 1.06 0.92 1.03 1.37 1.95 1.11
Central Square North Allston Harvard Square Waterfront Fresh Pond East Cambridge Spring Hill BU North Belmont  Trans  Origin Neighborhood North Cambridge	5,054 2,812 1,493 764 479 438 395 379 285 267 sit Route: Rot Destinat #Trips 4,013	W Trips	7 18 0.18 0.19 0.15 0.04 0.52 0.18 0.47 0.17 0.49 0.24 0.24 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.18	# Trips 6,702 6,726 5,503 -3,136 55,206 -328 23,128 5,245 5,379 720 s - Harvard Destination # Trips 7,743	57% 71% 79% 0% 99% 0% 98% 93% 95% 73%  I Sta.) ons not in Seminary	1.07 0.59 1.01 0.84 0.69 1.23 0.50 0.77 0.52 1.42 ervice Area Transit \$ 1.17	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront Spring Hill East Cambridge BU North Belmont  Tran  Origin Neighborhood North Cambridge	4,448 2,798 1,498 595 495 455 389 373 286 258  sit Route: Ro  Destinat #Trips 5,193	38% 29% 21% 100% 100% 1% 7% 2% 5% 26%  ute 78 (Arln tions in Serv % Trips 44%	0.19 0.15 0.04 0.18 0.52 0.17 0.46 0.49 0.24 mont Village ice Area Transit \$ 0.18	7,308 6,740 5,499 -2,967 -384 55,231 5,236 23,151 5,378 729  - Harvard S Destination # Trips 6,563	62% 71% 79% 0% 0% 99% 93% 98% 95% 74%  Sta.) ons not in Se % Trips 56%	1.02 0.59 1.01 0.84 1.26 0.69 0.77 0.50 0.52 1.41 rvice Area Transit \$ 1.07	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond North Newton North Belmont Lincoln South Newton  Tran  Origin Neighborhood North Cambridge	5,087 1,381 975 960 595 594 393 355 341 274 sit Route: Route: Route #Trips 5,660	43% 100% 25% 81% 22% 100% 100% 36% 21% 13%  ute 79 (Arlingtions in Servi % Trips 48%	0.15 0.27 0.27 0.31 0.54 0.32 1.11 0.30 0.44 1.22 gton Heights ce Area Transit \$ 0.12	# Trips 6,668 -99 2,953 221 2,134 -484 -1,245 632 1,251 1,885 s - Alewife S Destinati # Trips 6,096	57% 0% 75% 19% 78% 0% 0% 64% 79% 87%  Sta.) cons not in Sec. % Trips 52%	0.89 0.79 1.93 1.32 1.06 0.92 1.03 1.37 1.95 1.11 ervice Area Transit \$ 0.91
Central Square North Allston Harvard Square Waterfront Fresh Pond East Cambridge Spring Hill BU North Belmont  Trans  Origin Neighborhood North Cambridge Davis Square	5,054 2,812 1,493 764 479 438 395 379 285 267 bit Route: Rot Destinar # Trips 4,013 2,133	W Trips	7 18 0.18 0.19 0.15 0.04 0.52 0.18 0.47 0.17 0.49 0.24 0.18 0.18 0.19 0.18 0.18 0.19	# Trips 6,702 6,726 5,503 -3,136 55,206 -328 23,128 5,245 5,379 720 s - Harvard Destination # Trips 7,743 -851	57% 71% 79% 0% 99% 0% 98% 93% 95% 73%  I Sta.) ons not in Scale % Trips 66% 0%	1.07 0.59 1.01 0.84 0.69 1.23 0.50 0.77 0.52 1.42 ervice Area Transit \$ 1.17 1.06	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront Spring Hill East Cambridge BU North Belmont  Tran  Origin Neighborhood North Cambridge Central Square	4,448 2,798 1,498 595 495 455 389 373 286 258  sit Route: Ro  Destinat #Trips 5,193 2,866	38% 29% 21% 100% 100% 1% 7% 2% 5% 26%  ute 78 (Arln tions in Serv % Trips 44% 30%	0.19 0.19 0.15 0.04 0.18 0.52 0.17 0.46 0.49 0.24 mont Village ice Area Transit \$ 0.18	7,308 6,740 5,499 -2,967 -384 55,231 5,236 23,151 5,378 729  Harvard S  Destination # Trips 6,563 6,672	62% 71% 79% 0% 0% 99% 93% 98% 95% 74%  Sta.)  stan) stan ot in Se % Trips 56% 70%	1.02 0.59 1.01 0.84 1.26 0.69 0.77 0.50 0.52 1.41 rvice Area Transit \$ 1.07 0.59	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond North Newton North Belmont Lincoln South Newton  Tran  Origin Neighborhood North Cambridge Davis Square	5,087 1,381 975 960 595 594 393 355 341 274 sit Route: Roi Destinat # Trips 5,660 1,931	43% 100% 25% 81% 22% 100% 100% 36% 211% 13%  ute 79 (Arlintions in Servi % Trips 48% 100%	0.15 0.27 0.27 0.31 0.54 0.32 1.11 0.30 0.44 1.22 gton Height: ce Area Transit \$ 0.12 0.15	# Trips 6,668 -99 2,953 221 2,134 -484 -1,245 632 1,251 1,885 S - Alewife S Destinati # Trips 6,096 -650	57% 0% 75% 19% 78% 0% 0% 64% 79% 87%  Sta.) cons not in Secure 52% 0%	0.89 0.79 1.93 1.32 1.06 0.92 1.03 1.37 1.95 1.11 ervice Area Transit \$ 0.91 0.84
Central Square North Allston Harvard Square Waterfront Fresh Pond East Cambridge Spring Hill BU North Belmont  Trans  Origin Neighborhood North Cambridge Davis Square Central Square	5,054 2,812 1,493 764 479 438 395 379 285 267 sit Route: Rou Destinar # Trips 4,013 2,133 1,530	W Trips	7 18 0.18 0.19 0.15 0.04 0.52 0.18 0.47 0.17 0.49 0.24 0.18 0.18 0.19 0.21	# Trips 6,702 6,726 5,503 -3,136 55,206 -328 23,128 5,245 5,379 720 s - Harvard Destination # Trips 7,743 -851 8,009	57% 71% 79% 0% 99% 0% 98% 93% 95% 73%  I Sta.) ons not in Seminary 66% 0% 84%	1.07 0.59 1.01 0.84 0.69 1.23 0.50 0.77 0.52 1.42 Prvice Area Transit \$ 1.17 1.06 0.60	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront Spring Hill East Cambridge BU North Belmont  Trar  Origin Neighborhood North Cambridge Central Square North Allston	4,448 2,798 1,498 595 495 455 389 373 286 258  sit Route: Ro Destinat # Trips 5,193 2,866 1,508	38% 29% 21% 100% 100% 1% 7% 2% 5% 26%  ute 78 (ArIntions in Serv % Trips 44% 30% 22%	0.19 0.19 0.15 0.04 0.18 0.52 0.17 0.46 0.49 0.24 mont Village ice Area Transit \$ 0.18 0.20 0.15	7,308 6,740 5,499 -2,967 -384 55,231 5,236 23,151 5,378 729  Harvard S  Destination # Trips 6,563 6,672 5,488	62% 71% 79% 0% 0% 99% 93% 98% 95% 74%  Sta.)  sta.)  sta not in Se % Trips 56% 70% 78%	1.02 0.59 1.01 0.84 1.26 0.69 0.77 0.50 0.52 1.41 rvice Area Transit \$ 1.07 0.59 1.01	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond North Newton North Belmont Lincoln South Newton  Tran  Origin Neighborhood North Cambridge Davis Square East Arlington	5,087 1,381 975 960 595 594 393 355 341 274 sit Route: Roi Destinat # Trips 5,660 1,931 1,683	43% 100% 25% 81% 22% 100% 100% 36% 211% 13%  ute 79 (Arlingtions in Servi % Trips 48% 100% 100%	0.15 0.27 0.27 0.31 0.54 0.32 1.11 0.30 0.44 1.22 gton Height: ce Area Transit \$ 0.12 0.15 0.10	# Trips 6,668 -99 2,953 221 2,134 -484 -1,245 632 1,251 1,885	57% 0% 75% 19% 78% 0% 0% 64% 79% 87%  Sta.) cons not in Secure 52% 0% 0%	0.89 0.79 1.93 1.32 1.06 0.92 1.03 1.37 1.95 1.11 ervice Area Transit \$ 0.91 0.84 1.40
Central Square North Allston Harvard Square Waterfront Fresh Pond East Cambridge Spring Hill BU North Belmont  Trans  Origin Neighborhood North Cambridge Davis Square Central Square North Allston	5,054 2,812 1,493 764 479 438 395 379 285 267 sit Route: Rou Destinar # Trips 4,013 2,133 1,530 1,396	## Trips  43% 29% 21% 100% 1% 100% 2% 7% 5% 27%  ### 77 (Arlin tions in Serv ### Trips 34% 100% 16% 20%	7 18 0.18 0.19 0.15 0.04 0.52 0.18 0.47 0.17 0.49 0.24 0.18 0.18 0.19 0.21 0.16	# Trips 6,702 6,726 5,503 -3,136 55,206 -328 23,128 5,245 5,379 720  s - Harvard Destinatic # Trips 7,743 -851 8,009 5,600	57% 71% 79% 0% 99% 0% 98% 93% 95% 73%  I Sta.) ons not in Seed to the seed to	1.07 0.59 1.01 0.84 0.69 1.23 0.50 0.77 0.52 1.42 ervice Area Transit \$ 1.17 1.06 0.60 1.01	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront Spring Hill East Cambridge BU North Belmont  Trar  Origin Neighborhood North Cambridge Central Square North Allston Harvard Square	4,448 2,798 1,498 595 495 455 389 373 286 258  sit Route: Ro  Destinat # Trips 5,193 2,866 1,508 867	38% 29% 21% 100% 100% 1% 7% 2% 5% 26%  ute 78 (Arln ions in Serv % Trips 44% 30% 22% 100%	0.19 0.19 0.15 0.04 0.18 0.52 0.17 0.46 0.49 0.24  mont Village ice Area Transit \$ 0.18 0.20 0.15 0.04	7,308 6,740 5,499 -2,967 -384 55,231 5,236 23,151 5,378 729  - Harvard S Destination # Trips 6,563 6,672 5,488 -3,238	62% 71% 79% 0% 0% 99% 93% 98% 95% 74%  Sta.)  sta not in Se % Trips 56% 70% 78% 0%	1.02 0.59 1.01 0.84 1.26 0.69 0.77 0.50 0.52 1.41 rvice Area Transit \$ 1.07 0.59 1.01 0.84	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond North Newton North Belmont Lincoln South Newton  Tran  Origin Neighborhood North Cambridge Davis Square East Arlington West Arlington	5,087 1,381 975 960 595 594 393 355 341 274 sit Route: Rot Destinat # Trips 5,660 1,931 1,683 842	43% 100% 25% 81% 22% 100% 100% 36% 211% 13%  ute 79 (Arlingtions in Servi % Trips 48% 100% 100% 71%	0.15 0.27 0.27 0.31 0.54 0.32 1.11 0.30 0.44 1.22 gton Height: ce Area Transit \$ 0.12 0.15 0.10 0.11	# Trips 6,668 -99 2,953 221 2,134 -484 -1,245 632 1,251 1,885	57% 0% 75% 19% 78% 0% 64% 79% 87%  Sta.) cons not in Se % Trips 52% 0% 0% 29%	0.89 0.79 1.93 1.32 1.06 0.92 1.03 1.37 1.95 1.11  ervice Area Transit \$ 0.91 0.84 1.40 1.63
Central Square North Allston Harvard Square Waterfront Fresh Pond East Cambridge Spring Hill BU North Belmont  Trans  Origin Neighborhood North Cambridge Davis Square Central Square North Allston Spring Hill	5,054 2,812 1,493 764 479 438 395 379 285 267 sit Route: Rou Destinar # Trips 4,013 2,133 1,530 1,396 797	## Trips  43% 29% 21% 100% 1% 100% 2% 7% 5% 27%  ### 77 (Arlingtions in Serventions in Serventio	Transit \$ 0.18 0.19 0.15 0.04 0.52 0.18 0.47 0.17 0.49 0.24 gton Height ice Area Transit \$ 0.18 0.19 0.21 0.16 0.16	# Trips 6,702 6,726 5,503 -3,136 55,206 -328 23,128 5,245 5,379 720  s - Harvard Destinatio # Trips 7,743 -851 8,009 5,600 4,827	57% 71% 79% 0% 99% 0% 98% 93% 95% 73%  I Sta.)  Ons not in Sometimes 66% 0% 84% 80% 86%	1.07 0.59 1.01 0.84 0.69 1.23 0.50 0.77 0.52 1.42 ervice Area Transit \$ 1.17 1.06 0.60 1.01 0.85	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront Spring Hill East Cambridge BU North Belmont  Trar  Origin Neighborhood North Cambridge Central Square North Allston Harvard Square Waterfront	4,448 2,798 1,498 595 495 455 389 373 286 258  sit Route: Ro  Destinat # Trips 5,193 2,866 1,508 867 515	38% 29% 21% 100% 100% 1% 7% 2% 5% 26%  wite 78 (Arln ions in Serv 7 Trips 44% 30% 22% 100% 1%	0.19 0.19 0.15 0.04 0.18 0.52 0.17 0.46 0.49 0.24  mont Village ice Area Transit \$ 0.18 0.20 0.15 0.04 0.52	7,308 6,740 5,499 -2,967 -384 55,231 5,236 23,151 5,378 729  - Harvard S Destination # Trips 6,563 6,672 5,488 -3,238 55,170	62% 71% 79% 0% 0% 99% 938 98% 95% 74%  Sta.)  Sta.)  Sta.)  56% 70% 78% 0% 99%	1.02 0.59 1.01 0.84 1.26 0.69 0.77 0.50 0.52 1.41 rvice Area Transit \$ 1.07 0.59 1.01 0.84 0.69	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond North Newton North Belmont Lincoln South Newton  Tran  Origin Neighborhood North Cambridge Davis Square East Arlington West Arlington Fresh Pond	5,087 1,381 975 960 595 594 393 355 341 274 sit Route: Rot Destinat # Trips 5,660 1,931 1,683 842 610	43% 100% 25% 81% 22% 100% 100% 36% 211% 13%  ute 79 (Arlingtions in Servi % Trips 48% 100% 100% 71% 100%	0.15 0.27 0.27 0.31 0.54 0.32 1.11 0.30 0.44 1.22 gton Height: ce Area Transit \$ 0.12 0.15 0.10 0.11 0.30	# Trips 6,668 -99 2,953 221 2,134 -484 -1,245 632 1,251 1,885	57% 0% 75% 19% 78% 0% 64% 79% 87%  Sta.) cons not in Security % Trips 52% 0% 0% 29% 0%	0.89 0.79 1.93 1.32 1.06 0.92 1.03 1.37 1.95 1.11  ervice Area Transit \$ 0.91 0.84 1.40 1.63 0.92
Central Square North Allston Harvard Square Waterfront Fresh Pond East Cambridge Spring Hill BU North Belmont  Trans  Origin Neighborhood North Cambridge Davis Square Central Square North Allston	5,054 2,812 1,493 764 479 438 395 379 285 267 sit Route: Rou Destinar # Trips 4,013 2,133 1,530 1,396	## Trips  43% 29% 21% 100% 1% 100% 2% 7% 5% 27%  ### 77 (Arlin tions in Serv ### Trips 34% 100% 16% 20%	7 18 0.18 0.19 0.15 0.04 0.52 0.18 0.47 0.17 0.49 0.24 0.18 0.18 0.19 0.21 0.16	# Trips 6,702 6,726 5,503 -3,136 55,206 -328 23,128 5,245 5,379 720  s - Harvard Destinatic # Trips 7,743 -851 8,009 5,600	57% 71% 79% 0% 99% 0% 98% 93% 95% 73%  I Sta.) ons not in Seed to the seed to	1.07 0.59 1.01 0.84 0.69 1.23 0.50 0.77 0.52 1.42 ervice Area Transit \$ 1.17 1.06 0.60 1.01	North Cambridge Central Square North Allston Harvard Square Fresh Pond Waterfront Spring Hill East Cambridge BU North Belmont  Trar  Origin Neighborhood North Cambridge Central Square North Allston Harvard Square	4,448 2,798 1,498 595 495 455 389 373 286 258  sit Route: Ro  Destinat # Trips 5,193 2,866 1,508 867	38% 29% 21% 100% 100% 1% 7% 2% 5% 26%  ute 78 (Arln ions in Serv % Trips 44% 30% 22% 100%	0.19 0.19 0.15 0.04 0.18 0.52 0.17 0.46 0.49 0.24  mont Village ice Area Transit \$ 0.18 0.20 0.15 0.04	7,308 6,740 5,499 -2,967 -384 55,231 5,236 23,151 5,378 729  - Harvard S Destination # Trips 6,563 6,672 5,488 -3,238	62% 71% 79% 0% 0% 99% 93% 98% 95% 74%  Sta.)  sta not in Se % Trips 56% 70% 78% 0%	1.02 0.59 1.01 0.84 1.26 0.69 0.77 0.50 0.52 1.41 rvice Area Transit \$ 1.07 0.59 1.01 0.84	North Cambridge Davis Square East Lexington West Arlington South Belmont Fresh Pond North Newton North Belmont Lincoln South Newton  Tran  Origin Neighborhood North Cambridge Davis Square East Arlington West Arlington	5,087 1,381 975 960 595 594 393 355 341 274 sit Route: Rot Destinat # Trips 5,660 1,931 1,683 842	43% 100% 25% 81% 22% 100% 100% 36% 211% 13%  ute 79 (Arlingtions in Servi % Trips 48% 100% 100% 71%	0.15 0.27 0.27 0.31 0.54 0.32 1.11 0.30 0.44 1.22 gton Height: ce Area Transit \$ 0.12 0.15 0.10 0.11	# Trips 6,668 -99 2,953 221 2,134 -484 -1,245 632 1,251 1,885	57% 0% 75% 19% 78% 0% 64% 79% 87%  Sta.) cons not in Se % Trips 52% 0% 0% 29%	0.89 0.79 1.93 1.32 1.06 0.92 1.03 1.37 1.95 1.11  ervice Area Transit \$ 0.91 0.84 1.40 1.63 0.92 1.04

Neighborhood lies outside route's service area

421

241

168

2%

4%

4%

0.46

0.49

0.52

23,102

5,422

3,760

98%

96%

96%

East Cambridge

East Lexington

BU

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

East Cambridge

Spring Hill

BU

429

382

289

2%

7%

5%

0.47

0.17

0.49

23,094

5,242

5,375

98%

93%

95%

0.50

0.77

0.52

North Newton

East Lexington

East Watertown

365

323

261

100%

8%

19%

1.00

0.47

0.70

-1,217

3,604

1,117

0%

92%

81%

1.04

1.61

0.90

0.50

0.52

1.62

TABLE 83 – Continued

Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 80 – 93

Destinations in Service Area Destinations not in Service Area

Transit Route: Route 84 (Arlmont Loop –Alewife Sta.)

**Destinations not in Service Area** 

**Destinations in Service Area** 

Transit Route: Route 83 (Rindge Ave. – Central Sq., Cambridge)

Transit Route: Route 80 (Arlington Center – Lechmere Sta.)

Destinations in Service Area Destinations not in Service Area

		ions in Serv	ice Area	Destination		vice Area		Desunau	ons in Servi	ice Area			rvice Area		Destinat	ions in Serv			ns not in Ser	rvice Area
Origin Neighborhood	# Trips		Transit \$			Transit \$	Origin Neighborhood		% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$
East Cambridge	12,476	53%	0.04	11,047	47%	0.74	Central Square	8,543	90%	0.08	995	10%	0.88	North Cambridge	4,930	42%	0.10	6,825	58%	0.89
East Somerville	5,107	23%	0.15	16,694	77%	1.20	Spring Hill	5,509	98%	0.09	115	2%	1.06	Davis Square	1,382	100%	0.19	-100	0%	0.79
Spring Hill	4,292	76%	0.12	1,332	24%	0.90	North Cambridge	4,418	38%	0.16	7,337	62%	1.28	West Arlington	1,098	93%	0.18	83	7%	1.32
South Medford	2,229	100%	0.14	-1,358	0%	1.33	East Cambridge	1,753	7%	0.25	21,770	93%	0.52	Fresh Pond	605	100%	0.23	-494	0%	0.92
Charlestown	1,982	24%	0.26	6,427	76%	0.87	Harvard Square	1,435	100%	0.07	-3,807	0%	1.13	South Belmont	431	16%	0.41	2,297	84%	1.06
East Arlington	1,438	100%	0.17	-1,056	0%	1.18	North Allston	1,027	15%	0.36	5,969	85%	0.89	North Belmont	341	35%	0.20	646	65%	1.34
North Cambridge	1,368	12%	0.32	10,388	88%	0.83	Waterfront	834	1%	0.51	54,851	99%	0.69	North Newton	307	100%	0.97	-1,159	0%	1.04
Winter Hill	1,327	100%	0.12	-1,479	0%	1.31	Davis Square	520	41%	0.23	762	59%	0.98	South Newton	237	11%	1.07	1,921	89%	1.11
West End	1,162	15%	0.16	6,680	85%	0.37	Fresh Pond	420	100%	0.26	-310	0%	1.08	East Arlington	203	53%	0.11	180	47%	1.08
Davis Square	1,083	84%	0.12	199	16%	1.02	Downtown	296	2%	0.39	18,426	98%	0.23	East Watertown	197	14%	0.63	1,182	86%	0.90
*	· ·					_					ĺ							ĺ		
Trar	sit Route: Ro	ute 85 (Spri	ng Hill – Ker	ndall/MIT Sta	a.)		Trans	it Route: Rou	ite 86 (Sulli	van Sta. – C	leveland Cir	cle)		Transit Route:	Route 87 (Cla	arendon Hill	- Lechmere	Sta. via Som	erville Ave.	)
	Destinat	ions in Servi	ice Area	Destination	s not in Sei	vice Area		Destinati	ons in Servi	ice Area	Destination	ns not in Se	rvice Area		Destinat	tions in Servi	ice Area	Destination	ns not in Ser	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
East Cambridge	7,462	32%	0.03	16,061	68%	0.73	Spring Hill	7,063	100%	0.11	-1,438	0%	0.96	East Cambridge	12,703	54%	0.04	10,820	46%	0.74
Spring Hill	5,710	100%	0.07	-86	0%	0.95	Central Square	6,971	73%	0.16	2,567	27%	0.64	Spring Hill	5,806	100%	0.11	-181	0%	1.04
East Somerville	3,370	15%	0.17	18,431	85%	1.01	East Somerville	4,222	19%	0.20	17,579	81%	1.15	East Somerville	3,319	15%	0.23	18,482	85%	1.07
Waterfront	1,944	3%	0.49	53,741	97%	0.69	North Allston	3,507	50%	0.15	3,489	50%	1.25	North Cambridge	3,269	28%	0.16	8,486	72%	0.99
Central Square	1,502	16%	0.06	8,036	84%	0.73	Harvard Square	2,861	100%	0.05	-5,233	0%	0.88	Davis Square	3,052	100%	0.12	-1,770	0%	1.12
Winter Hill	1,382	100%	0.13	-1,534	0%	1.01	East Cambridge	2,426	10%	0.33	21,097	90%	0.51	South Medford	1,473	100%	0.26	-602	0%	1.09
East Boston	936	7%	0.58	13,006	93%	0.82	South Brighton	2,368	100%	0.16	-435	0%	0.98	West End	1,150	15%	0.16	6,692	85%	0.37
Downtown	728	4%	0.36	17,994	96%	0.23	Charlestown	2,347	28%	0.26	6,062	72%	0.91	East Arlington	1,010	100%	0.14	-627	0%	1.31
Harvard Square	633	100%	0.21	-3,005	0%	0.46	Chinatown	959	4%	0.43	24,291	96%	0.34	Charlestown	973	12%	0.30	7,436	88%	0.87
Fenway	587	4%	0.36	13,590	96%	0.51	Waterfront	870	2%	0.56	54,816	98%	0.69	Winter Hill	902	100%	0.26	-1,054	0%	1.01
Transit Route:	: Route 88 (Cl	arendon Hil	l – Lechmer	e Sta. via Hig	hland Ave.	)	Tran	sit Route: Ro	ute 89 (Clar	rendon Hill	– Sullivan St	a.)		Tran	sit Route: Ro	ute 90 (Davi	s Sq. Sta. – V	Vellington St	a.)	
	Destinat	ions in Servi	ice Area	Destination	s not in Sei	vice Area			ons in Servi	ice Area	Destination	ns not in Se	rvice Area		Destinat	tions in Servi	ice Area	Destination	ns not in Ser	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$	Origin Neighborhood		% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$
East Cambridge	12,401	53%	0.04	11,122	47%	0.74	East Somerville	10,557	48%	0.16	11,244	52%	1.13	East Somerville	13,056	60%	0.11	8,746	40%	1.18
Spring Hill	4,609	82%	0.10	1,016	18%	0.96	Davis Square	3,932	100%	0.09	-2,650	0%	1.11	Spring Hill	6,597	100%	0.08	-973	0%	0.93
East Somerville	3,839	1.00/	0.15	17,962	82%	1.13	Charlestown	3,771	45%	0.15	4,638	E E 0 /	0.90	Charlestown	4,092	49%	0.18	4,318	51%	0.90
Davis Canan		18%										55%							43%	1.25
Davis Square	3,334	100%	0.13	-2,052	0%	1.07	North Cambridge	3,324	28%	0.14	8,432	72%	0.91	East Medford	3,183	57%	0.10	2,381		
North Cambridge	3,334 3,260			-2,052 8,496									0.91 0.80	East Medford Winter Hill		57% 100%		2,381 -3,325	0%	1.22
-		100%	0.11	-2,052	0%	1.07	North Cambridge	3,324	28%	0.14	8,432	72%			3,183		0.21		0% 0%	1.22 0.94
North Cambridge	3,260	100% 28%	0.11 0.15	-2,052 8,496	0% 72%	1.07 0.92	North Cambridge Spring Hill	3,324 3,026	28% 54%	0.14 0.15	8,432 2,599	72% 46%	0.80	Winter Hill	3,183 3,173	100%	0.21 0.10	-3,325		
North Cambridge South Medford	3,260 1,749	100% 28% 100%	0.11 0.15 0.22	-2,052 8,496 -878	0% 72% 0%	1.07 0.92 1.11	North Cambridge Spring Hill South Medford	3,324 3,026 2,335	28% 54% 100%	0.14 0.15 0.12	8,432 2,599 -1,464	72% 46% 0%	0.80 1.28	Winter Hill Davis Square	3,183 3,173 2,753	100% 100%	0.21 0.10 0.15	-3,325 -1,471	0%	0.94
North Cambridge South Medford Charlestown	3,260 1,749 1,311	100% 28% 100% 16%	0.11 0.15 0.22 0.26	-2,052 8,496 -878 7,098	0% 72% 0% 84%	1.07 0.92 1.11 0.87	North Cambridge Spring Hill South Medford Winter Hill	3,324 3,026 2,335 1,978	28% 54% 100% 100%	0.14 0.15 0.12 0.13	8,432 2,599 -1,464 -2,130	72% 46% 0% 0%	0.80 1.28 1.26	Winter Hill Davis Square North Cambridge	3,183 3,173 2,753 2,486	100% 100% 21%	0.21 0.10 0.15 0.18	-3,325 -1,471 9,270	0% 79%	0.94 0.88
North Cambridge South Medford Charlestown East Arlington	3,260 1,749 1,311 1,225	100% 28% 100% 16% 100%	0.11 0.15 0.22 0.26 0.19	-2,052 8,496 -878 7,098 -842	0% 72% 0% 84% 0%	1.07 0.92 1.11 0.87 1.10	North Cambridge Spring Hill South Medford Winter Hill East Arlington	3,324 3,026 2,335 1,978 1,410	28% 54% 100% 100%	0.14 0.15 0.12 0.13 0.18	8,432 2,599 -1,464 -2,130 -1,028	72% 46% 0% 0% 0%	0.80 1.28 1.26 1.10	Winter Hill Davis Square North Cambridge South Medford	3,183 3,173 2,753 2,486 2,231	100% 100% 21% 100%	0.21 0.10 0.15 0.18 0.22	-3,325 -1,471 9,270 -1,360	0% 79% 0%	0.94 0.88 1.12
North Cambridge South Medford Charlestown East Arlington Winter Hill West End	3,260 1,749 1,311 1,225 1,164 1,144	100% 28% 100% 16% 100% 100% 15%	0.11 0.15 0.22 0.26 0.19 0.16 0.15	-2,052 8,496 -878 7,098 -842 -1,316 6,698	0% 72% 0% 84% 0% 0% 85%	1.07 0.92 1.11 0.87 1.10 1.13	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford	3,324 3,026 2,335 1,978 1,410 1,274 805	28% 54% 100% 100% 100% 5% 14%	0.14 0.15 0.12 0.13 0.18 0.34 0.44	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759	72% 46% 0% 0% 0% 95% 86%	0.80 1.28 1.26 1.10 0.50	Winter Hill Davis Square North Cambridge South Medford East Cambridge	3,183 3,173 2,753 2,486 2,231 2,052	100% 100% 21% 100% 9%	0.21 0.10 0.15 0.18 0.22 0.26	-3,325 -1,471 9,270 -1,360 21,472	0% 79% 0% 91%	0.94 0.88 1.12 0.51
North Cambridge South Medford Charlestown East Arlington Winter Hill West End	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route	100% 28% 100% 16% 100% 100% 15%	0.11 0.15 0.22 0.26 0.19 0.16 0.15	-2,052 8,496 -878 7,098 -842 -1,316 6,698 al Sq., Camb	0% 72% 0% 84% 0% 0% 85%	1.07 0.92 1.11 0.87 1.10 1.13 0.37	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford	3,324 3,026 2,335 1,978 1,410 1,274 805	28% 54% 100% 100% 100% 5% 14% Assembly S	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – De	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 wwntown via	72% 46% 0% 0% 0% 95% 86%	0.80 1.28 1.26 1.10 0.50 1.14	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden	3,183 3,173 2,753 2,486 2,231 2,052 767	100% 100% 21% 100% 9% 11% 3 (Sullivan S	0.21 0.10 0.15 0.18 0.22 0.26 0.41 ta. – Downto	-3,325 -1,471 9,270 -1,360 21,472 6,404 own via Bunk	0% 79% 0% 91% 89%	0.94 0.88 1.12 0.51 0.94
North Cambridge South Medford Charlestown East Arlington Winter Hill West End Transit I	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route Destinat	100% 28% 100% 16% 100% 100% 15% 91 (Sullivan	0.11 0.15 0.22 0.26 0.19 0.16 0.15	-2,052 8,496 -878 7,098 -842 -1,316 6,698 al Sq., Camb Destination	0% 72% 0% 84% 0% 0% 85% eridge) us not in Ser	1.07 0.92 1.11 0.87 1.10 1.13 0.37	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford  Transit Rou	3,324 3,026 2,335 1,978 1,410 1,274 805 te: Route 92 (	28% 54% 100% 100% 100% 5% 14% (Assembly Sons in Servi	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – Doice Area	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 Dwntown via Destination	72% 46% 0% 0% 0% 95% 86%  Main St.)	0.80 1.28 1.26 1.10 0.50 1.14	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden  Transit Re	3,183 3,173 2,753 2,486 2,231 2,052 767 Destinat	100% 100% 21% 100% 9% 11% 3 (Sullivan Stions in Servi	0.21 0.10 0.15 0.18 0.22 0.26 0.41 ta. – Downto	-3,325 -1,471 9,270 -1,360 21,472 6,404 own via Bunk Destinatio	0% 79% 0% 91% 89% Ker Hill) ns not in Ser	0.94 0.88 1.12 0.51 0.94
North Cambridge South Medford Charlestown East Arlington Winter Hill West End Transit I	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route Destinat # Trips	100% 28% 100% 16% 100% 100% 15% 91 (Sullivan ions in Servi % Trips	0.11 0.15 0.22 0.26 0.19 0.16 0.15 Sta. – Centrice Area Transit \$	-2,052 8,496 -878 7,098 -842 -1,316 6,698 al Sq., Camb Destination # Trips	0% 72% 0% 84% 0% 0% 85%  rridge) ss not in Ser % Trips	1.07 0.92 1.11 0.87 1.10 1.13 0.37	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford  Transit Rou  Origin Neighborhood	3,324 3,026 2,335 1,978 1,410 1,274 805 te: Route 92 ( Destinati	28% 54% 100% 100% 100% 5% 14%  (Assembly Sons in Servi	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – Doice Area Transit \$	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 Dwntown via Destination # Trips	72% 46% 0% 0% 0% 95% 86%  Main St.) ns not in Se % Trips	0.80 1.28 1.26 1.10 0.50 1.14 ervice Area Transit \$	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden  Transit Re	3,183 3,173 2,753 2,486 2,231 2,052 767  oute: Route 93 Destinat # Trips	100% 100% 21% 100% 9% 11% 3 (Sullivan Stions in Servi % Trips	0.21 0.10 0.15 0.18 0.22 0.26 0.41 ta. – Downto	-3,325 -1,471 9,270 -1,360 21,472 6,404 own via Bunk Destination # Trips	0% 79% 0% 91% 89%  ker Hill) ns not in Ser 7 Trips	0.94 0.88 1.12 0.51 0.94
North Cambridge South Medford Charlestown East Arlington Winter Hill West End  Transit I  Origin Neighborhood Central Square	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route Destinat #Trips 8,223	100% 28% 100% 16% 100% 100% 15%  91 (Sullivantions in Service) 86%	0.11 0.15 0.22 0.26 0.19 0.16 0.15 Sta. – Centrice Area Transit \$ 0.03	-2,052 8,496 -878 7,098 -842 -1,316 6,698 al Sq., Camb Destination # Trips 1,315	0% 72% 0% 84% 0% 0% 85%  ridge) s not in Ser % Trips 14%	1.07 0.92 1.11 0.87 1.10 1.13 0.37	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford  Transit Rou  Origin Neighborhood Waterfront	3,324 3,026 2,335 1,978 1,410 1,274 805  te: Route 92 (     Destinati # Trips 12,467	28% 54% 100% 100% 100% 5% 14%  Assembly S ons in Servi 7 Trips 22%	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – Doice Area Transit \$ 0.15	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 <b>Destination</b> # <b>Trips</b> 43,218	72% 46% 0% 0% 0% 95% 86%  Main St.) ns not in Se % Trips 78%	0.80 1.28 1.26 1.10 0.50 1.14  ervice Area Transit \$ 0.89	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden  Transit Re  Origin Neighborhood Waterfront	3,183 3,173 2,753 2,486 2,231 2,052 767   oute: Route 93  Destinat # Trips 12,662	100% 100% 21% 100% 9% 11% 3 (Sullivan Stions in Servi % Trips 23%	0.21 0.10 0.15 0.18 0.22 0.26 0.41 ta. – Downto ice Area Transit \$ 0.15	-3,325 -1,471 9,270 -1,360 21,472 6,404 own via Bunk Destination # Trips 43,023	0% 79% 0% 91% 89%  ker Hill) ns not in Ser 77%	0.94 0.88 1.12 0.51 0.94 rvice Area Transit \$ 0.89
North Cambridge South Medford Charlestown East Arlington Winter Hill West End  Transit I  Origin Neighborhood Central Square Spring Hill	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route Destinat # Trips 8,223 5,370	100% 28% 100% 16% 100% 100% 15% <b>91 (Sullivan</b> tions in Servi <b>% Trips</b> 86% 95%	0.11 0.15 0.22 0.26 0.19 0.16 0.15 Sta. – Centrice Area Transit \$ 0.03 0.08	-2,052 8,496 -878 7,098 -842 -1,316 6,698 al Sq., Camb Destination # Trips 1,315 254	0% 72% 0% 84% 0% 0% 85%  pridge) s not in Ser 7 Trips 14% 5%	1.07 0.92 1.11 0.87 1.10 1.13 0.37 vice Area Transit \$ 0.75 0.85	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford  Transit Rou  Origin Neighborhood Waterfront East Somerville	3,324 3,026 2,335 1,978 1,410 1,274 805  te: Route 92 (	28% 54% 100% 100% 100% 5% 14%  Assembly S ons in Servi % Trips 22% 56%	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – Doice Area Transit \$ 0.15 0.17	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 <b>Destination</b> # <b>Trips</b> 43,218 9,582	72% 46% 0% 0% 0% 95% 86%  Main St.) ns not in Se % Trips 78% 44%	0.80 1.28 1.26 1.10 0.50 1.14  ervice Area Transit \$ 0.89 1.08	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden  Transit Re  Origin Neighborhood  Waterfront Chinatown	3,183 3,173 2,753 2,486 2,231 2,052 767   oute: Route 93  Destinat # Trips 12,662 9,814	100% 100% 21% 100% 9% 11% 3 (Sullivan Stions in Servi % Trips 23% 39%	0.21 0.10 0.15 0.18 0.22 0.26 0.41 ta. – Downto ice Area Transit \$ 0.15 0.07	-3,325 -1,471 9,270 -1,360 21,472 6,404 own via Bunk Destinatio # Trips 43,023 15,436	0% 79% 0% 91% 89%  ker Hill) ns not in Ser 77% 61%	0.94 0.88 1.12 0.51 0.94 rvice Area Transit \$ 0.89 0.62
North Cambridge South Medford Charlestown East Arlington Winter Hill West End  Transit I  Origin Neighborhood Central Square Spring Hill East Somerville	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route Destinat # Trips 8,223 5,370 4,313	100% 28% 100% 16% 100% 100% 15% <b>91 (Sullivan</b> tions in Servi <b>% Trips</b> 86% 95% 20%	0.11 0.15 0.22 0.26 0.19 0.16 0.15 Sta. – Centrice Area Transit \$ 0.03 0.08 0.11	-2,052 8,496 -878 7,098 -842 -1,316 6,698 al Sq., Camb Destination # Trips 1,315 254 17,489	0% 72% 0% 84% 0% 0% 85%  ridge) s not in Ser 4% 5% 80%	1.07 0.92 1.11 0.87 1.10 1.13 0.37 vice Area Transit \$ 0.75 0.85 1.11	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford  Transit Rou  Origin Neighborhood Waterfront East Somerville Chinatown	3,324 3,026 2,335 1,978 1,410 1,274 805  te: Route 92 (	28% 54% 100% 100% 100% 5% 14%  Assembly S ons in Servi % Trips 22% 56% 39%	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – Doice Area Transit \$ 0.15 0.17 0.06	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 wntown via Destination # Trips 43,218 9,582 15,411	72% 46% 0% 0% 0% 95% 86%  Main St.) ns not in Se % Trips 78% 44% 61%	0.80 1.28 1.26 1.10 0.50 1.14  ervice Area Transit \$ 0.89 1.08 0.61	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden  Transit Re  Origin Neighborhood  Waterfront Chinatown Downtown	3,183 3,173 2,753 2,486 2,231 2,052 767   oute: Route 92  Destinat # Trips 12,662 9,814 8,017	100% 100% 21% 100% 9% 11% 3 (Sullivan S tions in Servi % Trips 23% 39% 43%	0.21 0.10 0.15 0.18 0.22 0.26 0.41 ta. – Downto ice Area Transit \$ 0.15 0.07 0.03	-3,325 -1,471 9,270 -1,360 21,472 6,404 <b>Destinatio</b> <b># Trips</b> 43,023 15,436 10,705	0% 79% 0% 91% 89%  ser Hill) ns not in Ser 77% 61% 57%	0.94 0.88 1.12 0.51 0.94 rvice Area Transit \$ 0.89 0.62 0.84
North Cambridge South Medford Charlestown East Arlington Winter Hill West End  Transit I  Origin Neighborhood Central Square Spring Hill East Somerville East Cambridge	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route Destinat # Trips 8,223 5,370 4,313 2,654	100% 28% 100% 16% 100% 100% 15%  91 (Sullivan ions in Servi % Trips 86% 95% 20% 11%	0.11 0.15 0.22 0.26 0.19 0.16 0.15 Sta. – Centrice Area Transit \$ 0.03 0.08 0.11 0.16	-2,052 8,496 -878 7,098 -842 -1,316 6,698 al Sq., Camb Destination # Trips 1,315 254 17,489 20,869	0% 72% 0% 84% 0% 0% 85% oridge) as not in Ser % Trips 14% 5% 80% 89%	1.07 0.92 1.11 0.87 1.10 1.13 0.37 vice Area Transit \$ 0.75 0.85 1.11 0.52	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford  Transit Rou  Origin Neighborhood Waterfront East Somerville Chinatown Downtown	3,324 3,026 2,335 1,978 1,410 1,274 805  te: Route 92 (	28% 54% 100% 100% 100% 5% 14%  Assembly S ons in Servi % Trips 22% 56% 39% 42%	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – Deice Area Transit \$ 0.15 0.17 0.06 0.03	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 wntown via Destination # Trips 43,218 9,582 15,411 10,773	72% 46% 0% 0% 0% 95% 86%  Main St.) ns not in Se % Trips 78% 44% 61% 58%	0.80 1.28 1.26 1.10 0.50 1.14  ervice Area Transit \$ 0.89 1.08 0.61 0.80	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden  Transit Re  Origin Neighborhood  Waterfront Chinatown Downtown East Cambridge	3,183 3,173 2,753 2,486 2,231 2,052 767   oute: Route 92	100% 100% 21% 100% 9% 11%  3 (Sullivan S tions in Servi % Trips 23% 39% 43% 18%	0.21 0.10 0.15 0.18 0.22 0.26 0.41 ta. – Downto ice Area Transit \$ 0.15 0.07 0.03 0.23	-3,325 -1,471 9,270 -1,360 21,472 6,404 <b>Destinatio</b> <b># Trips</b> 43,023 15,436 10,705 19,388	0% 79% 0% 91% 89%  Ker Hill) ns not in Ser % Trips 77% 61% 57% 82%	0.94 0.88 1.12 0.51 0.94 rvice Area Transit \$ 0.89 0.62 0.84 0.56
North Cambridge South Medford Charlestown East Arlington Winter Hill West End  Transit I  Origin Neighborhood Central Square Spring Hill East Somerville East Cambridge Harvard Square	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route Destinat # Trips 8,223 5,370 4,313 2,654 2,357	100% 28% 100% 16% 100% 100% 15%  91 (Sullivan ions in Servi % Trips 86% 95% 20% 11% 100%	0.11 0.15 0.22 0.26 0.19 0.16 0.15 Sta. – Centrice Area Transit \$ 0.03 0.08 0.11 0.16 0.15	-2,052 8,496 -878 7,098 -842 -1,316 6,698 al Sq., Camb Destination # Trips 1,315 254 17,489 20,869 -4,729	0% 72% 0% 84% 0% 0% 85% 0ridge) s not in Ser % Trips 14% 5% 80% 89% 0%	1.07 0.92 1.11 0.87 1.10 1.13 0.37 vice Area Transit \$ 0.75 0.85 1.11 0.52 0.48	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford  Transit Rou  Origin Neighborhood Waterfront East Somerville Chinatown Downtown West End	3,324 3,026 2,335 1,978 1,410 1,274 805  te: Route 92 (	28% 54% 100% 100% 100% 5% 14%  Assembly S ons in Servi % Trips 22% 56% 39% 42% 55%	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – Deice Area Transit \$ 0.15 0.17 0.06 0.03 0.06	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 wntown via Destination # Trips 43,218 9,582 15,411 10,773 3,518	72% 46% 0% 0% 0% 95% 86%  Main St.) ns not in Se % Trips 78% 44% 61% 58% 45%	0.80 1.28 1.26 1.10 0.50 1.14  ervice Area Transit \$ 0.89 1.08 0.61 0.80 0.61	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden  Transit Re  Origin Neighborhood Waterfront Chinatown Downtown East Cambridge East Somerville	3,183 3,173 2,753 2,486 2,231 2,052 767  oute: Route 93  Destinat # Trips 12,662 9,814 8,017 4,135 4,021	100% 100% 21% 100% 9% 11%  3 (Sullivan S tions in Servi % Trips 23% 39% 43% 18%	0.21 0.10 0.15 0.18 0.22 0.26 0.41 ta. – Downto ice Area Transit \$ 0.15 0.07 0.03 0.23 0.19	-3,325 -1,471 9,270 -1,360 21,472 6,404 own via Bunk Destinatio # Trips 43,023 15,436 10,705 19,388 17,781	0% 79% 0% 91% 89%  ser Hill) ms not in Ser % Trips 77% 61% 57% 82% 82%	0.94 0.88 1.12 0.51 0.94 rvice Area Transit \$ 0.89 0.62 0.84 0.56 1.05
North Cambridge South Medford Charlestown East Arlington Winter Hill West End  Transit I  Origin Neighborhood Central Square Spring Hill East Somerville East Cambridge Harvard Square Charlestown	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route Destinat # Trips 8,223 5,370 4,313 2,654	100% 28% 100% 16% 100% 100% 15%  91 (Sullivan ions in Servi % Trips 86% 95% 20% 11%	0.11 0.15 0.22 0.26 0.19 0.16 0.15  Sta. – Centrice Area Transit \$ 0.03 0.08 0.11 0.16 0.15 0.17	-2,052 8,496 -878 7,098 -842 -1,316 6,698 al Sq., Camb Destination # Trips 1,315 254 17,489 20,869 -4,729 6,213	0% 72% 0% 84% 0% 0% 85% 0ridge) s not in Ser % Trips 14% 5% 80% 89% 0% 74%	1.07 0.92 1.11 0.87 1.10 1.13 0.37 vice Area Transit \$ 0.75 0.85 1.11 0.52 0.48 0.90	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford  Transit Rou  Origin Neighborhood Waterfront East Somerville Chinatown Downtown	3,324 3,026 2,335 1,978 1,410 1,274 805  te: Route 92 (	28% 54% 100% 100% 100% 5% 14%  Assembly S ons in Servi % Trips 22% 56% 39% 42%	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – Deice Area Transit \$ 0.15 0.17 0.06 0.03	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 wntown via Destination # Trips 43,218 9,582 15,411 10,773	72% 46% 0% 0% 0% 95% 86%  Main St.) ns not in Se % Trips 78% 44% 61% 58% 45%	0.80 1.28 1.26 1.10 0.50 1.14  ervice Area Transit \$ 0.89 1.08 0.61 0.80 0.61 1.35	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden  Transit Re  Origin Neighborhood Waterfront Chinatown Downtown East Cambridge East Somerville West End	3,183 3,173 2,753 2,486 2,231 2,052 767  oute: Route 93	100% 100% 21% 100% 9% 11%  3 (Sullivan S tions in Servi % Trips 23% 39% 43% 18%	0.21 0.10 0.15 0.18 0.22 0.26 0.41 ta. – Downto ice Area Transit \$ 0.15 0.07 0.03 0.23	-3,325 -1,471 9,270 -1,360 21,472 6,404 own via Bunk Destinatio # Trips 43,023 15,436 10,705 19,388 17,781 3,975	0% 79% 0% 91% 89%  Ker Hill) ns not in Ser % Trips 77% 61% 57% 82%	0.94 0.88 1.12 0.51 0.94 rvice Area Transit \$ 0.89 0.62 0.84 0.56
North Cambridge South Medford Charlestown East Arlington Winter Hill West End  Transit I  Origin Neighborhood Central Square Spring Hill East Somerville East Cambridge Harvard Square	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route Destinat # Trips 8,223 5,370 4,313 2,654 2,357	100% 28% 100% 16% 100% 100% 15%  91 (Sullivan ions in Servi % Trips 86% 95% 20% 11% 100%	0.11 0.15 0.22 0.26 0.19 0.16 0.15 Sta. – Centrice Area Transit \$ 0.03 0.08 0.11 0.16 0.15	-2,052 8,496 -878 7,098 -842 -1,316 6,698 al Sq., Camb Destination # Trips 1,315 254 17,489 20,869 -4,729	0% 72% 0% 84% 0% 0% 85% 0ridge) s not in Ser % Trips 14% 5% 80% 89% 0%	1.07 0.92 1.11 0.87 1.10 1.13 0.37 vice Area Transit \$ 0.75 0.85 1.11 0.52 0.48	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford  Transit Rou  Origin Neighborhood Waterfront East Somerville Chinatown Downtown West End	3,324 3,026 2,335 1,978 1,410 1,274 805  te: Route 92 (	28% 54% 100% 100% 100% 5% 14%  Assembly S ons in Servi % Trips 22% 56% 39% 42% 55%	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – Deice Area Transit \$ 0.15 0.17 0.06 0.03 0.06	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 wntown via Destination # Trips 43,218 9,582 15,411 10,773 3,518	72% 46% 0% 0% 0% 95% 86%  Main St.) ns not in Se % Trips 78% 44% 61% 58% 45%	0.80 1.28 1.26 1.10 0.50 1.14  ervice Area Transit \$ 0.89 1.08 0.61 0.80 0.61	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden  Transit Re  Origin Neighborhood Waterfront Chinatown Downtown East Cambridge East Somerville	3,183 3,173 2,753 2,486 2,231 2,052 767  oute: Route 93  Destinat # Trips 12,662 9,814 8,017 4,135 4,021	100% 100% 21% 100% 9% 11%  3 (Sullivan S tions in Servi % Trips 23% 39% 43% 18%	0.21 0.10 0.15 0.18 0.22 0.26 0.41 ta. – Downto ice Area Transit \$ 0.15 0.07 0.03 0.23 0.19	-3,325 -1,471 9,270 -1,360 21,472 6,404 own via Bunk Destinatio # Trips 43,023 15,436 10,705 19,388 17,781	0% 79% 0% 91% 89%  ser Hill) ms not in Ser % Trips 77% 61% 57% 82% 82%	0.94 0.88 1.12 0.51 0.94 rvice Area Transit \$ 0.89 0.62 0.84 0.56 1.05
North Cambridge South Medford Charlestown East Arlington Winter Hill West End  Transit I  Origin Neighborhood Central Square Spring Hill East Somerville East Cambridge Harvard Square Charlestown	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route Destinat # Trips 8,223 5,370 4,313 2,654 2,357 2,196	100% 28% 100% 16% 100% 15%  91 (Sullivanions in Servion Servio	0.11 0.15 0.22 0.26 0.19 0.16 0.15  Sta. – Centrice Area Transit \$ 0.03 0.08 0.11 0.16 0.15 0.17	-2,052 8,496 -878 7,098 -842 -1,316 6,698  al Sq., Camb Destination # Trips 1,315 254 17,489 20,869 -4,729 6,213 55,069 -719	0% 72% 0% 84% 0% 0% 85% 0ridge) s not in Ser % Trips 14% 5% 80% 89% 0% 74%	1.07 0.92 1.11 0.87 1.10 1.13 0.37 vice Area Transit \$ 0.75 0.85 1.11 0.52 0.48 0.90 0.69 0.95	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford  Transit Rou  Origin Neighborhood Waterfront East Somerville Chinatown Downtown West End Charlestown East Cambridge North End	3,324 3,026 2,335 1,978 1,410 1,274 805  te: Route 92 (	28% 54% 100% 100% 100% 5% 14%  Assembly S ons in Servi % Trips 22% 56% 39% 42% 55% 51%	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – Deice Area Transit \$ 0.15 0.17 0.06 0.03 0.06 0.11	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 wntown via Destination # Trips 43,218 9,582 15,411 10,773 3,518 4,146	72% 46% 0% 0% 0% 95% 86%  Main St.) ns not in Se % Trips 78% 44% 61% 58% 45% 49% 82% 26%	0.80 1.28 1.26 1.10 0.50 1.14  Prvice Area Transit \$ 0.89 1.08 0.61 0.80 0.61 1.35 0.55 1.05	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden  Transit Re  Origin Neighborhood Waterfront Chinatown Downtown East Cambridge East Somerville West End	3,183 3,173 2,753 2,486 2,231 2,052 767  oute: Route 93	100% 100% 21% 100% 9% 111%  3 (Sullivan S tions in Servi % Trips 23% 39% 43% 18% 18% 49%	0.21 0.10 0.15 0.18 0.22 0.26 0.41 ta. – Downto ice Area Transit \$ 0.15 0.07 0.03 0.23 0.19 0.05	-3,325 -1,471 9,270 -1,360 21,472 6,404 <b>Destinatio</b> <b># Trips</b> 43,023 15,436 10,705 19,388 17,781 3,975 1,192 5,567	0% 79% 0% 91% 89%  SEET Hill) INS NOT IN SEET 77% 61% 57% 82% 82% 51%	0.94 0.88 1.12 0.51 0.94 rvice Area Transit \$ 0.89 0.62 0.84 0.56 1.05 0.82
North Cambridge South Medford Charlestown East Arlington Winter Hill West End  Transit I  Origin Neighborhood Central Square Spring Hill East Somerville East Cambridge Harvard Square Charlestown Waterfront	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route: Destinat # Trips 8,223 5,370 4,313 2,654 2,357 2,196 616	100% 28% 100% 16% 100% 15%  91 (Sullivan ions in Service Servi	0.11 0.15 0.22 0.26 0.19 0.16 0.15  Sta. – Centrice Area Transit \$ 0.03 0.08 0.11 0.16 0.15 0.17 0.52 0.23 0.45	-2,052 8,496 -878 7,098 -842 -1,316 6,698 al Sq., Camb Destination # Trips 1,315 254 17,489 20,869 -4,729 6,213 55,069	0% 72% 0% 84% 0% 0% 85%  oridge) as not in Ser % Trips 14% 5% 80% 89% 0% 74% 99% 0% 96%	1.07 0.92 1.11 0.87 1.10 1.13 0.37 vice Area Transit \$ 0.75 0.85 1.11 0.52 0.48 0.90 0.69 0.95 0.51	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford  Transit Rou  Origin Neighborhood Waterfront East Somerville Chinatown Downtown West End Charlestown East Cambridge	3,324 3,026 2,335 1,978 1,410 1,274 805  te: Route 92 ( Destinati # Trips 12,467 12,219 9,838 7,949 4,324 4,263 4,120 3,047 2,134	28% 54% 100% 100% 100% 5% 14%  Assembly S ons in Servi % Trips 22% 56% 39% 42% 55% 51% 18% 74% 13%	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – Deice Area Transit \$ 0.15 0.17 0.06 0.03 0.06 0.11 0.24	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 <b>Dwntown via Destination</b> # <b>Trips</b> 43,218 9,582 15,411 10,773 3,518 4,146 19,403 1,057 13,740	72% 46% 0% 0% 0% 95% 86%  Main St.) ns not in Se % Trips 78% 44% 61% 58% 45% 49% 82% 26% 87%	0.80 1.28 1.26 1.10 0.50 1.14  Prvice Area Transit \$ 0.89 1.08 0.61 0.80 0.61 1.35 0.55	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden  Transit Re  Origin Neighborhood Waterfront Chinatown Downtown East Cambridge East Somerville West End North End	3,183 3,173 2,753 2,486 2,231 2,052 767  oute: Route 93  Destinat # Trips 12,662 9,814 8,017 4,135 4,021 3,868 2,913 2,842 1,641	100% 100% 21% 100% 9% 111%  3 (Sullivan S tions in Servi % Trips 23% 39% 43% 18% 49% 71%	0.21 0.10 0.15 0.18 0.22 0.26 0.41  ta. – Downto ice Area Transit \$ 0.15 0.07 0.03 0.23 0.19 0.05 0.06 0.11 0.50	-3,325 -1,471 9,270 -1,360 21,472 6,404 <b>Destination</b> # <b>Trips</b> 43,023 15,436 10,705 19,388 17,781 3,975 1,192 5,567 14,233	0% 79% 0% 91% 89%  SEET Hill) INS NOT IN SEET 77% 61% 57% 82% 82% 51% 29% 66% 90%	0.94 0.88 1.12 0.51 0.94  rvice Area Transit \$ 0.89 0.62 0.84 0.56 1.05 0.82 1.08 1.41 0.94
North Cambridge South Medford Charlestown East Arlington Winter Hill West End  Transit I  Origin Neighborhood Central Square Spring Hill East Somerville East Cambridge Harvard Square Charlestown Waterfront Winter Hill	3,260 1,749 1,311 1,225 1,164 1,144 Route: Route: Destinat # Trips 8,223 5,370 4,313 2,654 2,357 2,196 616 567	100% 28% 100% 16% 100% 15%  91 (Sullivanions in Service	0.11 0.15 0.22 0.26 0.19 0.16 0.15  Sta. – Centrice Area Transit \$ 0.03 0.08 0.11 0.16 0.15 0.17 0.52 0.23	-2,052 8,496 -878 7,098 -842 -1,316 6,698  al Sq., Camb Destination # Trips 1,315 254 17,489 20,869 -4,729 6,213 55,069 -719	0% 72% 0% 84% 0% 08 85% 0ridge) as not in Ser % Trips 14% 5% 80% 89% 0% 74% 99% 0%	1.07 0.92 1.11 0.87 1.10 1.13 0.37 vice Area Transit \$ 0.75 0.85 1.11 0.52 0.48 0.90 0.69 0.95	North Cambridge Spring Hill South Medford Winter Hill East Arlington East Cambridge East Medford  Transit Rou  Origin Neighborhood Waterfront East Somerville Chinatown Downtown West End Charlestown East Cambridge North End	3,324 3,026 2,335 1,978 1,410 1,274 805  te: Route 92 (	28% 54% 100% 100% 100% 5% 14%  Assembly S ons in Servi % Trips 22% 56% 39% 42% 55% 51% 18% 74%	0.14 0.15 0.12 0.13 0.18 0.34 0.44 6q. Mall – Deice Area Transit \$ 0.15 0.17 0.06 0.03 0.06 0.11 0.24 0.06	8,432 2,599 -1,464 -2,130 -1,028 22,249 4,759 <b>Destination</b> # <b>Trips</b> 43,218 9,582 15,411 10,773 3,518 4,146 19,403 1,057	72% 46% 0% 0% 0% 95% 86%  Main St.) ns not in Se % Trips 78% 44% 61% 58% 45% 49% 82% 26%	0.80 1.28 1.26 1.10 0.50 1.14  Prvice Area Transit \$ 0.89 1.08 0.61 0.80 0.61 1.35 0.55 1.05	Winter Hill Davis Square North Cambridge South Medford East Cambridge West Malden  Transit Re  Origin Neighborhood Waterfront Chinatown Downtown East Cambridge East Somerville West End North End Charlestown	3,183 3,173 2,753 2,486 2,231 2,052 767  oute: Route 93  Destinat # Trips 12,662 9,814 8,017 4,135 4,021 3,868 2,913 2,842	100% 100% 21% 100% 9% 111%  3 (Sullivan Stions in Servi % Trips 23% 39% 43% 18% 49% 71% 34%	0.21 0.10 0.15 0.18 0.22 0.26 0.41 ta. – Downto ice Area Transit \$ 0.15 0.07 0.03 0.23 0.19 0.05 0.06 0.11	-3,325 -1,471 9,270 -1,360 21,472 6,404 <b>Destinatio</b> <b># Trips</b> 43,023 15,436 10,705 19,388 17,781 3,975 1,192 5,567	0% 79% 0% 91% 89%  SEET Hill) INS NOT IN SEET 77% 61% 57% 82% 82% 51% 29% 66%	0.94 0.88 1.12 0.51 0.94 rvice Area Transit \$ 0.89 0.62 0.84 0.56 1.05 0.82 1.08 1.41

TABLE 83 – Continued

Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 94 – 109

Tra	nsit Route: R	Route 94 (M	edford Sq. –	Davis Sq. St	(a.)		Tra	ansit Route: R	Route 95 (We	st Medford				Tra	ansit Route:	Route 96 (Me	edford Sq. –	Harvard St	a.)	
	Destina	tions in Ser	vice Area	Destination	ons not in S	ervice Area		Destina	tions in Serv	ice Area	Destinatio	ons not in So	ervice Area		Destina	ations in Serv	ice Area	Destinati	ons not in Se	ervice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Davis Square	3,218	100%	0.06	-1,936	0%	1.06	East Somerville	11,144	51%	0.14	10,658	49%	1.10	North Cambridge	2,589	22%	0.18	9,167	78%	1.06
North Cambridge	2,961	25%	0.14	8,794	75%	0.88	Charlestown	4,014	48%	0.13	4,395	52%	0.90	Davis Square	1,705	100%	0.13	-423	0%	1.17
South Medford	1,322	100%	0.09	-451	0%	1.19	East Medford	3,141	56%	0.14	2,424	44%	1.40	Central Square	1,485	16%	0.21	8,053	84%	0.60
East Arlington	1,268	100%	0.14	-885	0%	1.08	Spring Hill	2,431	43%	0.23	3,194	57%	0.73	North Allston	1,358	19%	0.15	5,638	81%	1.01
Medford Hillside	263	100%	0.05	-193	0%	1.41	Winter Hill	1,895	100%	0.13	-2,047	0%	1.15	Spring Hill	1,251	22%	0.15	4,373	78%	0.86
Charlestown	208	2%	0.64	8,201	98%	0.82	West Malden	1,487	21%	0.32	5,684	79%	0.98	South Medford	799	92%	0.15	72	8%	1.27
Waterfront	206	0%	0.64	55,480	100%	0.69	East Cambridge	1,229	5%	0.32	22,294	95%	0.50	Waterfront	532	1%	0.55	55,154	99%	0.69
East Cambridge	156	1%	0.52	23,368	99%	0.50	South Medford	1,040	100%	0.13	-170	0%	1.30	East Cambridge	458	2%	0.45	23,065	98%	0.50
Stoneham	147	2%	1.05	6,818	98%	1.43	Davis Square	829	65%	0.30	452	35%	0.80	BU	219	4%	0.49	5,445	96%	0.52
North Newton	137	100%	0.99	-989	0%	1.04	Downtown	652	3%	0.43	18,070	97%	0.23	W. Medford/Medford Sq	149	51%	0.24	142	49%	1.32
1 torur 1 te wton	137	10070	0.77	707	070	1.04	Downtown	032	370	0.43	10,070	7170	0.23	W. Medioid/Medioid 5q	147	3170	0.24	172	7270	1.32
Tra	nsit Route: R	oute 97 (Ma	alden Sta. – V	Wellington S	ta.)		Transit Route	: Route 99 (B	oston Reg. M	Ied. Ctr. Sto	neham – Wo	ellington St	a.)	Tı	ransit Route:	Route 100 (I	Elm St. – Wo	ellington Sta	.)	
	Destina	tions in Ser	vice Area	Destination	ons not in Se	ervice Area		Destina	tions in Serv	ice Area	Destinatio	ons not in Se	ervice Area		Destina	ations in Serv	ice Area	Destinati	ons not in Se	ervice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$		% Trips	Transit \$
East Somerville	7,732	35%	0.40	14,070	65%	0.92	East Somerville	7,906	36%	0.41	13,896	64%	0.92	East Medford	3,050	55%	0.08	2,514	45%	1.36
West Malden	4,660	65%	0.07	2,511	35%	1.20	West Malden	6,334	88%	0.07	838	12%	1.26	West Malden	1,564	22%	0.13	5,607	78%	1.00
West Everett	3,235	100%	0.07	-683	0%	1.30	East Malden	3,392	55%	0.13	2,758	45%	1.26	East Somerville	613	3%	0.37	21,189	97%	0.91
East Malden	2,999	49%	0.15	3,151	51%	1.19	East Medford	3,081	55%	0.21	2,483	45%	1.21	Charlestown	415	5%	0.56	7,994	95%	0.82
East Everett	2,821	98%	0.13	54	2%	1.15	West Everett	2,249	88%	0.11	302	12%	1.18	W. Medford/Medford Sq	378	100%	0.19	-87	0%	1.20
East Medford	2,764	50%	0.19	2,800	50%	1.21	Charlestown	1,752	21%	0.45	6,658	79%	0.83	North Medford	366	100%	0.24	-91	0%	1.47
Charlestown	1,650	20%	0.45	6,759	80%	0.83	East Everett	1,443	50%	0.23	1,432	50%	1.06	Waterfront	185	0%	0.71	55,500	100%	0.69
Winter Hill	844	100%	0.50	-996	0%	0.90	Winter Hill	895	100%	0.51	-1,047	0%	0.90	Medford Hillside	184	100%	0.33	-115	0%	0.96
Chelsea	833	5%	0.45	15,042	95%	0.94	East Boston	548	4%	0.70	13,393	96%	0.81	South Medford	172	20%	0.24	698	80%	1.02
Downtown	478	3%	0.43	18,244	97%	0.23	Chelsea	516	3%	0.70	15,358	97%	0.93	West Everett	156		0.24	2,395	94%	0.97
Downtown	470	370	0.47	10,244	2170	0.23	Cheisea	310	370	0.54	13,330	2170	0.73	West Everett	130	070	0.30	2,373	7470	0.71
Transit Rou	ite: Route 10	1 (Malden S	Sta. – Sullivar	n Sta. via Me	edford Sq.)		Transit R	Route: Route 1	104 (Malden	Sta. – Sulliv	an Sta. via F	Ferry St.)		Transit R	Route: Route	105 (Malden	Sta. – Sulliv	an Sta. via I	Main St.)	
	Destina	tions in Ser	vice Area	Destination	ons not in So	ervice Area		Destina	tions in Serv	ice Area	Destinatio	ons not in So	ervice Area		Destina	ations in Serv	ice Area	Destinati	ons not in Se	ervice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
East Somerville	11,058	51%	0.19	10,744	49%	1.14	East Somerville	9,252	42%	0.19	12,550	58%	1.01	East Somerville	9,328	43%	0.19	12,473	57%	1.01
West Malden	5,760	80%	0.15	1,412	20%	1.29	West Malden	5,398	75%	0.09	1,774	25%	1.20	West Malden	5,832	81%	0.08	1,340	19%	1.21
Charlestown	4,066	48%	0.18	4,343	52%	0.90	East Malden	3,934	64%	0.12	2,216	36%	1.30	East Malden	4,476	73%	0.09	1,674	27%	1.38
East Malden	2,763	45%	0.23	3,387	55%	1.24	West Everett	3,395	100%	0.09	-844	0%	1.33	Charlestown	3,425	41%	0.15	4,984	59%	0.89
Spring Hill	2,596	46%	0.24	3,029	54%	0.75	Charlestown	3,371	40%	0.16	5,038	60%	0.89	West Everett	2,465	97%	0.09	86	3%	1.31
East Medford	2,458	44%	0.23	3,107	56%	1.35	East Everett	2,616	91%	0.13	259	9%	1.19	East Everett	2,017	70%	0.19	858	30%	1.12
Winter Hill	1,420	100%	0.15	-1,572	0%	1.27	East Medford	1,394	25%	0.34	4,171	75%	1.14	East Medford	1,464	26%	0.34	4,100	74%	1.15
East Cambridge	1,324	6%	0.38	22,199	94%	0.50	East Cambridge	981	4%	0.39	22,543	96%	0.50	East Cambridge	985	4%	0.39	22,538	96%	0.50
South Medford	1,138	100%	0.15	-267	0%	1.42	Chelsea	946	6%	0.45	14,928	94%	0.94	Winter Hill	878	100%	0.41	-1,030	0%	0.92
East Arlington	1,016	100%	0.26	-633	0%	1.06	Winter Hill	845	100%	0.40	-997	0%	0.92	Spring Hill	775	14%	0.46	4,849	86%	0.70
														-1 8				,		
Transit Route	: Route 106 (	Franklin So	./Lebanon St	t. Loop – We	ellington Sta	ı.)	Tra	nsit Route: R	oute 108 (Li	nden Sq. – V	Wellington S	ta.)		Tr	ansit Route:	<b>Route 109 (L</b>	inden Sq. –	Sullivan Sta	ı.)	
	Destina	tions in Ser	vice Area	Destination	ons not in So	ervice Area		Destina	tions in Serv	ice Area	Destinatio	ons not in So	ervice Area		Destina	ations in Serv	ice Area	Destinati	ons not in Se	ervice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
West Malden	5,130	72%	0.09	2,042	28%	1.24	West Malden	5,457	76%	0.05	1,715	24%	1.29	East Somerville	9,224	42%	0.15	12,578	58%	1.00
East Malden	4,115	67%	0.11	2,035	33%	1.45	East Malden	4,315	70%	0.09	1,835	30%	1.43	Charlestown	3,374		0.12	5,035	60%	0.89
West Everett	2,094	82%	0.12	457	18%	1.22	East Medford	3,297	59%	0.13	2,267	41%	1.33	East Everett	2,816		0.08	59	2%	1.19
East Medford	1,822	33%	0.28	3,743	67%	1.20	West Everett	1,312	51%	0.20	1,240	49%	1.07	West Everett	2,532	99%	0.06	19	1%	1.23
East Everett	1,116	39%	0.23	1,759	61%	1.09	West Revere	909	14%	0.43	5,754	86%	1.21	East Malden	1,804	29%	0.15	4,346	71%	1.20
East Somerville	485	2%	0.51	21,317	98%	0.91	East Somerville	669	3%	0.44	21,132	97%	0.91	Chelsea	1,324	8%	0.38	14,550	92%	0.94
Charlestown	451	5%	0.56	7,958	95%	0.83	Charlestown	456	5%	0.54	7,953	95%	0.83	Winter Hill	1,140	100%	0.35	-1,292	0%	0.91
West Revere	391	6%	0.47	6,272	94%	1.21	Melrose	359	14%	0.45	2,297	86%	1.31	West Revere	1,089	16%	0.34	5,575	84%	1.20
G. 1	240	50/	0.47	6,272	050/	1.21	F	275	20/	0.43	12 666	0070	0.91	Coming Hill	1,067	10/0	0.34	1,571	910/	0.70

Neighborhood lies outside route's service area

6,625

2,379

95%

90%

0.59

0.17

Stoneham

Melrose

340

277

5%

10%

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

East Boston

Waterfront

275

250

2%

0%

0.71

0.70

13,666

55,436

98%

100%

0.81

0.69

Spring Hill

East Cambridge

1,053

953

19%

4%

0.41

0.35

4,571

22,571

81%

96%

0.70

0.50

1.48

1.62

TABLE 83 – Continued

Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 110 – 134

Transit Route: Route 112 (Wellington Sta. – Wood Island Sta.)

**Destinations not in Service Area** 

**Destinations in Service Area** 

Transit Route: Route 111 (Woodlawn/Broadway & Park – Haymarket Sta.)

**Destinations in Service Area** 

Transit Route: Route 110 (Wonderland Sta. – Wellington Sta.)

Destinations not in Service Area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

**Destinations in Service Area** 

Ease   Substitute		Desuliat	ions in Ser	vice Area	Desunano	ons not in Se	ervice Area		Desulian	ions in Serv	rice Al ea	Desimano	ns not in Se	rvice Area		Desilian	ions in Servi	ce Area	Desimano	ns not in Sei	vice Area
Marther   Mart   Marther   Marther	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Page	East Revere	5,594	58%	0.25	4,005	42%	1.26	Chelsea	9,684	61%	0.15	6,191	39%	1.36	Chelsea	10,587	67%	0.10	5,288	33%	1.32
Page	West Everett	3,670	100%	0.09	-1,118	0%	1.26	East Cambridge	7,212	31%	0.20	16,311	69%	0.55	East Everett	3,737	100%	0.08	-862	0%	1.28
Part	East Everett					7%									East Boston				10,500		0.96
Employ   1.00								Chinatown													
Memory   1,74   2,76   3,76																					
Chele   Chel																					
Part																					
Mindelson   Mind																					
Part																					
Property   Property																					
Page	Charlestown	489	0%	0.57	7,921	94%	0.83	Downtown	1,207	0%	0.02	17,515	94%	0.42	East Cambridge	145	1%	0.03	23,379	99%	0.49
Policy   P	Trans	sit Route: Rou	ıte 114 (Bel	lingham Sq.	– Maverick	Sta.)		Transit Rout	te: Route 116	(Wonderla	nd Sta. – Ma	verick Sta. v	via Revere)		Transit Ro	ute: Route 117	(Wonderlan	d Sta. – Ma	verick Sta. v	ia Beach)	
Prigit Night Nig				-			ervice Area			`				rvice Area			(				rvice Area
Peles	Origin Neighborhood							Origin Neighborhood							Origin Neighborhood						
Card Brown   1,982   82%   0,09   2,550   18%   1.14   Card Sale Review   2,007   179   1,20   Sale Review   2,007   1,20   1,	0 0							_ 0													
Face   Part																					
Part																					
Markery   Mark																					
Waterloom   Sid   Sid																					
Method   314   19   9   9   9   9   9   9   9   9																					
Fax Someworke   22    19   0.00   21,50    59   50   50   50   50   50   50								•													
Part																					
Part																					
Part	East Cambridge																				1.05
Part	Downtown	186	1%	0.44	18,537	99%	0.23	East Somerville	210	1%	0.69	21,591	99%	0.89	East Somerville	1,467	7%	0.49	20,335	93%	0.92
Flast Revere   5,41   5,6%   0.12   4,182   44%   1.33   Flast Boston   5,315   3.8%   0.02   8,67   6.2%   0.29   1.24   1.78   0.48   1.19   1.19   8.3%   0.82   0.93		Destinat	ions in Ser	vice Area	Destination	ons not in Se			Destinati	ions in Serv	vice Area	Destinatio	ns not in Se			Destinati	ions in Servi	ce Area	Destination	ns not in Sei	
East Boston	0 0							_ 0													
Martener   1.65   25%   1.69   5.07   75%   1.45   Ears Rever   669   7%   1.45   1.																					
Chelse   1.562																					
Minthop   1,473   100   0,74   1,482   0,8   1,32   0,9   1,33   0,9   1,32   0,33   0,9   0,33   0,34																					
Fast Marken   79   13%   0.44   5.359   8.7%   1.09   1.05   5.369   8.7%   1.27   5.200   1.000   1								•													
South Saugus   45   21%   0.59   1.685   7.98   1.685   1.685   1.685   1.685   1.685   1.685   1.685   1.685   1.685   1.685   1.685   1.685   1.685   1.685   1.685   1.685   1.685	•																				
North Saugus   427   12%   0.89   3.084   88%   1.64   1.64   1.05   1.64   1.05   1																					
Seas Lynn   4 6   10%   0.76   3.893   90%   1.15   East Cambridge   1.34   1%   0.53   2.3,389   99%   0.50								Chinatown							East Cambridge						
Fast Lynn   Sat Lyn																					
Postinaria   Pos	West Lynn							East Cambridge													0.34
Postination	East Lynn	348	2%	0.63	19,964	98%	0.67	East Lynn	103	1%	0.75	20,209	99%	0.67	South End	88	1%	0.56	12,675	99%	0.42
Postination	Trong	it Route: Pour	te 131 (Mal	rose Highlon	nds – Maldar	Sta)		Trancit D	oute. Poute 1	32 (Radeta	ne Shonning	Ctr _ Mold	en Ste )		Trone	it Route Rout	te 134 (North	Wohurn	Wellington	Sta)	
Origin Neighborhood         # Trips         % Trips         Transit \$         # Trips         % Trips         # Trips         % Trips         Transit \$         # Trips         % Trips         Transit \$         # Trips         % Trips         # Trips         % Tri	1141151		(-:	8		- 10 1111)	ervice Area	II alish N			11 0			rvice Area	11ans					,	rvice Area
West Malden         4,876         68%         0.07         2,296         32%         1.18         West Malden         3,743         52%         0.09         3,429         48%         1.12         East Medford         3,270         59%         0.16         2,295         41%         1.35           East Malden         3,131         51%         0.13         3,019         49%         1.26         East Malden         2,648         43%         0.24         3,502         57%         1.14         East Woburn         1,863         19%         0.36         7,979         81%         1.78           West Everett         892         35%         0.25         1,659         65%         1.01         Stoneham         2,073         30%         0.14         4,892         70%         1.86         Winchester         1,125         33%         0.40         2,250         67%         1.84           East Medford         538         10%         0.42         5,026         90%         1.12         Wakefield         902         16%         0.52         4,751         84%         1.59         East Somerville         798         4%         0.40         22,00         67%         0.94         1.94         1.55 <t< th=""><th>Origin Neighborhood</th><th></th><th></th><th></th><th></th><th></th><th></th><th>Origin Neighborhood</th><th></th><th></th><th></th><th></th><th></th><th></th><th>Origin Neighborhood</th><th></th><th></th><th></th><th></th><th></th><th></th></t<>	Origin Neighborhood							Origin Neighborhood							Origin Neighborhood						
East Malden         3,131         51%         0.13         3,019         49%         1.26         East Malden         2,648         43%         0.24         3,502         57%         1.14         East Woburn         1,863         19%         0.36         7,979         81%         1.78           West Everett         892         35%         0.25         1,659         65%         1.01         Stoneham         2,073         30%         0.14         4,892         70%         1.86         Winchester         1,125         33%         0.40         2,250         67%         1.84           East Medford         538         10%         0.42         5,026         90%         1.12         Wakefield         902         16%         0.52         4,751         84%         1.59         East Somerville         798         4%         0.47         21,004         96%         0.91           Stoneham         435         6%         0.48         6,530         94%         1.68         Melrose         509         19%         0.21         2,147         81%         1.46         Burlington         663         66         0.96         9,963         94%         1.28           Wast Field         280	0 0							_ 0													
West Everett         892         35%         0.25         1,659         65%         1.01         Stoneham         2,073         30%         0.14         4,892         70%         1.86         Winchester         1,125         33%         0.40         2,250         67%         1.84           East Medford         538         10%         0.42         5,026         90%         1.12         Wakefield         902         16%         0.52         4,751         84%         1.59         East Somerville         798         4%         0.47         21,004         96%         0.91           Stoneham         435         6%         0.48         6,530         94%         1.49         East Woburn         619         6%         0.99         9,223         94%         1.55         Stoneham         765         11%         0.88         6,200         89%         1.46           Melrose         432         16%         0.11         2,224         84%         1.68         Melrose         509         19%         0.21         2,147         81%         1.46         Burlington         663         6%         0.96         9,963         94%         1.28           Wakefield         280         5% <td></td>																					
East Medford         538         10%         0.42         5,026         90%         1.12         Wakefield         902         16%         0.52         4,751         84%         1.59         East Somerville         798         4%         0.47         21,004         96%         0.91           Stoneham         435         6%         0.48         6,530         94%         1.49         East Woburn         619         6%         0.99         9,223         94%         1.55         Stoneham         765         11%         0.88         6,200         89%         1.46           Melrose         432         16%         0.11         2,224         84%         1.68         Melrose         509         19%         0.21         2,147         81%         1.46         Burlington         663         6%         0.96         9,963         94%         1.28           Wakefield         280         5%         0.51         5,372         95%         1.57         Winchester         476         14%         1.03         2,899         86%         1.58         Wilmington         652         8%         1.05         7,464         92%         1.78           West Revere         236         4%																					
Stoneham         435         6%         0.48         6,530         94%         1.49         East Woburn         619         6%         0.99         9,223         94%         1.55         Stoneham         765         11%         0.88         6,200         89%         1.46           Melrose         432         16%         0.11         2,224         84%         1.68         Melrose         509         19%         0.21         2,147         81%         1.46         Burlington         663         6%         0.96         9,963         94%         1.28           Wakefield         280         5%         0.51         5,372         95%         1.57         Winchester         476         14%         1.03         2,899         86%         1.58         Wilmington         652         8%         1.05         7,464         92%         1.94           West Revere         236         4%         0.62         6,428         96%         1.16         East Medford         462         8%         0.50         5,102         92%         1.11         West Woburn         514         35%         0.50         937         65%         1.78           Winchester         134         4%         <																					
Melrose         432         16%         0.11         2,224         84%         1.68         Melrose         509         19%         0.21         2,147         81%         1.46         Burlington         663         6%         0.96         9,963         94%         1.28           Wakefield         280         5%         0.51         5,372         95%         1.57         Winchester         476         14%         1.03         2,899         86%         1.58         Wilmington         652         8%         1.05         7,464         92%         1.94           West Revere         236         4%         0.62         6,428         96%         1.16         East Medford         462         8%         0.50         5,102         92%         1.11         West Woburn         514         35%         0.50         937         65%         1.78           Winchester         134         4%         1.09         3,241         96%         1.56         North Saugus         272         8%         1.06         3,240         92%         1.64         West Malden         507         7%         0.37         6,665         93%         0.95																					
Wakefield         280         5%         0.51         5,372         95%         1.57         Winchester         476         14%         1.03         2,899         86%         1.58         Wilmington         652         8%         1.05         7,464         92%         1.94           West Revere         236         4%         0.62         6,428         96%         1.16         East Medford         462         8%         0.50         5,102         92%         1.11         West Woburn         514         35%         0.50         937         65%         1.78           East Somerville         174         1%         0.56         21,628         99%         0.90         Reading         381         6%         0.83         5,754         94%         1.58         Charlestown         513         6%         0.67         7,896         94%         0.82           Winchester         134         4%         1.09         3,241         96%         1.56         North Saugus         272         8%         1.06         3,240         92%         1.64         West Malden         507         7%         0.37         6,665         93%         0.95																					
West Revere         236         4%         0.62         6,428         96%         1.16         East Medford         462         8%         0.50         5,102         92%         1.11         West Woburn         514         35%         0.50         937         65%         1.78           East Somerville         174         1%         0.56         21,628         99%         0.90         Reading         381         6%         0.83         5,754         94%         1.58         Charlestown         513         6%         0.67         7,896         94%         0.82           Winchester         134         4%         1.09         3,241         96%         1.56         North Saugus         272         8%         1.06         3,240         92%         1.64         West Malden         507         7%         0.37         6,665         93%         0.95															$\varepsilon$						
East Somerville 174 1% 0.56 21,628 99% 0.90 Reading 381 6% 0.83 5,754 94% 1.58 Charlestown 513 6% 0.67 7,896 94% 0.82 Winchester 134 4% 1.09 3,241 96% 1.56 North Saugus 272 8% 1.06 3,240 92% 1.64 West Malden 507 7% 0.37 6,665 93% 0.95															- U						
Winchester 134 4% 1.09 3,241 96% 1.56 North Saugus 272 8% 1.06 3,240 92% 1.64 West Malden 507 7% 0.37 6,665 93% 0.95																					1.78
								-													
Neighborhood lies outside route's service area	Winchester			1.09	3,241	96%	1.56	North Saugus	272	8%	1.06	3,240	92%	1.64	West Malden	507	7%	0.37	6,665	93%	0.95
	Neighborhood lies outsid	e route's servi	ce area																		

TABLE 83 – Continued

Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 136 & 137 – 217

65%

50%

90%

56%

46%

87%

% Trips Transit \$

0.44

0.92

0.72

0.79

1.32

0.23

Origin Neighborhood

Waterfront

Downtown

Chinatown

South End

East Boston

Fenway

# Trips

16,461

6,329

50,283

4,702

2,385

16,275

0.12

0.06

0.38

0.06

0.15

0.24

Transit Route: Route 171 (Logan Airport – Dudley Sta.)

Transit \$

0.10

0.17

0.20

0.06

0.32

0.10

# Trips

28,178

10,894

18,131

6,368

11,284

11,319

**Destinations not in Service Area** 

51%

58%

72%

50%

80%

81%

Transit \$

0.95

0.24

0.36

0.58

0.52

1.07

% Trips

**Destinations in Service Area** 

% Trips

49%

42%

28%

50%

20%

19%

# Trips

27,507

7,828

7,119

6,394

2,893

2,623

Transit Route: Route 170 (Oak Park – Dudley Sta.)

% Trips Transit \$

**Destinations in Service Area** 

35%

50%

10%

44%

54%

13%

8,789

6,433

5,402

3,698

2,803

2,447

Origin Neighborhood # Trips

Chinatown

South End

Waterfront

South Waltham

Back Bay

Downtown

Transit Route: Routes 136 and 137 (Malden Sta. via Lakeside/North Ave.)

% Trips Transit \$

0.10

0.19

0.13

0.21

0.52

0.29

Destinations in Service Area

69%

53%

42%

22%

15%

35%

4,942

3,240

2,566

1,246

1,027

881

Origin Neighborhood # Trips

West Malden

East Malden

Reading

Wakefield

Stoneham

West Everett

Destinations not in Service Area

31%

47%

58%

78%

85%

65%

% Trips Transit \$

1.19

1.26

1.93

2.03

1.57

1.01

# Trips

2,230

2,910

3,569

4,406

5,937

1,671

west Everett	881	35%	0.29	1,6/1	65%	1.01	Downtown	2,447	13%	0.24	16,275	8/%	0.23	East Boston	2,623	19%	0.10	11,319	81%	1.07
Melrose	686	26%	0.20	1,970	74%	1.71	Fenway	1,574	11%	0.10	12,603	89%	0.65	South Boston	1,628	86%	0.16	258	14%	0.95
East Medford	520	9%	0.49	5,045	91%	1.12	North Waltham	1,076	31%	0.26	2,348	69%	1.91	North Roxbury	1,505	38%	0.14	2,458	62%	0.93
East Woburn	412	4%	1.30	9,430	96%	1.53	East Somerville	1,009	5%	0.58	20,792	95%	0.90	Back Bay	1,496	18%	0.21	6,903	82%	0.35
Vest Revere	366	5%	0.69	6,297	95%	1.16	East Cambridge	931	4%	0.44	22,592	96%	0.50	Longwood	1,372	13%	0.39	9,156	87%	0.37
Transit Route: Ro	oute 201 (Field	s Corner St	a. – Fields C	orner Sta. v	ia Neponset	Ave.)	Transit Route: F	Route 202 (Fig	elds Corner	Sta. – Fields	Corner Sta	. via Adams	St.)	Transit Route: 1	Route 210 (Qu	incy Ctr. St	a. – No. Quii	ncy Sta./Field	ls Corner Sta	ı.)
	Destinat	ions in Serv	rice Area	Destination	ns not in Se	rvice Area		Destina	tions in Serv	ice Area	Destination	ons not in So	ervice Area		Destinat	tions in Serv	ice Area	Destination	ns not in Ser	vice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
South Dorchester	3,266	100%	0.13	-1,223	0%	1.15	South Dorchester	3,266	100%	0.13	-1,223	0%	1.15	South Quincy	10,014	87%	0.22	1,472	13%	1.30
North Quincy	2,343	100%	0.12	-502	0%	1.24	North Quincy	2,343	100%	0.12	-502	0%	1.24	North Quincy	2,618	100%	0.17	-777	0%	1.31
South Quincy	928	8%	0.39	10,558	92%	1.01	South Quincy	928	8%	0.39	10,558	92%	1.01	South Dorchester	2,439	100%	0.22	-397	0%	1.11
Mattapan	877	12%	0.41	6,154	88%	1.13	Mattapan	877	12%	0.41	6,154	88%	1.13	South Braintree	2,016	32%	0.52	4,311	68%	1.47
Waterfront	689	1%	0.55	54,997	99%	0.69	Waterfront	689	1%	0.55	54,997	99%	0.69	North Braintree	1,320	30%	0.25	3,060	70%	1.20
North Dorchester	685	21%	0.39	2,556	79%	0.87	North Dorchester	685	21%	0.39	2,556	79%	0.87	North Weymouth	1,229	17%	0.72	5,849	83%	1.18
South Boston	473	25%	0.60	1,414	75%	0.76	South Boston	473	25%	0.60	1,414	75%	0.76	Waterfront	1,086	2%	0.62	54,599	98%	0.69
North Weymouth	399	6%	0.82	6,680	94%	1.15	North Weymouth	399	6%	0.82	6,680	94%	1.15	South Weymouth	793	6%	0.47	13,406	94%	0.69
Hingham	301	3%	0.96	10,963	97%	1.25	Hingham	301	3%	0.96	10,963	97%	1.25	Hingham	725	6%	0.94	10,539	94%	1.26
South Braintree	271	4%	0.80	6,056	96%	1.35	South Braintree	271	4%	0.80	6,056	96%	1.35	Mattapan	719	10%	0.58	6,312	90%	1.12
														•						
Tra	nsit Route: Ro	ute 211 (Q	iincy Ctr. St	a. – Squantı	ım)		Transi	t Route: Rout	te 212 (Quin	cy Ctr. Sta.	– No. Quinc	y Sta.)		Tran	sit Route: Rou	ite 214 (Quii	ncy Ctr. Sta.	– Germanto	wn)	
	Destinat	ions in Serv	ice Area	Destination	ns not in Se	rvice Area		Destina	tions in Serv	ice Area	Destination	ons not in So	ervice Area		Destinat	tions in Serv	ice Area	Destination	ns not in Ser	vice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
South Quincy	8,941	78%	0.21	2,545	22%	1.17	South Quincy	8,711	76%	0.19	2,775	24%	1.15	South Quincy	7,373	64%	0.10	4,113	36%	1.20
North Quincy	1,318	72%	0.10	522	28%	1.43	North Quincy	1,857	100%	0.10	-17	0%	1.29	North Weymouth	863	12%	0.66	6,215	88%	1.15
North Weymouth	1,042	15%	0.74	6,036	85%	1.16	North Weymouth	871	12%	0.73	6,207	88%	1.15	North Braintree	581	13%	0.41	3,799	87%	0.99
Waterfront	702	1%	0.56	54,984	99%	0.69	Waterfront	545	1%	0.56	55,140	99%	0.69	Hingham	369	3%	0.86	10,895	97%	1.25
North Braintree	688	16%	0.57	3,692	84%	0.99	North Braintree	530	12%	0.55	3,850	88%	0.99	North Quincy	340	18%	0.41	1,500	82%	0.92
Hingham	559	5%	0.91	10,705	95%	1.25	Hingham	473	4%	0.90	10,791	96%	1.25	South Braintree	321	5%	0.73	6,007	95%	1.35
South Braintree	532	8%	0.75	5,796	92%	1.36	South Braintree	420	7%	0.74	5,908	93%	1.35	South Weymouth	246	2%	0.46	13,953	98%	0.68
South Weymouth	401	3%	0.47	13,799	97%	0.68	South Weymouth	315	2%	0.46	13,885	98%	0.68	Waterfront	242	0%	0.68	55,443	100%	0.69
Brockton	351	2%	0.97	17,132	98%	0.94	Brockton	309	2%	0.97	17,174	98%	0.94	Brockton	188	1%	0.95	17,295	99%	0.94
Mattapan	324	5%	0.84	6,706	95%	1.09	Randolph	235	2%	0.96	9,305	98%	1.25	Randolph	148	2%	0.90	9,393	98%	1.25
•				·							•			•						
Trans	sit Route: Rou	te 215 (Qui	ncy Ctr. Sta	- Ashmont	Sta.)		Trans	it Route: Ro	ute 216 (Qui	ncy Ctr. Sta	. – Houghs N	Neck)		Transit Route:	<b>Route 217 (W</b>	/ollaston Sta	. – Ashmont	Sta. via Wol	laston Beach	)
		ions in Serv			ns not in Se	rvice Area		Destina	tions in Serv	ice Area			ervice Area		Destinat	tions in Serv			ons not in Ser	vice Area
Origin Neighborhood			Transit \$	# Trips		Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips		Origin Neighborhood	# Trips	% Trips	Transit \$			Transit \$
South Quincy	7,766	68%	0.19	3,720	32%	1.31	South Quincy	7,045	61%	0.10	4,441	39%	1.23	South Quincy	8,729	76%	0.22	2,757	24%	1.21
South Dorchester	3,600	100%	0.19	-1,557	0%	1.16	North Weymouth	915	13%	0.66	6,163	87%	1.15	North Quincy	1,840	100%	0.13	1	0%	1.41
North Quincy	2,531	100%	0.20	-691	0%	1.18	North Braintree	623	14%	0.41	3,757	86%	0.99	South Dorchester	1,578	77%	0.31	464	23%	1.04
		18%	0.45	5,751	82%	1.15	North Quincy	485	26%	0.41	1,355	74%	0.92	North Weymouth	1,176	17%	0.75	5,902	83%	1.16
	1,280	10%		5,870	83%	1.16	Hingham	388	3%	0.86	10,876	97%	1.25	Mattapan	1,093	16%	0.45	5,938	84%	1.15
Mattapan	1,280 1,208	17%	0.73	3,870	0570	1.10		2.10	6%	0.73	5,979	94%	1.35	North Braintree	898	20%	0.59	3,482	80%	1.00
Mattapan North Weymouth			0.73 0.42	3,870	74%	1.04	South Braintree	348	070	0.75	2,717						0.57	5,102	0070	1.00
Mattapan North Weymouth North Braintree	1,208	17%						348 264	2%	0.46	13,935	98%	0.68	Waterfront	861	2%	0.58	54,824	98%	0.69
Mattapan North Weymouth North Braintree Waterfront	1,208 1,153	17% 26%	0.42	3,227	74%	1.04	South Braintree					98% 100%	0.68 0.69	Waterfront South Braintree	861 665					
Mattapan North Weymouth North Braintree Waterfront South Braintree	1,208 1,153 864	17% 26% 2%	0.42 0.59	3,227 54,821	74% 98%	1.04 0.69	South Braintree South Weymouth	264	2%	0.46	13,935			South Braintree		2%	0.58	54,824	98%	0.69
Mattapan North Weymouth North Braintree Waterfront South Braintree Hingham South Weymouth	1,208 1,153 864 811	17% 26% 2% 13%	0.42 0.59 0.73	3,227 54,821 5,516	74% 98% 87%	1.04 0.69 1.37	South Braintree South Weymouth Waterfront	264 248	2% 0%	0.46 0.68	13,935 55,437	100%	0.69		665	2% 11%	0.58 0.77	54,824 5,663	98% 89%	0.69 1.36

**TABLE 83 – Continued** Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 220 – 350

23%

# Trips

2,643

% Trips Transit \$

1.21

Origin Neighborhood

South Quincy

**Transit Route: Route 222 (Quincy Ctr. Sta. – East Weymouth)** 

% Trips Transit \$ # Trips

0.15

2,362

**Destinations not in Service Area** % Trips

21%

Transit \$

1.21

**Destinations in Service Area** 

79%

# Trips

9,124

**Transit Route: Route 221 (Quincy Ctr. Sta. – Fort Point)** 

% Trips Transit \$

0.13

**Destinations in Service Area** 

77%

8,843

Origin Neighborhood # Trips

South Quincy

Transit Route: Route 220 (Quincy Ctr. Sta. – Hingham)

% Trips Transit \$ # Trips

0.16

**Destinations not in Service Area** 

21%

2,387

% Trips Transit \$

1.21

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

**Destinations in Service Area** 

79%

9,099

Origin Neighborhood # Trips

South Quincy

South Quincy	9,099	/9%	0.16	2,387	21%	1.21	South Quincy	8,843	/ /%	0.13	2,643	23%	1.21	South Quincy	9,124	/9%	0.15	2,362	21%	1.21
Hingham	2,926	26%	0.40	8,338	74%	1.68	North Weymouth	1,655	23%	0.33	5,424	77%	1.25	North Weymouth	4,220	60%	0.28	2,858	40%	1.46
North Weymouth	1,611	23%	0.46	5,468	77%	1.29	North Quincy	645	35%	0.43	1,195	65%	0.91	Hingham	1,157	10%	0.67	10,106	90%	1.33
North Quincy	597	32%	0.48	1,243	68%	0.91	Hingham	636	6%	0.77	10,628	94%	1.27	North Quincy	686	37%	0.45	1,154	63%	0.91
South Weymouth	430	3%	0.43	13,770	97%	0.68	North Braintree	588	13%	0.45	3,793	87%	1.00	South Weymouth	640	5%	0.37	13,559	95%	0.70
North Braintree	386	9%	0.56	3,994	91%	1.00	South Braintree	391	6%	0.78	5,936	94%	1.35	North Braintree	485	11%	0.50	3,895	89%	1.01
South Braintree	350	6%	0.86	5,977	94%	1.35	South Weymouth	375	3%	0.41	13,824	97%	0.68	South Braintree	431	7%	0.85	5,896	93%	1.36
Waterfront	297	1%	0.74	55,389	99%	0.69	Waterfront	253	0%	0.71	55,433	100%	0.69	Waterfront	294	1%	0.73	55,391	99%	0.69
Abington	159	2%	1.25	7,370	98%	1.85	Brockton	216	1%	0.96	17,267	99%	0.94	Brockton	275	2%	0.99	17,208	98%	0.94
Brockton	154	1%	1.02	17,329	99%	0.94	Randolph	176	2%	0.94	9,364	98%	1.25	Abington	262	3%	1.19	7,267	97%	1.86
Disection	131	170	1.02	17,325	77,0	0.51	Tunidolph	170	270	0.71	7,501	2070	1.23	Tionigton	202	370	1.17	7,207	2170	1.00
Transit I	Route: Route	225 (Quincy	Ctr. Sta. – V	Wevmouth L	anding)		Trans	it Route: Rout	te 230 (Oui	ncv Ctr. Sta.	– Montello	Sta.)		Transit	Route: Route 2	236 (Ouincy	Ctr. Sta S	South Shore	Plaza)	
		tions in Serv		•	ns not in Se	rvice Area			ons in Serv	_		ons not in Se	rvice Area			ons in Servi			ons not in Ser	rvice Area
Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood			Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood				# Trips	% Trips	Transit \$
South Quincy	8,841	77%	0.15	2,645	23%	1.26	South Quincy	8,565	75%	0.17	2,921	25%	1.22	South Quincy	9,082	79%	0.19	2,404	21%	1.23
North Weymouth	2,193	31%	0.37	4,886	69%	1.36	South Braintree	2,214	35%	0.39	4,114	65%	1.64	South Quincy South Braintree	1,737	27%	0.43	4,590	73%	1.54
South Weymouth	1,997	14%	0.15	12,203	86%	0.85	Brockton	2,111	12%	0.40	15,372	88%	0.99	North Braintree	1,584	36%	0.14	2,796	64%	1.41
North Braintree	1,147	26%	0.33	3,233	74%	1.10	Holbrook	905	41%	0.40	1,278	59%	1.57	Waterfront	705	1%	0.78	54,980	99%	0.68
Hingham	735	7%	0.33	10,529	93%	1.10	North Braintree	865	20%	0.40	3,515	80%	1.18	South Weymouth	488	3%	0.78	13,711	97%	0.69
North Quincy	728	40%	0.74	1,112	60%	0.92	South Weymouth	730	5%	0.23	13,470	95%	0.69	North Quincy	465	25%	0.40	1,375	75%	0.09
South Braintree	606	10%	0.43	5,721	90%	1.41	North Weymouth	596	8%	0.76	6,482	92%	1.16	North Weymouth	425	6%	0.52	6,653	94%	1.18
				7,091		1.89	-					92%							94%	
Abington	439	6%	0.89		94%		Waterfront	563	1%	0.76	55,122		0.69	Hingham	294	3%	0.97	10,970		1.25
Waterfront	307	1%	0.69	55,379	99%	0.69	North Quincy	521	28%	0.48	1,319	72%	0.92	Downtown	231	1%	0.66	18,491	99%	0.23
Brockton	206	1%	0.90	17,277	99%	0.94	Randolph	502	5%	0.70	9,038	95%	1.30	Abington	198	3%	1.11	7,332	97%	1.87
Tuancit Dantas De	t. 220 (Oui	mari Ctm Sta	Halbwaak	r/Dondolph (	Yamm Dail	Cto.)	Т	ansit Route: R	ovrto 240 (A	won Tino A	ahmant Ct	- )		Trong	it Route: Route	. 245 (Ovin	w. Ctm Sto	Mattanan	Cto.)	
Transit Route: Ro		tions in Serv			ns not in Se				ons in Serv			ons not in Se	mrias Amas	Trans		ons in Servi			ons not in Ser	mrias Amas
Origin Najahbanbaad				# Trips		Transit \$	Origin Neighborhood							Origin Noighborhood				# Trips		Transit \$
Origin Neighborhood	# Trips	% Trips 78%	0.17	2,470	% 1 rips 22%		South Quincy	# <b>Trips</b> 9,182	% 1 rips 80%	<b>Transit \$</b> 0.21	# <b>Trips</b> 2,304	% Trips 20%	1.23	Origin Neighborhood	# <b>Trips</b> 8,377	73%	0.16		27%	
South Quincy	9,016					1.30							1.23	South Quincy				3,109		1.27
Randolph	2,597	27%	0.41	6,943	73%	1.48	Randolph	4,072	43%	0.30	5,468	57%		North Weymouth	1,115	16%	0.72	5,964	84%	1.16
North Braintree	1,277	29%	0.24	3,103	71%	1.20	North Braintree	1,461	33%	0.25	2,919	67%	1.20	North Braintree	1,042	24%	0.53	3,338	76%	0.99
North Weymouth	756	11%	0.73	6,322	89%	1.17	South Dorchester	1,149	56%	0.32	894	44%	1.03	Mattapan	886	13%	0.46	6,145	87%	1.14
South Braintree	639	10%	0.50	5,688	90%	1.52	Mattapan	916	13%	0.43	6,115	87%	1.16	Waterfront	631	1%	0.67	55,055	99%	0.69
South Weymouth	558	4%	0.50	13,642	96%	0.68	Waterfront	760	1%	0.76	54,925	99%	0.68	South Braintree	616	10%	0.78	5,711	90%	1.36
Waterfront	524	1%	0.77	55,162	99%	0.68	North Weymouth	705	10%	0.75	6,373	90%	1.16	Randolph	569	6%	0.86	8,972	94%	1.26
Brockton	471	3%	0.87	17,012	97%	0.94	South Braintree	639	10%	0.67	5,689	90%	1.44	Hingham	524	5%	0.91	10,740	95%	1.25
North Quincy	423	23%	0.48	1,417	77%	0.92	South Weymouth	566	4%	0.52	13,634	96%	0.68	North Quincy	449	24%	0.24	1,391	76%	1.03
Hingham	415	4%	0.97	10,849	96%	1.25	Brockton	542	3%	0.87	16,941	97%	0.94	South Weymouth	433	3%	0.48	13,766	97%	0.68
T		D 4 - 225 (I	FIL. C4 II.		`		T	'4 D 4 D 4	226 (33)	4 N.J. 16 J	TT14	G(-)		T	.'4 D 4 D 4	250 (NI4)	. D	. 41	G4 - \	
	ansit Route:				,		I rans	it Route: Rout						Irans	sit Route: Rout	`				
Oninia Mainline 1		tions in Serv			ns not in Se % Trips		Ondain Nat-11 1		ons in Serv			ons not in Se		Ontain Natible of a 1		ons in Servi			ons not in Ser	
Origin Neighborhood			Transit \$				Origin Neighborhood			Transit \$		% Trips		Origin Neighborhood			Transit \$			Transit \$
Waterfront	7,473	13%	0.13	48,213	87%	0.81	Waterfront	7,455	13%	0.13	48,231	87%	0.81	Burlington North Combridge	5,486	52%	0.20	5,140	48%	2.05
Chinatown	5,825	23%	0.09	19,425	77%	0.44	Chinatown	5,815	23%	0.09	19,435	77%	0.44	North Cambridge	5,066	43%	0.15	6,689	57%	0.90
West End	2,487	32%	0.05	5,356	68%	0.53	West End	2,485	32%	0.05	5,357	68%	0.53	Davis Square	1,507	100%	0.28	-225	0%	0.80
North End	1,834	45%	0.04	2,271	55%	0.88	North End	1,838	45%	0.04	2,266	55%	0.87	East Lexington	837	21%	0.79	3,090	79%	1.62
West Malden	1,509	21%	0.27	5,662	79%	0.97	East Cambridge	1,264	5%	0.29	22,259	95%	0.52	East Arlington	677	100%	0.17	-295	0%	1.22
East Somerville	1,279	6%	0.41	20,522	94%	0.92	East Somerville	1,259	6%	0.43	20,542	94%	0.92	Fresh Pond	625	100%	0.36	-514	0%	0.92
East Cambridge	1,276	5%	0.29	22,247	95%	0.52	Chelsea	1,062	7%	0.51	14,812	93%	0.93	West Woburn	578	40%	0.46	874	60%	1.78
Chelsea	935	6%	0.52	14,939	94%	0.93	Downtown	791	4%	0.01	17,931	96%	0.57	West Lexington	515	23%	1.07	1,760	77%	1.85
East Medford	886	16%	0.19	4,679	84%	1.20	Fenway	668	5%	0.35	13,509	95%	0.51	West Arlington	496	42%	0.40	685	58%	1.31
Downtown	815	4%	0.01	17,908	96%	0.57	North Braintree	643	15%	0.75	3,737	85%	0.97	South Belmont	476	17%	0.74	2,252	83%	1.04
Neighborhood lies outsid	le route's serv	ice area																		
T			a a of 1000/ a	1						1	. , .	•	1, 1							

TABLE 83 – Continued

Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 351 – 434

**Transit Route: Route 354 (Woburn Line – State Street)** 

**Destinations not in Service Area** 

**Destinations in Service Area** 

**Transit Route: Route 352 (Burlington – State Street)** 

**Destinations in Service Area** 

	Desuna	uons in Serv	rice Area	Desunation	as not in Sei	vice Area		Desunau	ons in Servi	се Агеа	Desunatio	ns not in Se	rvice Area		Destinati	ions in Servi	ce Area	Desiman	ns not in Ser	vice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Burlington	4,866	46%	0.22	5,761	54%	1.82	Waterfront	8,832	16%	0.14	46,853	84%	0.83	Waterfront	8,784	16%	0.15	46,902	84%	0.82
North Cambridge	4,619	39%	0.10	7,136	61%	0.88	Chinatown	7,048	28%	0.08	18,202	72%	0.47	Chinatown	7,042	28%	0.08	18,208	72%	0.47
Bedford	1,943	52%	0.60	1,817	48%	1.72	West End	4,073	52%	0.05	3,769	48%	0.58	Downtown	3,659	20%	0.02	15,063	80%	0.64
Davis Square	1,374	100%	0.24	-93	0%	0.79	Downtown	3,658	20%	0.02	15,064	80%	0.64	West End	3,651	47%	0.06	4,192	53%	0.54
Billerica	1,326	27%	0.69	3,634	73%	1.52	North End	2,569	63%	0.04	1,535	37%	0.94	East Woburn	3,109	32%	0.34	6,733	68%	1.82
Fresh Pond	639	100%	0.26	-529	0%	0.91	Burlington	2,155	20%	0.22	8,471	80%	1.43	Burlington	2,961	28%	0.27	7,665	72%	1.53
West Woburn	421	29%	0.59	1,031	71%	1.64	East Cambridge	1,750	7%	0.29	21,773	93%	0.52	North End	2,534	62%	0.04	1,570	38%	0.92
East Lexington	412	10%	0.81	3,516	90%	1.57	East Somerville	1,457	7%	0.42	20,345	93%	0.92	East Cambridge	1,620	7%	0.32	21,903	93%	0.52
West Lexington	370	16%	1.06	1,906	84%	1.82	Chelsea	1,311	8%	0.49	14,563	92%	0.93	East Somerville	1,500	7%	0.48	20,301	93%	0.92
East Woburn	349	4%	1.00	9,493	96%	1.54	South End	1,050	8%	0.32	11,712	92%	0.43	Chelsea	1,313	8%	0.53	14,562	92%	0.93
Tran	isit Route: R	oute 355 (Mi	ishawum Sta	. – State Stre	et)		Transit Ro	ute: Route 41	1 (Malden	Sta. – Revere	/Jack Satte	r House)		Transit Route:	Route 424 (Eas	stern & Esse	x – Haymarl	ket Sta./Wo	nderland Sta	.)
	Destina	tions in Serv	vice Area	Destination	ns not in Sei	vice Area		Destinati	ons in Servi	ce Area	Destinatio	ns not in Se	rvice Area		Destinati	ions in Servi	ce Area	Destination	ns not in Ser	vice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Waterfront	8,711	16%	0.15	46,974	84%	0.82	East Revere	7,135	74%	0.20	2,463	26%	1.31	East Revere	6,847	71%	0.27	2,752	29%	1.23
Chinatown	7,037	28%	0.08	18,212	72%	0.47	East Malden	4,983	81%	0.12	1,167	19%	1.43	Waterfront	6,017	11%	0.15	49,669	89%	0.78
East Woburn	4,579	47%	0.23	5,263	53%	1.81	West Malden	4,419	62%	0.08	2,753	38%	1.17	Chinatown	5,078	20%	0.11	20,172	80%	0.41
West End	3,636	46%	0.05	4,207	54%	0.54	West Revere	2,779	42%	0.16	3,885	58%	1.46	East Lynn	3,919	19%	0.12	16,393	81%	1.00
Downtown	3,634	19%	0.02	15,088	81%	0.64	East Boston	1,968	14%	0.56	11,974	86%	0.82	West End	2,990	38%	0.05	4,852	62%	0.52
North End	2,522	61%	0.04	1,582	39%	0.92	Winthrop	1,032	100%	0.83	-441	0%	1.31	North End	2,389	58%	0.03	1,715	42%	0.85
East Cambridge	1,577	7%	0.31	21,947	93%	0.52	West Everett	968	38%	0.25	1,583	62%	1.04	East Boston	1,605	12%	0.39	12,337	88%	0.85
East Somerville	1,432	7%	0.46	20,369	93%	0.92	Melrose	607	23%	0.50	2,049	77%	1.30	West Revere	1,543	23%	0.45	5,120	77%	1.21
Chelsea	1,262	8%	0.51	14,613	92%	0.93	South Saugus	579	27%	0.58	1,558	73%	1.30	Chelsea	1,261	8%	0.49	14,613	92%	0.95
South End	1,023	8%	0.32	11,739	92%	0.43	North Saugus	549	16%	0.85	2,962	84%	1.67	East Somerville	1,199	5%	0.45	20,603	95%	0.91
Transit Route: R				rket Sta./Wo			Transit Route: Ro							Transit Rou	ite: Route 429					
	Destina	tions in Serv	vice Area	Destination	ns not in Sei	vice Area		Destinati	ons in Servi	ce Area	Destinatio	ns not in Se	rvice Area		Destinati	ions in Servi	ce Area	Destination	ns not in Ser	
Origin Neighborhood	Destina # Trips	tions in Serv % Trips	vice Area Transit \$	Destination # Trips	ns not in Sei % Trips	rvice Area Transit \$	Origin Neighborhood	Destinati # Trips	ons in Servi % Trips	ce Area Transit \$	Destinatio # Trips	ns not in Se % Trips	rvice Area Transit \$	Origin Neighborhood	# Trips	ons in Servi % Trips	ce Area Transit \$	Destination # Trips	ons not in Ser % Trips	Transit \$
Origin Neighborhood East Lynn	# Trips 10,704	tions in Serv % Trips 53%	vice Area Transit \$ 0.13	# Trips 9,608	ns not in Ser % Trips 47%	rvice Area Transit \$ 1.35	Origin Neighborhood Waterfront	Destinati # Trips 5,675	ons in Servi % Trips 10%	ce Area Transit \$ 0.16	<b>Destinatio</b> # <b>Trips</b> 50,011	ns not in Se % Trips 90%	rvice Area Transit \$ 0.77	Origin Neighborhood East Lynn	# Trips 9,127	ions in Servi % Trips 45%	ce Area Transit \$ 0.13	Destination # Trips 11,185	ons not in Ser % Trips 55%	Transit \$ 1.04
Origin Neighborhood East Lynn East Revere	Destina # Trips 10,704 7,614	tions in Serv % Trips 53% 79%	vice Area Transit \$ 0.13 0.30	# Trips 9,608 1,984	ns not in Ser % Trips 47% 21%	rvice Area Transit \$ 1.35 1.34	Origin Neighborhood Waterfront Chinatown	# Trips 5,675 4,928	ons in Servi % Trips 10% 20%	ce Area Transit \$ 0.16 0.11	<b>Destinatio</b> # <b>Trips</b> 50,011 20,322	ns not in Se % Trips 90% 80%	rvice Area Transit \$ 0.77 0.40	Origin Neighborhood East Lynn West Revere	# Trips 9,127 2,325	ons in Servi % Trips 45% 35%	ce Area Transit \$ 0.13 0.44	<b>Destinatio</b> # <b>Trips</b> 11,185 4,339	ns not in Ser % Trips 55% 65%	1.04 1.27
Origin Neighborhood East Lynn East Revere Waterfront	Destina # Trips 10,704 7,614 6,115	tions in Serv % Trips 53% 79% 11%	vice Area Transit \$ 0.13 0.30 0.18	<b>Destination</b> # <b>Trips</b> 9,608 1,984 49,571	ns not in Ser % Trips 47% 21% 89%	rvice Area Transit \$ 1.35 1.34 0.78	Origin Neighborhood Waterfront Chinatown West End	Destinati   # Trips   5,675   4,928   2,963	ons in Servi % Trips 10% 20% 38%	ce Area Transit \$ 0.16 0.11 0.05	<b>Destinatio</b> # <b>Trips</b> 50,011 20,322 4,879	ns not in Se % Trips 90% 80% 62%	rvice Area Transit \$ 0.77 0.40 0.51	Origin Neighborhood East Lynn West Revere South Saugus	Destinati # Trips 9,127 2,325 1,863	ons in Servi % Trips 45% 35% 87%	ce Area Transit \$ 0.13 0.44 0.25	<b>Destinatio</b> # <b>Trips</b> 11,185 4,339 273	ns not in Ser % Trips 55% 65% 13%	1.04 1.27 1.86
Origin Neighborhood East Lynn East Revere Waterfront Chinatown	# Trips 10,704 7,614 6,115 5,061	tions in Serve % Trips 53% 79% 11% 20%	vice Area Transit \$ 0.13 0.30 0.18 0.11	# Trips 9,608 1,984 49,571 20,188	ns not in Ser % Trips 47% 21% 89% 80%	Transit \$ 1.35 1.34 0.78 0.41	Origin Neighborhood Waterfront Chinatown West End North End	Destinati # Trips 5,675 4,928 2,963 2,408	ons in Servi % Trips 10% 20% 38% 59%	ce Area Transit \$ 0.16 0.11 0.05 0.03	<b>Destinatio</b> # <b>Trips</b> 50,011 20,322 4,879 1,696	ns not in Se % Trips 90% 80% 62% 41%	rvice Area Transit \$ 0.77 0.40 0.51 0.84	Origin Neighborhood East Lynn West Revere South Saugus North Saugus	#Trips 9,127 2,325 1,863 1,673	ons in Servi % Trips 45% 35% 87% 48%	ce Area Transit \$ 0.13 0.44 0.25 0.38	<b>Destinatio</b> # <b>Trips</b> 11,185 4,339 273 1,839	55% 65% 13% 52%	1.04 1.27 1.86 2.20
Origin Neighborhood  East Lynn  East Revere  Waterfront Chinatown  West End	# Trips 10,704 7,614 6,115 5,061 3,008	tions in Serv % Trips 53% 79% 11% 20% 38%	vice Area Transit \$ 0.13 0.30 0.18 0.11 0.05	# Trips 9,608 1,984 49,571 20,188 4,834	ns not in Ser % Trips 47% 21% 89% 80% 62%	Transit \$ 1.35 1.34 0.78 0.41 0.52	Origin Neighborhood Waterfront Chinatown West End North End West Revere	Destinati # Trips 5,675 4,928 2,963 2,408 1,728	ons in Servi % Trips 10% 20% 38% 59% 26%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42	<b>Destinatio</b> # <b>Trips</b> 50,011 20,322 4,879 1,696 4,936	ns not in Se % Trips 90% 80% 62% 41% 74%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27	Origin Neighborhood  East Lynn  West Revere  South Saugus  North Saugus  East Malden	#Trips 9,127 2,325 1,863 1,673 1,187	ons in Servi % Trips 45% 35% 87% 48% 19%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56	# Trips 11,185 4,339 273 1,839 4,963	ns not in Ser % Trips 55% 65% 13% 52% 81%	1.04 1.27 1.86 2.20 1.11
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere	# Trips 10,704 7,614 6,115 5,061 3,008 2,708	tions in Serv % Trips 53% 79% 11% 20% 38% 41%	vice Area Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28	# Trips 9,608 1,984 49,571 20,188 4,834 3,955	ns not in Ser % Trips 47% 21% 89% 80% 62% 59%	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden	Destinati # Trips 5,675 4,928 2,963 2,408 1,728 1,561	ons in Servi % Trips 10% 20% 38% 59% 26% 25%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39	<b>Destinatio</b> # <b>Trips</b> 50,011 20,322 4,879 1,696 4,936 4,589	ns not in Se "Trips 90% 80% 62% 41% 74% 75%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17	Origin Neighborhood  East Lynn West Revere South Saugus North Saugus East Malden East Revere	# Trips 9,127 2,325 1,863 1,673 1,187 1,107	ons in Servi % Trips 45% 35% 87% 48% 19% 12%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60	<b>Destinatio</b> # <b>Trips</b> 11,185 4,339 273 1,839 4,963 8,492	ns not in Ser % Trips 55% 65% 13% 52% 81% 88%	1.04 1.27 1.86 2.20 1.11 1.12
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere South Salem	#Trips 10,704 7,614 6,115 5,061 3,008 2,708 2,579	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39%	vice Area Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23	#Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965	ns not in Ser % Trips 47% 21% 89% 80% 62% 59% 61%	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea	Destinati # Trips 5,675 4,928 2,963 2,408 1,728 1,561 1,542	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332	ns not in Se  "Trips 90% 80% 62% 41% 74% 75% 90%	Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93	Origin Neighborhood  East Lynn  West Revere  South Saugus  North Saugus  East Malden  East Revere  Melrose	# Trips 9,127 2,325 1,863 1,673 1,187 1,107 895	ons in Servi % Trips 45% 35% 87% 48% 19% 12% 34%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762	ns not in Ser % Trips 55% 65% 13% 52% 81% 88% 66%	Transit \$ 1.04 1.27 1.86 2.20 1.11 1.12 1.29
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere South Salem East Boston	#Trips 10,704 7,614 6,115 5,061 3,008 2,708 2,579 2,416	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17%	vice Area  Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43	#Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526	ns not in Ser % Trips 47% 21% 89% 80% 62% 59% 61% 83%	1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus	Destinati # Trips 5,675 4,928 2,963 2,408 1,728 1,561 1,542 1,503	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633	ns not in Se  'A Trips  90%  80%  62%  41%  74%  75%  90%  30%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68	Origin Neighborhood East Lynn West Revere South Saugus North Saugus East Malden East Revere Melrose East Boston	# Trips 9,127 2,325 1,863 1,673 1,187 1,107 895 818	ons in Servi % Trips 45% 35% 87% 48% 19% 12% 34% 6%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86	<b>Destinatio</b> # <b>Trips</b> 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124	ns not in Ser % Trips 55% 65% 13% 52% 81% 88% 66% 94%	Transit \$ 1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere South Salem East Boston North End	#Trips 10,704 7,614 6,115 5,061 3,008 2,708 2,579 2,416 2,402	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17% 59%	vice Area  Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04	#Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702	ns not in Ser % Trips 47% 21% 89% 80% 62% 59% 61% 83% 41%	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston	Destinati # Trips 5,675 4,928 2,963 2,408 1,728 1,561 1,542 1,503 1,275	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667	ns not in Se  'A Trips  90%  80%  62%  41%  74%  75%  90%  30%  91%	Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85	Origin Neighborhood  East Lynn  West Revere  South Saugus  North Saugus  East Malden  East Revere  Melrose  East Boston  Wakefield	# Trips 9,127 2,325 1,863 1,673 1,187 1,107 895 818 791	ons in Servi % Trips 45% 35% 87% 48% 19% 12% 34% 6% 14%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861	ns not in Ser % Trips 55% 65% 13% 52% 81% 88% 66% 94% 86%	Transit \$ 1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere South Salem East Boston	#Trips 10,704 7,614 6,115 5,061 3,008 2,708 2,579 2,416	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17%	vice Area  Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43	#Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526	ns not in Ser % Trips 47% 21% 89% 80% 62% 59% 61% 83%	1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus	Destinati # Trips 5,675 4,928 2,963 2,408 1,728 1,561 1,542 1,503	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633	ns not in Se  'A Trips  90%  80%  62%  41%  74%  75%  90%  30%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68	Origin Neighborhood East Lynn West Revere South Saugus North Saugus East Malden East Revere Melrose East Boston	# Trips 9,127 2,325 1,863 1,673 1,187 1,107 895 818	ons in Servi % Trips 45% 35% 87% 48% 19% 12% 34% 6%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86	<b>Destinatio</b> # <b>Trips</b> 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124	ns not in Ser % Trips 55% 65% 13% 52% 81% 88% 66% 94%	Transit \$ 1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere South Salem East Boston North End North Salem	#Trips 10,704 7,614 6,115 5,061 3,008 2,708 2,579 2,416 2,402 1,885	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17% 59% 51%	vice Area Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781	ns not in Ser % Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49%	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville	Destinati # Trips 5,675 4,928 2,963 2,408 1,728 1,561 1,542 1,503 1,275 1,238	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 9%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563	ns not in Se  'A Trips  90%  80%  62%  41%  74%  75%  90%  30%  91%  94%	Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85	Origin Neighborhood  East Lynn  West Revere  South Saugus  North Saugus  East Malden  East Revere  Melrose  East Boston  Wakefield  West Lynn	Destinati # Trips 9,127 2,325 1,863 1,673 1,187 1,107 895 818 791 787	ons in Servi % Trips 45% 35% 87% 48% 19% 12% 34% 6% 14%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523	ns not in Ser % Trips 55% 65% 13% 52% 81% 88% 66% 94% 86% 82%	Transit \$ 1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere South Salem East Boston North End North Salem	#Trips 10,704 7,614 6,115 5,061 3,008 2,708 2,579 2,416 2,402 1,885  Route: Route	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17% 59% 51%	vice Area  Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10  eton St., Sauge	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781 gus – Malden	ns not in Ser % Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49%	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85 1.29	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville	# Trips 5,675 4,928 2,963 2,408 1,728 1,561 1,542 1,503 1,275 1,238  Route: Route	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 9% 6%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563	ns not in Se % Trips 90% 80% 62% 41% 74% 75% 90% 30% 91% 94% Lynn)	Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85 0.91	Origin Neighborhood  East Lynn  West Revere  South Saugus  North Saugus  East Malden  East Revere  Melrose  East Boston  Wakefield  West Lynn	Destinate	ons in Servi % Trips 45% 35% 87% 48% 19% 12% 34% 6% 14% 18%  oute 434 (Pe	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28  abody – Hay	#Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523	ns not in Ser  7 Trips  55%  65%  13%  52%  81%  88%  66%  94%  86%  82%	Transit \$ 1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53 1.53
Origin Neighborhood  East Lynn  East Revere  Waterfront Chinatown  West End  West Revere  South Salem  East Boston  North End  North Salem  Transit	Destina   # Trips   10,704   7,614   6,115   5,061   3,008   2,708   2,579   2,416   2,402   1,885   Route: Route   Destina	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17% 59% 51% te 430 (Appletions in Serv	vice Area  Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10  eton St., Saugvice Area	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781 gus – Malden Destination	ns not in Ser % Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49% Sta.)	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85 1.29	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville Transit I	Destinati	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 9% 6% 431 (Nepturons in Servi	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48  Towers - Ce Area	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563  Central Sq., Destinatio	ns not in Se % Trips 90% 80% 62% 41% 74% 75% 90% 30% 91% 94%  Lynn) ns not in Se	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85 0.91	Origin Neighborhood  East Lynn  West Revere  South Saugus  North Saugus  East Malden  East Revere  Melrose  East Boston  Wakefield  West Lynn	Destinati   # Trips   9,127   2,325   1,863   1,673   1,187   1,107   895   818   791   787     787	ons in Servi % Trips 45% 35% 87% 48% 19% 12% 34% 6% 14% 18%  oute 434 (Perions in Servi	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28  abody – Hayce Area	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523 market Sta	ns not in Ser  7 Trips 55% 65% 13% 52% 81% 88% 66% 94% 86% 82%  ns not in Ser	1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53 1.53
Origin Neighborhood  East Lynn  East Revere  Waterfront Chinatown  West End  West Revere South Salem  East Boston  North End  North Salem  Transit  Origin Neighborhood	Destina   # Trips   10,704   7,614   6,115   5,061   3,008   2,708   2,579   2,416   2,402   1,885   Route: Route   Destina   # Trips	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17% 59% 51% te 430 (Appletions in Serv % Trips	rice Area Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10 eton St., Saugvice Area Transit \$	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781 gus – Malden Destination # Trips	18 not in Ser 7 Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49% 18 Sta.) 18 sot in Ser 7 Trips	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85 1.29  Transit \$	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville  Transit I	Destinati	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 9% 6% 431 (Nepturons in Servi % Trips	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48 Transit \$	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563  Central Sq., Destinatio #Trips	ns not in Se	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85 0.91  rvice Area Transit \$	Origin Neighborhood  East Lynn  West Revere South Saugus North Saugus East Malden East Revere Melrose East Boston Wakefield West Lynn  Tr	Destinati   # Trips   9,127   2,325   1,863   1,673   1,187   1,107   895   818   791   787     2   2   2   2   2   2   2   2   2	ons in Servi % Trips 45% 35% 87% 48% 19% 12% 34% 6% 14% 18%  oute 434 (Perions in Servi % Trips	ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28 abody - Hay ce Area Transit \$	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523 market Sta Destination	ns not in Ser  7 Trips  55% 65% 13% 52% 81% 88% 66% 944% 86% 82%  ns not in Ser  7 Trips	1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53 1.53
Origin Neighborhood  East Lynn  East Revere  Waterfront Chinatown  West End  West Revere South Salem  East Boston North End North Salem  Transit  Origin Neighborhood  West Malden	Destina   # Trips   10,704   7,614   6,115   5,061   3,008   2,708   2,579   2,416   2,402   1,885     Route: Route   Destina   # Trips   4,459	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17% 59% 51% te 430 (Appletions in Serv % Trips 62%	rice Area Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10 eton St., Saugrice Area Transit \$ 0.08	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781  gus – Malden Destination # Trips 2,713	18 not in Ser 7 Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49% 18 Sta.) 18 not in Ser 7 Trips 38%	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85 1.29  Transit \$ 1.17	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville  Transit I  Origin Neighborhood East Lynn	Destinati	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 6% 431 (Nepturons in Servi % Trips 61%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48  Transit \$ 0.05	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563  Central Sq., Destinatio #Trips 7,892	ns not in Se  '\sigma Trips  90\% 80\% 62\% 41\% 74\% 75\% 90\% 30\% 91\% 94\%  Lynn)  ns not in Se  '\sigma Trips  39\%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85 0.91  rvice Area Transit \$ 1.01	Origin Neighborhood  East Lynn  West Revere South Saugus North Saugus East Malden East Revere Melrose East Boston Wakefield West Lynn  Tr  Origin Neighborhood Waterfront	Destinati   # Trips   9,127   2,325   1,863   1,673   1,187   1,107   895   818   791   787	ons in Servi % Trips 45% 35% 87% 48% 19% 12% 34% 6% 14% 18%  oute 434 (Perons in Servi % Trips 11%	ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28 abody - Hay ce Area Transit \$ 0.15	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523 market Sta Destination # Trips 49,660	ns not in Ser  7 Trips  55% 65% 13% 52% 81% 88% 66% 944% 86% 82%  10)  10)  11)  11)  12)  13)  14)  15)  15)  16)  17)  18)  18)  18)  18)  18)  18)  18	1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53 1.53
Origin Neighborhood  East Lynn  East Revere  Waterfront Chinatown  West End  West Revere South Salem  East Boston North End North Salem  Transit  Origin Neighborhood  West Malden  East Malden	Destina   # Trips   10,704   7,614   6,115   5,061   3,008   2,708   2,579   2,416   2,402   1,885     Route: Route   Destina   # Trips   4,459   4,180	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17% 59% 51% te 430 (Appletions in Serv % Trips 62% 68%	vice Area Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10 eton St., Saugvice Area Transit \$ 0.08 0.14	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781  gus – Malden Destination # Trips 2,713 1,970	18 not in Ser 7 Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49% 18 Sta.) 18 sot in Ser 7 Trips 38% 32%	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85 1.29  Transit \$ 1.17 1.42	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville  Transit I  Origin Neighborhood East Lynn West Lynn	Destinati	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 6% 431 (Nepturons in Servi % Trips 61% 21%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48  Transit \$ 0.05 0.05 0.19	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563  Central Sq., Destinatio #Trips 7,892 3,386	ns not in Se  '\sigma Trips  90\% 80\% 62\% 41\% 74\% 75\% 90\% 30\% 91\% 94\%  Lynn)  ns not in Se  '\sigma Trips  39\% 79\%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85 0.91  rvice Area Transit \$ 1.01 1.25	Origin Neighborhood  East Lynn  West Revere South Saugus North Saugus East Malden East Revere Melrose East Boston Wakefield West Lynn  Tr  Origin Neighborhood Waterfront Chinatown	Destinate   # Trips   9,127   2,325   1,863   1,673   1,187   1,107   895   818   791   787     ansit Route: R   Destinate   # Trips   6,025   5,074	ons in Servi % Trips 45% 35% 87% 48% 19% 12% 34% 6% 14% 18%  oute 434 (Perions in Servi % Trips 11% 20%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28  abody - Hay ce Area Transit \$ 0.15 0.11	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523 market Sta Destination # Trips 49,660 20,176	ns not in Ser  7 Trips  55% 65% 13% 52% 81% 88% 66% 944% 86% 82%  1)  ns not in Ser  7 Trips 89% 80%	1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53 1.53  rvice Area Transit \$ 0.78 0.41
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere South Salem East Boston North End North Salem  Transit  Origin Neighborhood West Malden East Malden West Revere	Destina   # Trips   10,704   7,614   6,115   5,061   3,008   2,708   2,579   2,416   2,402   1,885     Route: Rout   Destina   # Trips   4,459   4,180   1,236	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17% 59% 51% te 430 (Appletions in Serv % Trips 62% 68% 19%	Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10 eton St., Saugvice Area Transit \$ 0.08 0.14 0.51	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781  # Trips 2,713 1,970 5,428	18 not in Ser % Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49% 18 Sta.) 18 sot in Ser % Trips 38% 32% 81%	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85 1.29  Transit \$ 1.17 1.42 1.22	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville  Transit I  Origin Neighborhood East Lynn West Lynn East Revere	Destinati   # Trips   5,675   4,928   2,963   2,408   1,728   1,561   1,542   1,503   1,275   1,238	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 6% 431 (Nepturons in Servi % Trips 61% 21% 8%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48  Transit \$ 0.05 0.05 0.19 0.62	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563  Central Sq., Destinatio #Trips 7,892 3,386 8,820	ns not in Se % Trips 90% 80% 62% 41% 74% 75% 90% 30% 91% 94%  Lynn) ns not in Se % Trips 39% 79% 92%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85 0.91  rvice Area Transit \$ 1.01 1.25 1.08	Origin Neighborhood  East Lynn  West Revere  South Saugus  North Saugus  East Malden  East Revere  Melrose  East Boston  Wakefield  West Lynn  Tr  Origin Neighborhood  Waterfront  Chinatown  East Revere	Destinate   # Trips   9,127   2,325   1,863   1,673   1,187   1,107   895   818   791   787	ons in Servi % Trips 45% 35% 87% 48% 19% 12% 34% 6% 14% 18%  oute 434 (Perions in Servi % Trips 11% 20% 50%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28  abody - Hay ce Area Transit \$ 0.15 0.11 0.29	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523 market Sta Destination # Trips 49,660 20,176 4,839	ns not in Ser  'Trips  55%  65%  13%  52%  81%  88%  66%  94%  86%  82%  **O  **O  **O  **O  **O  **O  **O  *	1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53 1.53  rvice Area Transit \$ 0.78 0.41 1.23
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere South Salem East Boston North End North Salem  Transit  Origin Neighborhood West Malden East Malden West Revere South Saugus	Destina   # Trips   10,704   7,614   6,115   5,061   3,008   2,708   2,579   2,416   2,402   1,885     Route: Rout   Destina   # Trips   4,459   4,180   1,236   1,092	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17% 59% 51% te 430 (Appletions in Serv % Trips 62% 68% 19% 51%	Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10 eton St., Saugvice Area Transit \$ 0.08 0.14 0.51	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781  gus – Malden Destination # Trips 2,713 1,970 5,428 1,044	18 not in Sei  7 Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49%  18 Sta.) 18 not in Sei  7 Trips 38% 32% 81% 49%	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85 1.29  Transit \$ 1.17 1.42 1.22 1.67	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville  Transit I  Origin Neighborhood East Lynn West Lynn East Revere West Revere	Destinati   # Trips   5,675   4,928   2,963   2,408   1,728   1,561   1,542   1,503   1,275   1,238	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 6% 431 (Neptur ons in Servi % Trips 61% 21% 8% 6%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48  Transit \$ 0.05 0.05 0.19 0.62 0.69	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563  Central Sq., Destinatio #Trips 7,892 3,386 8,820 6,276	ns not in Se  '\displays Trips  90\% 80\% 62\% 41\% 74\% 75\% 90\% 30\% 91\% 94\%  Lynn) ns not in Se  '\displays Trips  39\% 79\% 92\% 94\%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85 0.91  rvice Area Transit \$ 1.01 1.25 1.08 1.15	Origin Neighborhood  East Lynn  West Revere  South Saugus  North Saugus  East Malden  East Revere  Melrose  East Boston  Wakefield  West Lynn  Tr  Origin Neighborhood  Waterfront  Chinatown  East Revere  East Lynn	Destinate   # Trips   9,127   2,325   1,863   1,673   1,187   1,107   895   818   791   787     ansit Route: R   Destinate   # Trips   6,025   5,074   4,759   3,594	ons in Servi  % Trips  45%  35%  87%  48%  19%  12%  34%  6%  14%  18%  oute 434 (Perions in Servi  % Trips  11%  20%  50%  18%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28  abody - Hay ce Area Transit \$ 0.15 0.11 0.29 0.16	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523 #market Sta Destination # Trips 49,660 20,176 4,839 16,718	ns not in Ser  7 Trips  55%  65%  13%  52%  81%  88%  66%  94%  86%  82%  5)  ns not in Ser  7 Trips  89%  80%  50%  82%	1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53 1.53  rvice Area Transit \$ 0.78 0.41 1.23 0.91
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere South Salem East Boston North End North Salem  Transit  Origin Neighborhood West Malden East Malden West Revere South Saugus West Everett	Destina   # Trips   10,704   7,614   6,115   5,061   3,008   2,708   2,579   2,416   2,402   1,885     Route: Rout   Destina   # Trips   4,459   4,180   1,236   1,092   998	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17% 59% 51% te 430 (Appletions in Serv % Trips 62% 68% 19% 51% 39%	rice Area Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10 eton St., Saugrice Area Transit \$ 0.08 0.14 0.51 0.17 0.23	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781  gus – Malden Destination # Trips 2,713 1,970 5,428 1,044 1,553	18 not in Sei  7 Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49% 18 Sta.) 18 not in Sei  7 Trips 38% 32% 81% 49% 61%	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85 1.29  Transit \$ 1.17 1.42 1.22 1.67 1.03	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville  Transit I  Origin Neighborhood East Lynn West Lynn East Revere West Revere North Saugus	Destinati   # Trips   5,675   4,928   2,963   2,408   1,728   1,561   1,542   1,503   1,275   1,238       Destinati   # Trips   12,420   923   779   387   237	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 6% 431 (Neptur ons in Servi % Trips 61% 21% 8% 6% 7%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48  Transit \$ 0.05 0.05 0.19 0.62 0.69 0.73	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563  Central Sq., Destinatio #Trips 7,892 3,386 8,820 6,276 3,275	ns not in Se % Trips 90% 80% 62% 41% 74% 75% 90% 30% 91% 94% Lynn) ns not in Se % Trips 39% 79% 92% 94% 93%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85 0.91  rvice Area Transit \$ 1.01 1.25 1.08 1.15 1.64	Origin Neighborhood  East Lynn West Revere South Saugus North Saugus East Malden East Revere Melrose East Boston Wakefield West Lynn  Tr  Origin Neighborhood Waterfront Chinatown East Revere East Lynn West End	Destinate   # Trips   9,127   2,325   1,863   1,673   1,187   1,107   895   818   791   787	ons in Servi % Trips 45% 35% 87% 48% 19% 12% 34% 6% 14% 18%  oute 434 (Perions in Servi % Trips 11% 20% 50% 18% 38%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28  abody - Hay ce Area Transit \$ 0.15 0.11 0.29 0.16 0.05	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523 market Sta Destination # Trips 49,660 20,176 4,839 16,718 4,855	ns not in Ser  7 Trips  55%  65%  13%  52%  81%  88%  66%  94%  86%  82%  5)  ns not in Ser  7 Trips  89%  80%  50%  82%  62%	Transit \$ 1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53 1.53  rvice Area Transit \$ 0.78 0.41 1.23 0.91 0.52
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere South Salem East Boston North End North Salem  Transit  Origin Neighborhood West Malden East Malden West Revere South Saugus West Everett East Lynn	Destina   # Trips   10,704   7,614   6,115   5,061   3,008   2,708   2,579   2,416   2,402   1,885     Route: Rout   Destina   # Trips   4,459   4,180   1,236   1,092   998   655	tions in Serv % Trips 53% 79% 11% 20% 38% 41% 39% 17% 59% 51% te 430 (Appletions in Serv % Trips 62% 68% 19% 51% 39% 39%	rice Area Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10 eton St., Saugrice Area Transit \$ 0.08 0.14 0.51 0.17 0.23 0.78	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781  gus – Malden Destination # Trips 2,713 1,970 5,428 1,044 1,553 19,657	18 not in Sei  7 Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49% 18 Sta.) 18 not in Sei  7 Trips 38% 32% 81% 49% 61% 97%	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85 1.29  Transit \$ 1.17 1.42 1.22 1.67 1.03 0.67	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville  Transit I  Origin Neighborhood East Lynn West Lynn East Revere West Revere North Saugus Swampscott	Destinati	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 6%  431 (Neptur ons in Servi % Trips 61% 21% 8% 6% 7% 9%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48  Transit \$ 0.05 0.19 0.62 0.69 0.73 0.41	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563  Central Sq., Destinatio #Trips 7,892 3,386 8,820 6,276 3,275 2,145	ns not in Se  'K Trips  90%  80%  62%  41%  74%  75%  90%  30%  91%  Lynn)  ns not in Se  'K Trips  39%  79%  92%  94%  93%  91%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85 0.91  rvice Area Transit \$ 1.01 1.25 1.08 1.15 1.64 1.03	Origin Neighborhood  East Lynn West Revere South Saugus North Saugus East Malden East Revere Melrose East Boston Wakefield West Lynn  Tr  Origin Neighborhood Waterfront Chinatown East Revere East Lynn West End South Peabody	Destinate   # Trips   9,127   2,325   1,863   1,673   1,187   1,107   895   818   791   787     ansit Route: R   Destinate   # Trips   6,025   5,074   4,759   3,594   2,987   2,454	ons in Servi  % Trips  45%  35%  87%  48%  19%  12%  34%  6%  14%  18%  oute 434 (Perions in Servi  % Trips  11%  20%  50%  18%  38%  37%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28  abody - Hay ce Area Transit \$ 0.15 0.11 0.29 0.16 0.05 0.27	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523 market Sta Destination # Trips 49,660 20,176 4,839 16,718 4,855 4,136	ns not in Ser  7 Trips  55%  65%  13%  52%  81%  88%  66%  94%  86%  82%  5)  ns not in Ser  7 Trips  89%  80%  50%  82%  62%  63%	Transit \$ 1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53 1.53  rvice Area Transit \$ 0.78 0.41 1.23 0.91 0.52 1.40
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere South Salem East Boston North End North Salem  Transit  Origin Neighborhood West Malden East Malden West Revere South Saugus West Everett East Lynn North Saugus	Destina   # Trips   10,704   7,614   6,115   5,061   3,008   2,708   2,579   2,416   2,402   1,885     Route: Route   Destina   # Trips   4,459   4,180   1,236   1,092   998   655   431	tions in Serv  % Trips  53%  79%  11%  20%  38%  41%  39%  51%  te 430 (Appletions in Serv  % Trips  62%  68%  19%  51%  39%  31%	rice Area  Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10  eton St., Saugvice Area  Transit \$ 0.08 0.14 0.51 0.17 0.23 0.78 0.40	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781  gus - Malden Destination # Trips 2,713 1,970 5,428 1,044 1,553 19,657 3,081	18 not in Sei  7 Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49% 18 Sta.)	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85 1.29  Transit \$ 1.17 1.42 1.22 1.67 1.03 0.67 1.86	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville  Transit I  Origin Neighborhood East Lynn West Lynn East Revere West Revere North Saugus Swampscott South Salem	Destinati   # Trips   5,675   4,928   2,963   2,408   1,728   1,561   1,542   1,503   1,275   1,238       Destinati   # Trips   12,420   923   779   387   237   212   210	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 6%  431 (Neptur ons in Servi % Trips 61% 21% 8% 6% 7% 9% 3%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48  Transit \$ 0.05 0.19 0.62 0.69 0.73 0.41 0.57	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563  Central Sq., Destinatio #Trips 7,892 3,386 8,820 6,276 3,275 2,145 6,334	ns not in Se  'K Trips  90%  80%  62%  41%  74%  75%  90%  30%  91%  94%  Lynn)  ns not in Se  'K Trips  39%  79%  92%  94%  93%  91%  91%  97%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85 0.91  rvice Area Transit \$ 1.01 1.25 1.08 1.15 1.64 1.03 0.94	Origin Neighborhood  East Lynn West Revere South Saugus North Saugus East Malden East Revere Melrose East Boston Wakefield West Lynn  Tr  Origin Neighborhood Waterfront Chinatown East Revere East Lynn West End South Peabody North End	# Trips 9,127 2,325 1,863 1,673 1,187 1,107 895 818 791 787  ansit Route: R Destinati # Trips 6,025 5,074 4,759 3,594 2,987 2,454 2,389	ons in Servi  % Trips  45%  35%  87%  48%  19%  12%  34%  6%  14%  18%  oute 434 (Perions in Servi  % Trips  11%  20%  50%  18%  38%  37%  58%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28  abody - Hay ce Area Transit \$ 0.15 0.11 0.29 0.16 0.05 0.27 0.03	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523 market Sta Destination # Trips 49,660 20,176 4,839 16,718 4,855 4,136 1,716	ns not in Ser  7 Trips  55%  65%  13%  52%  81%  88%  66%  94%  86%  82%  5)  ns not in Ser  7 Trips  89%  80%  50%  82%  62%  63%  42%	1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53 1.53  rvice Area Transit \$ 0.78 0.41 1.23 0.91 0.52 1.40 0.85
Origin Neighborhood  East Lynn  East Revere  Waterfront Chinatown  West End  West Revere  South Salem  East Boston  North End  North Salem  Transit  Origin Neighborhood  West Malden  East Malden  West Revere  South Saugus  West Everett  East Lynn  North Saugus  Melrose	Destina   # Trips   10,704   7,614   6,115   5,061   3,008   2,708   2,579   2,416   2,402   1,885     Route: Route   Destina   # Trips   4,459   4,180   1,236   1,092   998   655   431   414   414	tions in Servent   % Trips   53%   79%   11%   20%   38%   41%   39%   17%   59%   51%   4430 (Appletions in Servent   62%   68%   19%   51%   39%   3%   12%   16%	rice Area  Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10  eton St., Saugrice Area  Transit \$ 0.08 0.14 0.51 0.17 0.23 0.78 0.40 0.50	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781  gus – Malden Destination # Trips 2,713 1,970 5,428 1,044 1,553 19,657 3,081 2,242	18 not in Ser  7 Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49% 18 Sta.) 18 Sta.) 18 Sta.) 18 Sta. 19 S	rvice Area Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85 1.29  rvice Area Transit \$ 1.17 1.42 1.22 1.67 1.03 0.67 1.86 1.33	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville  Transit I  Origin Neighborhood East Lynn West Lynn East Revere West Revere North Saugus Swampscott South Salem Nahant	Destinati	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 9% 6%  431 (Neptur ons in Servi % Trips 61% 21% 8% 6% 7% 9% 3% 40%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48  Transit \$ 0.05 0.19 0.62 0.69 0.73 0.41 0.57 0.78	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563  Central Sq., Destinatio #Trips 7,892 3,386 8,820 6,276 3,275 2,145 6,334 305	ns not in Se  'K Trips  90%  80%  62%  41%  74%  75%  90%  30%  91%  94%  Lynn)  ns not in Se  'K Trips  39%  79%  92%  94%  93%  91%  91%  97%  60%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85 0.91  rvice Area Transit \$ 1.01 1.25 1.08 1.15 1.64 1.03 0.94 1.81	Origin Neighborhood  East Lynn West Revere South Saugus North Saugus East Malden East Revere Melrose East Boston Wakefield West Lynn  Tr  Origin Neighborhood Waterfront Chinatown East Revere East Lynn West End South Peabody North End West Revere	# Trips 9,127 2,325 1,863 1,673 1,187 1,107 895 818 791 787  ansit Route: R Destinati # Trips 6,025 5,074 4,759 3,594 2,987 2,454 2,389 1,509	ons in Servi  % Trips  45%  35%  87%  48%  19%  12%  34%  6%  14%  18%  oute 434 (Perons in Servi  % Trips  11%  20%  50%  18%  38%  37%  58%  23%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28  abody - Hay ce Area Transit \$ 0.15 0.11 0.29 0.16 0.05 0.27 0.03 0.47	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523 market Sta Destination # Trips 49,660 20,176 4,839 16,718 4,855 4,136 1,716 5,154	ns not in Ser  7 Trips  55%  65%  13%  52%  81%  88%  66%  94%  86%  82%  5)  ns not in Ser  7 Trips  89%  80%  50%  82%  62%  63%  42%  77%	1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53 1.53  rvice Area Transit \$ 0.78 0.41 1.23 0.91 0.52 1.40 0.85 1.21
Origin Neighborhood East Lynn East Revere Waterfront Chinatown West End West Revere South Salem East Boston North End North Salem  Transit  Origin Neighborhood West Malden East Malden West Revere South Saugus West Everett East Lynn North Saugus	Destina   # Trips   10,704   7,614   6,115   5,061   3,008   2,708   2,579   2,416   2,402   1,885     Route: Route   Destina   # Trips   4,459   4,180   1,236   1,092   998   655   431	tions in Serv  % Trips  53%  79%  11%  20%  38%  41%  39%  51%  te 430 (Appletions in Serv  % Trips  62%  68%  19%  51%  39%  31%	rice Area  Transit \$ 0.13 0.30 0.18 0.11 0.05 0.28 0.23 0.43 0.04 0.10  eton St., Saugvice Area  Transit \$ 0.08 0.14 0.51 0.17 0.23 0.78 0.40	# Trips 9,608 1,984 49,571 20,188 4,834 3,955 3,965 11,526 1,702 1,781  gus - Malden Destination # Trips 2,713 1,970 5,428 1,044 1,553 19,657 3,081	18 not in Sei  7 Trips 47% 21% 89% 80% 62% 59% 61% 83% 41% 49% 18 Sta.)	Transit \$ 1.35 1.34 0.78 0.41 0.52 1.41 1.42 0.86 0.85 1.29  Transit \$ 1.17 1.42 1.22 1.67 1.03 0.67 1.86	Origin Neighborhood Waterfront Chinatown West End North End West Revere East Malden Chelsea South Saugus East Boston East Somerville  Transit I  Origin Neighborhood East Lynn West Lynn East Revere West Revere North Saugus Swampscott South Salem	Destinati   # Trips   5,675   4,928   2,963   2,408   1,728   1,561   1,542   1,503   1,275   1,238       Destinati   # Trips   12,420   923   779   387   237   212   210	ons in Servi % Trips 10% 20% 38% 59% 26% 25% 10% 70% 6%  431 (Neptur ons in Servi % Trips 61% 21% 8% 6% 7% 9% 3%	Ce Area Transit \$ 0.16 0.11 0.05 0.03 0.42 0.39 0.59 0.24 0.43 0.48  Transit \$ 0.05 0.19 0.62 0.69 0.73 0.41 0.57	#Trips 50,011 20,322 4,879 1,696 4,936 4,589 14,332 633 12,667 20,563  Central Sq., Destinatio #Trips 7,892 3,386 8,820 6,276 3,275 2,145 6,334	ns not in Se  'K Trips  90%  80%  62%  41%  74%  75%  90%  30%  91%  94%  Lynn)  ns not in Se  'K Trips  39%  79%  92%  94%  93%  91%  91%  97%	rvice Area Transit \$ 0.77 0.40 0.51 0.84 1.27 1.17 0.93 1.68 0.85 0.91  rvice Area Transit \$ 1.01 1.25 1.08 1.15 1.64 1.03 0.94	Origin Neighborhood  East Lynn West Revere South Saugus North Saugus East Malden East Revere Melrose East Boston Wakefield West Lynn  Tr  Origin Neighborhood Waterfront Chinatown East Revere East Lynn West End South Peabody North End	# Trips 9,127 2,325 1,863 1,673 1,187 1,107 895 818 791 787  ansit Route: R Destinati # Trips 6,025 5,074 4,759 3,594 2,987 2,454 2,389	ons in Servi  % Trips  45%  35%  87%  48%  19%  12%  34%  6%  14%  18%  oute 434 (Perions in Servi  % Trips  11%  20%  50%  18%  38%  37%  58%	Ce Area Transit \$ 0.13 0.44 0.25 0.38 0.56 0.60 0.79 0.86 1.14 0.28  abody - Hay ce Area Transit \$ 0.15 0.11 0.29 0.16 0.05 0.27 0.03	# Trips 11,185 4,339 273 1,839 4,963 8,492 1,762 13,124 4,861 3,523 market Sta Destination # Trips 49,660 20,176 4,839 16,718 4,855 4,136 1,716	ns not in Ser  7 Trips  55%  65%  13%  52%  81%  88%  66%  94%  86%  82%  5)  ns not in Ser  7 Trips  89%  80%  50%  82%  62%  63%  42%	1.04 1.27 1.86 2.20 1.11 1.12 1.29 0.81 1.53 1.53  rvice Area Transit \$ 0.78 0.41 1.23 0.91 0.52 1.40 0.85

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Transit Route: Route 351 (Oak Park – Alewife Sta.)

**Destinations not in Service Area** 

**Destinations in Service Area** 

Neighborhood lies outside route's service area

TABLE 83 – Continued

Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 435 – 459

50%

61%

24%

78%

% Trips Transit \$

1.34

1.59

1.51

1.97

# Trips

10,160

4,045

6,355

603

0.08

0.32

0.33

0.82

Transit Route: Route 439 (Bass Point, Nahant – Central Sq., Lynn)

Transit \$

0.09

0.15

0.34

0.40

# Trips

12,194

114

5,356

3,837

**Destinations not in Service Area** 

60%

5%

82%

89%

Transit \$

0.97

1.51

1.01

1.21

% Trips

**Destinations in Service Area** 

% Trips

40%

95%

18%

11%

# Trips

8,118

2,243

1,187

472

Origin Neighborhood

East Lynn

Swampscott

South Salem

West Lynn

Transit Route: Route 436 (Danvers Sq. – Central Sq., Lynn)

% Trips Transit \$

**Destinations in Service Area** 

50%

39%

76%

22%

10,152

2,545

1,903

1,784

Origin Neighborhood # Trips

East Lynn

South Peabody

South Danvers

North Peabody

Transit Route: Route 435 (Liberty Tree Mall – Central Sq., Lynn)

% Trips Transit \$

**Destinations in Service Area** 

41%

61%

21%

100%

8,335

3,993

3,268

1,748

Origin Neighborhood # Trips

East Lynn

South Peabody

South Danvers

North Peabody

**Destinations not in Service Area** 

59%

39%

0%

79%

% Trips Transit \$

1.09

1.88

1.94

1.97

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

# Trips

11,977

2,597

-761

6,391

0.10

0.28

0.21

0.89

1 torur 1 cacoay	1,710	-1/0	0.07	0,071	1 / / 0	1.77	riorin reacous	1,701		0.02	0,555	1070	1.71	West Eymi	., _	11/0	0.10	5,057	07/0	1.21
West Lynn	683	16%	0.22	3,627	84%	1.53	West Lynn	877	20%	0.21	3,432	80%	1.59	West Revere	99	1%	0.82	6,564	99%	1.14
South Salem	571	9%	0.74	5,973	91%	0.96	West Revere	521	8%	0.80	6,142	92%	1.15	East Boston	48	0%	0.83	13,894	100%	0.81
West Revere	409	6%	0.86	6,255	94%	1.15	North Danvers	444	13%	0.41	3,016	87%	0.96	East Revere	48	1%	0.72	9,551	99%	1.08
North Salem	363	10%	0.61	3,303	90%	0.77	South Salem	432	7%	0.73	6,111	93%	0.96	Brockton	47	0%	1.73	17,435	100%	0.94
North Danvers	338	10%	0.27	3,121	90%	1.05	East Revere	422	4%	0.70	9,177	96%	1.09	North Saugus	31	1%	0.88	3,481	99%	1.63
North Saugus	286	8%	0.84	3,226	92%	1.67	North Saugus	407	12%	0.81	3,105	88%	1.68	Chelsea	25	0%	0.81	15,849	100%	0.91
Transit Route	e: Route 441 (	Marblebead	d – Havmark	et Sta./Wone	derland Sta.	)	Transit Route	e: Route 442 (	Marblehead	– Havmark	et Sta./Won	derland Sta		Transit	t Route: Route	- 448 (Marbl	lehead – Do	wntown Cro	ssing)	_
		tions in Ser			ns not in Se		Truisit Route	,	tions in Serv			ns not in Se		1161151		ions in Servi			ons not in Se	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood			Transit \$	# Trips	% Trips	Transit \$
East Lynn	14,838	73%	0.12	5,474	27%	1.30	East Lynn	14,354	71 71%	0.11	5,958	29%	1.28	Waterfront	33,414	60%	0.10	22,272	40%	1.20
East Revere	7,765	81%	0.30	1,834	19%	1.29	East Revere	7,749	81%	0.29	1,849	19%	1.29	Chinatown	11,688	46%	0.06	13,561	54%	0.62
Waterfront	6,079	11%	0.17	49,607	89%	0.78	Waterfront	6,045	11%	0.16	49,640	89%	0.78	Downtown	11,030	59%	0.02	7,692	41%	0.68
Chinatown	5,077	20%	0.11	20,173	80%	0.41	Chinatown	5,068	20%	0.11	20,182	80%	0.41	East Lynn	7,835	39%	0.15	12,477	61%	0.99
West End	3,005	38%	0.05	4,837	62%	0.52	West End	2,995	38%	0.05	4,847	62%	0.52	East Revere	6,483	68%	0.33	3,116	32%	1.23
North End	2,401	59%	0.04	1,703	41%	0.85	North End	2,393	58%	0.03	1,711	42%	0.85	Swampscott	2,120	90%	0.24	237	10%	1.64
Swampscott	2,297	97%	0.23	60	3%	1.67	East Boston	1,975	14%	0.41	11,967	86%	0.86	West End	2,007	26%	0.13	5,835	74%	0.43
East Boston	2,058	15%	0.41	11,884	85%	0.86	West Revere	1,867	28%	0.46	4,797	72%	1.23	South End	1,914	15%	0.27	10,849	85%	0.44
West Revere	1,883	28%	0.47	4,780	72%	1.23	Marblehead	1,690	51%	0.18	1,647	49%	1.51	Brockton	1,731	10%	0.99	15,752	90%	0.94
South Salem	1,762	27%	0.44	4,782	73%	1.04	Swampscott	1,658	70%	0.18	699	30%	1.31	East Boston	1,730	12%	0.39	12,212	88%	0.87
Bouth Buleni	1,702	2170	0.44	4,702	7370	1.04	Swampscott	1,030	7070	0.20	0,7,7	3070	1.31	East Boston	1,730	1270	0.37	12,212	0070	0.07
Transi	t Route: Rout	e 449 (Marl	blehead – Do	wntown Cro	ssing)		Transit Route	: Route 450 (	Salem Deno	t – Havmark	et Sta./Won	derland Sta	.)	Tr	ansit Route: R	oute 451 (No	o. Beverly –	Salem Depo	t)	
		tions in Ser			ns not in Se	rvice Area			tions in Serv	•		ns not in Se				ions in Servi			ons not in Se	rvice Area
Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips		# Trips			Origin Neighborhood			Transit \$	# Trips	% Trips	Transit \$
Waterfront	33,041	59%	0.09	22,645	41%	1.19	East Revere	6,841	71%	0.29	2,758	29%	1.23	West Beverly	4,487	74%	0.07	1,606	26%	1.63
Chinatown	11,413	45%	0.06	13,836	55%	0.62	Waterfront	6,038	11%	0.16	49,648	89%	0.78	North Salem	2,346	64%	0.06	1,319	36%	1.23
Downtown	10,963	59%	0.02	7,759	41%	0.68	Chinatown	5,074	20%	0.11	20,176	80%	0.41	East Beverly	691	22%	0.29	2,488	78%	1.51
East Lynn	7,371	36%	0.13	12,941	64%	0.98	East Lynn	4,351	21%	0.14	15,962	79%	1.01	East Lynn	440	2%	0.69	19,872	98%	0.67
East Revere	6,578	69%	0.29	3,021	31%	1.22	West End	2,998	38%	0.05	4,844	62%	0.52	South Salem	378	6%	0.41	6,165	94%	1.01
West End	1,989	25%	0.12	5,853	75%	0.43	North Salem	2,544	69%	0.07	1,122	31%	1.33	West Lynn	217	5%	0.85	4,092	95%	1.15
South End	1,871	15%	0.26	10,891	85%	0.44	North End	2,395	58%	0.03	1,709	42%	0.85	North Peabody	203	2%	1.46	7,936	98%	1.75
East Boston	1,772	13%	0.39	12,170	87%	0.86	South Salem	2,168	33%	0.26	4,375	67%	1.14	South Peabody	159	2%	0.74	6,431	98%	1.25
East Cambridge	1,700	7%	0.36	21,823	93%	0.51	East Boston	1,652	12%	0.40	12,290	88%	0.85	Marblehead	113	3%	0.94	3,225	97%	0.98
Brockton	1,685	10%	0.97	15,798	90%	0.94	West Revere	1,564	23%	0.48	5,100	77%	1.21	Wenham	104	11%	0.10	838	89%	0.48
	,					-		,			,		-							
Transit Route	: Route 455 (S	Salem Depo	t – Haymark	et Sta./Won	derland Sta	)	Trans	it Route: Rou	te 456 (Sale	m Depot – C	Central Sq., I	Lynn)		Transit	Route: Route	459 (Salem	Depot - Do	wntown Cro	ssing)	
	Destinat	tions in Ser	vice Area	Destinatio	ns not in Se	rvice Area		Destinat	tions in Serv	ice Area	Destination	ns not in Se	rvice Area		Destinat	ions in Servi	ice Area	Destination	ons not in Se	ervice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
East Lynn	10,117	50%	0.13	10,196	50%	1.36	East Lynn	9,584	47%	0.07	10,729	53%	1.39	Waterfront	33,387	60%	0.10	22,299	40%	1.20
East Revere	8,289	86%	0.29	1,310	14%	1.35	North Salem	2,336	64%	0.06	1,329	36%	1.30	Chinatown	11,655	46%	0.06	13,595	54%	0.62
Waterfront	6,386	11%	0.19	49,300	89%	0.78	South Salem	1,987	30%	0.23	4,557	70%	1.14	Downtown	10,949	58%	0.02	7,773	42%	0.68
East Boston	5,819	42%	0.13	8,123	58%	1.26	West Revere	441	7%	0.73	6,223	93%	1.15	East Lynn	9,912	49%	0.12	10,400	51%	1.34
Chinatown	5,226	21%	0.12	20,024	79%	0.41	East Revere	434	5%	0.66	9,164	95%	1.09	East Revere	4,701	49%	0.37	4,898	51%	1.23
Chelsea	3,850	24%	0.38	12,025	76%	1.02	West Lynn	333	8%	0.22	3,977	92%	1.42	South Salem	2,599	40%	0.23	3,945	60%	1.42
West End	3,507	45%	0.05	4,336	55%	0.56	North Saugus	212	6%	0.74	3,300	94%	1.66	West End	1,988	25%	0.13	5,854	75%	0.43
South Salem	2,595	40%	0.22	3,949	60%	1.42	Nahant	181	36%	0.83	327	64%	1.88	South End	1,886	15%	0.27	10,877	85%	0.44
North End	2,539	62%	0.04	1,566	38%	0.88	South Peabody	143	2%	0.52	6,447	98%	1.28	North Salem	1,872	51%	0.11	1,793	49%	1.29
West Revere	2,500	38%	0.37	4,164	62%	1.31	West Beverly	133	2%	0.57	5,960	98%	0.96	Brockton	1,704	10%	1.00	15,779	90%	0.94
Neighborhood lies outsid				7		·	J				. ,				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			7		
				_																

TABLE 83 – Continued

Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Route 465 – 556

Trans	it Route: Rou	ute 465 (Lib	erty Tree Ma	ıll – Salem D	epot)		Tra	ansit Route: I	Route 468 (E	Danvers Sq. –	Salem Dep	ot)		Transit I	Route: Route 5	500 (Riversi	de Sta. – Fed	eral & Fran	klin Sts.)	
	Destina	tions in Ser	vice Area	Destination	ons not in Se	rvice Area			tions in Serv			_	ervice Area			tions in Serv			ons not in Se	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
South Danvers	3,257	100%	0.22	-750	0%	1.94	South Danvers	2,358	94%	0.15	149	6%	1.38	Waterfront	16,941	30%	0.11	38,744	70%	0.95
South Peabody	2,724	41%	0.29	3,865	59%	1.79	North Salem	2,148	59%	0.05	1,518	41%	1.21	Chinatown	10,423	41%	0.05	14,827	59%	0.66
North Salem	2,320	63%	0.13	1,346	37%	1.31	South Peabody	718	11%	0.34	5,872	89%	1.33	Downtown	7,647	41%	0.02	11,075	59%	0.66
North Peabody	1,577	19%	0.91	6,562	81%	1.95	East Lynn	338	2%	0.68	19,974	98%	0.67	West End	1,721	22%	0.12	6,121	78%	0.43
South Salem	993	15%	0.45	5,550	85%	1.05	South Salem	228	3%	0.37	6,316	97%	1.01	East Cambridge	1,517	6%	0.34	22,006	94%	0.51
East Lynn	638	3%	0.74	19,674	97%	0.67	North Peabody	192	2%	1.10	7,947	98%	1.77	South End	1,402	11%	0.24	11,360	89%	0.45
West Lynn	459	11%	0.79	3,851	89%	1.16	West Lynn	190	4%	0.76	4,119	96%	1.15	East Somerville	1,355	6%	0.42	20,446	94%	0.91
North Danvers	297	9%	0.27	3,162	91%	1.05	West Beverly	179	3%	0.78	5,913	97%	0.95	Brockton	1,257	7%	0.96	16,226	93%	0.94
East Beverly	198	6%	1.13	2,981	94%	1.24	East Beverly	96	3%	0.97	3,083	97%	1.25	Fenway	1,118	8%	0.33	13,059	92%	0.52
West Beverly	191	3%	0.97	5,902	97%	0.93	East Boston	67	0%	1.02	13,874	100%	0.81	Chelsea	1,070	7%	0.51	14,804	93%	0.93
							-													
Transit R	oute: Route						Tran	sit Route: Ro	· · · · · · · · · · · · · · · · · · ·					Tra	nsit Route: R		- 0		1/	
		<u>itions in Ser</u>			ons not in Se				tions in Serv				ervice Area			tions in Serv			ons not in Se	
Origin Neighborhood	# Trips	% Trips		# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips			# Trips	% Trips		Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Waterfront	17,120	31%	0.12	38,565	69%	0.96	Chinatown	5,377	21%	0.13	19,873	79%	0.40	Chinatown	5,726	23%	0.13	19,524	77%	0.40
Chinatown	10,684	42%	0.05	14,565	58%	0.65	Waterfront	3,658	7%	0.37	52,027	93%	0.70	Waterfront	3,756	7%	0.40	51,930	93%	0.70
Downtown	7,515	40%	0.02	11,207	60%	0.66	Back Bay	2,943	35%	0.05	5,456	65%	0.71	South Brighton	3,545	100%	0.17	-1,612	0%	1.02
South Brighton	3,387	100%	0.19	-1,454	0%	1.03	Fenway	1,346	9%	0.14	12,831	91%	0.56	Back Bay	2,786	33%	0.05	5,614	67%	0.71
West End	1,708	22%	0.12	6,134	78%	0.43	Downtown	1,193	6%	0.23	17,529	94%	0.23	North Brighton	1,125	100%	0.18	-660	0%	1.26
East Cambridge	1,528	6%	0.37	21,995	94%	0.51	South End	1,107	9%	0.07	11,655	91%	0.56	North Allston	1,091	16%	0.29	5,905	84%	0.93
East Somerville	1,455	7%	0.46	20,346	93%	0.92	East Cambridge	703	3%	0.39	22,820	97%	0.50	Downtown	1,057	6%	0.24	17,665	94%	0.23
South End	1,328	10%	0.26	11,434	90%	0.45	West End	650	8%	0.26	7,192	92%	0.36	South End	991	8%	0.07	11,771	92%	0.56
Brockton	1,263	7%	0.97	16,220	93%	0.94	East Somerville	637	3%	0.52	21,164	97%	0.90	East Somerville	717	3%	0.55	21,084	97%	0.90
North Brighton	1,127	100%	0.20	-662	0%	1.28	Chelsea	447	3%	0.61	15,428	97%	0.92	East Cambridge	716	3%	0.42	22,807	97%	0.50
Transit Da	ute: Route 50	M (Weterter	wn Vond E	donal & Enc	nklin Sta )		Transit D	oute: Route 5	OF (Welther	m Ctn Fod	anal & Frar	ddin Cta )		Trong	it Route: Rou	to 553 (Dob	orta Fodoro	l & Frankli	s Sta )	
Transit Ko		tions in Ser			ons not in Se	rvice Area	ITalish K		tions in Serv				ervice Area	ITalis		tions in Serv			ons not in Se	rvica Aras
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Waterfront	17,098	31%	0.12	38,587	69%	0.96	Waterfront	16,893	30%	0.12	38,792	70 111ps 70%	0.95	Waterfront	17,072	31%	0.13	38,614	69%	0.96
Chinatown	10,298	41%	0.05	14,952	59%	0.66	Chinatown	10,334	41%	0.05	14,916	59%	0.65	Chinatown	10,322	41%	0.05	14,928	59%	0.65
Downtown	7,679	41%	0.02	11,043	59%	0.66	Downtown	7,625	41%	0.02	11,097	59%	0.66	Downtown	7,604	41%	0.02	11,118	59%	0.66
West End	1,719	22%	0.11	6,123	78%	0.43	South Waltham	2,141	41%	0.13	3,047	59%	1.11	West End	1,704	22%	0.12	6,138	78%	0.43
East Cambridge	1,527	6%	0.34	21,996	94%	0.51	West End	1,707	22%	0.12	6,135	78%	0.43	South Waltham	1,645	32%	0.11	3,543	68%	1.40
South End	1,461	11%	0.25	11,301	89%	0.45	East Cambridge	1,505	6%	0.35	22,018	94%	0.51	East Cambridge	1,512	6%	0.37	22,011	94%	0.51
East Somerville	1,393	6%	0.44	20,409	94%	0.91	South End	1,435	11%	0.25	11,328	89%	0.45	South End	1,427	11%	0.26	11,335	89%	0.45
Brockton	1,273	7%	0.96	16,210	93%	0.94	East Somerville	1,344	6%	0.44	20,458	94%	0.91	East Somerville	1,374	6%	0.47	20,427	94%	0.91
Fenway	1,122	8%	0.35	13,055	92%	0.52	Brockton	1,277	7%	0.98	16,206	93%	0.94	Brockton	1,314	8%	1.00	16,169	92%	0.94
Chelsea	1.097	7%	0.52	14,777	93%	0.93	Chelsea	1.071	7%	0.52	14.803	93%	0.93	Fenway	1,093	8%	0.36	13.084	92%	0.51
	-,,			-,,	, , , ,			-,1			.,	, , , ,	****		-,-,0	2,0		-,	2 - 70	
Transit I	Route: Route	554 (Waver	ly Sq. – Fede	eral & Frank	din Sts.)		Transit Route:				Franklin S	ts. via Newt	ton)	Transit Rou	te: Route 556	(Waltham I	Highlands – I	Federal & F	ranklin Sts.)	
	Destina	itions in Ser	vice Area	Destination	ons not in Se	rvice Area			tions in Serv	vice Area	Destination	ons not in So	ervice Area		Destina	tions in Serv	vice Area	Destinati	ons not in Se	rvice Area
Origin Neighborhood	# Trips		Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Waterfront	17,087	31%	0.13	38,598	69%	0.96	Waterfront	17,184	31%	0.16	38,501	69%	0.96	Waterfront	17,115	31%	0.12	38,570	69%	0.96
Chinatown	10,337	41%	0.05	14,913	59%	0.65	Chinatown	15,017	59%	0.07	10,233	41%	0.94	Chinatown	10,343	41%	0.05	14,907	59%	0.65
Downtown	7,618	41%	0.02	11,104	59%	0.66	Downtown	8,174	44%	0.03	10,548	56%	0.73	Downtown	7,637	41%	0.02	11,085	59%	0.66

Neighborhood lies outside route's service area

2,691

1,707

1,527

1,428

1,395

1,309

1,096

52%

22%

6%

11%

6%

7%

8%

0.19

0.12

0.37

0.26

0.49

1.00

0.36

2,497

6,136

21,996

11,334

20,406

16,174

13,081

48%

78%

94%

89%

94%

93%

92%

South Waltham

East Cambridge

East Somerville

West End

South End

Brockton

Fenway

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

1.18

0.43

0.51

0.45

0.91

0.94

0.51

Back Bay

South End

West End

East Cambridge

East Somerville

Fenway

Chelsea

3,697

2,338

2,299

2,274

2,159

1,940

1,445

44%

18%

16%

29%

9%

9%

9%

0.08

0.13

0.20

0.14

0.36

0.47

0.55

4,702

10,424

11,878

5,568

21,365

19,861

14,429

56%

82%

84%

71%

91%

91%

91%

0.89

0.64

0.57

0.45

0.52

0.92

0.94

South Waltham

East Cambridge

East Somerville

West End

South End

Brockton

Chelsea

2,295

1,701

1,518

1,437

1,393

1,299

1,098

44%

22%

6%

11%

6%

7%

7%

0.15

0.12

0.36

0.26

0.47

0.99

0.53

2,893

6,141

22,005

11,326

20,408

16,184

14,776

78%

94%

89%

94%

93%

93%

1.15

0.43

0.51

0.45

0.91

0.94

0.93

**TABLE 83 – Continued** Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 558, CT1-3, Silver Line Waterfront, and Silver Line Washington Street

Transit Route: Route 558 (Riverside – Federal & Franklin Sts.)			Transit Route:	<b>Route 701/C</b>	T1: Central	Sq., Cambri	dge – So. En	d Med. Ar	ea)	Transit Ro	oute: Route 70	08/CT3 (Betl	h Israel Deac	oness – Andi	rew Sta.)					
	Destinat	tions in Ser	vice Area	Destination	ns not in Se	rvice Area		Destina	tions in Serv	ice Area	Destination	ns not in S	ervice Area		Destina	tions in Serv	rice Area	Destinatio	ons not in Se	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$
Waterfront	17,136	31%	0.13	38,550	69%	0.96	South End	6,685	52%	0.06	6,078	48%	0.77	Fenway	10,263	72%	0.11	3,913	28%	0.79
Chinatown	10,321	41%	0.05	14,928	59%	0.65	Waterfront	5,452	10%	0.35	50,234	90%	0.72	Longwood	10,050	95%	0.05	478	5%	0.95
Downtown	7,636	41%	0.02	11,086	59%	0.66	Chinatown	5,437	22%	0.21	19,812	78%	0.36	South End	9,169	72%	0.07	3,593	28%	0.64
South Waltham	2,310	45%	0.17	2,878	55%	1.14	Fenway	5,091	36%	0.09	9,085	64%	0.76	Back Bay	3,549	42%	0.17	4,851	58%	0.36
West End	1,703	22%	0.12	6,140	78%	0.43	Central Square	4,747	50%	0.08	4,791	50%	0.81	Chinatown	3,527	14%	0.25	21,722	86%	0.35
East Cambridge	1,524	6%	0.37	21,999	94%	0.51	Back Bay	4,322	51%	0.07	4,078	49%	0.53	Waterfront	3,314	6%	0.37	52,371	94%	0.71
South End	1,423	11%	0.26	11,339	89%	0.45	East Cambridge	2,227	9%	0.14	21,296	91%	0.56	Mission Hill	3,022	57%	0.18	2,242	43%	0.93
East Somerville	1,395	6%	0.48	20,407	94%	0.91	Downtown	1,444	8%	0.30	17,278	92%	0.23	BU	2,622	46%	0.20	3,042	54%	0.66
Brockton	1,309	7%	1.01	16,174	93%	0.94	Longwood	1,251	12%	0.25	9,277	88%	0.40	North Roxbury	1,823	46%	0.16	2,140	54%	1.10
Fenway	1,080	8%	0.37	13,097	92%	0.51	Harvard Square	1,226	100%	0.22	-3,597	0%	0.47	North Brookline	1,243	41%	0.22	1,814	59%	0.79
Trans		utes 741, 74	2, 746/Silver	Line Waterf	front		Trans	it Route: Ro	ute 747/CT2	(Sullivan Sta	. – Ruggles	Sta.)		Tı	ransit Route:	Route 749/S	ilver Line W	ashington St		
		tions in Ser	vice Area		ns not in Se	rvice Area			tions in Ser	ice Area			ervice Area	_	Destina	tions in Serv			ons not in Se	rvice Area
Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	# Trips	% Trips	Transit \$	# Trips	% Trips	Transit \$	Origin Neighborhood	Destina # Trips	tions in Serv % Trips	Transit \$	# Trips	% Trips	Transit \$
Waterfront	# <b>Trips</b> 32,964	<b>% Trips</b> 59%	Transit \$	# <b>Trips</b> 22,722	% Trips 41%	Transit \$	Origin Neighborhood Fenway	# <b>Trips</b> 10,347	<b>% Trips</b> 73%	<b>Transit \$</b> 0.13	# <b>Trips</b> 3,830	<b>% Trips</b> 27%	Transit \$ 0.83	Chinatown	# Trips 15,363	tions in Serv % Trips 61%	Transit \$	# <b>Trips</b> 9,886	<b>% Trips</b> 39%	<b>Transit \$</b> 0.79
	# <b>Trips</b> 32,964 10,960	% Trips 59% 43%	7 Transit \$ 0.09 0.06	# <b>Trips</b> 22,722 14,289	% Trips 41% 57%	Transit \$ 1.14 0.54		# <b>Trips</b> 10,347 9,659	% Trips 73% 92%	Transit \$ 0.13 0.06	# <b>Trips</b> 3,830 869	% Trips 27% 8%	7 Transit \$ 0.83 1.00		# Trips 15,363 14,293	tions in Serv % Trips 61% 26%	7 Transit \$ 0.06 0.16	# <b>Trips</b> 9,886 41,393	% Trips 39% 74%	7 Transit \$ 0.79 0.92
Waterfront Chinatown Downtown	# <b>Trips</b> 32,964 10,960 10,607	% Trips 59% 43% 57%	Transit \$ 0.09 0.06 0.02	# <b>Trips</b> 22,722 14,289 8,115	% Trips 41% 57% 43%	Transit \$ 1.14 0.54 0.53	Fenway	# <b>Trips</b> 10,347 9,659 8,582	% Trips 73% 92% 36%	7 Transit \$ 0.13 0.06 0.07	# Trips 3,830 869 14,942	% Trips 27% 8% 64%	Transit \$ 0.83 1.00 0.76	Chinatown Waterfront Downtown	Destina # Trips 15,363 14,293 8,777	tions in Serv % Trips 61% 26% 47%	7 Transit \$ 0.06 0.16 0.03	# <b>Trips</b> 9,886 41,393 9,945	% Trips 39% 74% 53%	7 Transit \$ 0.79 0.92 0.60
Waterfront Chinatown	# <b>Trips</b> 32,964 10,960 10,607 1,935	% Trips 59% 43%	7 Transit \$ 0.09 0.06	# <b>Trips</b> 22,722 14,289 8,115 10,828	% Trips 41% 57% 43% 85%	1.14 0.54 0.53 0.44	Fenway Longwood	# <b>Trips</b> 10,347 9,659	% Trips 73% 92% 36% 60%	Transit \$ 0.13 0.06	#Trips 3,830 869 14,942 3,805	% Trips 27% 8% 64% 40%	Transit \$ 0.83 1.00 0.76 0.83	Chinatown Waterfront	<b>Destina</b> # <b>Trips</b> 15,363 14,293 8,777 6,770	tions in Serv % Trips 61% 26%	7 Transit \$ 0.06 0.16	# <b>Trips</b> 9,886 41,393	% Trips 39% 74% 53% 47%	Transit \$ 0.79 0.92 0.60 0.78
Waterfront Chinatown Downtown	# Trips 32,964 10,960 10,607 1,935 1,672	% Trips 59% 43% 57% 15% 10%	Transit \$ 0.09 0.06 0.02	# Trips 22,722 14,289 8,115 10,828 15,811	% Trips 41% 57% 43% 85% 90%	Transit \$ 1.14 0.54 0.53	Fenway Longwood East Cambridge	# <b>Trips</b> 10,347 9,659 8,582	% Trips 73% 92% 36%	7 Transit \$ 0.13 0.06 0.07	# Trips 3,830 869 14,942	% Trips 27% 8% 64% 40% 75%	Transit \$ 0.83 1.00 0.76 0.83 1.14	Chinatown Waterfront Downtown	Destina # Trips 15,363 14,293 8,777	tions in Serv % Trips 61% 26% 47% 53% 19%	7 Transit \$ 0.06 0.16 0.03	# <b>Trips</b> 9,886 41,393 9,945	% Trips 39% 74% 53%	7 Transit \$ 0.79 0.92 0.60 0.78 0.54
Waterfront Chinatown Downtown South End	# <b>Trips</b> 32,964 10,960 10,607 1,935	% Trips 59% 43% 57% 15%	Transit \$ 0.09 0.06 0.02 0.27	# <b>Trips</b> 22,722 14,289 8,115 10,828	% Trips 41% 57% 43% 85%	1.14 0.54 0.53 0.44	Fenway Longwood East Cambridge Central Square	# Trips 10,347 9,659 8,582 5,733	% Trips 73% 92% 36% 60% 25% 40%	Transit \$ 0.13 0.06 0.07 0.09	#Trips 3,830 869 14,942 3,805	% Trips 27% 8% 64% 40%	Transit \$ 0.83 1.00 0.76 0.83	Chinatown Waterfront Downtown South End	<b>Destina</b> # <b>Trips</b> 15,363 14,293 8,777 6,770	tions in Serv % Trips 61% 26% 47% 53% 19% 30%	Transit \$	# <b>Trips</b> 9,886 41,393 9,945 5,993	% Trips 39% 74% 53% 47%	7 Transit \$ 0.79 0.92 0.60 0.78 0.54 0.42
Waterfront Chinatown Downtown South End Brockton	# Trips 32,964 10,960 10,607 1,935 1,672	% Trips 59% 43% 57% 15% 10%	Transit \$ 0.09 0.06 0.02 0.27 0.98	# Trips 22,722 14,289 8,115 10,828 15,811	% Trips 41% 57% 43% 85% 90%	1.14 0.54 0.53 0.44 0.94	Fenway Longwood East Cambridge Central Square East Somerville	# Trips 10,347 9,659 8,582 5,733 5,415	% Trips 73% 92% 36% 60% 25%	Transit \$ 0.13 0.06 0.07 0.09 0.16	# Trips 3,830 869 14,942 3,805 16,386	% Trips 27% 8% 64% 40% 75%	Transit \$ 0.83 1.00 0.76 0.83 1.14	Chinatown Waterfront Downtown South End Fenway	Destina   # Trips   15,363   14,293   8,777   6,770   2,676	tions in Serv % Trips 61% 26% 47% 53% 19%	Transit \$ 0.06 0.16 0.03 0.09 0.26	# Trips 9,886 41,393 9,945 5,993 11,501	% Trips 39% 74% 53% 47% 81%	Transit \$ 0.79 0.92 0.60 0.78 0.54 0.42 0.45
Waterfront Chinatown Downtown South End Brockton West End	#Trips 32,964 10,960 10,607 1,935 1,672 1,658	% Trips 59% 43% 57% 15% 10% 21%	Transit \$ 0.09 0.06 0.02 0.27 0.98 0.13	#Trips 22,722 14,289 8,115 10,828 15,811 6,184	% Trips 41% 57% 43% 85% 90% 79%	1.14 0.54 0.53 0.44 0.94	Fenway Longwood East Cambridge Central Square East Somerville South End	# Trips 10,347 9,659 8,582 5,733 5,415 5,140	% Trips 73% 92% 36% 60% 25% 40%	Transit \$ 0.13 0.06 0.07 0.09 0.16 0.23	#Trips 3,830 869 14,942 3,805 16,386 7,623	% Trips 27% 8% 64% 40% 75% 60%	Transit \$ 0.83 1.00 0.76 0.83 1.14 0.45	Chinatown Waterfront Downtown South End Fenway Back Bay	Destina   # Trips   15,363   14,293   8,777   6,770   2,676   2,481	tions in Serv % Trips 61% 26% 47% 53% 19% 30%	Transit \$ 0.06 0.16 0.03 0.09 0.26 0.14	#Trips 9,886 41,393 9,945 5,993 11,501 5,918	% Trips 39% 74% 53% 47% 81% 70%	7 Transit \$ 0.79 0.92 0.60 0.78 0.54 0.42 0.45 0.51
Waterfront Chinatown Downtown South End Brockton West End Back Bay	# Trips 32,964 10,960 10,607 1,935 1,672 1,658 1,604	% Trips 59% 43% 57% 15% 10% 21% 19%	7 Transit \$ 0.09 0.06 0.02 0.27 0.98 0.13 0.24	# Trips 22,722 14,289 8,115 10,828 15,811 6,184 6,795	% Trips 41% 57% 43% 85% 90% 79% 81%	Transit \$ 1.14 0.54 0.53 0.44 0.94 0.40 0.35	Fenway Longwood East Cambridge Central Square East Somerville South End Spring Hill	# Trips 10,347 9,659 8,582 5,733 5,415 5,140 4,281	% Trips 73% 92% 36% 60% 25% 40% 76%	Transit \$ 0.13 0.06 0.07 0.09 0.16 0.23 0.16	#Trips 3,830 869 14,942 3,805 16,386 7,623 1,344	% Trips 27% 8% 64% 40% 75% 60% 24%	7 Transit \$ 0.83 1.00 0.76 0.83 1.14 0.45 0.86	Chinatown Waterfront Downtown South End Fenway Back Bay West End	Destina   # Trips   15,363   14,293   8,777   6,770   2,676   2,481   2,129	tions in Serv % Trips 61% 26% 47% 53% 19% 30% 27%	Transit \$ 0.06 0.16 0.03 0.09 0.26 0.14 0.12	#Trips 9,886 41,393 9,945 5,993 11,501 5,918 5,713	% Trips 39% 74% 53% 47% 81% 70% 73%	Transit \$ 0.79 0.92 0.60 0.78 0.54 0.42 0.45
Waterfront Chinatown Downtown South End Brockton West End Back Bay Fenway	# Trips 32,964 10,960 10,607 1,935 1,672 1,658 1,604 1,517	% Trips 59% 43% 57% 15% 10% 21% 19% 11%	7 Transit \$ 0.09 0.06 0.02 0.27 0.98 0.13 0.24 0.37	# Trips 22,722 14,289 8,115 10,828 15,811 6,184 6,795 12,659	% Trips 41% 57% 43% 85% 90% 79% 81% 89%	Transit \$ 1.14 0.54 0.53 0.44 0.94 0.40 0.35 0.51	Fenway Longwood East Cambridge Central Square East Somerville South End Spring Hill Waterfront	# Trips 10,347 9,659 8,582 5,733 5,415 5,140 4,281 3,673	% Trips 73% 92% 36% 60% 25% 40% 76%	Transit \$ 0.13 0.06 0.07 0.09 0.16 0.23 0.16 0.50	#Trips 3,830 869 14,942 3,805 16,386 7,623 1,344 52,013	% Trips 27% 8% 64% 40% 75% 60% 24% 93%	7 Transit \$ 0.83 1.00 0.76 0.83 1.14 0.45 0.86 0.70	Chinatown Waterfront Downtown South End Fenway Back Bay West End East Cambridge	Destina   # Trips   15,363   14,293   8,777   6,770   2,676   2,481   2,129   1,872	tions in Serv % Trips 61% 26% 47% 53% 19% 30% 27% 8%	Transit \$ 0.06 0.16 0.03 0.09 0.26 0.14 0.12 0.34	#Trips 9,886 41,393 9,945 5,993 11,501 5,918 5,713 21,652	% Trips 39% 74% 53% 47% 81% 70% 73% 92%	Transit \$ 0.79 0.92 0.60 0.78 0.54 0.42 0.45 0.51

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Table 84

Top 20 Neighborhoods Listed in Top 10 Destination Neighborhoods for All Transit Routes for Existing Trips, Count and Percent of Routes Listing the Neighborhood, Percent of Routes for which the Neighborhood Lies in the Routes' Service Area

	Count of Routes	Percent of Routes			
Destination Neighborhood	Listing the Neighborhood	Listing the Neighborhood	Serving the Neighborhood		
Downtown	137	79%	66%		
Back Bay	90	52%	73%		
Chinatown	62	36%	34%		
South End	53	30%	36%		
Fenway	48	28%	27%		
South Dorchester	46	26%	41%		
West End	43	25%	40%		
Harvard Square	41	24%	54%		
Longwood	38	22%	21%		
South Newton	37	21%	78%		
North End	33	19%	36%		
Kendall/MIT	29	17%	62%		
North Dorchester	29	17%	59%		
South Quincy	29	17%	34%		
South Roxbury	29	17%	34%		
Central Square	28	16%	36%		
North Cambridge	28	16%	29%		
Waterfront	28	16%	32%		
Spring Hill	27	16%	41%		
East Revere	24	14%	25%		

Table 81 shows the ten greatest origin neighborhoods for all existing trips with a destination in the service area of each transit route. The table also shows the number of these trips, the number of trips originating from the neighborhood that do not have a destination in the transit route's service area, the associated percentages of trips originating from each neighborhood that do and do not have a destination in the transit route's service area, and the associated relative cost index of transit trips originating from each neighborhood that do and do not have a destination in the transit route's service area. Of the 174 analyzed transit routes, the greatest number (68 or 39%) list South Dorchester as one of their 10 greatest origin neighborhoods for trips that are destined for each route's service area. This is followed by South End, Chinatown, and Back Bay. The 20 greatest origin

CTPS

neighborhoods, in terms of their inclusion in the top-10 list for each transit route, are listed in Table 85, along with the number and percentage of times each neighborhood was listed, and the percentage of routes for which the neighborhood lies in the routes' service area. Chelsea lies in the service area of the greatest percentage of routes (71%) that list it as one of the 10 greatest origin neighborhoods, followed by East Boston (68%) and North Quincy (67%). Downtown lies in the service area of the smallest percentage of these routes (6%), followed by Longwood (7%) and North Roxbury (18%). Several neighborhoods do not lie in the service area of any of the routes that list them as one of their top 10 origins for their service-area destinations. These include Mission Hill, Beacon Hill, BU, North Newton, and North Allston.

Table 85

Top 20 Neighborhoods Listed in Top 10 Origin Neighborhoods for All

Transit Routes for Existing Trips, Count and Percent of Routes Listing the
Neighborhood, Percent of Routes for which the Neighborhood Lies in the

Routes' Service Area

	Count of Routes	Percent of Routes			
Origin Neighborhood	Listing the Neighborhood	Listing the Neighborhood	Serving the Neighborhood		
South Dorchester	68	39%	60%		
South End	57	33%	42%		
Chinatown	52	30%	21%		
Back Bay	48	28%	50%		
Downtown	48	28%	6%		
Fenway	46	26%	24%		
South Roxbury	41	24%	51%		
Mattapan	39	22%	46%		
North Roxbury	39	22%	18%		
North End	37	21%	41%		
East Revere	36	21%	47%		
Harvard Square	32	18%	41%		
West End	32	18%	28%		
East Boston	31	18%	68%		
Longwood	30	17%	7%		
North Dorchester	30	17%	60%		
Davis Square	29	17%	62%		
South Quincy	29	17%	34%		
Chelsea	28	16%	71%		
Central Square	27	16%	33%		

Table 82 shows the ten greatest destination neighborhoods for the projected change in all trips with an origin in the service area of each transit route. The table also shows the number of these trips, the number of trips destined for the neighborhood that do not have an origin in the transit route's service area, the associated percentages of trips destined for each neighborhood that do and do not have an origin in the transit route's service area, and the associated relative cost index of transit trips destined for each neighborhood that do and do not have an origin in the transit route's service area. Of the 174 analyzed transit routes, the greatest number (161 or 93%) list the Waterfront as one of their 10 greatest destination neighborhoods for trips that originate from each route's service area. This is followed by East Somerville, Downtown, and Chinatown. The 20 greatest destination neighborhoods, in terms of their inclusion in the top-10 list for each transit route, are listed in Table 86, along with the number and percentage of times each neighborhood was listed, and the percentage of routes for which the neighborhood lies in the routes' service area. Westwood lies in the service area of the greatest percentage of routes (100%) that list it as one of the 10 greatest destination neighborhoods, followed by the Waterfront (82%) and East Somerville (79%). Mission Hill lies in the service area of the smallest percentage of these routes (0%), followed by North Roxbury (16%) and South Dorchester (19%). Several other neighborhoods do not lie in the service area of any of the routes that list them as one of their top 10 destinations for their service-area origins. These include North End, Jamaica Plain, West Malden, East Arlington, and South Brighton.

Table 83 shows the ten greatest origin neighborhoods for the projected change in all trips with a destination in the service area of each transit route. The table also shows the number of these trips, the number of trips originating from the neighborhood that do not have a destination in the transit route's service area, the associated percentages of trips originating from each neighborhood that do and do not have a destination in the transit route's service area, and the associated relative cost index of transit trips originating from each neighborhood that do and do not have a destination in the transit route's service area. Of the 174 analyzed transit routes, the greatest number (122 or 70%) list the Waterfront as one of their 10 greatest origin neighborhoods for trips that are destined for each route's service area. This is followed by Chinatown, East Cambridge, and East Somerville. The 20 greatest origin neighborhoods, in terms of their inclusion in the top-10 list for



Table 86

Top 20 Neighborhoods Listed in Top 10 Destination Neighborhoods for All Transit Routes for the Projected Change in Trips, Count and Percent of Routes Listing the Neighborhood, Percent of Routes for which the Neighborhood Lies in the Routes' Service Area

	Count of Routes	Percent of Routes			
Destination Neighborhood	Listing the Neighborhood	Listing the Neighborhood	Serving the Neighborhood		
Waterfront	161	93%	82%		
East Somerville	97	56%	79%		
Downtown	77	44%	56%		
Chinatown	63	36%	35%		
South End	56	32%	39%		
Fenway	55	32%	36%		
West End	49	28%	43%		
Back Bay	43	25%	56%		
Longwood	41	24%	29%		
North Roxbury	37	21%	16%		
Westwood	34	20%	100%		
Mattapan	33	19%	36%		
North Allston	27	16%	33%		
East Cambridge	26	15%	54%		
Mission Hill	26	15%	0%		
South Dorchester	26	15%	19%		
South Roxbury	26	15%	27%		
East Revere	25	14%	24%		
North Quincy	24	14%	67%		
Spring Hill	24	14%	33%		

each transit route, are listed in Table 87, along with the number and percentage of times each neighborhood was listed, and the percentage of routes for which the neighborhood lies in the routes' service area. Brockton lies in the service area of the greatest percentage of routes (97%) that list it as one of the 10 greatest origin neighborhoods, followed by East Cambridge (83%) and Chelsea (76%). North Roxbury lies in the service area of the smallest percentage of these routes (0%), followed by Longwood (10%) and South Dorchester (12%). Several other neighborhoods do not lie in the service area of any of the routes that list them as one of their top 10 origins for their service-area destinations. These include Mission Hill, North End, East Malden, Jamaica Plain, and East Arlington.

Table 87

Top 20 Neighborhoods Listed in Top 10 Origin Neighborhoods for All Transit Routes for the Projected Change in Trips, Count and Percent of Routes Listing the Neighborhood, Percent of Routes for which the Neighborhood Lies in the Routes' Service Area

	Count of Routes	Percent of Routes			
Origin Neighborhood	Listing the Neighborhood	Listing the Neighborhood	Serving the Neighborhood		
Waterfront	122	70%	76%		
Chinatown	74	43%	45%		
East Cambridge	69	40%	83%		
East Somerville	64	37%	69%		
Downtown	60	34%	38%		
South End	59	34%	39%		
Fenway	55	32%	38%		
West End	50	29%	44%		
Back Bay	37	21%	38%		
Chelsea	34	20%	76%		
Mattapan	33	19%	36%		
Longwood	31	18%	10%		
Brockton	29	17%	97%		
East Boston	28	16%	64%		
Spring Hill	27	16%	37%		
North Roxbury	26	15%	0%		
South Dorchester	26	15%	12%		
West Revere	26	15%	58%		
South Quincy	25	14%	24%		
Charlestown	24	14%	29%		

# 3.6.5 Summary of Trips and Costs

The analysis of this section largely reinforces the conclusions of previous sections. Most existing trips have origins and destinations that are mainly served by routes with the greatest ridership totals. These transit routes typically serve downtown Boston or other neighborhoods that attract a large number of trips. Population and employment densities are typically greater in these neighborhoods, as are the number of zero-vehicle households. Transit costs are also generally lower for existing trips to and from these neighborhoods. Finally, the largest number of existing trips occurs within neighborhoods or between neighborhoods that are nearby or within the same town. These neighborhoods include Chinatown, Downtown, Fenway, and Harvard Square.

In terms of the projected 2030 change in trips, there are several neighborhoods that appear consistently throughout this section when identifying transit routes that have greater projected increases in trips to and from their service areas, greater numbers of projected origins and destinations, and greater costs for transit trips. The two neighborhoods that stand out are the Waterfront and East Somerville. Neighborhoods such as Chinatown, Downtown, East Boston, East Cambridge, Fenway, Longwood, and North Roxbury are also noticeable for their projected trip increases. Therefore, while the existing transit system appears to adequately serve existing travel patterns, increases in the number of trips to neighborhoods that currently have higher transit costs indicate that potential changes may be advisable.

# Develop Concepts

This chapter presents several potential concepts for modifying and/or redesigning MBTA service delivery. In the two previous chapters, the measurement of service-delivery standards and the existing and forecasted trip patterns of the study area were analyzed. This chapter will apply the same analysis to the presented service concepts as well as an evaluation of the concepts under various financial-constraint scenarios.

# 4.1 General Service Patterns

There are several general patterns for service structure. Each pattern's application to real-world settings is, by necessity, largely dependent on existing characteristics. However, from a purely theoretical perspective, a discussion of the different patterns and their associated positives and negatives is useful before considering potential real-world application and limitations.

#### 4.1.1 Grid

A grid transit pattern provides a consistent level of service across a defined service area. Routes have the same frequencies and are spaced at a consistent distance, with no overlap except where routes cross and transfers are possible. Figure 72 provides an example of this service pattern.

Figure 72
Theoretical Concept of a Grid Transit Pattern

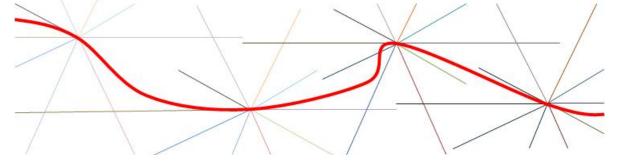


Advantages of the grid transit pattern include a relatively higher level of service coverage (with the absolute coverage depending on the size of the individual grid boxes) and, consequently, a reduced probability of crowding occurring on any individual route, as ridership is diffused across the grid. However, since locations with greater demand for transit, such as the central business district, schools, or shopping centers, are generally not dispersed, this ridership dispersion across the grid means that fewer riders will be able to travel directly between their origin and destination with a one-seat ride. The extent to which riders would need to transfer between routes would likely increase, resulting in greater transit travel times.

# 4.1.2 Hub and Spoke

A hub-and-spoke transit pattern provides different levels of local and non-local service across a defined service area. These differences occur primarily in terms of service frequency and coverage. The local service funnels riders to a central hub along various spokes that connect to the hub. The non-local service then provides connections between different hubs, where all routes meet and transfers are possible. This service also typically offers greater frequency and capacity, given the greater expected numbers of riders. Figure 73 provides an example of this service pattern in which the bold line represents the non-local service that connects the hubs, which are each served by multiple spokes representing the local services.

Figure 73
Theoretical Concept of a Hub-and-Spoke Transit Pattern



Advantages of the hub-and-spoke transit pattern include a reduction in the total number of route miles, as most routes are shorter-distance local "spokes" serving only the regional "hub," which, along with other hubs, is only served by a few long-distance non-local routes. However, the reduction in total route miles comes at the expense of coverage. Riders must walk greater distances to access transit (represented by the distance between spokes) as the distance from the hub increases.

One option to reduce this walking distance would be to provide circumferential connections between the spokes at these greater distances from the hub. Another potential advantage can be realized if all local and non-local routes are scheduled to arrive at the hub at the same time. These so-called "pulse" transfers reduce the transfer waiting time. On the other hand, delays resulting from the failure to meet the schedule at any individual hub can reverberate across the entire transit network, owing to the inter-connected nature of the hub-and-spoke pattern.

#### 4.1.3 Trunk

A trunk transit pattern provides different levels of feeder and trunk service across a defined service area. Like the hub-and-spoke pattern, these differences occur primarily in terms of service frequency and coverage. Multiple feeder routes funnel riders to a central meeting point, where all routes converge and operate along a shared, trunk segment before splitting into their individual routes once again. Transfers between individual routes are possible anywhere along the trunk segment. Given its greater number of routes, the trunk portion of any route offers greater frequency and capacity. Figure 74 provides an example of this service pattern in which the patterned box represents the trunk service.

Figure 74
Theoretical Concept of a Trunk Transit Pattern



The major advantage of the trunk transit pattern is the use of multiple feeder routes to create a trunk segment of every route with a higher level of transit service. The greater frequencies and capacities of the trunk segment come at the expense of reduced transit service coverage elsewhere. However, the service benefits, including the ability of riders to transfer among multiple routes anywhere along the trunk segment, may outweigh the reduction in coverage. Feeder routes face the same challenge as spoke routes do in the hub-and-spoke pattern: as the distance from the trunk segment increases, so does the distance that riders are required to walk to access the feeder service. In addition, some amount of route schedule-coordination is desirable to ensure consistent vehicle spacing in the trunk segment; however, unlike the

hub-and-spoke pattern, delays on one route will not dramatically affect the entire network, as each route operates relatively independently.

# 4.1.4 Summary of General Service Patterns

No general transit pattern can be applied directly to a real-world situation. Geography, street network, land use/development, cost, and trip patterns, among other characteristics, will inevitably dictate the actual layout of transit service. However, each of the three patterns discussed above – grid, hub and spoke (with or without circumferential connections), and trunk – offer potential elements for guiding service structure. A grid pattern prioritizes universal coverage while the hub-and-spoke pattern sacrifices some coverage for greater potential efficiency in service delivery. Finally, the trunk pattern also trades coverage in certain areas for improved transit service in others.

# 4.2 Potential Service Concepts

The existing structure of MBTA service uses a combination of elements from the three general service patterns. While there is no strict application of the grid pattern, per se, the South End has a bus route running on almost every major street in both the north-south and east-west directions. Several North Shore routes join at various hubs at the Salem and Lynn commuter rail stations and at Wonderland Station on the Blue Line. Melnea Cass Boulevard between Ruggles and Dudley Stations and Warren Street south of Dudley Station act as the trunk portion of several routes that feed into these stations.

In its entirety, the core MBTA system largely functions as a general hub-and-spoke/trunk transit network in which rapid transit stations are radial hubs and bus routes are the spokes feeding into trunk corridors around rapid transit stations. Indeed, most bus routes serve one or more rapid transit or commuter rail stations. Riders typically use local bus routes to travel to the rapid transit station closest to their neighborhood, from which they take rapid transit to their destination, typically in the urban core. There are obviously many exceptions to this general trip pattern depending on where riders live and work and where various services operate. For instance, express buses from Waltham provide service directly to downtown Boston. While bus and commuter rail schedules are sometimes coordinated in order to facilitate a smooth transfer between the modes at certain commuter rail stations, rapid transit service operates at a high enough frequency such that no such schedule coordination with buses is needed.

Any potential adjustment or change to existing MBTA service must assume the continuation of the current rapid transit and commuter rail networks. The nature of these rail networks, with track and stations being largely immobile, means that the radial structure of the rail system is unlikely to change without a large capital expenditure. However, most bus routes can be re-routed with relatively little expense. Bus stop amenities, such as signs or shelters, can be relocated, maps can be changed, and on-street parking spaces can shift. As a result, most of the concepts developed for this report focus on changes to the bus network and little to no change in the rapid transit or commuter rail networks.

The following sections describe these concepts, and subsequent sections present an evaluation of each.

# 4.2.1 Rail Extensions and Expanded Coverage

The one potential change to the rail network that is considered in this report is the extension of the rapid transit network beyond its existing terminus stations. The following potential extensions of the rapid transit network, included in the 2009 Program for Mass Transportation (PMT), are included in this rail-extension concept:

- Extension of the Blue Line from Wonderland Station in Revere to Central Square, Lynn at the existing Lynn commuter rail station
- Extension of the Red Line from Alewife Station in Cambridge to Route 128, with five new stations in Arlington and Lexington
- Extension of the Green Line D Branch after Newton Highlands Station in Newton to Needham Junction, with a new station in Newton and stops at the existing Needham Heights, Needham Center, and Needham Junction commuter rail stations
- Extension of the Orange Line from Forest Hills Station in Boston to the Route 128 park-and-ride station adjacent to the Providence commuter rail line, with three stations in Boston: a new station (Mount Hope) in Roslindale and two at the existing Hyde Park and Readville commuter rail stations
- New Orange Line station at Assembly Square in Somerville to provide additional coverage on the existing line
- Extension of the Blue Line from Bowdoin Station in Boston to Charles/MGH Station, providing a connection with the Red Line
- Extension of the Green Line from Lechmere Station in Cambridge to Medford, with six new stations, a relocated Lechmere Station,



and a branch between Lechmere Station and Union Square in Somerville

 Improvements to the Fairmount Commuter Rail Line (including improvements to station amenities and the frequency of service) and addition of four new stations—Newmarket, Four Corners, Talbot Avenue, and Blue Hill Avenue—to improve coverage

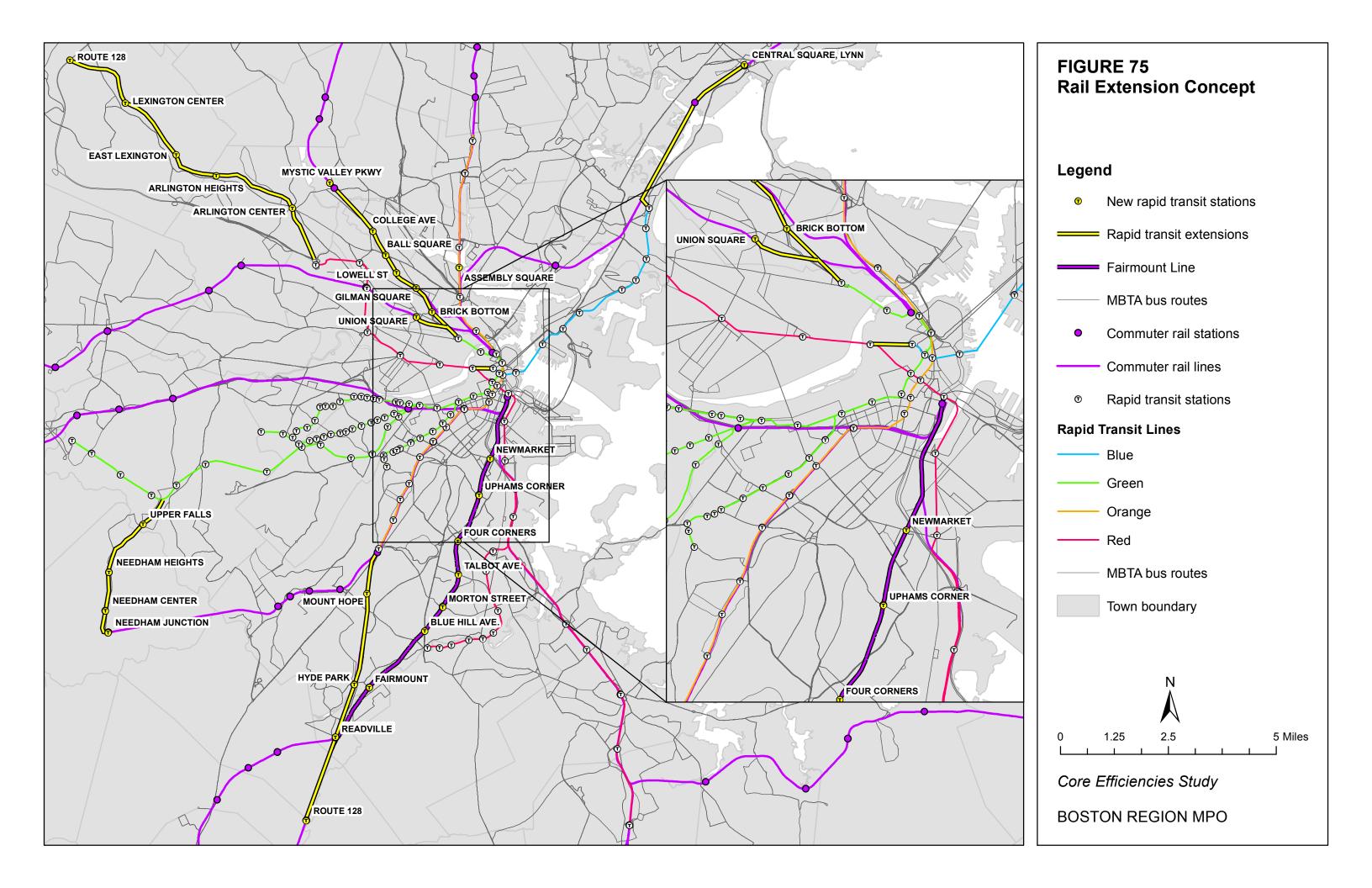
Figure 75 shows the physical location of these proposed rail rapid transit extensions. Of these various proposals, only Assembly Square Station on the Orange Line, the Green Line extension from Lechmere Station, and improvements and additional stations on the Fairmount Commuter Rail Line are currently scheduled for construction, and construction on the Green Line in Medford is only planned as far as College Avenue Station. The other projects have been proposed as part of the most recent and past PMTs, but no current plan for their construction is underway.

Extensions of the rail rapid transit network would not dramatically change the basic structure of the existing transit system. Some bus routes, such as Route 79 out of Alewife Station or Route 32 out of Forest Hills Station, that mirror the proposed extensions could likely be eliminated or modified. Some of the proposed stations, such as Lynn Station on the Blue Line and Union Square Station on the Green Line, would likely act as new hubs for bus routes, reducing bus trips to existing hubs. However, the use of buses as spokes, feeding trips to the rapid transit network, would not change. If anything, extensions of the rail rapid transit lines would expand this trip pattern.

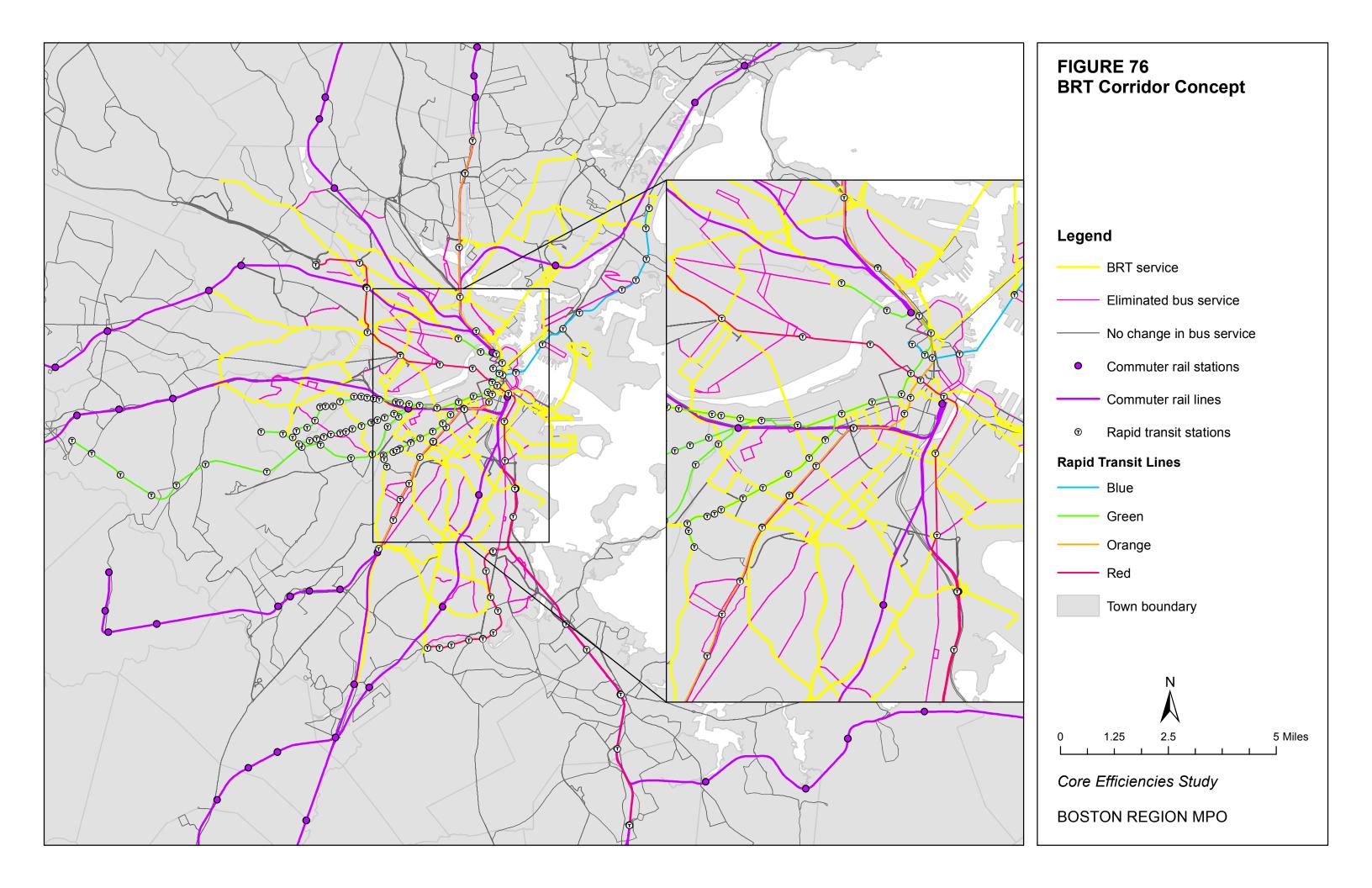
#### 4.2.2 BRT Corridors

This concept would balance a reduction in local bus coverage with an improvement in frequency and capacity on more heavily-used bus routes. The routes chosen for such improvements would receive various bus rapid transit (BRT) improvement measures, including dedicated rights of way, fare-collection equipment permitting pre-paid boarding, and transit signal priority, as well as frequencies that equal or exceed those of the rail rapid transit lines. As a trade-off for these bus improvements on some routes, other bus routes would be eliminated. Neighborhoods not receiving BRT service would maintain their local bus service at the existing frequencies.

Figure 76 presents an example of how this concept could potentially be realized. The routes selected for BRT improvements include all Key Bus Routes (Routes 1, 15, 22, 23, 28, 32, 39, 57, 66, 71, 73, 77, 111, 116, 117, and the various branches of the Silver Line) as well as other major



This page left intentionally blank.



This page left intentionally blank.

routes, with the goal of maintaining a relatively equal spacing between the BRT corridors and maintaining service along heavily-traveled corridors. All local routes within the service areas of these selected BRT routes would be eliminated. All other local routes outside the service areas of these selected BRT routes would be maintained. These local routes would operate at existing frequencies.

The figure shows changes in bus service by road segment. All maintained local routes that share a routing with a BRT route would use the BRT facilities along this route segment, stopping at only the BRT facilities, but return to local service in non-BRT segments. Eliminated bus service is only shown where no BRT or local service would operate. For example, even though Route 44 (Jackson Square Station – Ruggles Station) service would be eliminated along Humboldt Avenue, BRT service would remain on the route's other existing segments. Similarly, the elimination of Route 80 (Arlington Center – Lechmere Station) is only shown along Medford Street in Arlington and not along Boston Avenue in Medford where Route 94 (Medford Square – Davis Square) is maintained.

# 4.2.3 Limited-Stop Corridors

This concept would add limited-stop service during the AM- and PM-peak-weekday time periods on longer and more heavily-used bus routes. Stops would be at major boarding and alighting points, such as rapid transit stations, bus transfer opportunities, and major trip attractors. The goal would be to have sufficient spacing between stops (with a minimum average of approximately one-half mile) such that greater than 50 percent of route boardings and alightings would be served by the limited-stop service. Obviously, not all of these riders would actually be served by the limited-stop service, as one end of the trip could be at a local stop. However, those riders whose boarding and alighting are both served by the limited-stop service would receive a significant savings in their average trip time. The introduction of limited-stop service would be balanced with a decrease in the trip frequency for the route's local variation. Routes not receiving limited-stop service would maintain their local bus service at the existing frequencies.

Figures 77 and 78 present an example of how this concept could potentially be realized. The routes selected for limited-stop service include all Key Bus Routes (Routes 1, 15, 22, 23, 28, 32, 39, 57, 66, 71, 73, 77, 111, 116, 117, and the various branches of the Silver Line) as well as additional routes that travel longer distances and have a minimum of 4,000 daily trips (Routes 16, 34, 70, 86, and 101). Figure

CTPS

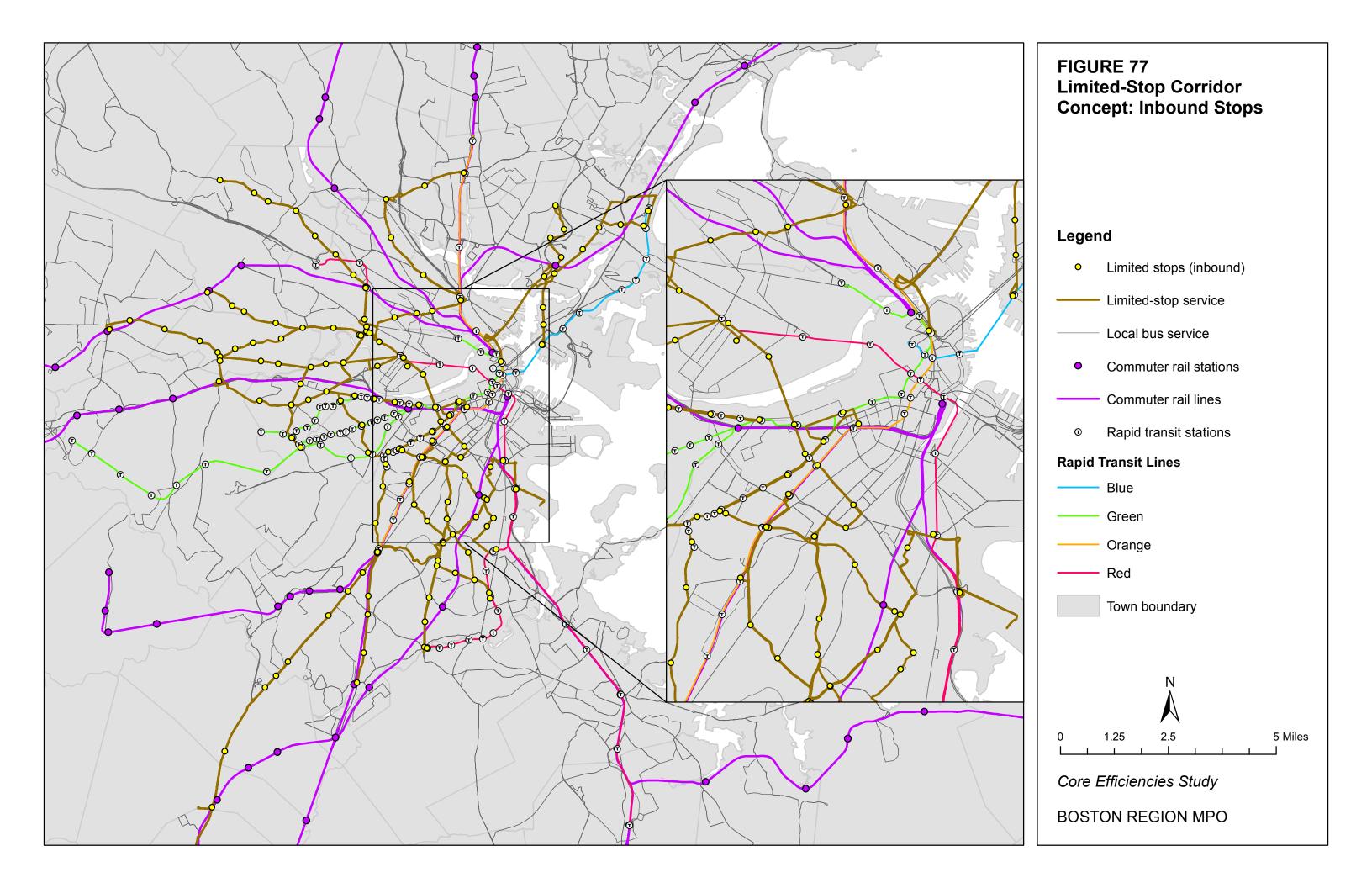
77 shows the locations of the stops selected for limited-stop service in the inbound direction while Figure 78 does the same in the outbound direction.

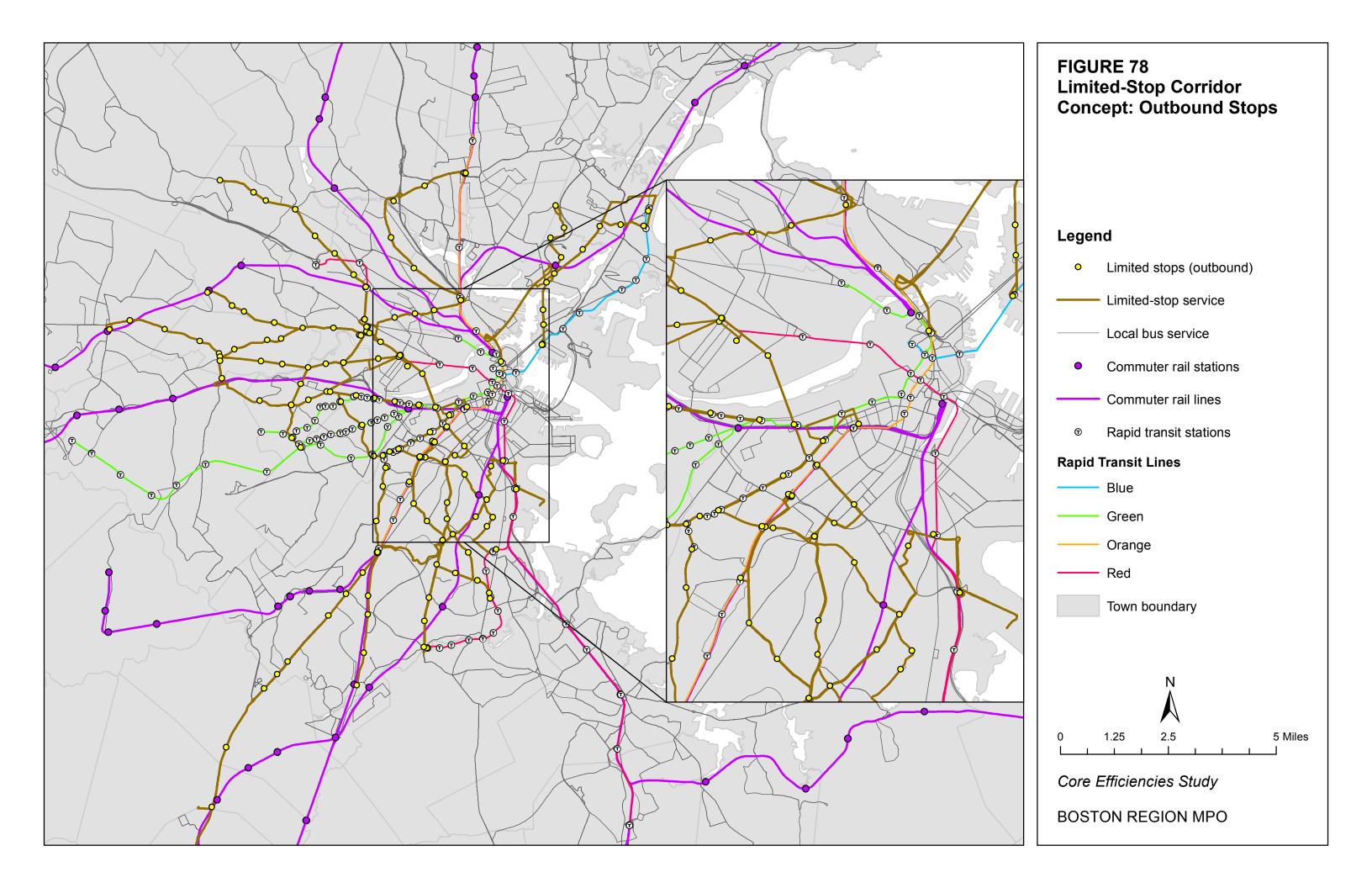
As an example, the operation of limited-stop service on Route 28 is estimated to be feasible with 30-minute headways and an increase in the headway of local Route 28 service from 6-7 minutes and 8 minutes in the AM- and PM-peak-weekday time periods, respectively, to 9-10 minutes and 12-13 minutes. Two vehicles would be required for limited-stop Route 28 service in the AM-peak-weekday time period, and three vehicles would be required in the PM-peak-weekday time period. The existing vehicle requirement for Route 28 local service for both peak-weekday time periods would decrease from 13 to 11 vehicles in the AM peak and 10 vehicles in the PM peak. The limited-stop Route 28 service is estimated to have a savings in total route running time of over 30 percent.

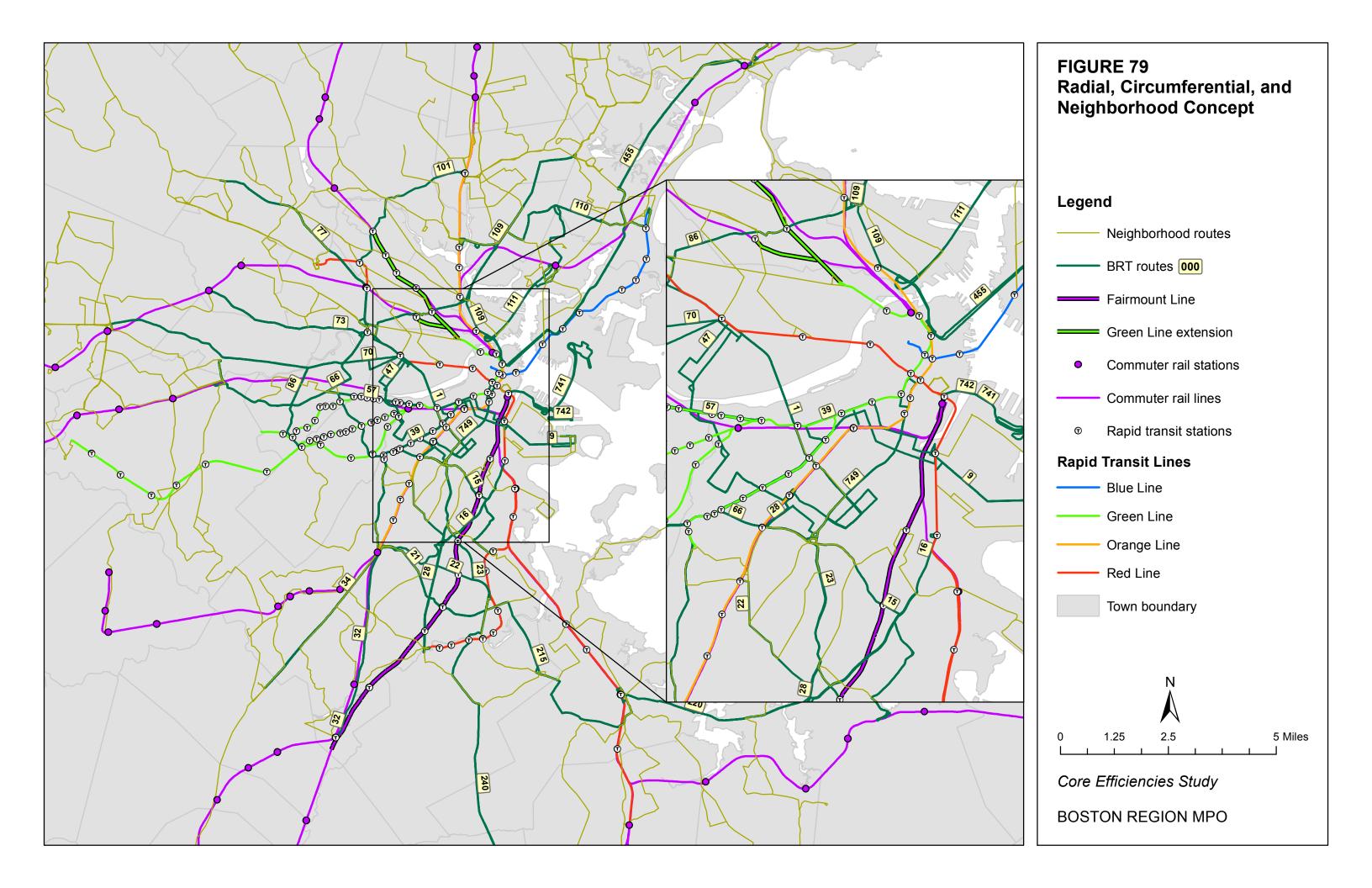
## 4.2.4 Radial, Circumferential, and Neighborhood Services

This concept would reinforce the radial nature of the rail network by using buses primarily to shuttle passengers to the rail system or to points between rail lines. In neighborhoods without access to rail stations, BRT routes, with frequencies similar to those of other rapid transit lines and bus improvement measures to prioritize bus travel, would provide radial access to downtown Boston. Other BRT routes would operate on the major circumferential corridors, typically linking multiple radial routes but also serving non-radial trips that are entirely circumferential. Non-BRT bus routes would also operate as circumferential routes between radial lines. While the alignment of some local routes would not change from the current local bus network (particularly those outside the rapid transit service area), other local routes between the radial lines would be much shorter in terms of both distance and running times than they currently are. These routes would primarily serve a specific neighborhood, shuttling trips from that neighborhood to the nearest rapid transit lines. The shorter running times of these routes would also permit an increase in their service frequencies.

Figure 79 presents an example of how this concept could potentially be realized. Note that the Green Line extension to College Avenue, the new Assembly Square Station on the Orange Line, and the improvements to the Fairmount Line are assumed. Other new radial corridors that would be realized with BRT service are Routes 32, 34, 39, 57, 70, 73, 77, 109 (with an extension to Haymarket Station), 111, 220, 240, 455, and an extension of the Silver Line-Washington Street along







Blue Hill Avenue to Mattapan Station and along Washington Street and Talbot Avenue to Ashmont Station. Circumferential routes that would be converted into BRT services are Routes 1, 9, 15, 16, 21, 22, 31, 47, 66, 86, 110, and 215. In addition, Route 101 could be converted into a circumferential route between Malden Station and Davis Station by rerouting Route 101 onto College Avenue from Main Street. Other existing routes would only be maintained if they provide service to an area not well served by the rapid transit routes. Some of these existing routes would be shortened. The total number of bus routes under this example concept would be reduced from the 166 existing (include the Silver Line-Washington Street and Silver Line-Waterfront) to 26 BRT routes and 82 neighborhood bus routes.

## 4.2.5 Summary of Potential Service Concepts

The four concepts presented in this section offer several different visions for how MBTA service could be potentially structured in the future. The rail extension concept essentially maintains the existing service structure with extensions of the radial rail network while using buses as primarily feeder routes or to serve circumferential trips. The BRT corridor concept replaces local bus service in the urban core with a reduced number of high-frequency, BRT-level services, while local bus service outside the core would remain the same. The limited-stop corridor concept replaces local bus service with a combination of local and limited-stop service during the peak travel periods along Key Bus Routes and other major routes that travel a longer distance. The final concept presents an entirely revised bus network, with new BRT routes along major radial and circumferential corridors and other bus routes linking local neighborhoods to these corridors and the rail lines.

# 4.3 Application of Service Standards

The second chapter in this study reviewed the various service standards used by the MBTA and other peer transit agencies. The following section analyzes the possible implications for these service standards of each of the defined potential service concepts: rail extensions; BRT corridors; limited-stop corridors; and radial, circumferential, and neighborhood services (referred to henceforth as "neighborhood services"). Given that the MBTA's existing performance according to these standards has already been reviewed, this analysis will focus on the potential changes to this performance that can be linked to the specific service concept. These concepts are grouped by

their general theme category: service structure, service provision, service efficiency, and physical infrastructure.

#### 4.3.1 Service Structure

#### Coverage

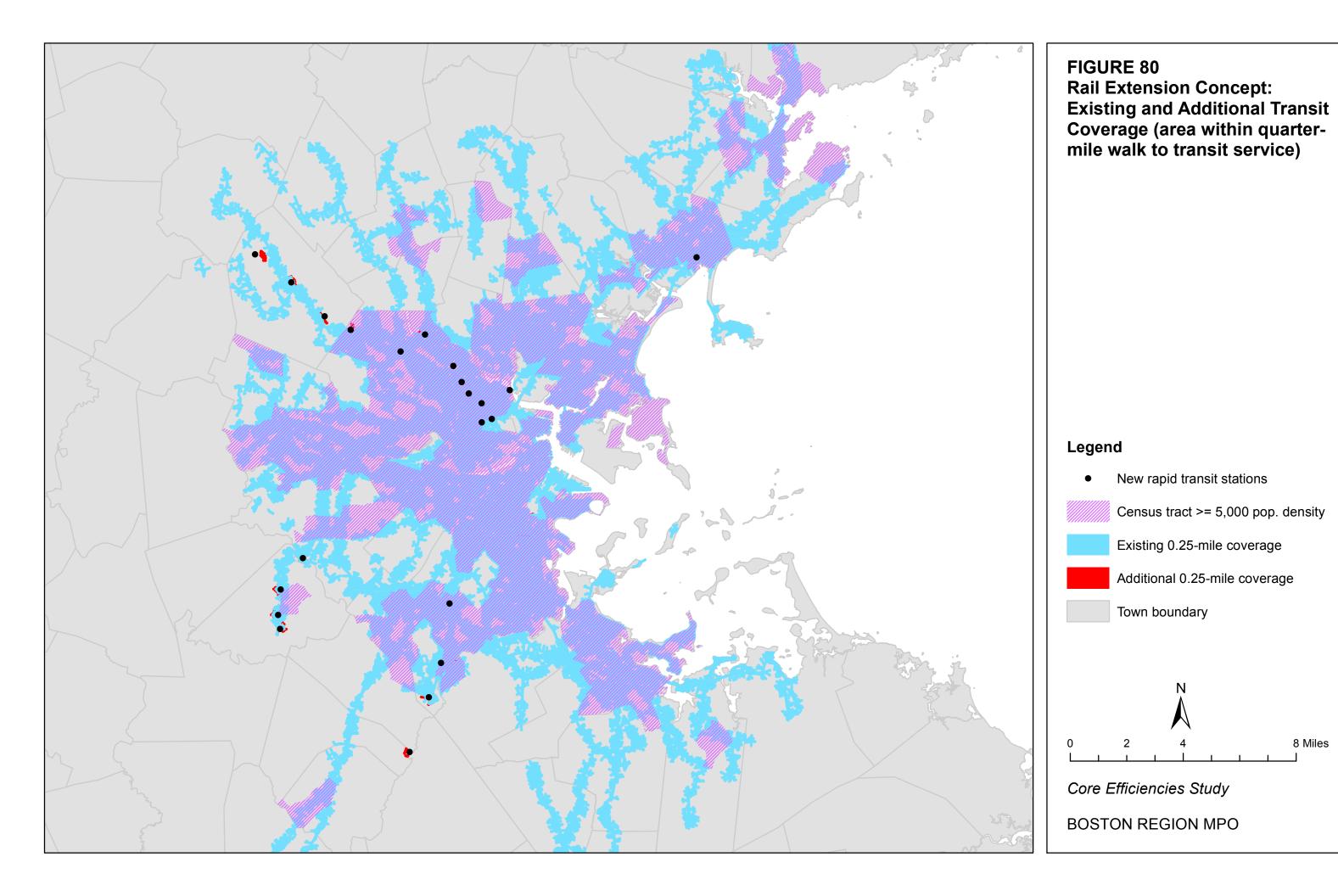
The coverage standard measures the walking distance to the nearest transit service. The MBTA currently uses a minimum standard of 0.25 miles for areas with a minimum population density of 5,000 persons per square mile. Within the 65 municipalities of the MBTA's bus and rapid transit service area, 80 percent of street-miles that lie within census tracts with a population density of 5,000 or greater are within a quarter-mile of transit service. For all bus and rapid transit services, 158 square miles fall within the quarter-mile coverage standard.

#### Rail Extension Concept

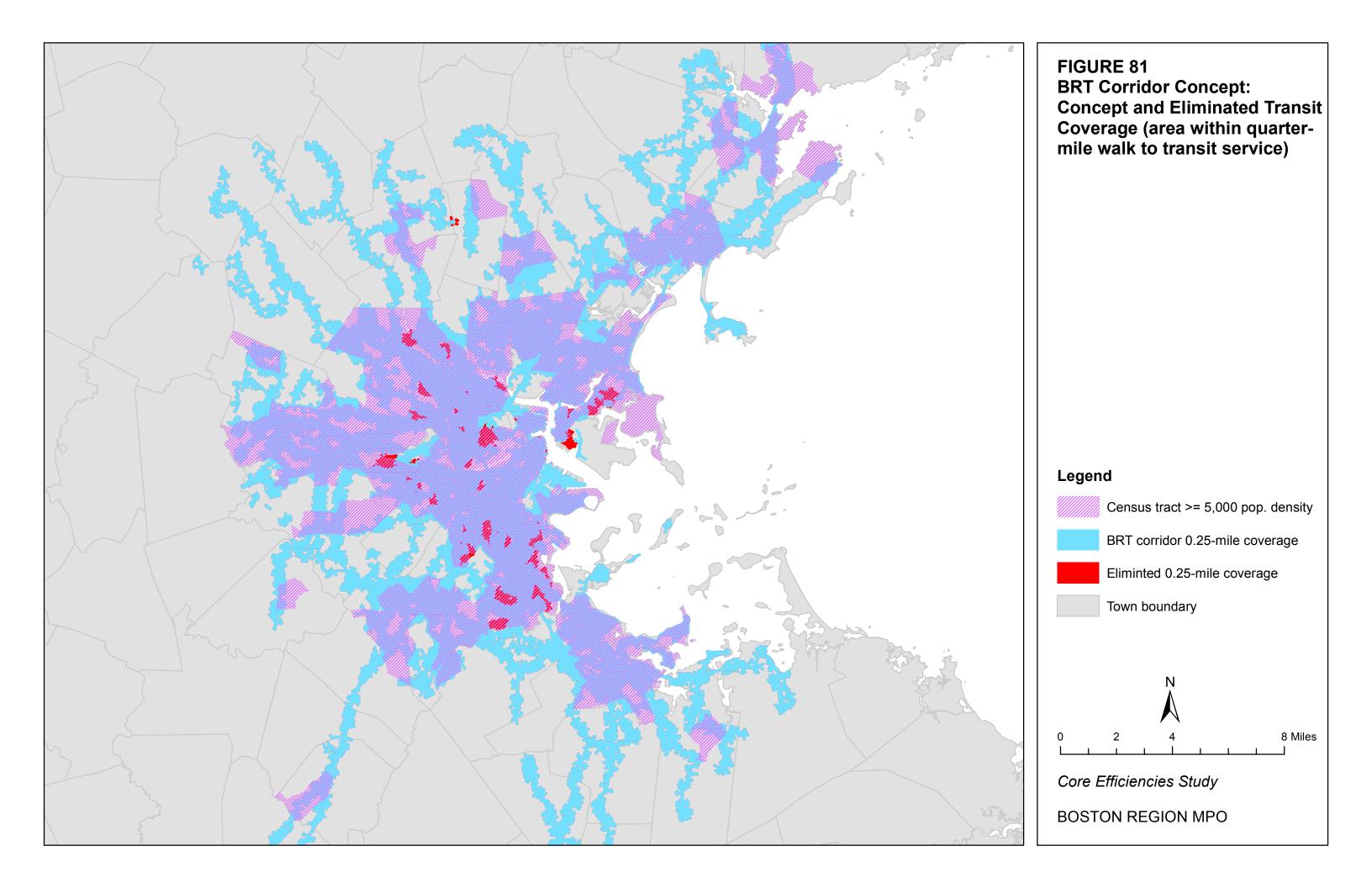
The rail extension concept would add coverage compared to the existing transit network, as it only involves additions to the rail network. Figure 80 shows the coverage of the existing transit network and the additional coverage that would be provided by adding to the rail network. This concept would increase the square miles of bus and rapid transit service coverage by 2.4 percent. Within census tracts with a population density of 5,000 or greater, square miles of service coverage would increase by 3.0 percent.

#### **BRT Corridor Concept**

The BRT corridor concept would reduce coverage compared to the existing transit network, as the provision of BRT services within the urban core would be offset by the reduction in local bus routes. Figure 81 shows the quarter-mile coverage of the BRT corridor concept and the reduced coverage compared to the existing transit network that would be caused by the elimination of non-BRT local bus routes in the urban core. This concept would decrease the square miles of service coverage for the entire bus and rapid transit system by 1.7 percent. Within census tracts with a population density of 5,000 or greater, the square miles of service coverage would decrease by 57.9 percent.



8 Miles



## Limited-Stop Corridor Concept

The limited-stop corridor concept would not change the coverage of the existing transit network, as no new routes would be added nor would any routes be eliminated. According to the standards by which the stops for the limited-stop routes were selected, all limited-stop routes have stops that serve at least 50 percent of the boardings and alightings for that route. Table 88 presents the percentage of boardings plus alightings that the stops of each limited-stop route serve. Routes with a greater concentration of boardings and alightings at specific stops, such as Route 111 where 81 percent of boardings plus alightings are at Haymarket Station, have greater percentages.

Table 88
Limited-Stop Corridor Concept: Percentage of Boardings plus Alightings
Served by Stops

	Percent of Boardings + Alightings Served			
Bus Route	Inbound	Outbound		
1: Harvard Sq Dudley Sta. via Mass. Ave.	65%	62%		
15: Kane Sq Ruggles Sta.	56%	62%		
16: Forest Hills Sta UMass	64%	70%		
22: Ashmont Sta Ruggles Sta. via Talbot Ave.	61%	64%		
23: Ashmont Sta Ruggles Sta. via Washington St.	60%	62%		
28: Mattapan Sta Ruggles Sta.	60%	59%		
32: Wolcott Sq. or Cleary Sq Forest Hills Sta.	72%	67%		
34: Dedham Line - Forest Hills Sta.	35%	65%		
39: Forest Hills Sta Back Bay Sta.	55%	51%		
57: Watertown Yard - Kenmore Sta.	52%	49%		
66: Harvard Sq Dudley Sta. via Brookline	57%	60%		
70: Cedarwood - Central Sq. Cambridge	55%	60%		
71: Watertown Sq Harvard Sta.	69%	65%		
86: Sullivan Sta Cleveland Circle	66%	64%		
101: Malden Sta Sullivan Sta. via Medford Sq.	52%	54%		
111: Woodlawn or Bway. & Park - Haymarket Sta.	73%	73%		
116: Wonderland Sta Maverick Sta. via Revere	56%	60%		

Radial, Circumferential, and Neighborhood Services Concept

The neighborhood services concept would reduce coverage compared to the existing transit network in some areas where local bus routes are eliminated, but it would also add coverage in some areas that are not currently served by transit. Figure 82 shows the quarter-mile coverage

CTPS

of the neighborhood services concept and the eliminated coverage compared to the existing transit network. Overall, this concept would decrease the square miles of coverage for the entire bus and rapid transit network by 4.1 percent. The percentage decrease in the existing service coverage is actually 9.2 percent; however, an additional 8.8 square miles of new coverage would be provided to some areas that are not currently served by transit. Within census tracts with a population density of 5,000 or greater, the square miles of service coverage would decrease by 5.8 percent. This overall decrease would be made up of a 9.2 percent decrease in the existing service coverage, offset by an additional 3.3 square miles of new coverage.

#### Summary of Concepts

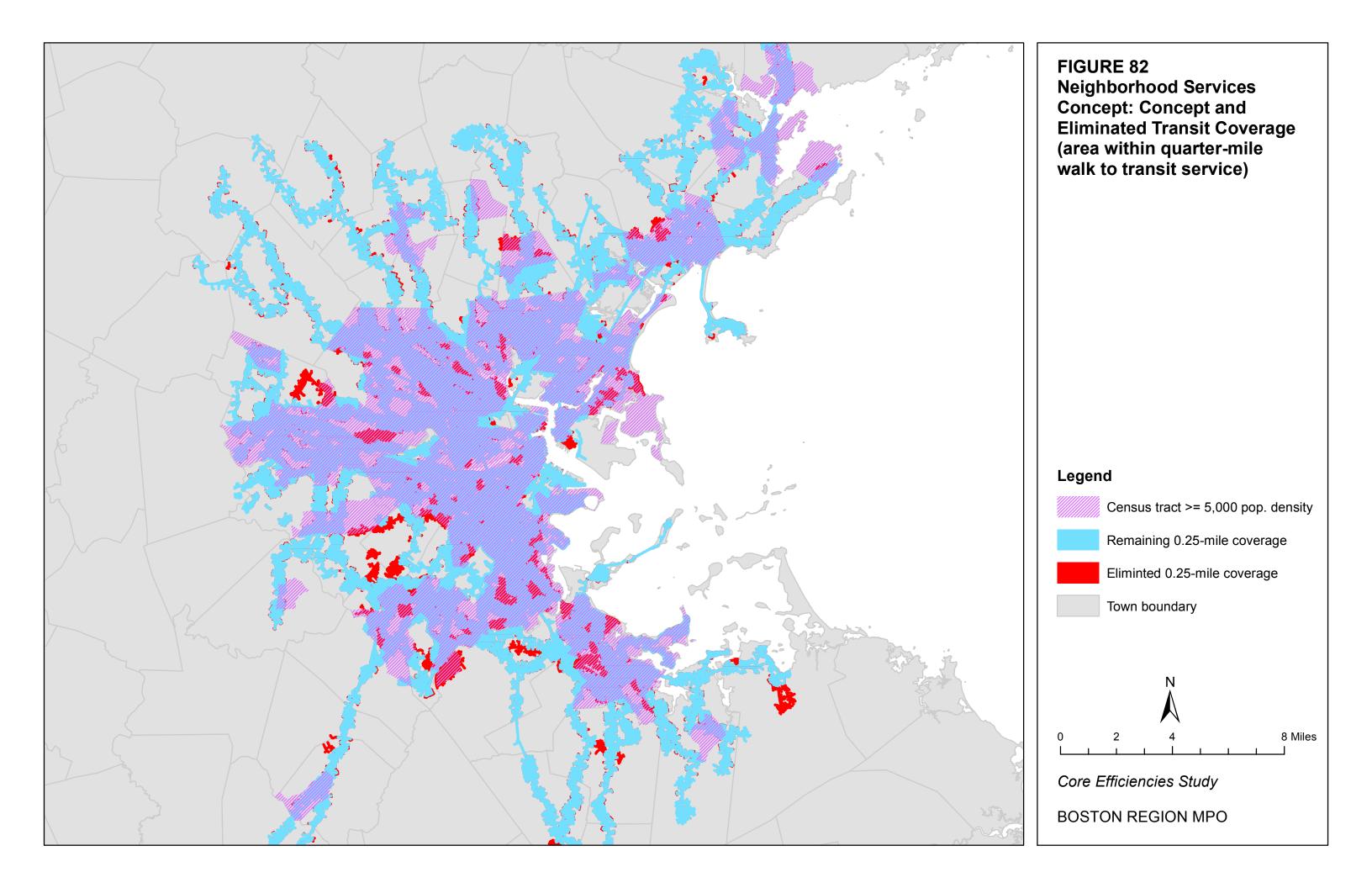
The proposed concepts would offer significantly different levels of coverage. The rail extension concept would only provide limited additional coverage, as several proposed stations are located in suburban areas that have limited walking access, and other stations are located in more urban areas that are already served by bus routes, such that the rail extensions there would provide no additional coverage. The BRT corridor concept proposes the greatest reduction in coverage, largely in the urban core where most proposed BRT routes would be located. This is caused by the elimination of local bus service in the BRT corridor concept. The limited-stop corridor concept would not change systemwide coverage as no routes would be added or eliminated. Finally, the neighborhood services concept has a slightly reduced coverage level compared to the existing system; however, it does add coverage to some areas that are not currently served by transit. This additional coverage would be provided by new neighborhood-based local routes while the reduced coverage would come from the elimination and rerouting of several local bus routes where BRT service would be provided. Under this concept, the primary role of local bus routes would be to serve as feeders to the major radial and circumferential rapid transit corridors.

## **Stop Spacing**

The MBTA does not currently have a stop-spacing standard, but a majority of distances between stops fall between 0.05 miles and 0.15 miles.

# Rail Extension Concept

The approximate distances between new rapid transit stations in the rail extension concept are presented in Table 89. Most of the new stations



This page left intentionally blank.

Table 89
Rail Extension Concept: Distances between New Rapid Transit Stations and Average Line Distance

	St	ations		Average	
Rail Line	From	То	Distance btwn. Stations (mi.)	Station Distance (mi.)	
Blue	Wonderland	Central Square, Lynn	4.252		
Red	Alewife Arlington Center Arlington Heights East Lexington Lexington Center Alewife	Arlington Center Arlington Heights East Lexington Lexington Center Route 128 Route 128	1.419 2.042 1.150 1.716 1.843 8.170	1.634	
Green D Branch	Newton Highlands Upper Falls Needham Heights Needham Center Newton Highlands	Upper Falls Needham Heights Needham Center Needham Junction Needham Junction	1.213 1.435 0.908 0.607 <i>4.16</i> 3	1.041	
Orange	Forest Hills Mount Hope Hyde Park Readville Forest Hills	Mount Hope Hyde Park Readville Route 128 Route 128	1.831 2.151 1.286 2.054 7.322	1.831	
Orange	Sullivan Square Assembly Square Sullivan Square	Assembly Square Wellington Wellington	0.687 0.457 1.144	0.572	
Red-Blue Connector	Bowdoin	Charles/MGH	0.475		
Green E Branch	Lechmere Brick Bottom Gilman Square Lowell Street Ball Square College Avenue Lechmere Lechmere	Brick Bottom Gilman Square Lowell Street Ball Square College Avenue Mystic Valley Parkway Mystic Valley Parkway Union Square	0.857 0.677 0.592 0.484 0.630 1.490 <i>4.730</i> 1.136	0.788	
Fairmount Line	South Station Newmarket Uphams Corner Four Corners Talbot Avenue Morton Street Blue Hill Avenue Fairmount South Station	Newmarket Uphams Corner Four Corners Talbot Avenue Morton Street Blue Hill Avenue Fairmount Readville Readville	1.595 0.893 1.194 0.779 0.855 0.699 1.841 1.408 9.264	1.158	

This page left intentionally blank.

are separated by distances greater than one mile. The addition of Assembly Square Station on the Orange Line reduces the line's average station distance. The Green Line E Branch extension from Lechmere to Mystic Valley Parkway has the smallest spacing between stations of any rail extension. The rail extensions would increase the average station spacing for all of the lines in the current rail rapid transit system. Station spacing for each line is currently below one mile.

### **BRT Corridor Concept**

The implementation of BRT service is often accompanied by an increase in the average distance between stops. Table 90 presents the existing average inbound and outbound stop spacing for the 34 routes selected under the BRT corridor concept for BRT service. As seen in the table, all routes except for the two Silver Line Waterfront branches, Route 31 in the inbound direction, and the Silver Line Washington Street in the outbound direction have an average stop spacing below 0.20 miles, and 65 percent and 74 percent of routes in the inbound and outbound directions, respectively, have an average stop spacing below 0.16 miles. The revised stop spacing for most BRT routes would likely mirror that of the Silver Line Washington Street, with an average stop spacing between 0.20 and 0.25 miles.

# Limited-Stop Corridor Concept

Limited-stop service would operate at an average stop-spacing distance greater than that under the BRT corridor concept. Note that, under the limited-stop corridor concept, all routes with limited-stop service would also have local service. Table 91 presents the existing average stop-spacing distance for the local service by direction as well as the potential average stop spacing for limited-stop service by direction. The average stop-spacing distance of local routes in both directions is approximately 0.15 miles while the average potential stop-spacing distance of the limited-stop routes is 0.68 miles in the inbound direction and 0.66 miles in the outbound direction.

Radial, Circumferential, and Neighborhood Services Concept

As with the BRT corridor concept, the neighborhood services concept would also increase the average distance between stops on routes selected for BRT service, largely to within the range of 0.20 to 0.25 miles. Neighborhood routes would maintain a maximum distance between stops of 0.20 miles, but most stop distances would fall within the range of 0.05 to 0.15 miles.



Table 90
BRT Corridor Concept: Existing Stop Spacing for Selected BRT Routes

	Average Stop Spacing (mi	
Bus Route	Inbound	Outbound
1: Harvard Sq Dudley Sta. via Mass. Ave.	0.148	0.138
7: City Point - Otis & Summer Sts.	0.182	0.163
8: Harbor Point/UMass - Kenmore Sta.	0.168	0.173
9: City Point - Copley Sq. via Broadway Sta.	0.153	0.137
11: City Point - Downtown	0.133	0.130
15: Kane Sq Ruggles Sta.	0.109	0.131
16: Forest Hills Sta UMass	0.188	0.192
21: Ashmont Sta Forest Hills Sta.	0.186	0.169
22: Ashmont Sta Ruggles Sta. via Talbot Ave.	0.178	0.158
23: Ashmont Sta Ruggles Sta. via Washington St.	0.142	0.134
28: Mattapan Sta Ruggles Sta.	0.146	0.137
31: Mattapan Sta Forest Hills Sta.	0.233	0.157
32: Wolcott Sq. or Cleary Sq Forest Hills Sta.	0.155	0.149
39: Forest Hills Sta Back Bay Sta.	0.156	0.160
47: Central Sq. Cambridge - Broadway Sta.	0.158	0.166
57: Watertown Yard - Kenmore Sta.	0.133	0.130
66: Harvard Sq Dudley Sta. via Brookline	0.147	0.155
71: Watertown Sq Harvard Sta.	0.156	0.138
73: Waverley Sq Harvard Sta.	0.144	0.149
77: Arlington Heights - Harvard Sta.	0.153	0.144
86: Sullivan Sta Cleveland Circle	0.152	0.143
87: Clarendon Hill - Lechmere Sta. via Somerville Ave.	0.154	0.135
88: Clarendon Hill - Lechmere Sta. via Highland Ave.	0.153	0.136
89: Clarendon Hill - Sullivan Sta.	0.126	0.114
91: Sullivan Sta Central Sq. Cambridge	0.138	0.137
93: Sullivan Sta Downtown via Bunker Hill	0.157	0.138
109: Linden Sq Sullivan Sta.	0.166	0.153
110: Wonderland Sta Wellington Sta.	0.160	0.148
111: Woodlawn or Bway. & Park - Haymarket Sta.	0.176	0.132
116: Wonderland Sta Maverick Sta. via Revere	0.126	0.113
117: Wonderland Sta Maverick Sta. via Beach	0.130	0.124
741 Silver Line 1: Logan Airport - South Sta.	0.451	0.629
742 Silver Line 2: Boston Marine Industrial Park - South Sta.	0.302	0.344
749 Silver Line 5: Dudley Sta Downtown	0.189	0.219

Table 91
Limited-Stop Corridor Concept:
Stop Spacing for Local and Limited-Stop Routes

	Average Stop Spacing (mi.)			mi.)
_	Inbound		Outbound	
Bus Route	Local	Limited	Local	Limited
1: Harvard Sq Dudley Sta. via Mass. Ave.	0.148	0.560	0.138	0.551
15: Kane Sq Ruggles Sta.	0.109	0.607	0.131	0.634
16: Forest Hills Sta UMass	0.177	0.809	0.213	0.791
22: Ashmont Sta Ruggles Sta. via Talbot Ave.	0.178	0.587	0.158	0.536
23: Ashmont Sta Ruggles Sta. via Washington St.	0.142	0.582	0.134	0.568
28: Mattapan Sta Ruggles Sta.	0.146	0.530	0.137	0.601
32: Wolcott Sq. or Cleary Sq Forest Hills Sta.	0.155	0.650	0.149	0.656
34: Dedham Line - Forest Hills Sta.	0.162	1.133	0.166	1.118
39: Forest Hills Sta Back Bay Sta.	0.156	0.554	0.160	0.580
57: Watertown Yard - Kenmore Sta.	0.133	0.650	0.130	0.548
66: Harvard Sq Dudley Sta. via Brookline	0.147	0.616	0.155	0.618
70: Cedarwood - Central Sq. Cambridge	0.186	0.777	0.171	0.777
71: Watertown Sq Harvard Sta.	0.156	0.581	0.138	0.573
86: Sullivan Sta Cleveland Circle	0.148	0.605	0.143	0.612
101: Malden Sta Sullivan Sta. via Medford Sq.	0.124	1.065	0.131	0.941
111: Woodlawn or Bway. & Park - Haymarket Sta.	0.176	0.579	0.132	0.548
116: Wonderland Sta Maverick Sta. via Revere	0.126	0.695	0.113	0.676
117: Wonderland Sta Maverick Sta. via Beach	0.130	0.619	0.124	0.573

### Summary of Concepts

All of the potential service concepts offer a greater average stop-spacing distance compared to the existing system. The rail extension concept proposes greater distances between stations than the existing station spacing on the same line. All proposed BRT routes, either in the BRT corridor concept or the neighborhood services concept, have a greater average distance between stops to reduce the frequency with which buses must stop to pick up or drop off passengers. Finally, the limited-stop corridor concept has the greatest average distance between stops, as this service is intended to primarily serve longer-distance trips between major boarding and alighting points.

# **Route Duplication/Competition**

The MBTA does not currently have either a route-duplication or route-competition standard. Most duplication in the MBTA system exists on the highway portion of express bus routes or around the roads leading

to rapid transit stations. The closer proximity of bus routes increases the likelihood of competition between the routes for riders, but it appears that most MBTA transit routes are serving specific geographic or demographic markets.

## Rail Extension Concept

The rail extension concept does extend some rail lines along corridors served by existing bus routes. For example, the Orange Line extension to Route 128 mirrors Route 32 to Readville Station. However, several existing cases do exist where bus routes mirror a portion of rail rapid transit lines, such as Route 1 along the Red Line between Harvard Station and Central Station or Route 18 along the Red Line between Andrew Station and Ashmont Station, providing local service between the stations. Thus, while these services are somewhat duplicative, they do not compete, as they each serve different markets. Nevertheless, it is likely that some bus routes would be eliminated or rerouted due to an expected reduction in their ridership caused by competition with rail rapid transit extensions, for example, if the Red Line was extended to Lexington or the Blue Line was extended to Lynn.

### **BRT Corridor Concept**

The duplication of services along BRT corridors is not entirely negative, as this allows the physical investments needed for BRT service to be shared with multiple routes. However, while certain BRT routes would share the same corridors, the BRT corridor concept would likely reduce overall route duplication due to the elimination of non-BRT routes within the service area of the BRT corridors. Note that the BRT corridor concept does not affect express bus routes, which have the greatest amount of route duplication.

#### Limited-Stop Corridor Concept

Route duplication would not be affected by the limited-stop corridor concept, as this concept proposes no changes to the existing route structure, only the scheduling of local and limited-stop variations on certain routes.

Radial, Circumferential, and Neighborhood Services Concept

One of the goals of the neighborhood services concept is actually the reduction of duplicative services. This is achieved by using neighborhood routes to transport riders to the nearest rapid transit corridor, from which riders can use the needed circumferential or radial rapid transit route. As a result, neighborhood routes remain much more

local in nature, having little overlap with other neighborhood or rapid transit routes.

## Summary of Concepts

Most of the potential concepts would not dramatically affect route duplication or competition. The rail extension concept would necessitate a review of which local bus routes that serve the same markets should be eliminated or rerouted. Most of the existing route duplication exists on express bus routes, which are largely left unaffected by the proposed concepts, or around rapid transit stations. The limited-stop corridor would not affect route duplication at all. The BRT corridor concept would reduce route duplication simply by reducing the number of bus routes, as would the neighborhood services concept. This concept would also reduce duplication by limiting the routings of several local bus routes so that they would not go beyond the boundaries of their specific neighborhood.

#### **Route Travel Time**

The MBTA does not currently have a standard for route travel time. More than 90 percent of all bus routes have an average one-way route running time at or below 45 minutes, while only 10 percent have a maximum route running time greater than 60 minutes.

#### Rail Extension Concept

The rail extension scenario would lengthen the running times of trains from one end of the line to the other. Table 92 presents the existing scheduled AM one-way running times by line and estimates of the additional running time caused by each potential rail expansion. As seen in the table, several expansions are estimated to result in at least a 40 percent increase in the one-way running times, with the potential expansions of the Red Line to Route 128 and the Green Line to Mystic Valley Parkway estimated to have the greatest absolute increases in the one-way running time.

## **BRT Corridor Concept**

Under the BRT concept scenario, all routes selected for BRT service would have reduced running times. This would be caused by the various BRT improvement measures, such as dedicated or exclusive rights-of-way, pre-paid boarding, and traffic signal priority (TSP), as well as the reduction in the number of stops due to an increase in distance between stops. BRT services with an exclusive right-of-way typically operate at average speeds between 17 and 30 miles per hour while



Table 92
Rail Extension Concept: Existing Scheduled AM One-Way Running Times and Estimated Additional Running Times by Line

Rail Line Extension	Direction	Existing One-Way Running Time	Estimated Additional Running Time
Blue Line to Central Square, Lynn	Northbound	20	7
	Southbound	21	7
Blue Line to Charles/MGH	Northbound	20	2
	Southbound	21	2
Red Line-Ashmont to Route 128	Northbound	40	26
	Southbound	38	24
Red Line-Braintree to Route 128	Northbound	54	26
	Southbound	49	24
Orange Line to Route 128	Northbound	35	14
	Southbound	35	14
Orange Line – Assembly Square Station	Northbound	35	3
	Southbound	35	3
Green Line D Branch to Needham	Eastbound	35	15
	Westbound	32	13
Green Line E Branch to Mystic Valley Pkwy.	Northbound	31	27
	Southbound	27	23
Green Line E Branch to Union Square	Northbound	31	5
	Southbound	27	4
Fairmount Line	Northbound	28	0
	Southbound	28	0

arterial BRT services operating in mixed-flow traffic or with dedicated lanes typically operate at average speeds between 12 and 17 miles per hour. The estimated existing average speed of the Silver Line Washington Street is 9.7 miles per hour in the inbound direction and 13.1 miles per hour in the outbound direction. Most BRT routes under the BRT concept are assumed to use the latter BRT treatment. Table 93 presents the existing AM-peak running times for each of the proposed BRT routes as well as assumptions for each route's revised AM-peak running times with the various BRT improvements. These assumptions were made by taking the range of 12 to 17 miles per hour scaled to the range of existing running times for each proposed BRT

<sup>&</sup>lt;sup>24</sup> "Characteristics of Bus Rapid Transit for Decision-Making." Page ES-5. Federal Transit Administration (August 2004). www.nbrti.org/docs/pdf/Characteristics\_BRT\_Decision-Making.pdf

route. The resulting AM-peak running times are reduced between 11 and 54 percent.

# Limited-Stop Corridor Concept

Under the limited-stop corridor concept, each limited-stop route would have a reduced running time due to the smaller number of stops served by the route. The increased average route speed is assumed to be slightly greater than those for the BRT concept, despite the fact that limited-stop routes would operate in mixed traffic. Based on this assumption, the estimated range is 15 to 20 miles per hour. Table 94 presents the existing AM-peak running times for each of the proposed limited-stop routes as well as assumptions for each route's revised AM-peak running times for serving only the limited-stop locations. These assumptions were made by taking the range of 15 to 20 miles per hour scaled to the range of existing running times and the proposed average stop spacing for each proposed limited-stop route. The resulting AM-peak running times are reduced between 20 and 61 percent.

Radial, Circumferential, and Neighborhood Services Concept

As with the BRT corridor concept, the neighborhood services concept would also reduce the average route running time on routes selected for BRT service. Neighborhood routes would likely operate at similar speeds to existing local bus routes and have equivalent running times relative to the route length. Figure 83 shows potential running times for BRT and neighborhood routes, assuming a range of speeds for BRT routes between 12 and 17 miles per hour and an average neighborhood route speed of 10 miles per hour. Most BRT routes have a route running time under 30 minutes, with the only exception being the express service to Lynn. The longest running times for neighborhood routes are largely for existing local bus routes that are largely located on the periphery of the urban core. The only neighborhood routes with running times greater than 30 minutes that serve the urban core are express bus routes.

# Summary of Concepts

The potential service concepts offer varying changes to existing route running times. The rail extension concept would lengthen the various rapid transit lines and increase the one-way running time, in some cases, by a significant amount. All proposed BRT routes, either in the BRT corridor concept or the neighborhood services concept, would generally reduce running times compared to existing local bus routes due to various BRT improvement measures. Finally, the limited-stop

corridor concept would also reduce running times, likely by a slightly greater amount than proposed BRT routes, due to the elimination of all stops except the major boarding and alighting points.

### Directness of Travel (Comparison to Auto Trip Times)

The MBTA does not currently have a standard for directness of travel, which compares in-vehicle transit travel times to private vehicle travel times. As an example, the travel times of the Silver Line Washington Street were compared to the equivalent auto trip times between Dudley Station and Temple Place. The calculated ratios of bus to auto travel times were 187 percent in the inbound direction and 157 percent in the outbound direction. The ratios for the proposed concepts were not calculated, as it as it would require the use of the Boston Region MPO travel demand model set.

## Rail Extension Concept

The rail extension concept would facilitate the radial trips that many individuals take to access the urban core. Several of the rail extensions, such as the Green Line extensions to West Medford or Needham, the Orange Line extension to Route 128, and the Fairmount Line, provide a much more direct path to downtown Boston than any path along the street network. However, intermediate stops invariably increase transit travel times compared to auto travel times. When combining all factors, it is likely that the rail extension concept would offer transit travel times that are comparable to or only slightly greater than auto travel times.

## **BRT Corridor Concept**

Most existing bus routes, from which all BRT routes in the BRT corridor concept are selected, do not serve a completely direct path between their origin and destination timepoints. Some routes, such as Route 1 or Route 28, do largely mirror the same path that a driver would take between the routes' origin and destination timepoints; however, intermediate stops along all bus routes increase the ratio of transit to auto travel times. The increase in stop spacing for BRT corridors, combined with BRT improvement measures to improve average speeds, would reduce this ratio compared to existing local bus routes. When combining all factors, it is likely that the BRT corridor concept would offer transit travel times along BRT corridors that are greater than comparable auto travel times, but not significantly so. Local bus routes, given the shorter distance between stops, would continue to have the greatest transit to auto travel time ratios.

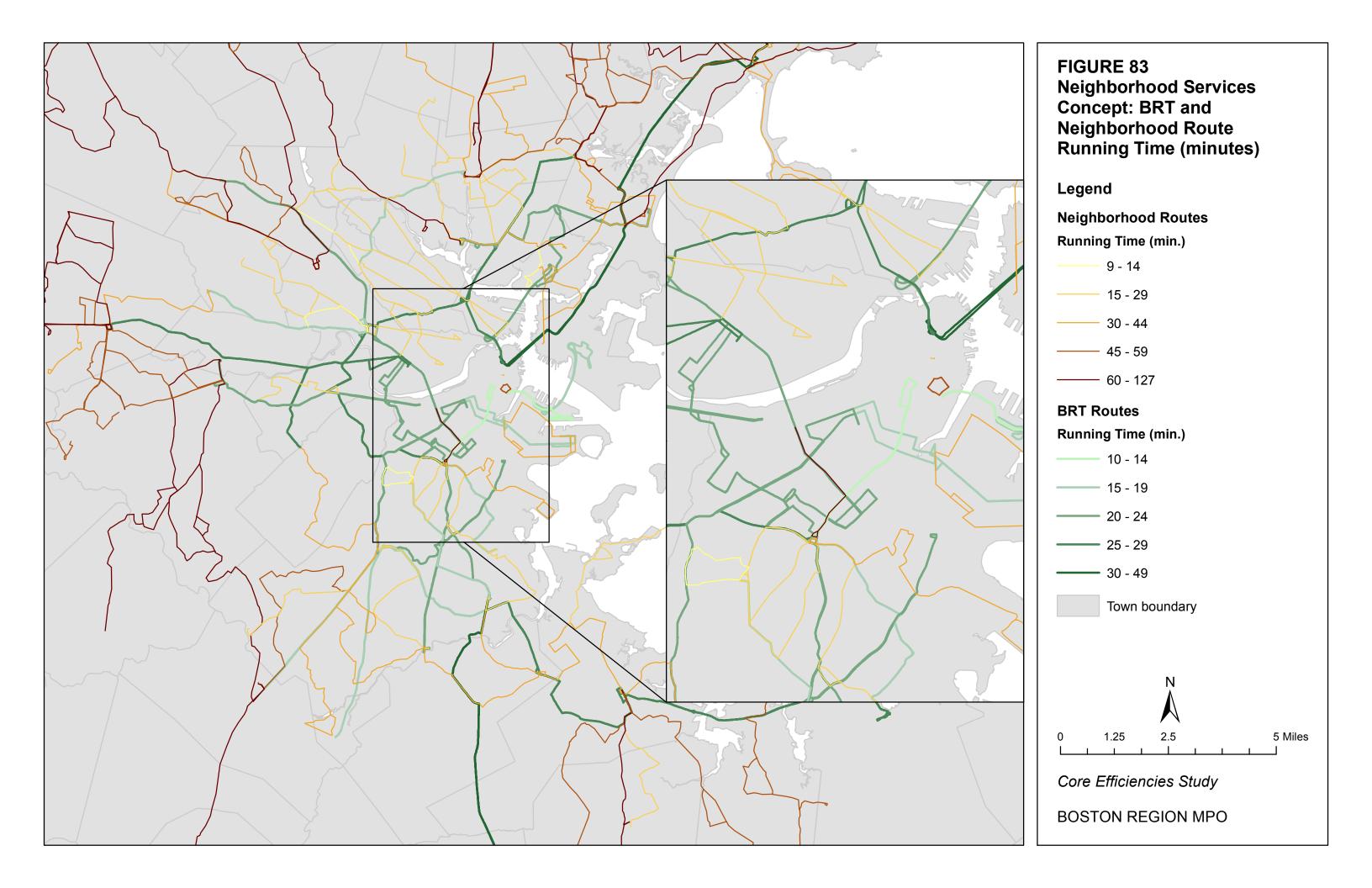
Table 93
BRT Corridor Concept: Existing and Potential AM-Peak Running Times for Selected BRT Routes

	Running Times (min.)					
	Existing		Pote	ential	Percent	Change
Bus Route	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
1: Harvard Sq Dudley Sta. via Mass. Ave.	35	36	20	18	-44%	-49%
7: City Point - Otis & Summer Sts.	22	15	13	11	-42%	-26%
8: Harbor Point/UMass - Kenmore Sta.	51	50	29	31	-43%	-38%
9: City Point - Copley Sq. via Broadway Sta.	33	21	19	15	-44%	-30%
11: City Point - Downtown	28	24	16	16	-41%	-34%
15: Kane Sq Ruggles Sta.	28	30	16	18	-41%	-41%
16: Forest Hills Sta UMass	28	24	18	16	-35%	-32%
21: Ashmont Sta Forest Hills Sta.	18	21	13	14	-26%	-31%
22: Ashmont Sta Ruggles Sta. via Talbot Ave.	33	30	22	21	-34%	-31%
23: Ashmont Sta Ruggles Sta. via Washington St.	33	31	20	20	-39%	-35%
28: Mattapan Sta Ruggles Sta.	38	36	23	24	-41%	-35%
31: Mattapan Sta Forest Hills Sta.	18	16	12	12	-33%	-23%
32: Wolcott Sq. or Cleary Sq Forest Hills Sta.	15	13	11	12	-23%	-11%
39: Forest Hills Sta Back Bay Sta.	36	34	20	19	-45%	-44%
47: Central Sq. Cambridge - Broadway Sta.	51	50	23	24	-54%	-51%
57: Watertown Yard - Kenmore Sta.	34	28	22	21	-35%	-26%
66: Harvard Sq Dudley Sta. via Brookline	47	52	25	26	-48%	-50%
71: Watertown Sq Harvard Sta.	28	23	16	16	-43%	-32%
73: Waverley Sq Harvard Sta.	30	20	17	16	-42%	-21%
77: Arlington Heights - Harvard Sta.	30	26	21	21	-29%	-19%
86: Sullivan Sta Cleveland Circle	40	46	27	27	-34%	-41%
87: Clarendon Hill - Lechmere Sta. via Somerville Ave.	28	22	17	16	-40%	-28%
88: Clarendon Hill - Lechmere Sta. via Highland Ave.	33	23	18	15	-47%	-33%
89: Clarendon Hill - Sullivan Sta.	20	19	13	14	-36%	-29%
91: Sullivan Sta Central Sq. Cambridge	22	14	12	10	-48%	-29%
93: Sullivan Sta Downtown via Bunker Hill	19	15	11	10	-42%	-35%
109: Linden Sq Sullivan Sta.	31	27	20	19	-34%	-30%
110: Wonderland Sta Wellington Sta.	28	28	21	22	-23%	-20%
111: Woodlawn or Bway. & Park - Haymarket Sta.	35	29	19	14	-45%	-52%
116: Wonderland Sta Maverick Sta. via Revere	30	30	20	19	-32%	-37%
117: Wonderland Sta Maverick Sta. via Beach	32	28	19	18	-40%	-36%
741 Silver Line 1: Logan Airport - South Sta.	23	15	15	10	-34%	-34%
742 Silver Line 2: Boston Marine Industrial Park - South Sta.	14	10	11	8	-24%	-23%
749 Silver Line 5: Dudley Sta Downtown	14	11	9	9	-38%	-20%

Table 94
Limited-Stop Corridor Concept: Existing and Potential AM-Peak Running Times for Selected Limited-Stop Routes

		Running Ti	mes (min.)			
	Exi	sting	Pote	ential	Percent	Change
Bus Route	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
1: Harvard Sq Dudley Sta. via Mass. Ave.	35	36	17	15	-51%	-58%
15: Kane Sq Ruggles Sta.	28	30	14	15	-49%	-50%
16: Forest Hills Sta UMass	28	24	16	14	-43%	-43%
22: Ashmont Sta Ruggles Sta. via Talbot Ave.	33	30	20	18	-41%	-40%
23: Ashmont Sta Ruggles Sta. via Washington St.	33	31	18	17	-47%	-45%
28: Mattapan Sta Ruggles Sta.	38	36	20	20	-48%	-44%
32: Wolcott Sq. or Cleary Sq Forest Hills Sta.	15	13	11	10	-30%	-20%
34: Dedham Line - Forest Hills Sta.	58	58	45	45	-22%	-23%
39: Forest Hills Sta Back Bay Sta.	36	34	17	16	-53%	-54%
57: Watertown Yard - Kenmore Sta.	34	28	19	18	-43%	-35%
66: Harvard Sq Dudley Sta. via Brookline	47	52	21	21	-55%	-59%
70: Cedarwood - Central Sq. Cambridge	55	52	28	28	-49%	-46%
71: Watertown Sq Harvard Sta.	28	23	14	13	-51%	-42%
86: Sullivan Sta Cleveland Circle	40	46	24	23	-41%	-51%
101: Malden Sta Sullivan Sta. via Medford Sq.	32	35	17	18	-47%	-48%
111: Woodlawn or Bway. & Park - Haymarket Sta.	35	29	17	11	-53%	-61%
116: Wonderland Sta Maverick Sta. via Revere	30	30	18	16	-39%	-48%
117: Wonderland Sta Maverick Sta. via Beach	32	28	17	15	-48%	-45%

Page left intentionally blank.



Page left intentionally blank.

### Limited-Stop Corridor Concept

The limited-stop corridor concept would likely offer the smallest ratios of transit to auto travel times for any type of bus route, due to the small number of stops served by the limited-stop routes. The indirectness of each bus route would still increase the ratio to the same extent as in other concepts, however. When combining all factors, it is likely that the limited-stop corridor concept would offer transit travel times along limited-stop corridors that are only slightly greater than comparable auto travel times. Local bus routes, given the shorter distance between stops, would continue to have the greatest transit to auto travel time ratios.

Radial, Circumferential, and Neighborhood Services Concept

As with the BRT corridor concept, the neighborhood services concept would reduce the ratio of transit travel times to auto travel times for comparable trips when compared to the ratio for existing local bus routes. The reduced ratios would be caused by longer distances between stops and various BRT improvement measures. Several neighborhood bus routes in this concept would likely score worse than existing local bus routes in terms of directness of travel given the route's path that is necessary to provide coverage to an entire neighborhood.

### Summary of Concepts

The various concepts offer a range of probable ratios of transit travel times to comparable auto travel times, governed by the respective concept's stop spacing as well as the transit route's directness. The rail extension scenario likely offers the most direct transit service with the longest average distances between stop, followed by limited-stop routes in the limited-stop corridor concept and then the BRT routes in both the BRT corridor concept and neighborhood services concept. Local bus routes in the limited-stop corridor concept and BRT corridor concept would have significantly greater ratios of transit travel times to comparable auto travel times given their shorter distances between stops, while neighborhood routes in the neighborhood services concept would likely have the greatest ratios due to the non-direct nature of their trip paths.



#### Ease of Use

The MBTA does not currently have a standard for ease of use. This standard is typically based on the extent of clock-face headways<sup>25</sup> so that the service schedule is easy to remember, the extent to which routes run consistently throughout the day with minimum variations, and several other factors related to technology and training. Routes with headways less than or equal to 10 minutes are assumed for walk-up service where riders are less likely to consult a schedule given the short wait-times. For the MBTA, routes with clock-face headways range from 25 percent to 30 percent of all routes over various time periods. In terms of minimizing variations, the ratio of route variations to general routes is the highest during the weekday, at 2.83, and falls to 1.70 on Saturday and 1.44 on Sunday.

# Rail Extension Concept

The rail extension concept would duplicate the schedule of the existing rail rapid transit system. On these extensions, trains would operate at headways less than or equal to 10 minutes. Since riders would not typically need to consult a schedule, clock-face headways would not be necessary. The Green Line extension to West Medford is the only rapid transit extension in this concept that will have a variation: some service will serve Union Square in Somerville rather than West Medford. This variation would be unlikely to create confusion as most passengers would already be comfortable with the system of different Green Line branches. The other proposed rail extensions do not have any variations. Finally, the connection of the Blue Line to the Red Line at Charles/MGH Station would likely reduce the current confusion of passengers who must make a double transfer in order to transfer between the two lines.

#### **BRT Corridor Concept**

The BRT corridor concept would offer headways equivalent to those on the rail rapid transit system. Therefore, headways set at or below 10 minutes would make clock-face headways unnecessary. The headways of local bus routes outside the urban core would not change. Many of these routes, due to their reduced frequencies, already use clock-face

\_

<sup>&</sup>lt;sup>25</sup> Clock-face headways are ones that correspond to regular increments on the face of an analog clock, for example, a 20-minute headway with departures at :00, :20 and :40 past the hour.

headways. The BRT corridor concept would also simplify the system in the urban core by reducing the number of bus routes and variations.

# Limited-Stop Corridor Concept

The limited-stop corridor concept would likely operate at headways greater than 10 minutes. Given passengers' desire to know when a local- versus a limited-stop route is approaching, the use of clock-face headways on both types of services would be useful. Because scheduling is largely dependent on route cycle times (which include running and recovery times) and the most efficient use of resources, clock-face headways might not be possible. The addition of limited-stop service would also increase the complexity of the system. Buses would need to clearly indicate whether they were operating local- or limited-stop service. The operation of limited-stop service only in the AM- and PM-peak periods would also increase complexity.

Radial, Circumferential, and Neighborhood Services Concept

As with the BRT corridor concept, the neighborhood services concept would also offer headways less than 10 minutes for the BRT routes, making the use of clock-face headways unnecessary. The headways of some neighborhood bus routes could also be set at or below 10 minutes given reduced route running times. In routes with headways greater than 10 minutes, clock-face headways are advisable, but, as discussed above, might not always be possible. The neighborhood services concept would also simplify the system by reducing the number of bus routes and variations.

## Summary of Concepts

The various concepts likely have varying levels of ease of use. The rail extension scenario would simply extend the existing rail system with the only additional complexity being the Green Line spur to Union Square. Construction of the Red-Blue connector would also eliminate the need for and confusion associated with double transfers between the Red and Blue lines. All proposed BRT routes, either in the BRT corridor concept or the neighborhood services concept, would generally be easier to use given their headways below 10 minutes and the reduced number of routes. Finally, the limited-stop corridor concept would add some complexity to the system by introducing additional route variations and operating only in certain time periods.



# Transfers/Waiting Time

The MBTA does not currently have a standard for transfers or waiting time. However, such a standard could be set at a maximum average transfer rate (number of unlinked trips per linked trip<sup>26</sup>) or a maximum average waiting time. Headways below 10 minutes, which characterize walk-up service, are associated with lower average waiting times compared to routes with longer headways, for which riders typically consult a schedule.

# Rail Extension Concept

The rail extension concept would likely reduce the overall number of transfers. A large number of existing transfers are between buses and the rail rapid transit network. Extending the rail network would allow more passengers to walk or drive directly to rail stations. This concept would also likely reduce the average waiting time, as rapid transit headways below 10 minutes would be extended to additional areas. In addition, the connection of the Blue Line to the Red Line at Charles/MGH Station would eliminate the need to use the Green Line to transfer between the two lines, therefore reducing in half the number of required transfers.

# **BRT Corridor Concept**

The BRT corridor concept would also likely reduce the overall transfer rate. The elimination of local bus service in the urban core would require more passengers to walk to the nearest BRT corridor. BRT routes would also have headways below 10 minutes, which would reduce the average waiting time for passengers in the BRT service area.

# Limited-Stop Corridor Concept

The limited-stop corridor concept would not affect the transfer rate, as this concept does not eliminate any routes or propose new service to any area that is not currently served by transit. However, given the longer headways that would be required on both local- and limited-stop

-

Linked trips represent the travel between a trip's origin and destination, regardless of how many different transit vehicles a rider must use to make that trip. Unlinked trips represent the travel on each transit vehicle. Thus, a linked trip with one transfer equals two unlinked trips.

routes in the limited-stop corridors, this would likely increase the average waiting time.

Radial, Circumferential, and Neighborhood Services Concept

The neighborhood services concept would be likely to slightly reduce the overall transfer rate, as more passengers would likely walk to the nearest BRT corridor. However, neighborhood routes are structured specifically to facilitate transfers to and from rapid transit corridors. This increase in transfers with neighborhood routes would likely partially offset the decrease in transfers with BRT routes. BRT routes would also have headways below 10 minutes while neighborhood routes would have headways greater than 10 minutes. As a result, the average waiting time would decrease for BRT passengers but increase for passengers on neighborhood routes.

## Summary of Concepts

The various concepts offer a range of potential effects on the MBTA's overall transfer rate and average waiting time. The rail extension concept would likely have the greatest decrease in the transfer rate, as greater numbers of passengers would be able to walk or drive directly to rapid transit without needing to transfer from a local bus and the Red-Blue Connector would reduce in half the number of transfers needed to travel between the two lines. The BRT corridor concept and the neighborhood services concept would similarly permit greater numbers of passengers to directly access rapid transit or BRT routes without needing to use a local bus, though the neighborhood services concept would moderate this somewhat by providing neighborhood feeder routes that would increase transfers. The limited-stop corridor concept would be unlikely to affect the transfer rate. In all cases where headways are provided below 10 minutes, this would reduce the average waiting time. As a result, the rail extension, BRT corridor, and neighborhood services concepts would all reduce the average waiting time by increasing the amount of rapid transit service with headways below 10 minutes. The limited-stop corridor would likely increase the average waiting time given the greater headways of local- and limitedstop routes.

## **Summary of Service Structure Standards**

Table 95 summarizes the potential effects of each proposed concept (as compared to existing services) with regard to each of the service structure standards.

The rail extension concept would likely have:



- a limited increase in coverage, as several proposed stations
  would be located in suburban areas that have limited walking
  access, and other stations would be located in more urban areas
  that are already served by bus routes, such that the rail
  extensions there would provide no additional coverage
- an increase in the average distance between stations compared to the existing station spacing on the same line
- a decrease in route duplication due to the elimination or rerouting of some local bus routes that serve the same markets
- an increase in one-way running times, in some cases, by a significant amount
- a decrease in the ratio of in-vehicle transit travel time to the comparable auto travel time due to the greatest average distance between stops of any of the proposed scenarios
- an increase in the ease of use, except for the slight complexity added by the Green Line spur to Union Square
- a decrease in the transfer rate, as greater numbers of passengers would be able to walk or drive directly to rapid transit without needing to transfer from a local bus, and the Red-Blue Connector would eliminate the need to use the Green Line to transfer between these two lines
- a decrease in the average waiting time, due to a greater number of passengers using rapid transit service with headways below 10 minutes

#### The BRT corridor concept would likely have:

- a decrease in coverage, caused by the elimination of local bus service in the BRT service area
- an increase in the average distance between stops to reduce the frequency with which buses must stop to pick up or drop off passengers
- a decrease in route duplication due to the elimination of local bus routes in the BRT service area
- a decrease in one-way running times due to an increase in average stop spacing and various BRT improvement measures
- a decrease in the ratio of in-vehicle transit travel time to the comparable auto travel time due to an increase in average stop spacing and various BRT improvement measures

- an increase in the ease of use due to a reduction in routes and a greater percentage of routes with headways below 10 minutes
- a decrease in the transfer rate, as greater numbers of passengers would be able to directly access rapid transit without needing to transfer from a local bus
- a decrease in the average waiting time, due to a greater number of passengers using rapid transit service with headways below 10 minutes

The limited-stop corridor concept would likely have:

- no impact on coverage, as no routes would be added or eliminated
- an increase in the average distance between stops for limitedstop routes, as this service is intended to primarily serve longerdistance trips between major boarding and alighting points
- no impact on route duplication, as no routes would be added or eliminated
- a decrease in one-way running times due to the elimination of all stops except the major boarding and alighting points on limitedstop routes
- a decrease in the ratio of in-vehicle transit travel time to the comparable auto travel time on limited-stop routes given the greater stop spacing
- a decrease in the ease of use due to the introduction of additional route variations and their operation only in certain time periods
- no impact on the transfer rate, as no routes would be added or eliminated
- an increase in the average waiting time given the greater headways of local- and limited-stop routes

The radial, circumferential, and neighborhood services concept would likely have:

- a slight decrease in coverage, caused by the elimination of some existing local bus service, but offset to some extent by the addition of some neighborhood bus service in areas currently not served by transit
- an increase in the average distance between stops to reduce the frequency with which buses must stop to pick up or drop off passengers



- a decrease in route duplication due to the elimination of local bus routes in the BRT service area and the use of neighborhood routes that are limited to serving only specific neighborhoods
- a decrease in one-way running times for BRT routes due to an increase in average stop spacing and various BRT improvement measures and for neighborhood routes due to their smaller service area
- a decrease in the ratio of in-vehicle transit travel time to the comparable auto travel time for BRT routes due to an increase in average stop spacing and various BRT improvement measures, but offset to some extent by an increase in the ratios for neighborhood routes due to the non-direct nature of their trip paths
- an increase in the ease of use due to a reduction in routes and a greater percentage of routes with headways below 10 minutes
- a decrease in the transfer rate, as greater numbers of passengers would be able to directly access rapid transit without needing to transfer from a local bus, but offset to some extent by providing neighborhood routes that would increase transfers
- a decrease in the average waiting time, due to a greater number of passengers using rapid transit service with headways below 10 minutes

Table 95
Service Structure Standards: Summary of Potential Effects of Proposed
Service Concepts

Standard	Rail Extension	BRT Corridor	Limited- Stop	Neighborhood Services
Coverage	<u> </u>	$\downarrow\downarrow\downarrow$	_	$\downarrow$
Stop Spacing	$\uparrow \uparrow$	<b>↑</b>	$\uparrow \uparrow \uparrow$	<b>↑</b>
Route Duplication	<b>1</b>	$\downarrow\downarrow$	_	$\downarrow\downarrow\downarrow$
Route Travel Time	<b>↑</b>	<b>1</b>	$\downarrow\downarrow\downarrow$	$\downarrow\downarrow$
Ratio to Auto Trip Times	$\downarrow\downarrow\downarrow$	$\downarrow$	$\downarrow\downarrow$	$\downarrow$
East of Use	$\uparrow \uparrow$	<b>↑</b>	$\downarrow$	<b>↑</b>
Transfer Rate	$\downarrow\downarrow\downarrow$	$\downarrow \downarrow$	_	$\downarrow$
Average Waiting Time	$\downarrow \downarrow$	$\downarrow \downarrow$	<b>↑</b>	$\downarrow \downarrow$

Key: "↑" represents an increase, "↓" represents a decrease, and "—" represents no change. The number of arrows represents the relative size of the increase or decrease.

#### 4.3.2 Service Provision

#### Span of Service

The span-of-service standard stipulates the exact hours of operation or a minimum range of hours. The MBTA's weekday span-of-service standards require service to be provided between 6:00 AM and 12:00 AM for heavy and light rail routes and Key Bus Routes and between 7:00 AM and 6:30 PM for local bus routes. According to the 2008 Service Plan, 19 directly-operated weekday MBTA bus routes, composing 11 percent of all service, failed the span-of-service standard.

#### Rail Extension Concept

The rail extension concept would not change the existing rail system's span-of-service. The areas served by the rail extensions would receive a longer span of service, however, compared to that provided by existing local bus routes that currently end service before 12:00 AM. This would likely require some of the bus routes that would serve the proposed rail stations to extend their current spans of service.

# **BRT Corridor Concept**

The BRT corridor concept would extend the span of service because all new BRT routes would operate until 12:00 AM. Since BRT routes serve the entire urban core, this would ensure a consistent span of service throughout the urban core. Local bus routes outside the BRT service area would continue to use their existing span-of-service standard, from 7:00 AM to 6:30 PM.

### Limited-Stop Corridor Concept

The limited-stop corridor concept would maintain the schedule for local service in the early AM and night time periods, only providing limited-stop service during the AM- and PM-peak time periods. Therefore, this concept would not change existing spans of service for any existing routes.

Radial, Circumferential, and Neighborhood Services Concept

As with the BRT corridor concept, the neighborhood services concept would also extend the span of service because all new BRT routes would operate until 12:00 AM. Neighborhood routes would likely use the existing span-of-service standard for local bus routes, from 7:00 AM to 6:30 PM.



## Summary of Concepts

All but one of the potential service concepts would extend the hours of service in some fashion. The rail extension concept would increase service hours to the areas served by the new stations as well as for some local bus routes serving those stations. All proposed BRT routes, either in the BRT corridor concept or the neighborhood services concept, would use a span of service from 6:00 AM to 12:00 AM while other local or neighborhood bus routes would use the existing local bus route standard of 7:00 AM to 6:30 PM. Finally, the limited-stop corridor concept would not change the system's span of service, as any changes to the schedule caused by limited-stop routes would only occur during the AM- and PM-peak time periods.

### Frequency of Service

The frequency standard stipulates the maximum headway at which a transit service may operate. The MBTA's frequency standard requires a maximum 10-minute headway for the services and in the time periods most in demand. This includes AM- and PM-peak trips on light rail, heavy rail, and the Key Bus Routes. A 15-minute maximum headway is required at all other times for these services, with the exception of Key Bus Routes, which operate at a 20-minute maximum headway during the evening and on the weekend. Local bus routes are required to have a maximum 30-minute headway during the peak periods and a maximum 60-minute headway at all other times. According to the 2008 Service Plan, 48 directly-operated weekday MBTA bus routes, composing 27 percent of all service, failed the frequency-of-service standard.

### Rail Extension Concept

The rail extension concept would ideally use the existing headways on each rail line. This would require putting additional rail vehicles into service in order to maintain current headways.

## **BRT Corridor Concept**

The BRT corridor concept would use rapid transit headways on all BRT routes; that is, a maximum 10-minute headway during the AM- and PM-peak time periods and a maximum 15-minute headway at all other times. The headways of local bus routes outside the BRT service area would not change from their current levels.

### Limited-Stop Corridor Concept

Since the limited-stop corridor concept does not add extra service to existing bus routes, the headways of local bus routes would need to increase to compensate for the new limited-stop variations. While a full service plan would need to be created for each combination of local-and limited-stop routes, it is likely that the headways of the limited-stop routes would be approximately 30 minutes and no less than 20 minutes. This would cause the headways of local-stop routes to increase slightly above 10 minutes. Greater headways for the limited-stop variations would be necessary in order to continue to provide a high level of bus frequency at all local bus stops.

Radial, Circumferential, and Neighborhood Services Concept

As with the BRT corridor concept, the neighborhood services concept would also use rapid transit headways on all BRT routes; that is, a maximum 10-minute headway during the AM- and PM-peak time periods and a maximum 15-minute headway at all other times. The headways of neighborhood bus routes would vary, as the small distances of some routes would permit greater frequencies. However, in general, neighborhood bus headways would likely range from 20 minutes to 30 minutes in the peak and up to 60 minutes off-peak.

## Summary of Concepts

The potential service concepts offer varying changes to existing bus and rail frequencies. The rail extension concept would increase headways on all extended rail lines unless additional rail vehicles could be put into operation. Both the BRT corridor concept and the neighborhood services concept would use existing rapid transit headways on all BRT routes. The headways of local routes in the BRT corridor concept would not change and the headways of neighborhood routes in the neighborhood services concept would generally range between 20 and 30 minutes in the peak and up to 60 minutes off-peak, depending on the route distance. Finally, the limited-stop corridor concept would result in greater headways for both local- and limited-stop variations. The limited-stop headway would likely be 30 minutes and no less than 20 minutes in order to maintain a high level of bus frequency at all local bus stops.

### **Schedule Adherence**

The schedule-adherence standard sets the acceptable number of minutes a service is late or early compared to the scheduled arrival or departure time. The MBTA uses two types of metrics to determine bus



route schedule adherence: a timepoint test, which varies based on service frequency, and a route test. The timepoint test for scheduleddeparture trips (those with a headway of 10 minutes or more) states that trips must depart the origin timepoint 0-3 minutes late, depart the mid-route timepoints 0-7 minutes late, and arrive at the destination timepoint 3 minutes early to 5 minutes late. The timepoint test for walkup trips (those with a headway of less than 10 minutes) states that trips must depart the origin and mid-route timepoints within 1.5 times the scheduled headway and arrive at the destination timepoint with a trip running time within 20 percent of the scheduled running time. The determination of route schedule adherence is based on the route test, which states that at least 75 percent of all timepoints on a given route must meet the timepoint test. According to the 2008 Service Plan, the average weekday timepoint on-time percentage weighted across all directly-operated MBTA bus routes by each route's respective average weekday daily ridership was 59.1 percent.

Generally, the likelihood that transit fails the on-time standard increases with the length of the transit line and the number of stops along the line. This happens when a constant headway between vehicles is not maintained and the first vehicle falls behind schedule for any reason. The vehicle will continue to fall increasingly behind schedule as the number of passengers boarding and alighting at each subsequent stop increases and the vehicle must spend additional dwell time at the stop. As the first vehicle falls further behind schedule, a second vehicle catches up (or "bunches") with the first vehicle, creating a gap in the schedule between the second and third vehicles. Like the first vehicle. the third vehicle will fall increasingly behind schedule as the number of passengers boarding and alighting at each subsequent stop increases and the vehicle must spend additional dwell time at the stop. The pattern will then repeat. Greater route length and the number of stations or stops create more opportunities for vehicles to fall behind schedule and for those delays to magnify at subsequent stops.

## Rail Extension Concept

By lengthening various rail lines and adding several new stations, the rail extension concept would increase the potential of trains arriving early or late at stations towards the terminals of the lines regardless of whether they depart their origins on-time. Table 96 shows the distance and the number of stations associated with each existing rail line and the additional distance and stations associated with each proposed extension. Of the various extensions, the Red Line and Orange Line

Table 96 **Rail Extension Concept: Distances of Rail Extensions** 

		Distance (mi.)		tance (mi.) Number of Stations		
Rail Line	Extension	Rail Line	Extension	Rail Line	Extension	
Blue	Wonderland – Central Square, Lynn	5.83	4.252	12	1	
Red-Ashmont	Alewife – Route 128	11.91	8.170	17	5	
Red-Braintree	Alewife – Route 128	17.91	8.170	18	5	
Green D Branch	Newton Highlands – Needham Junction	8.80*	4.163	16*	4	
Orange	Forest Hills – Route 128	11.22	7.322	19	4	
Orange	Assembly Square	11.22	N/A	19	1	
Red-Blue Connector	Bowdoin - Charles/MGH	5.83**	0.475	12**	1	
Green E Branch	Lechmere – Mystic Valley Parkway	5.54	4.730	20	6	
	Lechmere – Union Square	5.54	1.136	20	1	
Fairmount Line	South Station - Readville	9.26	9.264	4	4	

<sup>\*</sup> Rail line distance and number of stations equal the distance to Newton Highlands Station.
\*\* Rail line distance and number of stations equal the distance of the Blue Line.

extensions to Route 128 are the longest, but the Green Line extension to Mystic Valley Parkway has the greatest number of stations.

### **BRT Corridor Concept**

The BRT corridor concept would select existing local bus routes for BRT service. Table 97 presents the existing inbound and outbound distances of each of these routes. Routes such as Routes 8, 66, and 86 have a greater potential for delay given their longer lengths and large number of stops. While stop spacing would vary for each BRT route depending on route specifics, most stops would be spaced at a distance of 0.20 to 0.25 miles, reducing the total number of stops, which would improve on-time performance. Finally, various BRT improvements, such as exclusive or dedicated rights-of-way, pre-paid boarding, and TSP, should help these routes maintain a more consistent schedule, as each reduces the potential of random delays. Therefore, in terms of schedule adherence, the BRT corridor concept should improve on-time performance within the urban core.

# Limited-Stop Corridor Concept

The limited-stop corridor concept would improve on-time performance for limited-stop routes by reducing the number of stops and passengers served by the route. Table 98 presents the existing inbound and outbound distances of each of these routes. Shorter routes such as Routes 15, 32, and 71 would tend to see less benefit while longer routes such as Routes 34, 70, and 86 would likely have the greatest improvement in schedule adherence.

Radial, Circumferential, and Neighborhood Services Concept

As with the BRT corridor concept, the neighborhood services concept would also improve the schedule adherence of routes selected for BRT service. In addition, neighborhood routes that have only a small neighborhood service area would tend to have good on-time performance given their shorter route length and their travel on streets with less vehicle traffic.

#### Summary of Concepts

The potential service concepts offer varying levels of potential schedule adherence compared to the existing system. The rail extension concept would likely increase the possibility of delays due to greater route lengths and additional stations. The three bus-related concepts, on the other hand, would likely improve on-time performance by reducing the number of stops. The BRT corridor concept and neighborhood services

Table 97
BRT Corridor Concept: Existing Route Distances for Selected BRT Routes

	Route Distance (mi.)	
Bus Route	Inbound	Outbound
1: Harvard Sq Dudley Sta. via Mass. Ave.	5.04	4.41
7: City Point - Otis & Summer Sts.	3.28	2.93
8: Harbor Point/UMass - Kenmore Sta.	7.41	7.79
9: City Point - Copley Sq. via Broadway Sta.	4.75	3.83
11: City Point - Downtown	4.25	4.04
15: Kane Sq Ruggles Sta.	4.25	4.44
16: Forest Hills Sta UMass	4.88	4.22
21: Ashmont Sta Forest Hills Sta.	3.73	3.72
22: Ashmont Sta Ruggles Sta. via Talbot Ave.	5.87	5.36
23: Ashmont Sta Ruggles Sta. via Washington St.	5.24	5.11
28: Mattapan Sta Ruggles Sta.	5.83	6.01
31: Mattapan Sta Forest Hills Sta.	3.27	3.29
32: Wolcott Sq. or Cleary Sq Forest Hills Sta.	3.25	3.28
39: Forest Hills Sta Back Bay Sta.	4.99	4.64
47: Central Sq. Cambridge - Broadway Sta.	5.69	5.80
57: Watertown Yard - Kenmore Sta.	5.85	5.48
66: Harvard Sq Dudley Sta. via Brookline	6.16	6.18
71: Watertown Sq Harvard Sta.	4.06	4.01
73: Waverley Sq Harvard Sta.	4.46	4.31
77: Arlington Heights - Harvard Sta.	5.82	5.74
86: Sullivan Sta Cleveland Circle	7.13	6.73
87: Clarendon Hill - Lechmere Sta. via Somerville Ave.	4.32	4.19
88: Clarendon Hill - Lechmere Sta. via Highland Ave.	4.44	3.95
89: Clarendon Hill - Sullivan Sta.	3.41	3.53
91: Sullivan Sta Central Sq. Cambridge	2.89	2.60
93: Sullivan Sta Downtown via Bunker Hill	2.82	2.49
109: Linden Sq Sullivan Sta.	5.47	4.89
110: Wonderland Sta Wellington Sta.	6.08	6.05
111: Woodlawn or Bway. & Park - Haymarket Sta.	4.86	3.29
116: Wonderland Sta Maverick Sta. via Revere	5.56	4.73
117: Wonderland Sta Maverick Sta. via Beach	4.95	4.58
741 Silver Line 1: Logan Airport - South Sta.	4.06	2.52
742 Silver Line 2: Boston Marine Industrial Park - South Sta.	3.02	2.07
749 Silver Line 5: Dudley Sta Downtown	2.27	2.41

concept would increase average stop spacing on BRT routes to between 0.20 and 0.25 miles. The limited-stop corridor concept would increase average stop spacing to 0.50 miles or greater. Finally, the shorter distances of several neighborhood routes in the neighborhood services concept should also reduce the likelihood of delays.

Table 98
Limited-Stop Corridor Concept:
Existing Route Distances for Limited-Stop Routes

	Route Distance (mi.)	
Bus Route	Inbound	Outbound
1: Harvard Sq Dudley Sta. via Mass. Ave.	5.04	4.41
15: Kane Sq Ruggles Sta.	4.25	4.44
16: Forest Hills Sta UMass	4.88	4.22
22: Ashmont Sta Ruggles Sta. via Talbot Ave.	5.87	5.36
23: Ashmont Sta Ruggles Sta. via Washington St.	5.24	5.11
28: Mattapan Sta Ruggles Sta.	5.83	6.01
32: Wolcott Sq. or Cleary Sq Forest Hills Sta.	3.25	3.28
34: Dedham Line - Forest Hills Sta.	15.08	14.90
39: Forest Hills Sta Back Bay Sta.	4.99	4.64
57: Watertown Yard - Kenmore Sta.	5.85	5.48
66: Harvard Sq Dudley Sta. via Brookline	6.16	6.18
70: Cedarwood - Central Sq. Cambridge	8.54	8.55
71: Watertown Sq Harvard Sta.	4.06	4.01
86: Sullivan Sta Cleveland Circle	7.13	6.73
101: Malden Sta Sullivan Sta. via Medford Sq.	5.33	5.65
111: Woodlawn or Bway. & Park - Haymarket Sta.	4.86	3.29
116: Wonderland Sta Maverick Sta. via Revere	5.56	4.73
117: Wonderland Sta Maverick Sta. via Beach	4.95	4.58

Service Delivery, Service Failure, Vacancy Rate/Vehicle Availability, Accident and Incident Rate, and Passenger Complaints

A description of these measures can be found in section 2.2.2 in the previous chapter.

The MBTA does not currently have standards for any of these measures. However, the MBTA does present information in its monthly online ScoreCard about its performance with respect to these measures. It is not predicted that performance on any of these measures would be different for the proposed concepts as compared to existing services.

# **Summary of Service Provision Measures**

Table 99 summarizes the potential effects of each proposed concept (as compared to existing services) with regard to each of the service provision standards.

The rail extension concept would likely have:

- an increase in the span of service for areas served by the new stations and for some local bus routes serving those stations
- a decrease in frequency (increase in headways) on all extended rail lines unless additional rail vehicles could be put into operation
- a decrease in schedule adherence and increase in the possibility of delays due to greater route lengths and additional stations
- no impact on service delivery, service failure, vacancy rate/vehicle availability, the accident and incident rate, and passenger complaints

The BRT corridor concept would likely have:

- · an increase in the span of service for all BRT routes
- an increase in frequency (decrease in headways) for all BRT routes, while the headways of local routes would not change
- an increase in schedule adherence and decrease in the possibility of delays for BRT routes given BRT improvement measures and an increase in the average stop spacing
- no impact on service delivery, service failure, vacancy rate/vehicle availability, the accident and incident rate, and passenger complaints

The limited-stop corridor concept would likely have:

- no impact on span of service, as limited-stop routes would only operate during the AM- and PM-peak time periods
- a decrease in frequency (increase in headways) for both localand limited-stop routes in order to maintain a high level of bus frequency at all local bus stops
- an increase in schedule adherence and decrease in the possibility of delays given an increase in the average stop spacing on limited-stop routes
- no impact on service delivery, service failure, vacancy rate/vehicle availability, the accident and incident rate, and passenger complaints

The neighborhood services concept would likely have:

an increase in the span of service for all BRT routes

- an increase in frequency (decrease in headways) for all BRT routes, while the headways of neighborhood bus routes would depend on the route distance
- an increase in schedule adherence and decrease in the possibility of delays for BRT routes given BRT improvement measures, an increase in the average stop spacing, and the shorter route distances for some neighborhood routes
- no impact on service delivery, service failure, vacancy rate/vehicle availability, the accident and incident rate, and passenger complaints

Table 99
Service Provision Standards: Summary of Potential Effects of Proposed
Service Concepts

Standard	Rail Extension	BRT Corridor	Limited- Stop	Neighborhood Services
Span of Service	<b>↑</b>	<b>↑</b>	_	<b>↑</b>
Frequency of Service	į	<u>,</u>	$\downarrow$	<u>†</u>
Schedule Adherence	ļ	<u> </u>	<u>†</u>	<u>†</u>
Service Delivery	<u>-</u>	<u>-</u>	<u> </u>	<u>-</u>
Service Failure	_	_	_	_
Vacancy Rate/Vehicle Availability	_	_	_	_
Accident and Incident Rate	_	_	_	_
Passenger Complaints	_	_	_	_

Key: "↑" represents an increase, "↓" represents a decrease, and "—" represents no change.

# 4.3.3 Service Efficiency

Net Cost per Passenger, Cost Effectiveness, and Passenger Productivity

Net cost per passenger, cost effectiveness, and passenger productivity measure service efficiency in three different ways. Net cost per passenger is the ratio of operating costs, minus service revenue, to the number of passengers; cost effectiveness is the ratio of service revenue to operating costs; passenger productivity is the ratio of the number of passengers to the amount of service (measured as the number of trips or revenue-hours). For the MBTA, any bus route for which the net cost per passenger is three times the system average fails the standard (the MBTA does not have a net cost standard for other modes). According to the 2008 Service Plan, 20 weekday bus routes, or 11 percent of all routes, failed the net-cost-per-passenger standard.

### Rail Extension Concept

According to National Transit Database (NTD) fiscal year (FY) 2010 figures, the net cost per passenger for all heavy rail services (Blue, Orange, and Red Lines) is \$1.10 and the net cost per passenger for all light rail services (Green Lines and Mattapan High-Speed Line) is \$1.09. All of the proposed rail extensions would have greater operating costs than service revenue. Under the rail extension concept, most of the proposed extensions would likely increase the existing net cost per passenger. Extended service to stations that are, for the most part, at greater distances than existing stations would likely result in proportionately greater increases in the operating costs compared to the number of passengers and resulting service revenue. The exceptions under this concept might be extensions that are largely in the urban core: the Green Line extension to West Medford and the improvements and additional stations on the Fairmount Line.

### **BRT Corridor Concept**

The BRT corridor concept would likely lower the net cost per passenger for BRT routes. While BRT routes would cost more to operate, due to their greater service frequency, they would likely have a greater proportionate increase in the number of riders and resulting service revenue. This would be achieved by the elimination of existing local bus routes with higher costs and lower ridership, with the effect of moving these riders to the BRT routes. According to NTD FY 2010 figures, the bus system's average weekday net cost per passenger, in which total bus service revenue is subtracted from total bus operating costs and divided by total bus passengers, is \$2.41. According to the 2008 Service Plan, when the weekday net cost per passenger of each bus route is weighted by each route's ridership, the average net cost per passenger is \$1.59. This indicates that a large percentage of bus operating costs are contributed by bus routes with relatively small ridership totals.

Table 100 presents the existing net costs per passenger of the bus routes selected for BRT service under this concept. The weighted average net cost per passenger of these 34 bus routes is \$1.02. Only two of these routes exceed the bus system's average net cost per passenger of \$2.41, while only six of these routes exceed the weighted average of \$1.59. The weighted average net cost per passenger of the 37 routes selected for elimination is \$1.72, indicating that their elimination will lower the bus system's average cost. However, many of the most costly local bus routes lie outside the BRT service area. Under

this concept, these routes would be maintained. Their weighted average net cost per passenger is \$2.63.

Table 100

BRT Corridor Concept:

Existing Net Cost per Passenger for Selected BRT Routes

Bus Route	Net Cost per Passenger
1: Harvard Sq Dudley Sta. via Mass. Ave.	\$0.57
7: City Point - Otis & Summer Sts.	\$2.11
8: Harbor Point/UMass - Kenmore Sta.	\$2.53
9: City Point - Copley Sq. via Broadway Sta.	\$1.58
11: City Point - Downtown	\$2.62
15: Kane Sq Ruggles Sta.	\$0.78
16: Forest Hills Sta UMass	\$1.24
21: Ashmont Sta Forest Hills Sta.	\$0.86
22: Ashmont Sta Ruggles Sta. via Talbot Ave.	\$1.21
23: Ashmont Sta Ruggles Sta. via Washington St.	\$0.88
28: Mattapan Sta Ruggles Sta.	\$1.05
31: Mattapan Sta Forest Hills Sta.	\$1.11
32: Wolcott Sq. or Cleary Sq Forest Hills Sta.	\$0.97
39: Forest Hills Sta Back Bay Sta.	\$0.62
47: Central Sq. Cambridge - Broadway Sta.	\$2.21
57: Watertown Yard - Kenmore Sta.	\$1.31
66: Harvard Sq Dudley Sta. via Brookline	\$0.90
71: Watertown Sq Harvard Sta.	\$1.19
73: Waverley Sq Harvard Sta.	\$1.34
77: Arlington Heights - Harvard Sta.	\$2.02
86: Sullivan Sta Cleveland Circle	\$1.07
87: Clarendon Hill - Lechmere Sta. via Somerville Ave.	\$1.14
88: Clarendon Hill - Lechmere Sta. via Highland Ave.	\$0.79
89: Clarendon Hill - Sullivan Sta.	\$1.05
91: Sullivan Sta Central Sq. Cambridge	\$1.29
93: Sullivan Sta Downtown via Bunker Hill	\$1.06
109: Linden Sq Sullivan Sta.	\$1.29
110: Wonderland Sta Wellington Sta.	\$1.79
111: Woodlawn or Bway. & Park - Haymarket Sta.	\$1.35
116: Wonderland Sta Maverick Sta. via Revere	\$0.63
117: Wonderland Sta Maverick Sta. via Beach	\$0.69
741 Silver Line 1: Logan Airport - South Sta.	\$0.48
742 Silver Line 2: Boston Marine Industrial Park - South Sta.	\$0.15
749 Silver Line 5: Dudley Sta Downtown	\$0.09

# Limited-Stop Corridor Concept

Many of the routes selected for limited-stop service with a low net cost per passenger would match those selected for BRT service in the BRT corridor concept. Table 101 lists these routes and their existing net costs per passenger. The weighted average net cost per passenger of these 18 routes is \$0.99. While some new riders may be attracted to the limited-stop service, this concept is unlikely to dramatically shift ridership patterns since there would be no change in the actual service coverage. Therefore, the combined net cost per passenger for both the local- and limited-stop variations is unlikely to change. However, depending on the number of vehicles allocated to each variation and the ridership split, one variation will have a greater net cost per passenger than the other.

Table 101
Limited-Stop Corridor Concept:
Existing Net Cost per Passenger for Limited-Stop Routes

Bus Route	Net Cost per Passenger
1: Harvard Sq Dudley Sta. via Mass. Ave.	\$0.57
15: Kane Sq Ruggles Sta.	\$0.78
16: Forest Hills Sta UMass	\$1.24
22: Ashmont Sta Ruggles Sta. via Talbot Ave.	\$1.21
23: Ashmont Sta Ruggles Sta. via Washington St.	\$0.88
28: Mattapan Sta Ruggles Sta.	\$1.05
32: Wolcott Sq. or Cleary Sq Forest Hills Sta.	\$0.97
34: Dedham Line - Forest Hills Sta.	\$1.29
39: Forest Hills Sta Back Bay Sta.	\$0.62
57: Watertown Yard - Kenmore Sta.	\$1.31
66: Harvard Sq Dudley Sta. via Brookline	\$0.90
70: Cedarwood - Central Sq. Cambridge	\$1.85
71: Watertown Sq Harvard Sta.	\$1.19
86: Sullivan Sta Cleveland Circle	\$1.07
101: Malden Sta Sullivan Sta. via Medford Sq.	\$1.22
111: Woodlawn or Bway. & Park - Haymarket Sta.	\$1.35
116: Wonderland Sta Maverick Sta. via Revere	\$0.63
117: Wonderland Sta Maverick Sta. via Beach	\$0.69

Radial, Circumferential, and Neighborhood Services Concept

As with the BRT corridor concept, the neighborhood services concept would also likely have lower net-cost-per-passenger figures for the BRT routes. Neighborhood routes, like existing local bus routes, would likely

have a much greater average net cost per passenger. However, neighborhood routes that operate over shorter distances using fewer vehicles may have a smaller net cost per passenger than routes that extend outside the urban core into suburban areas. Because the ratio of proposed BRT routes to non-BRT routes is equivalent in the BRT corridor and neighborhood services concepts, it is likely that the systemwide net cost per passenger of the two concepts would also be similar.

## Summary of Concepts

The various concepts likely have varying impacts on the average net cost per passenger of the entire transit system as well as individual routes. The rail extension concept would probably increase the net cost per passenger of the rail system since rail extensions to largely suburban areas are unlikely to generate new riders that contribute sufficient service revenue to compensate for increased operating costs. However, certain urban rail extensions would likely have a net cost per passenger close to the existing rail system average. All proposed BRT routes, either in the BRT corridor concept or the neighborhood services concept, would likely have lower net costs per passenger due to a greater proportionate increase in service revenue from new riders than in operating costs from additional vehicles. Both of these concepts would also eliminate several local bus routes with greater net costs per passengers. Finally, the limited-stop corridor concept might attract some new riders, but the overall impact on systemwide net cost per passenger would likely be minimal.

#### Vehicle Load

The vehicle-load standard sets the maximum ratio of passengers to a transit vehicle's seating capacity. The MBTA provides a detailed list of vehicle-load standards that depend on the mode, type of vehicle, the time period, and the location. According to the 2008 Service Plan, 23 directly-operated weekday MBTA bus routes, composing 13 percent of all service, failed the vehicle-load standard.

# Rail Extension Concept

The rail extension concept would likely increase vehicle load throughout the rail line; however, the impacts on crowding would likely be greater closer to the downtown. Most riders use rapid transit to travel to the downtown from outer stations and this concept would intensify this usage pattern. Therefore, along with vehicle loads at downtown stations likely increasing, some existing riders at outer stations would now use

the new stations on the rail extension. This would shift the crowding point further up the line. For instance, vehicle loads at Alewife Station, Davis Station, and Porter Station would likely increase as riders who formerly took Route 77 from Arlington Heights and Arlington Center to Harvard Station now boarded the Red Line at these stations. Similarly, riders who currently take a bus from Lynn to Wonderland or downtown would now likely board the Blue Line at the new Central Square, Lynn Station. These shifts would likely make boarding more difficult at stations near the downtown, such as Central Square or Kendall Square on the Red Line. The Green Line extension to West Medford and the Fairmount Line improvements would likely represent exceptions to this pattern, as they are not the same type of "extension." These extensions would provide practically new rapid transit service to the downtown. Therefore, aside from Lechmere and Science Park Stations on the Green Line, there are no intermediate stations at which crowding is likely to occur.

# **BRT Corridor Concept**

The BRT corridor concept would increase vehicle loads on selected BRT routes. However, many of the BRT routes would likely use articulated buses or have more frequent service, so the ratio of passengers to seats should not exceed the standard. Of the 34 bus routes selected for BRT service, 10 currently exceed the MBTA's vehicle-load standard. Local bus routes outside the BRT service area would maintain their existing service levels, so vehicle loads would not be expected to change. Of these 98 routes, only eight currently exceed the vehicle-load standard.

### Limited-Stop Corridor Concept

Under the limited-stop corridor concept, crowding would depend on the split of existing and potentially new riders between the local- and limited-stop variations. The stop locations selected for the limited-stop routes represent a minimum of 50 percent of all boardings and alightings. However, a percentage of riders may have either a boarding or an alighting that is not one of the limited stops, so would not use the limited-stop service. While each route would vary, a probable split between the two variations is 25 percent for the limited-stop service and 75 percent for the local-stop service. Of the 18 routes selected for limited-stop service, seven currently fail the vehicle-load standard. Increasing the headways of the local-stop variations of these routes, even marginally, to permit the limited-stop operations could increase crowding. Ideally, the allocation of vehicles and resulting headways for

#### Core Efficiencies Study

each variation would mirror passenger demand such that vehicle load would not be affected.

Radial, Circumferential, and Neighborhood Services Concept

As with the BRT corridor concept, the neighborhood services concept would also increase vehicle loads on BRT routes. However, many of the BRT routes would likely use articulated buses or have more frequent service, so the ratio of passengers to seats should not exceed the standard. Neighborhood routes would have many fewer riders, as the service area for some routes is limited to the immediate neighborhood. Therefore, these routes are unlikely to experience crowding problems.

#### Summary of Concepts

The various concepts are likely to affect vehicle loads and crowding by differing degrees. The rail extension concept would attract additional riders at the new stations, increasing vehicle loads throughout the line but particularly at stations nearer to the downtown. All proposed BRT routes, either in the BRT corridor concept or the neighborhood services concept, would likely have greater vehicle loads; however, crowding would presumably be kept to a minimum by providing these routes with greater frequencies permitted by the elimination of some local bus routes. Neighborhood routes or maintained local bus routes would likely have smaller vehicle loads given their service areas. Finally, the limited-stop corridor concept should not increase crowding on either the local-or limited-stop variations unless the ratio of vehicles to passengers is too low.

#### Summary of Service Efficiency Measures

Table 102 summarizes the potential effects of each proposed concept (as compared to existing services) with regard to each of the service efficiency standards.

The rail extension concept would likely have:

- an increase in the net cost per passenger since rail extensions to largely suburban areas are unlikely to generate new riders that contribute sufficient service revenue to compensate for increased operating costs
- an increase in vehicle loads and crowding throughout the line but particularly at stations nearer to the downtown

The BRT corridor concept would likely have:

- a decrease in the net cost per passenger due to a greater proportionate increase in service revenue from new riders than in operating costs from the addition of vehicles and the elimination of several high-cost local bus routes
- an increase in vehicle loads with crowding presumably kept to a minimum due to the provision of more frequent service, which would be made possible through the elimination of some local bus routes

The limited-stop corridor concept would likely have:

- no impact in the net cost per passenger given a minimal expected increase in riders
- no impact on vehicle loads or crowding unless the ratio of vehicles to passengers is too low

The neighborhood services concept would likely have:

- a decrease in the net cost per passenger due to a greater proportionate increase in service revenue from new riders than in operating costs from the addition of vehicles and the elimination of several high-cost local bus routes
- an increase in vehicle loads with crowding presumably kept to a minimum by providing these routes with more frequent service, which would be made possible through the elimination of some local bus routes

Table 102
Service Efficiency Standards: Summary of Potential Effects of Proposed
Service Concepts

Standard	Rail	BRT	Limited-	Neighborhood
	Extension	Corridor	Stop	Services
Net Cost per Passenger Vehicle Load	↑ ↑	<b>↓</b>	_	

Key: "↑" represents an increase, "↓" represents a decrease, and "—" represents no change.

# 4.3.4 Physical Infrastructure

#### Distribution of Revenue Equipment

The MBTA does not currently have a standard for the distribution of revenue equipment. Such a standard would govern policies for the distribution of buses with air conditioning, the average age of buses,

and the number of buses at each garage. The BRT corridor concept and the neighborhood services concept could improve the ease with which revenue equipment is distributed by reducing the number of overall bus routes. The rail extension concept and the limited-stop corridor concept would be unlikely to affect the distribution of revenue equipment.

#### **Distribution of Transit Amenities**

While the MBTA does have a policy for the placement of shelters, it does not currently have standards for the distribution of other transit amenities. Such standards would govern policies for the distribution of amenities such as benches and trash cans. While most proposed rail stations would mirror the facilities of existing rail stations, the characteristics of stations along the Green Line extension to West Medford would more likely mirror those of existing surface Green Line stops. As such, each station would need benches, shelters, and trash cans. Similarly, all BRT stops in the BRT corridor concept and the neighborhood services concept would need these amenities, as would all limited-stop locations in the limited-stop corridor concept. Each concept would therefore increase the distribution of transit amenities.

## 4.3.5 Summary of Service Standard Applications

The four proposed concepts – rail extension, BRT corridor, limited-stop corridor, and neighborhood services - have varying levels of performance when measured against the service standards used by the MBTA and other peer transit agencies. To summarize, the rail extension concept focuses on strengthening the existing radial structure of the heavy and light rail network by extending several rail lines outward. Most extensions would serve areas outside the urban core; however, two extensions are located entirely within Boston and an area of Somerville that is currently only served by buses. As such, this concept would not dramatically change the MBTA's performance according to most service standards. The BRT corridor concept reduces service in the urban core to high-frequency BRT routes. Coverage in the core would, therefore, decrease and passengers would be required to walk longer distances on average to access transit. However, that transit would offer faster and more efficient trips with reduced headways. Local bus routes outside the BRT service area would remain. The limited-stop corridor concept would add a limited-stop variation to several routes with the largest ridership or longest distances. The vehicles used for this limited-stop variation would be taken away from local-stop service, requiring headways on local-stop service to increase. Passengers for

whom both the origin and destination of their trip were served by the limited-stop service would have a significant increase in their trip times. Finally, the neighborhood services concept would also use BRT routes throughout the system. The service area of remaining local routes would largely be limited to specific neighborhoods, and the routes serving them would shuttle riders to the nearest radial or circumferential rapid transit corridor. Each concept therefore has positive and negative aspects, and the choice of which concept to more fully study depends on which service standards are deemed most important.

# 4.4 Modeled Trips for Each Service Concept

In the previous chapter, the existing MBTA bus and rapid transit system was analyzed according to how well each transit route served existing (2009) trips and the projected (2030) change in trips<sup>27</sup> with an origin and/or a destination in that route's service area. Using this analysis, the percentage of trips with an origin served by the route that also have a destination served by the route and the percentage of trips with a destination served by the route that also have an origin served by the route were calculated. Greater percentages indicate routes that offer more direct trips with fewer necessary transfers and generally shorter trip times. This section applies the same analysis to the four proposed concepts for trips that would exist in 2009 (if the concept were implemented) and the projected change in trips. The results of this analysis are summarized in Table 103 at the end of this section.

# 4.4.1 Summary of Existing System

For all existing trips on the MBTA bus and rapid transit system, an average of 50.5 percent of trips that have an origin served by the route used for the trip also have a destination served by that route. The routes with the greatest individual percentages could be grouped into rapid transit lines, service to the Waterfront, local bus service to the Downtown, and express bus service to the Downtown. An average of 38.9 percent of existing trips that have a destination served by the route used for the trip also have an origin served by that route. The routes with the greatest individual percentages could be grouped into rapid transit lines and local bus service to Back Bay, Cambridge, Dorchester, East Boston, Lynn, and Roxbury.

<sup>&</sup>lt;sup>27</sup> As determined using the Boston Region MPO's travel demand model set.

For the projected change in trips, an average of 55.6 percent of trips that have an origin served by the route used for the trip also have a destination served by that route. The routes with the greatest individual percentages could be grouped into local bus service to Allston, Brighton, Brookline, Cambridge, Dorchester, Jamaica Plain, Roxbury, Salem, Somerville, and Quincy. An average of 58.6 percent of the projected change in trips that have a destination served by the route used for the trip also have an origin served by that route. The routes with the greatest individual percentages could be grouped into rapid transit lines and local bus service to Arlington, Back Bay, Belmont, Cambridge, East Boston, Lynn, and the South End.

Figure 84 presents the percentage of trips with an origin served by a route that also have a destination served by the same route. Figure 85 presents the percentage of trips with a destination served by a route that also have an origin served by the same route. In both figures, percentages are presented for existing trips and the projected change in trips and for the entire MBTA system as well as for the rapid transit and bus modal categories.

Figure 84
Percentage of Existing Trips and the Projected Change in Trips
with an Origin Served by a Route
that also have a Destination Served by the Same Route

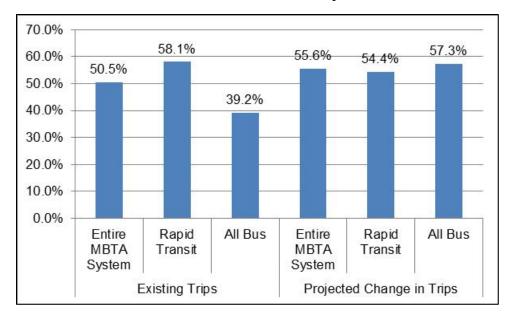
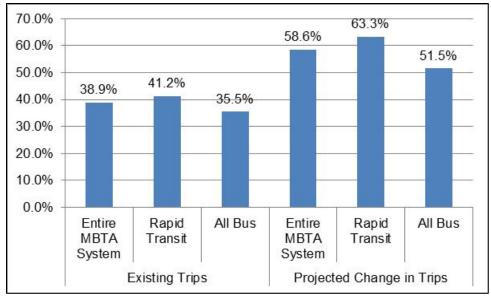


Figure 85
Percentage of Existing Trips and the Projected Change in Trips
with a Destination Served by a Route
that also have an Origin Served by the Same Route



In all cases, the average percentage for each measure is weighted by existing daily ridership.

## 4.4.2 Rail Extension Concept

The only changes to the existing MBTA system proposed by the rail extension concept are the extensions to several rail lines and various improvements to the Fairmount Line. Therefore, the service areas for all routes in this concept match those of the existing system except for the Blue Line (extension to Central Square, Lynn), Green Line E Branch (extension to West Medford), Red Line (extension to Route 128), Green Line D Branch (extension to Needham), and Orange Line (extension to Route 128 and the new Assembly Square Station). In addition, the service area of the Fairmount Line is included in the list of rapid transit services.

For all trips that would exist (in 2009) on the proposed MBTA bus and rapid transit system if the rail extension concept were in place today, an average of 49.8 percent of trips that would have an origin served by the route used for the trip would also have a destination served by that route. This would represent a decrease of 0.7 percent compared to the existing MBTA system that would largely be composed of declines in the percentage for the Red Line (56.3% to 55.5%), Orange Line (59.3% to 57.5%), and Green Line E Branch (67.3% to 61.5%). The overall rail percentage would decrease from 58.1 percent to 56.7 percent. An

average of 38.8 percent of existing trips that would have a destination served by the route used for the trip would also have an origin served by that route. This would represent a decrease of only 0.1 percent compared to the existing MBTA system that would largely be composed of a decline in the percentage for the Red Line (40.5% to 40.2%). The overall rail percentage would decrease from 41.2 percent to 41.0 percent.

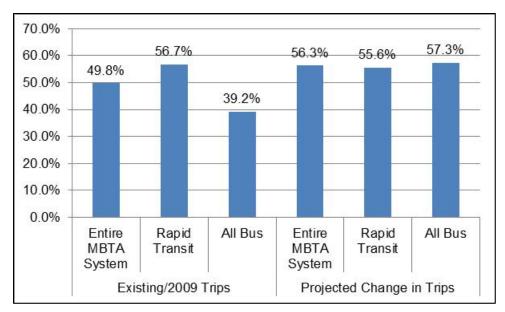
For the projected change in trips that would exist if the rail extension concept were in place today, an average of 56.3 percent of trips that would have an origin served by the route used for the trip would also have a destination served by that route. This would represent an increase of 0.7 percent compared to the existing MBTA system that would largely be composed of gains in the percentage for the Blue Line (41.9% to 45.4%), Orange Line (61.6% to 63.8%), Green Line D Branch (57.4% to 58.4%), and Green Line E Branch (60.9% to 64.7%). The overall rail percentage would increase from 54.4 percent to 55.6 percent. An average of 56.7 percent of the projected change in trips that would have a destination served by the route used for the trip would also have an origin served by that route. This would represent a decrease of 1.9 percent compared to the existing MBTA system that would largely be composed of declines in the percentage for the Red Line (61.3% to 59.4%) and Orange Line (72.5% to 60.3%) despite gains for the Blue Line (49.4% to 51.6%) and Green Line E Branch (71.6% to 73.0%). The overall rail percentage would decrease from 63.3 percent to 60.0 percent.

In all cases, the average percentage for each measure is weighted by daily ridership that would exist (in 2009) if the rail extension concept were implemented for all routes with added daily riders for those routes with extensions.

None of the neighborhoods served by new stations in the rail extension concept represent markets that are currently underserved by the existing MBTA system. As a result, the rail extension concept does not appear to dramatically affect the existing percentages of trips with both an origin and destination served by a route. Overall, the projected change in trips with both an origin and destination served by a route similarly does not dramatically change. However, projected trip increases in East Somerville and East Lynn, which are both listed among the top 20 neighborhoods that have the greatest projected increases in origins and destinations, do result in greater projected percentages of the changes in trips with both an origin and destination served by the Green Line E Branch and the Blue Line due to their extensions.

Figure 86 presents the percentage of trips with an origin served by a route that also have a destination served by the same route. Figure 87 presents the percentage of trips with a destination served by a route that also have an origin served by the same route. In both figures, percentages are presented for trips that would exist (in 2009) if the rail extension concept were in place today and for the projected change in trips. Percentages are also presented for the entire MBTA system as well as for the rapid transit and bus modal categories.

Figure 86
Percentage of Existing Trips (that Would Exist in 2009
if the Rail Extension Concept Were in Place Today)
and the Projected Change in Trips with an Origin Served by a Route
that also have a Destination Served by the Same Route

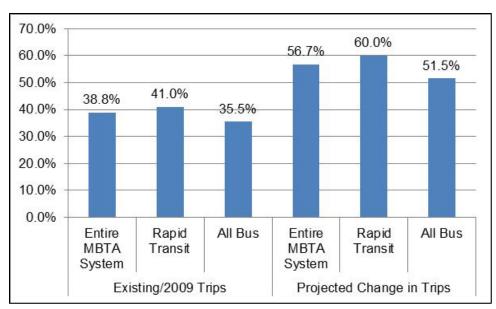


# 4.4.3 BRT Corridor Concept

This concept proposes significant changes to the bus network within the urban core. Specifically, several existing bus routes would become BRT services, and all other routes within the BRT service area would be eliminated. Local bus routes outside the BRT service area would not be affected. Therefore, within the urban core, this concept would balance a reduction in local bus coverage with an improvement in frequency and capacity on more heavily-used bus routes.

For all trips that would exist (in 2009) on the proposed MBTA bus and rapid transit system if the BRT corridor concept were in place today, an average of 51.3 percent of trips that would have an origin served by the route used for the trip would also have a destination served by that

Figure 87
Percentage of Existing Trips (that Would Exist in 2009
if the Rail Extension Concept Were in Place Today)
and the Projected Change in Trips with a Destination Served by a Route
that also have an Origin Served by the Same Route



route. This would represent an increase of 0.8 percent compared to the existing MBTA system that would largely be driven by the elimination of several existing local bus routes with lower percentages. For all existing trips on local routes in the urban core that would be eliminated under this concept, 36.9 percent of origins served by these routes would have corresponding destinations that would also be served by these routes. If the BRT corridor concept were in place, 42.3 percent of origins served by the BRT routes proposed in this concept would have corresponding destinations that would also be served by these routes compared to 34.2 percent for the remaining local bus routes. The resulting overall bus percentage would increase from 39.2 percent to 39.6 percent. In addition, since the rail mode has a higher average percentage (58.1%), the elimination of some local bus routes would cause the ratio of rail trips to bus trips to increase from 1.47 to 1.73, thereby weighing the higher rapid transit percentages more heavily than the lower bus percentages. These two factors would increase the overall concept's percentage.

If the BRT corridor concept were in place today, an average of 39.1 percent of existing trips that would have a destination served by the route used for the trip would also have an origin served by that route. This would represent an increase of only 0.2 percent compared to the existing MBTA system. For all existing trips on local routes in the urban

449

core that would be eliminated under this concept, 36.2 percent of destinations served by these routes would have corresponding origins that would also be served by these routes. If the BRT corridor concept were in place, 36.8 percent of destinations that would be served by the BRT routes proposed in this concept would have corresponding origins that would also be served by these routes compared to 32.4 percent for remaining local bus routes. The resulting overall bus percentage would decrease from 35.5 percent to 35.3 percent. As is the case with origins, since the rapid transit mode would have a higher average percentage (41.2%), the elimination of some local bus routes would cause the ratio of rail trips to bus trips to increase from 1.47 to 1.73, thereby weighing the higher rapid transit percentages more heavily than the lower bus percentages. This would offset the decrease in the overall bus percentage and slightly increase the overall concept percentage.

For the projected change in trips that would exist if the BRT corridor concept were in place today, an average of 55.1 percent of trips that would have an origin served by the route used for the trip would also have a destination served by that route. This would represent a decrease of 0.5 percent compared to the existing MBTA system. For the projected change in trips for all existing local routes in the urban core that would be eliminated under this concept, 63.8 percent of origins served by these routes would have corresponding destinations that would also be served by these routes. If the BRT corridor concept were in place, 58.2 percent of origins that would be served by the BRT routes proposed in this concept would have corresponding destinations that would also be served by these routes compared to 52.1 percent for remaining local bus routes. Since the percentages of the remaining bus routes would be lower than those of the eliminated bus routes, the resulting overall bus percentage would decrease to 56.2 percent. In addition, since the rail mode would have a higher average percentage (54.4%), the elimination of some local bus routes would cause the ratio of rail trips to bus trips to increase from 1.47 to 1.73, thereby weighing the higher rapid transit percentages more heavily than the lower bus percentages and lessening the decrease in the overall concept percentage.

If the BRT corridor concept were in place today, an average of 58.7 percent of the projected change in trips that would have a destination served by the route used for the trip would also have an origin served by that route. This would represent an increase of only 0.1 percent compared to the existing MBTA system. For the projected change in trips for all existing local routes in the urban core that would be eliminated under this concept, 55.9 percent of origins served by these

routes would have corresponding destinations that would also be served by these routes. If the BRT corridor concept were in place, 54.4 percent of origins that would be served by the BRT routes proposed in this concept would have corresponding destinations that would also be served by these routes compared to 43.4 percent for remaining local bus routes. Since the percentages of the remaining bus routes would be lower than those of the eliminated bus routes, the resulting overall bus percentage would decrease to 50.8 percent. In addition, since the rail mode would have a higher average percentage (63.3%), the elimination of some local bus routes would cause the ratio of rail trips to bus trips to increase from 1.47 to 1.73, thereby weighing the higher rapid transit percentages more heavily than the lower bus percentages. This would offset the decrease in the overall bus percentage and slightly increase the overall concept percentage.

The BRT corridor concept appears to marginally improve the existing percentages of trips with both an origin and destination served by a route. It does this primarily by eliminating local bus routes that have lower percentages. However, this concept does not provide any improvement in service to neighborhoods with greater projected increases in trips. This is not surprising given that the concept largely replicates the existing rail and bus system, albeit with the elimination of several local bus routes and a different model of service delivery for the remaining routes in the urban core.

Figure 88 presents the percentage of trips with an origin served by a route that also have a destination served by the same route. Figure 89 presents the percentage of trips with a destination served by a route that also have an origin served by the same route. In both figures, percentages are presented for trips that would exist (in 2009) if the BRT corridor concept were in place today and for the projected change in trips. Percentages are also presented for the entire MBTA system as well as for the rapid transit and bus modal categories.

#### 4.4.4 Limited-Stop Corridor Concept

This concept does not alter the service area of any route in the existing system. Routes selected for limited-stop service would have an average stop spacing above 0.5 miles, but for most limited-stop routes the average stop spacing would not exceed 0.75 miles. Therefore, the service area for different stops for limited-stop routes (defined as all TAZs with a centroid within 0.5 miles of the transit stop location) would still overlap. The percentages of existing and projected trip origins and destinations served by each route that have corresponding destinations

Figure 88

Percentage of Existing Trips (that Would Exist in 2009

if the BRT Corridor Concept Were in Place Today)

and the Projected Change in Trips with an Origin Served by a Route
that also have a Destination Served by the Same Route

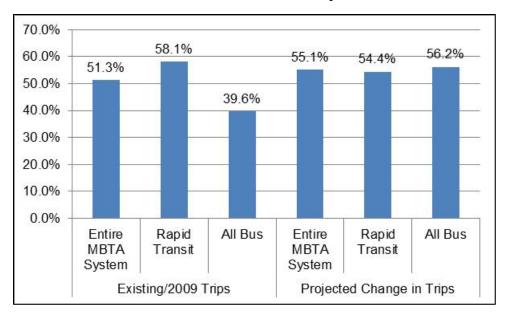
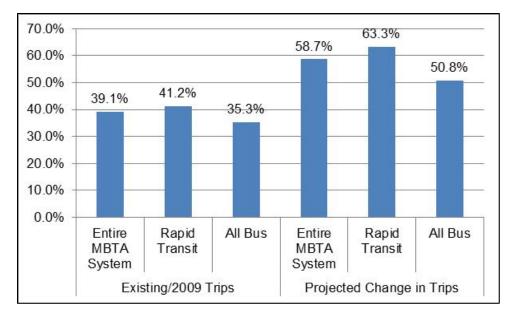


Figure 89

Percentage of Existing Trips (that Would Exist in 2009
if the BRT Corridor Concept Were in Place Today)
and the Projected Change in Trips with a Destination Served by a Route
that also have an Origin Served by the Same Route



and origins also served by the same route would not change from the current MBTA rail and bus system.

## 4.4.5 Neighborhood Services Concept

This concept proposes significant changes to the bus network. Specifically, several existing bus routes would become BRT services, with the routing of some routes modified or extended, such that a network of major radial and circumferential rapid transit corridors would exist. While the routing of some local routes would not change from the current local bus network (particularly those outside the rapid transit service area), other local routes between the radial lines would primarily serve a specific neighborhood, shuttling trips from that neighborhood to the nearest rapid transit lines. This concept also assumes the extension of the Green Line to West Medford and the improvements to the Fairmount Line as additional radial rapid transit corridors.

For all trips that would exist (in 2009) on the proposed MBTA bus and rapid transit system if the neighborhood services concept were in place today, an average of 49.9 percent of trips of trips that would have an origin served by the route used for the trip would also have a destination served by that route. This would represent a decrease of 0.6 percent compared to the existing MBTA system that would be driven by the decline in this percentage for the Green Line E Branch (67.3% to 61.5%) and in the overall bus percentage (39.2% to 38.1%). The decrease in the bus percentage would be caused by the replacement of several existing local bus routes with neighborhood routes that would have lower percentages (36.6% to 32.8%). Note that 38.5 percent of origins that would be served by the BRT routes proposed in this concept would have corresponding destinations that would also be served by these routes. These calculations for this concept also assume a greater reliance on rail rapid transit in which the ratio of assumed rail to bus trips would be 1.52 compared to an existing ratio of 1.47. This increased ratio would weighs the higher overall rail percentage (57.3%) more heavily than the lower bus percentages, thereby lessening the overall decrease in the percentage of existing trip origins served by a route that also have a destination served by the route.

If the neighborhood services concept were in place today, an average of 39.0 percent of existing trips that would have a destination served by the route used for the trip would also have an origin served by that route. This would represent an increase of only 0.1 percent compared to the existing MBTA system that would occur despite a decline in the overall rail percentage (41.2% to 41.1%) and the overall bus percentage

(35.5% to 35.0%). The decrease in the bus percentage would be caused by the replacement of several existing local bus routes with neighborhood routes that would have lower percentages (34.2% to 31.0%). Note that 35.8 percent of destinations that would be served by the BRT routes proposed in this concept would have corresponding origins that would also be served by these routes. Given the higher ratio of rail to bus trips assumed for this concept (1.52 versus 1.47), the higher rail percentages would be weighed more heavily than the lower bus percentages, offsetting the small decreases in the overall rail and bus percentages and resulting in a small increase overall.

For the projected change in trips that would exist if the neighborhood services concept were in place today, an average of 56.5 percent of trips that would have an origin served by the route used for the trip would also have a destination served by that route. This would represent an increase of 0.9 percent compared to the existing MBTA system that would be driven by gains in this percentage for the Green Line E Branch (60.9% to 64.7%), for the Orange Line due to Assembly Square Station (61.6% to 64.8%), and in the overall bus percentage (57.3% to 57.5%). The increase in the bus percentage would occur despite the replacement of several existing local bus routes with neighborhood routes that would have lower percentages (56.1% to 54.9%). Note that 59.1 percent of origins that would be served by the BRT routes proposed in this concept would have corresponding destinations that would also be served by these routes. Given the higher ratio of rail to bus trips assumed for this concept (1.52 versus 1.47), the higher rail percentages would be weighed more heavily than the lower bus percentages, thereby augmenting the increases in the overall rail and bus percentages.

If the neighborhood services concept were in place today, an average of 57.6 percent of the projected change in trips that would have a destination served by the route used for the trip would also have an origin served by that route. This would represents a decrease of 1.0 percent compared to the existing MBTA system that would be driven by a decline in this percentage for the Orange Line (72.5% to 67.7%) and in the overall bus percentage (51.5% to 49.6%). The decrease in the bus percentage would be caused by the replacement of several existing local bus routes with neighborhood routes that would have lower percentages (48.8% to 45.9%). Note that 50.8 percent of destinations that would be served by the BRT routes proposed in this concept would have corresponding origins that would also be served by these routes. While there is an overall percentage decrease, the Green Line E Branch would have an increase (71.6% to 73.0%). Given the higher

ratio of rail to bus trips assumed for this concept (1.52 versus 1.47), the higher rail percentages would be weighed more heavily than the lower bus percentages, thereby lessening the decrease in the overall rail and bus percentages.

The neighborhood services concept appears to marginally decrease the existing percentages of trips with both an origin and destination served by a route. This decrease largely occurs as a result of the replacement of several existing local bus routes with neighborhood routes that have lower percentages. These lower percentages are due to the fact that several neighborhood routes have smaller service areas caused by their shorter route length. Despite the overall decrease in the bus percentage, the proposed BRT routes consistently have greater percentages. Similarly, this concept appears to marginally decrease service to neighborhoods with greater projected increases in trips. Once again, this decrease is caused by the replacement of several existing local bus routes with neighborhood routes. Neighborhood routes serving areas that have greater projected increases in trips, such as a local Somerville service and a local Brighton service, have greater projected percentages; however, overall, most neighborhood routes have smaller percentages. As with existing trips, the proposed BRT routes generally serve greater percentages of the projected change in origins and destinations.

Figure 90 presents the percentage of trips with an origin served by a route that also have a destination served by the same route. Figure 91 presents the percentage of trips with a destination served by a route that also have an origin served by the same route. In both figures, percentages are presented for trips that would exist (in 2009) if the neighborhood services concept were in place today and for the projected change in trips. Percentages are also presented for the entire MBTA system as well as for the rapid transit and bus modal categories.

#### 4.4.6 Summary of Modeled Trip Analysis

Table 103 presents a summary of the figures presented in the previous sections. None of the proposed concepts would dramatically improve or worsen the percentages of origins or destinations served by the routes compared to the existing MBTA system. The rail extension concept would slightly lower these percentages for trips that would exist (in 2009) but would increase them for the projected change in trips. Unlike 2009 trips, for which the potential rail extensions would not serve any identified missing market, the locations of projected trip increases in East Somerville and East Lynn would be well served by their rail extensions. The BRT corridor concept would marginally improve the

Figure 90
Percentage of Existing Trips (that Would Exist in 2009
if the Neighborhood Services Concept Were in Place Today)
and the Projected Change in Trips with an Origin Served by a Route
that also have a Destination Served by the Same Route

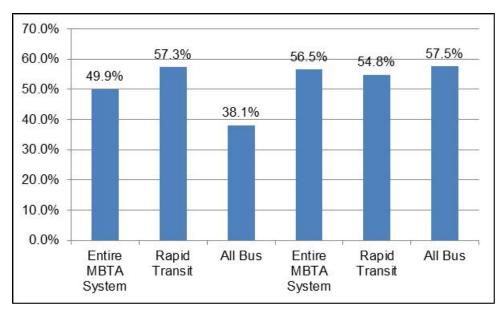
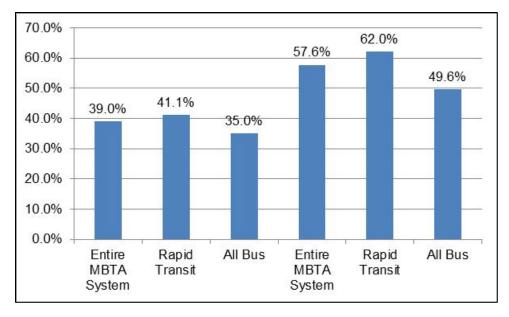


Figure 91
Percentage of Existing Trips (that Would Exist in 2009
if the Neighborhood Services Concept Were in Place Today)
and the Projected Change in Trips with a Destination Served by a Route
that also have an Origin Served by the Same Route



percentages of trips that would exist (in 2009) with both an origin and destination served by a route and would not affect service to neighborhoods with greater projected increases in trips. The 2009 changes would be caused by the elimination of some local bus routes within the BRT service area. The limited-stop corridor concept would not alter the service area of any route in the existing system. Finally, the neighborhood services concept would marginally lower the percentages of both the trips that would exist (in 2009) and the projected change in trips with both an origin and destination served by a route. This is caused by the replacement of several existing local bus routes with neighborhood routes that would have lower percentages. However, as with the BRT corridor concept, the individual BRT routes proposed in the neighborhood services concept would offer greater percentages for both 2009 trips and the projected change in trips.

Table 103
Summary of Modeled Trip Analysis

	Ratio of Rail Trips to	Percentage of an Origin Son Route that a Destination the Same Existing/	erved by a also have a Served by Route Projected	Percentage of Trips with Destination Served by Route that also have a Origin Served by the Same Route  Existing/ Project		
Concept	Bus Trips	2009 Trips	Change in Trips	2009 Trips	Change in Trips	
Existing MBTA System Rapid Transit All Bus	1.47	50.5% 58.1% 39.2%	55.6% 54.4% 57.3%	38.9% 41.2% 35.5%	58.6% 63.3% 51.5%	
Rail Extension Concept Rapid Transit All Bus	1.54	49.8% 56.7% 39.2%	56.3% 55.6% 57.3%	38.8% 41.0% 35.5%	56.7% 60.0% 51.5%	
BRT Corridor Concept Rapid Transit All Bus BRT Routes Local Routes Eliminated Routes	1.73	51.3% 58.1% 39.6% 42.3% 34.2% 36.9%	55.1% 54.4% 56.2% 58.2% 52.1% 63.8%	39.1% 41.2% 35.3% 36.8% 32.4% 36.2%	58.7% 63.3% 50.8% 54.4% 43.4% 55.9%	
Neighborhood Services Concept Rapid Transit All Bus BRT Routes Neighborhood Routes Replaced Routes	1.52	49.9% 57.3% 38.1% 38.5% 32.8% 36.6%	56.5% 54.8% 57.5% 59.1% 54.9% 56.1%	39.0% 41.1% 35.0% 35.8% 31.0% 34.2%	57.6% 62.0% 49.6% 50.8% 45.9% 48.8%	

# 4.5 Financial-Constraint Analysis

The MBTA currently faces a challenging future with regards to its finances. Both in terms of its operating and capital budgets, the MBTA currently faces deficits, and these deficits are projected to increase in the coming years. While bus and rapid transit fares make up only approximately one-fifth of total operating revenue, with the dedicated sales tax as the single largest source with more than half of all operating revenue, cost savings in the bus and rapid transit systems are one potential way to reduce the deficit. This section will briefly describe the financial situation faced by the MBTA in 2011 and present several potential future financial scenarios, including potential budgets for bus and rapid transit service. Each service concept discussed in previous sections will then be analyzed according to these financial-constraint scenarios.

## 4.5.1 Summary of MBTA Finances

MBTA finances can be broken down into operating and capital categories. The MBTA faces existing and future deficits in both. Over the next five fiscal years (2012 to 2016), the average projected operating expense is approximately twice the average projected capital expense. This does not include debt expenses, which are projected to add nearly an additional 25 percent to total capital plus operating costs. In terms of revenue, operating revenues exceed currently available capital revenues by nearly 40 percent. The inclusion in the total operating budget of non-operating revenues from dedicated assessments and the sales tax results in an increase in operating revenues of more than 200 percent. Table 104 presents total operating and capital expenses and revenues and the resultant differences. The projected average annual operating and capital deficit between FY2012 and FY2016 is over \$500 million.

Table 104

MBTA Projected Average Annual Operating and Capital Expenses and Revenues (Millions), FY2012–FY2016

Source	Expenses	Revenue	Difference
Capital	-\$694.0	\$368.2	-\$325.8
Operating	-\$1,399.1	\$515.5	-\$883.6
Non-Operating	\$0	\$1,161.3	\$1,161.3
Debt	-\$464.0	N/A	-\$464.0
Total	-\$2,557.1	\$2,045.1	-\$512.0



Table 105 compares the FY2012—FY2016 budgeted and FY2001—FY2010 actual average annual percentage changes for several components of the operating budget's revenues and expenses. As seen in the table, the current budget forecasts most revenue sources to increase at a lesser rate between FY2012 and FY2016 than they did from FY2001 to FY2010. For instance, operating revenue from transportation (including the entire bus, rapid transit, commuter rail, and paratransit systems) is assumed to increase between FY2012 and FY2016 by 1.2 percent on average per year. This is less than the actual average annual percentage increase of 6.0 percent from FY2001 to FY2010 in operating revenue from transportation. Note that this time period included two fare increases in 2003 and 2007. One exception is revenue from dedicated local assessments. The historical average

Table 105
Comparison of Average Annual Percentage Change for Operating Budget
Revenue and Expenses, FY2012—FY2016 Assumptions versus
FY2001—FY2010 Actual

-	Assumed	Actual	Difference
Revenue	1.2%	5.0%	-3.8%
Total Operating Revenue	0.9%	6.1%	-5.2%
Revenue from Transportation	1.2%	6.0%	-4.7%
Other Operating Revenue	-1.2%	7.7%	-8.9%
Total Non-Operating Revenue	1.4%	4.7%	-3.3%
Dedicated Local Assessment Revenue	1.9%	0.4%	1.4%
Dedicated Sales Tax Revenue	2.1%	3.1%	-1.1%
Expenses	4.1%	5.0%	-0.9%
Total Operating Expenses	4.4%	5.4%	-0.9%
Wages	1.8%	3.6%	-1.8%
Fringe Benefits	3.9%	7.1%	-3.2%
Payroll Taxes	1.6%	5.3%	-2.6%
Materials, Supplies, and Services	8.6%	5.6%	3.0%
Casualty and Liability	1.6%	5.3%	-3.7%
Purchased Commuter Rail Expenses	3.9%	5.5%	-1.5%
Purchased Local Service Expenses	9.8%	13.8%	-4.0%
Financial Services Charges	5.1%	18.9%	-13.8%
Total Debt Service Payments	3.3%	4.5%	-1.2%
Interest Payments	2.7%	4.8%	-2.1%
Principal Payments	6.3%	7.2%	-0.9%
Lease Payments	-14.8%	1.8%	-16.7%

annual increase is 0.4 percent while the MBTA budget to FY2016 assumes an average annual increase of 1.9 percent. In terms of dedicated sales tax revenue, when the substantial increase in sales tax revenue from FY2001 to FY2002 is removed from the average, the annual increase in this measure is reduced to 1.8 percent from 3.1 percent. The MBTA budget assumes an average annual increase in dedicated sales tax revenue of 2.1 percent.

In terms of expenses, as seen in the table, the MBTA budget to FY2016 generally assumes annual percentage increases that are smaller than those averaged between FY2001 and FY2010. For instance, fringe benefits are forecast to increase by 3.9 percent per year on average while the actual average annual increase in fringe benefits from FY2001 to FY2010 was 7.1 percent. The difference between forecasted and actual average annual percent changes for total operating expenses is 4.4 percent versus 5.4 percent. Total debt service expenses are also projected to increase at a lesser amount compared to the actual FY2001—FY2010 average annual increase.

#### 4.5.2 Financial-Constraint Scenarios

Figure 92 presents several potential financial scenarios for FY2012 to FY2016 based on the comparison of the MBTA's FY2011 budget to the actual FY2001—FY2010 figures. Scenario 1 equals the MBTA assumptions for both revenue and expenses. Scenario 2 replaces the MBTA's assumed percentage increase in revenues with the actual FY2001—FY2010 percentage change but equals the MBTA assumptions for expenses. Scenario 3 equals the MBTA assumptions for revenue but replaces the MBTA's assumed percentage increase in expenses with the actual FY2001—FY2010 percentage change.

According to the FY2011 MBTA operating budget (Scenario 1), the average annual deficit between FY2012 and FY2016 is projected to be \$186.3 million. This projected deficit ranges from \$42.0 million in FY2012 to \$311.4 million in FY2016. Over the entire five-year period, the deficit is projected to total \$931.5 million. A comparison of the FY2011 MBTA budget for expenses with the actual FY2001—FY2010 percentage change in revenue (Scenario 2) results in a projected surplus between FY2012 and FY2016. The surplus occurs because the actual percentage change in revenue exceeds the budgeted percentage change by a significant amount (5.0% vs. 1.2%). The resulting average annual surplus equals \$17.8 million while the total surplus over the entire five-year period equals \$89.2 million. Finally, a comparison of the FY2011 MBTA budget for revenues with the actual FY2001—FY2010 percentage change in expenses (Scenario 3) results in an average

annual deficit between FY2012 and FY2016 of \$204.1 million. This potential deficit ranges from \$50.1 million in FY2012 to \$333.8 million in FY2016. Over the entire five-year period, this potential deficit totals over \$1.0 billion dollars. This deficit is greater than the budgeted deficit because the actual percentage change in expenses exceeds the budgeted percentage change (5.0% vs. 4.1%).

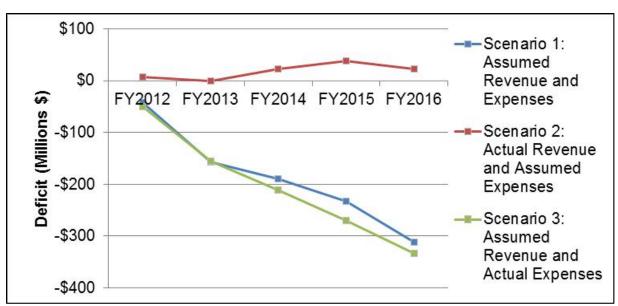


Figure 92
Potential MBTA Deficits (Revenues minus Expenses), FY2012—FY2016

According to these three financial scenarios, the size of the potential deficits that the MBTA will need to address in coming years could vary significantly. If the MBTA continues to face deficits between its annual expenses and revenues similar to what it has budgeted or worse, however, it is likely that some of that total deficit will need to be addressed through fare increases to increase operating revenues and/or service changes to reduce operating expenses. The deficit between expenses and available revenues in the capital budget is an additional financial issue that, while not typically addressed by measures on the operating side, does affect where the MBTA is able to dedicate resources.

Potential changes to the bus and rapid transit system alone will obviously not address this entire financial deficit. According to the FY2011 budget, all bus and rapid transit services currently contribute approximately \$310.9 million, or one-fifth of the MBTA's total existing operating revenues. In terms of expenses, the FY2010 recovery ratio (the percentage of operating expenses that is recouped by operating revenues) can be used to calculate the total bus and rapid transit

operating expense for FY2011 based on the corresponding total operating revenue. Dividing \$310.9 million by the recovery ratio (37.8%) results in a total estimated bus and rapid transit operating expense of \$822.2 million, or 48.5 percent of all operating expenses. Therefore, the net cost of MBTA operations (costs minus revenue) equals \$511.3 million.

Addressing the MBTA financial constraints with changes to the bus and rapid transit system could therefore be achieved through changes to operating revenues, operating expenses, and/or the relationship between revenues and expenses, or the recovery ratio. Fare increases would increase operating revenues while keeping expenses constant, thereby increasing the recovery ratio. Improvements in cost efficiency would increase the recovery ratio. These improvements could be achieved by cutting inefficient services or reorganizing services in a more efficient manner. The following sections will analyze each of the proposed concepts with respect to their potential for using each of these potential measures.

#### 4.5.3 Rail Extension Concept

The primary financial implications of this concept would be on the capital side. However, the extended rail lines would require longer trip times and a greater number of operators. Table 106 lists the estimated capital cost and weekday operating cost along with the estimated daily ridership and net riders (new transit riders minus riders attracted from other existing transit modes) attributed to each proposed rail extension, along with the resulting cost-per-net-rider figures. These figures are from the 2003 PMT. Note that most if not all of these estimates have changed since the 2003 PMT; however, the relative differences between the various extensions likely remain consistent.

Of the various extensions, the most costly for both capital and operating expenses is the Red Line extension to Route 128. The new station at Assembly Square on the Orange Line is not estimated to result in greater operating expenses. The Blue Line extension to Charles/MGH (the Red-Blue Connector) is also estimated to have a relatively low operating cost per new rider. The next tier of projects in terms of the operating cost per new rider includes the Blue Line to Wonderland, the Green Line to West Medford, and the Fairmount Line improvements. Relatively large cost-per-new-rider ratios are estimated for the extensions of the Green Line D Branch to Needham, the Orange Line to Route 128, and the Red Line to Route 128.



Table 107 applies these ridership and revenue estimates to the existing ridership and revenue totals from FY2010. As seen in the table, the various heavy and light rail extensions increase costs more than revenue, increasing the net cost per trip and reducing the recovery ratio. The total net cost (costs minus revenue) caused by the sum of the proposed rail extensions is estimated to increase by \$83.8 million.

Since this scenario includes only extensions, improvements, or new stations, and since each extension costs additional money to construct and operate, it is difficult to envision this scenario being pursued given the uncertainty of future finances. Indeed, only in a financial situation where the MBTA did not run a regular operating deficit, such as Scenario 2, would the MBTA likely even consider these various extensions. The MBTA has already committed to three of these projects: Assembly Square Station on the Orange Line: the Green Line extension to West Medford; and the Fairmount Line improvements. Each of these projects is included in the MBTA's current capital budget. The Green Line extension to College Avenue (not Mystic Valley Parkway) and the Fairmount Line improvements are both in the State Implementation Plan (SIP) and are federally required to be funded by the Commonwealth. Assembly Square Station on the Orange Line has secured some funding from the federal New Starts Program and a developer, though approximately \$8.9 million in undedicated funding remains, according to figures presented in the MBTA's draft FY2012—FY2016 Capital Investment Program (CIP). With the construction of these three rail projects, if the deficits of Scenarios 1 or 3 appear, the MBTA would likely be forced to raise fares by a substantial amount, eliminate a significant amount of service, or implement a combination of both measures with slightly less substantial fare increases or service cuts.

#### 4.5.3 BRT Corridor Concept

As noted previously in this memorandum, in the section analyzing each concept under the net-cost-per-passenger standard, the average net cost per passenger for the routes selected for BRT service is less than other local routes that are eliminated: \$1.02 versus \$1.72. The elimination of these routes with higher costs, along with various improvements to BRT corridors, will shift more passengers onto the BRT routes, lowering their average cost per passenger. Local bus routes outside the BRT service area would not be eliminated, and these routes have a much greater net cost per passenger of \$2.63. Assuming existing net-cost-per-passenger values, the systemwide weighted average net cost per passenger for all existing bus routes would be

Table 106
Rail Extension Concept: Estimated Capital and Operating Costs and Riders

Rail Extension	Capital Cost (Millions)	Weekday Operating Cost	Daily Ridership Increase	Net Increase in Daily Ridership	Capital Cost/ New Transit Rider	Weekday Operating Cost/ New Transit Rider
Blue Line to Wonderland	\$357.6	\$72,500	21,000	7,900	\$45,300	\$9.20
Red Line to Route 128	\$749.3	\$121,800	6,700	1,700	\$440,800	\$71.70
Green Line to Needham	\$123.9	\$16,600	3,400	500	\$247,800	\$33.30
Orange Line to Route 128	\$342.8	\$94,900	4,700	2,000	\$172,300	\$47.70
Orange Line at Assembly Sq.	\$29.3	\$0	1,700	1,100	\$26,900	\$0
Blue Line to Charles/MGH	\$174.6	\$7,200	6,500	2,800	\$63,500	\$2.60
Green Line to W. Medford	\$375.0	\$41,700	8,400	3,500	\$105,900	\$11.80
Fairmount Line	\$70.0	\$2,800	6,500	220	\$318,180	\$12.70

Table 107
Rail Extension Concept: Revenue Scenarios

				Fare	Costs minus	Recovery	Net Cost
Mode	Scenario	Trips	Costs	Revenue	Revenue	Ratio	per Trip
Heavy Rail	Existing	139,039,529	\$306,460,723	\$153,168,117	\$153,292,606	50.0%	\$1.10
	Extensions	3,297,145	\$76,296,000	\$5,603,187	\$70,692,814	7.3%	\$21.44
	Total	142,336,674	\$382,756,723	\$158,771,304	\$223,985,420	41.5%	\$1.57
Light Rail	Existing	65,471,593	\$140,761,339	\$69,637,279	\$71,124,060	49.5%	\$1.09
	Extensions	1,020,000	\$14,866,500	\$1,734,000	\$13,132,500	11.7%	\$12.88
	Total	66,491,593	\$155,627,839	\$71,371,279	\$84,256,560	45.9%	\$1.27

\$1.55. This represents a 35.8 percent decrease compared to the FY2010 net cost per passenger for the entire bus system.

Table 108 presents several potential scenarios for directly-operated bus revenues as well as existing ridership and revenue totals from FY2010. If, under the BRT concept, the same number of bus riders was served as in the existing system, the total net cost of the bus system (costs minus revenue) would decrease by \$92.4 million and the recovery ratio would increase to 31.7 percent. If the fares for BRT routes under this concept were increased in proportion to the ratio of the current rapid transit fare (\$1.70) to the existing local bus fare (\$1.25) while all local routes maintained the existing fare, the weighted average fare for all bus routes (BRT and local) would increase by an estimated 24.0 percent. This percentage increase in the average bus fare would result in a loss in ridership but an increase in fare revenue (assuming a fare elasticity of -0.33). Under this scenario, the total net cost of the bus system (costs minus revenue) would decrease by \$103.3 million and the recovery ratio would increase to 36.2 percent.

## 4.5.4 Limited-Stop Corridor Concept

This concept is revenue neutral, meaning that no change in costs or fare revenue is anticipated. No additional vehicles or operators would be needed, as buses used for limited-stop service would be removed from local-stop service, reducing the frequency of this service but having no other effect. While some change in ridership may occur — either a decrease caused by the reduced frequency of local-stop service or an increase caused by the introduction of limited-stop service — the overall change is not expected to be substantial. This concept also assumes that fares on the limited-stop and local-stop services would both be the same as the current local bus fare. The same fare is justified in that limited-stop service has the benefit of faster trip times but the detriment of reduced coverage and frequency, while local-stop service has the benefit of greater coverage and frequency but the detriment of longer trip times. As a result, this concept would not be useful in terms of addressing the MBTA's financial situation.

## 4.5.5 Neighborhood Services Concept

As with the BRT corridor concept, the neighborhood services concept would also likely have lower net-cost-per-passenger figures for the BRT routes but a greater average net cost per passenger for non-BRT routes. Under the route structure assumed for the neighborhood

services concept, there would be 26 BRT routes and 82 neighborhood routes. Assuming \$1.00 as the net cost per passenger for BRT routes, \$2.50 as the net cost per passenger for neighborhood routes and a ratio of five to one in terms of the number of riders on BRT routes compared to neighborhood routes, this would result in a weighted average net cost per passenger for the directly-operated bus mode of \$1.58. This represents a 34.5 percent decrease compared to the FY2010 net cost per passenger for the entire bus system. This concept also includes three rail improvements: the Green Line extension to College Avenue, Assembly Square Station on the Orange Line, and the improvements to the Fairmount Line. As mentioned in the financial analysis of the rail extension scenario, these extensions would increase costs more than revenue for the heavy and light rail modes.

Table 109 presents estimates for the potential effects of the neighborhood services concept on existing ridership and revenue totals from FY2010. As seen in the table, the proposed rail projects do not dramatically affect total heavy rail costs and revenue while the proposed Green Line extension increases the light rail net cost per trip and lowers the light rail recovery ratio. The proposed bus system in the neighborhood services concept lowers the net cost per trip and increases the recovery ratio of the directly-operated bus mode. When all modes are combined, the net cost per trip does not change compared to the existing system while the recovery ratio increases slightly. Under this scenario, the total net cost of the entire system (costs minus revenue) would decrease by \$79.9 million.

#### 4.5.6 Summary of Financial-Constraint Analysis

The four proposed concepts – rail extension, BRT corridor, limited-stop corridor, and neighborhood services – have varying levels of impacts on MBTA finances. The rail extension concept would increase the net cost (costs minus revenue) while the BRT corridor concept and the neighborhood services concept would decrease the net cost. The limited-stop corridor concept is structured to be revenue neutral, meaning that net costs should not change. Reductions in the net cost of operations could address a portion of the average annual operations deficit that is projected for the next five years. If costs and revenues match MBTA budget projections, this average deficit would equal \$186.3 million per year. Estimated reductions in the net cost of core transit services under the neighborhood services and BRT corridor concepts range from \$79.9 million to \$103.3 million, respectively. Therefore, these potential savings could address between 42.9 percent and 55.5 percent of the projected average annual deficit.

Table 108
BRT Corridor Concept: Revenue Scenarios

			Fare	Costs minus	Recovery	Net Cost
Scenario	Trips	Costs	Revenue	Revenue	Ratio	per Trip
Existing	107,071,648	\$335,275,968	\$76,926,402	\$258,349,566	22.9%	\$2.41
BRT Concept: Service Changes	107,071,648	\$242,887,456	\$76,926,402	\$165,961,054	31.7%	\$1.55
BRT Concept: Service & Fare Changes	98,591,573	\$242,887,456	\$87,867,830	\$155,019,627	36.2%	\$1.57

Table 109
Neighborhood Services Concept: Revenue Scenarios

Mode	Scenario	Trips	Costs	Fare Revenue	Costs minus Revenue	Recovery Ratio	Net Cost per Trip
Heavy Rail	Existing	139,039,529	\$306,460,723	\$153,168,117	\$153,292,606	50.0%	\$1.10
	Concept	139,376,129	\$307,174,723	\$153,740,337	\$153,434,386	50.0%	\$1.10
Light Rail	Existing	65,471,593	\$140,761,339	\$69,637,279	\$71,124,060	49.5%	\$1.09
	Concept	66,364,093	\$151,394,839	\$71,154,529	\$80,240,310	47.0%	\$1.21
Bus	Existing	107,071,648	\$335,275,968	\$76,926,402	\$258,349,566	22.9%	\$2.41
	Concept	107,071,648	\$246,119,808	\$76,926,402	\$169,193,406	31.3%	\$1.58
Total	Existing	311,582,770	\$782,498,030	\$299,731,798	\$482,766,232	38.3%	\$1.58
	Concept	312,811,870	\$704,689,370	\$301,821,268	\$402,868,102	42.8%	\$1.58

# **S** Conclusion

The Core Efficiencies Study has three major objectives. The first is to review the Service Delivery Policy and determine whether existing standards should be revised and/or new standards should be added that would help to identify the most efficient services. The second objective is to consider the MBTA system in light of these standards, as well as development, trip, and financial patterns. The third objective is to propose concepts for how the system might be adjusted or potentially redesigned to respond to the prioritized service standards or demonstrated patterns.

In terms of service standards, those currently used by the MBTA coverage, span of service, frequency of service, schedule adherence, vehicle load, and net cost per passenger—provide a satisfactory assessment of the existing level of service. Other peer agencies use additional standards to measure aspects of service structure (stop spacing, route duplication and competition, route travel time, directness of travel, ease of use, and number of transfers and transfer waiting time), service provision (the percentage of scheduled service hours that are delivered, the average number of miles between service failures, the employee vacancy rate, the average number of miles between accidents and incidents, and passenger complaints), service efficiency (cost-effectiveness and passenger productivity), and physical infrastructure (the distribution of revenue equipment and transit amenities). The MBTA could include some of these as standards or guidelines in its Service Delivery Policy to provide an additional level of assessment of the level of service.

This study also assessed some demographic, trip, and financial characteristics that are likely to affect MBTA service both today and in the future. Demographic trends in population and employment density and in the number of zero-vehicle households indicate areas where existing and future transit demand may be the greatest. Modeled trips between neighborhoods also demonstrate the existing and future areas

where people are expected to want to travel. Finally, the financial situation currently facing the MBTA will limit the amount of operating expenditures that can be devoted to transit, and may require that service is provided in even more cost-efficient ways.

Four different concepts are proposed as modifications or alternatives to the existing structure of MBTA service. The rail extension concept essentially maintains the existing service structure with extensions of the radial rail network, while primarily using buses as feeder routes or to serve circumferential trips. The BRT corridor concept replaces local bus service in the urban core with a reduced number of high-frequency, BRT-level services, while local bus service outside the core would remain the same. The limited-stop corridor concept replaces local bus service with a combination of local- and limited-stop service during the peak travel periods along Key Bus Routes and other major routes that travel a long distance. The neighborhood services concept presents an entirely revised bus network, with new BRT routes along major radial and circumferential corridors, and other bus routes linking local neighborhoods to these corridors and the rail lines.

Each of the four proposed concepts and the existing MBTA structure have varying levels of analyzed performance with respect to the various service standards and indicators of transit demand. The coverage standard, in terms of the walking distance to the nearest transit service, is met for most required areas with the existing service. The BRT corridor concept would increase this walking distance in the urban core where service would only operate along BRT corridors and all other local service would be eliminated. None of the proposed concepts would dramatically alter the span of service of any transit routes, though areas with new rapid transit service would receive greater hours of service. The frequency of service would increase on BRT routes in either the BRT corridor concept or neighborhood services corridor concept. The implementation of limited-stop service would necessitate the decrease in the frequency of local-stop service. Vehicle loads and crowding would likely increase in the rail extension concept throughout the lines but particularly at stations nearer to the downtown. Finally, the rail extension concept would likely increase the net cost per passenger while the BRT corridor concept and neighborhood services concept would likely decrease the net cost per passenger.

In terms of other standards used by peer agencies, all of the proposed concepts would lengthen the average distance between stops and reduce or have no effect on route duplication. All concepts except the rail extension concept would decrease route running times and all concepts would decrease the ratio of in-vehicle transit travel time to the

comparable auto travel time. All concepts except the limited-stop corridor concept would improve the ease of use and all concepts would decrease or have no impact on the transfer rate. None of the proposed concepts would likely have a significant impact on service delivery, service failure, the employee vacancy rate, vehicle availability, the accident and incident rate, and passenger complaints. The BRT corridor concept and the neighborhood services concept could improve the ease with which revenue equipment is distributed by reducing the number of overall bus routes, and each concept would likely increase the distribution of transit amenities.

Each of the concepts was also analyzed according to the demographic, trip, and financial indicators. Both the data on population density and the modeled trips demonstrate likely increases in transit demand in the neighborhoods of East Somerville, East Cambridge, the Waterfront, and East Lynn, among others. While the existing MBTA system provides service to these neighborhoods, the cost of these transit trips is typically greater than the systemwide average. The BRT routes proposed in the BRT corridor concept and the neighborhood services concept do have greater percentages of origins and destinations served by the routes. The rail extension to West Medford provides service to the East Somerville neighborhood. However, the effects at the systemwide level are marginal. Finally, if the MBTA continues to face deficits between its annual expenses and revenues similar to what it has budgeted or worse, it is likely that some of that total deficit will need to be addressed through fare increases and/or service changes to increase operating revenues or service changes to reduce operating expenses. Of the proposed concepts, the BRT corridor concept offers the greatest financial savings.

In conclusion, each of the proposed concepts, as well as existing MBTA service, performs better with some service standards and transit indicators and worse with others. If coverage is the primary goal, the existing system performs just as well if not better than all of the proposed concepts. The rail extension concept makes transit compare more favorably to automobile travel in certain areas, reducing transit travel times and the number of transfers. The rail extension to West Medford in particular addresses service to a neighborhood with significant projected increases in trips. The BRT corridor concept prioritizes frequency, schedule adherence, and net cost per passenger, resulting in the greatest cost savings of any concept. The primary goal of the limited-stop corridor concept is reduced trip times. Finally, the neighborhood services concept includes BRT routes as well as the rail extension to West Medford, the new station at Assembly Square, and

## Core Efficiencies Study

improvements to the Fairmount Line. This concept therefore prioritizes many of the same service standards and transit indicators as the rail extension concept and the BRT corridor concept, such as coverage and service to neighborhoods with greater transit demand as well as frequency, schedule adherence, and net cost per passenger. Each concept therefore has positive and negative aspects, and the choice of which concept to more fully study depends on which characteristics are prioritized.