

Charlestown and Fellsway Garages 2008-09

BUS SYSTEM



MBTA Systemwide Passenger Survey

BUS SYSTEM 2008–09

Charlestown and Fellsway Garages

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ABSTRACT

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

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

This report comprises 12 chapters and two appendices. In the chapters, data tables and summary text present information about travel on Charlestown and Fellsway Garage bus routes, including why trips are made, where riders are coming from and going to, and how riders get to and from the service. Information is also provided on the demographics of bus riders, as well as their automobile ownership, how they pay their fares, and how they perceive the quality of MBTA bus service. The second chapter of this report provides an overview of the results for the entire Charlestown and Fellsway Garages combined, while each subsequent chapter covers one or more types of data on a route-by-route basis.

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

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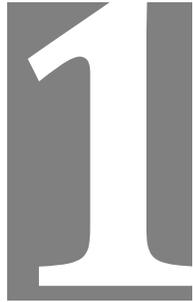
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KEYWORDS

systemwide survey
Charlestown Garage
Fellsway Garage
bus system
MBTA



Introduction

1.1 THE SYSTEMWIDE SURVEY

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

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

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

1.2 CHARLESTOWN AND FELLSWAY GARAGE SURVEY METHOD

This volume presents the survey results for passengers riding the bus routes that are based at Charlestown and Fellsway Garages (89, 90, 91, 92, 93, 94, 95, 96, 97, 99, 100, 101, 104, 105, 106, 108, 109, 110, 111, 112, 131, 132, 134, 136, 137, 325, 326, 352, 354, 411, 430); these routes, along with the MBTA's

other bus routes, belong to the local bus component of the MBTA system.

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

Survey forms were offered to all riders riding Charlestown and Fellsway Garage bus routes between 6:00 AM and 3:30 PM on a typical weekday in 2008 or 2009. This distribution strategy was designed to provide approximately 85% of the weekday riders on the bus routes with an opportunity to receive a survey form during what would be considered typical travel conditions.¹ Completed survey forms could be returned to the survey distributors or Customer Service Agents in the stations, or could be mailed in postage-free. Also, the riders were informed that they could use an online survey form instead of the paper form.

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

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

1.3 ORGANIZATION OF DATA IN THIS REPORT

The types of data reported in each chapter are listed below. After Chapter 2’s overview of all of the types of data at the level of all Charlestown and Fellsway Garage bus routes as a whole, each chapter presents a certain type (or set of types) of data by bus route. Each chapter’s data are for the passengers who rode some portion of the surveyed route. Each chapter provides any explanations of the tables that are called for and presents an overview of notable findings.

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

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

Chapter

- 2 Results for the Charlestown and Fellsway Garage Bus Routes as a Whole:** An overview of the results for the Charlestown and Fellsway Garage bus routes as a whole.
- 3 Trip Purpose, Reasons for Using the MBTA, and Alternative Means:** For each Charlestown and Fellsway Garage bus route:
 - Why riders made their trips
 - Why riders used the MBTA to make their trips
 - What mode or modes each rider used if he or she sometimes made the same trip by means other than the surveyed bus route
- 4 Origin Locations and Activities:** For each Charlestown and Fellsway Garage bus route:
 - Where riders started their trips (by city or town, or by neighborhood of Boston, Cambridge, Somerville, or Brookline)
 - What activities riders were engaged in at those origin locations (for example, work, home, school)
- 5 Access to the Bus:** For each Charlestown and Fellsway Garage bus route:
 - What mode riders used to access the surveyed bus route, such as walking, biking, other transit mode, etc.
 - What mode riders who began their trip on another fixed-route transit service used to access that transit service
 - The initial transit mode riders used on their overall trips
 - Which connecting and nonconnecting bus routes, if any, riders transferred to the surveyed bus route from
 - For riders who accessed the surveyed bus route by any mode other than transferring from a fixed-route transit service, how long it took them to travel from their overall trip origin to the stop where they boarded the surveyed bus route
- 6 Egress from the Bus:** For each Charlestown and Fellsway Garage bus route:
 - How riders completed their trips after leaving the surveyed bus route (walk, bike, bus, rapid transit, commuter rail, etc.)
 - How riders who ended the transit portions of their trips on another fixed-route transit service completed their trips
 - The final transit mode used on riders' trips
 - Which connecting and nonconnecting bus routes, if any, riders transferred from the surveyed bus route to

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- For riders who left the surveyed bus route by any mode other than transferring to a fixed-route transit service, how long it took them to travel from the stop where they left the surveyed bus route to their overall trip destination
- 7 Destination Locations and Activities:** For each Charlestown and Fellsway Garage bus route:
- Where riders ended their trips (by city or town, or by neighborhood of Boston, Cambridge, Somerville, or Brookline)
 - What activity riders were going to engage in after completing their trips (for example, work, home, school)
- 8 Origin-Destination Cross-tabulation:** For each Charlestown and Fellsway Garage bus route:
- Where riders began their trips (by city, town, or neighborhood)
 - Where riders ended their trips (by city, town, or neighborhood)
- 9 Socioeconomic Characteristics:** For each Charlestown and Fellsway Garage bus route:
- Riders' age, gender, household income, and ethnicity
- 10 Usage Rates and Fare Types:** For each Charlestown and Fellsway Garage bus route:
- How frequently riders used the system
 - How riders paid their fares
 - How the different fare-payment methods were related to how frequently riders used the system
- 11 Vehicle Availability:** For each Charlestown and Fellsway Garage bus route:
- How many riders had driver's licenses
 - How many vehicles riders had in their households
 - Whether riders had access to the use of household vehicles for the trips they were making when surveyed
 - The number of vehicles owned per capita for riders on the surveyed route
- 12 Service Quality:** For each Charlestown and Fellsway Garage bus route:
- Riders' perceptions regarding several aspects of MBTA service quality

2

Results for the Charlestown and Fellsway Garage Bus Routes as a Whole

The tables and text in this chapter provide an overview of the survey results for the Charlestown and Fellsway Garage bus routes as a whole and highlight some of the more important findings. Each of the subsequent chapters presents a particular category (or set of categories) of data for each Charlestown and Fellsway Garage bus route. Explanations of the nature of the data categories are provided in the subsequent chapters. In those chapters, the data tables present, for each bus route, findings on passengers who rode some portion of that route.

Each of the following numbered sections except 2.11 corresponds to one or more tables that are located at the end of this chapter.

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

Trip Purpose Slightly more than 90% of the trips made on Charlestown and Fellsway Garage bus routes were in one of the seven categories that are “home-based” (that is, home was either the origin or destination of the trip). A majority of these (58% of all trips) were “home-based work” (either heading to work from home or to home from work). Of the other six types of home-based trips, “home-based school” had the second-largest percentage of all trips (9%), followed by “home-based other” (8%).

“Work-based” trips (those with one end at work and the other end not at home) accounted for 6% of all bus trips. Combining those trips with home-based work trips and home-based work-related trips shows that 66% of all trips had work or a work-related activity as one end of the trip.

Reasons for Using the MBTA The most common reason for using a Charlestown and Fellsway Garage bus route was convenience (55%). The next-most-common responses were “only transportation available” (38%) and “less expensive than other choices” and “avoid driving/traffic” (both 35%). The least common reason was “speed/travel time” (19%).

Alternative Means When asked whether they would make the same trip by other means on days that they did not use the surveyed bus route, 59% of the respondents answered “yes.” Of those riders, the largest number (45% of all

surveyed bus riders) indicated that they would use another MBTA service. The next-most-commonly selected travel mode options were “drive alone” (30%), “other” (23%), and “carpool/vanpool” (15%). (The respondents indicating “other” wrote in alternatives that included walking, taking a taxi, and being driven by someone else.) Some respondents reported more than one alternative mode.

2.2 ORIGIN LOCATIONS AND ACTIVITIES

Bus routes that are operated out of the Charlestown and Fellsway Garages primarily serve Boston and towns lying north of Boston. The greatest number of riders on Charlestown and Fellsway Garage bus routes reported starting their trip in these towns; the most common origins were Malden (17%), Medford (12%), Everett (11%), and Chelsea (10%).

The most common “activity” before boarding a Charlestown and Fellsway Garage bus route was “home” (73%), followed by “work” (10%) and “school” (4%). These proportions of reported activities reflect a traditional morning commute pattern.

2.3 ACCESS TO THE BUS

The most common mode of access to Charlestown and Fellsway Garage bus routes was walking, which accounted for 76% of the trips. The next-most-common access modes were transferring from rapid transit (14%), transferring from another MBTA bus (4%), and driving (3%). Private transportation modes (that is, any means other than using a fixed-route transit service) accounted for 81% of all access trips.

Public transportation modes accounted for the remaining 19% of all access trips to the bus; as for how these modes had themselves been accessed by riders, the most common method was walking, which accounted for 16% of the preliminary access trips. Of the first transit mode used on public transportation access trips to the bus, the most common mode was rapid transit (11% of the preliminary access trips) followed by another MBTA bus (7%).

The greatest number of riders directly transferring to the surveyed bus route from a connecting bus route transferred from Route 101 (10%). The greatest number of riders on the surveyed bus route who transferred from a nonconnecting bus route (that is, via an intermediate transit mode) transferred from Route 32 (8%).

Overall, people who walked to the place where they boarded the bus made the shortest access trips (6 minutes on average). People who were dropped off had the second-lowest average access time (8 minutes), and riders who drove themselves had the longest (10 minutes). Slightly more than 65% of the respondents made access trips of less than or equal to 5 minutes, and 87% made access trips of less than or equal to 10 minutes.

2.4 EGRESS FROM THE BUS

The most common mode of egress from Charlestown and Fellsway Garage bus routes was walking, which accounted for 52% of the trips. The next-most-common egress modes were transferring to rapid transit (39%) and transferring to another MBTA bus (5%). Private transportation modes (that is, any means other than using a fixed-route transit service) accounted for 56% of all egress trips.

Public transportation modes accounted for the remaining 44% of all egress trips from the bus; as for how riders left these modes themselves, the most common method was walking, which accounted for 37% of the preliminary egress trips. Of the final transit mode used on public transportation egress trips from the bus, the most common mode was rapid transit (37% of the preliminary egress trips) followed by another MBTA bus (7%).

The greatest number of riders directly transferring from the surveyed bus route to a connecting bus route transferred to Route 354 (11%). While the greatest number of riders on the surveyed bus route who transferred to a nonconnecting bus route (that is, via an intermediate transit mode) transferred to the Silver Line Waterfront (Route SL2–23%).

Overall, people whose egress mode was walking made the shortest egress trips (7 minutes on average). People who were picked up had the second-lowest average egress time (11 minutes), and riders who drove themselves had the longest (14 minutes). Slightly less than 55% of the respondents made egress trips of less than or equal to 5 minutes, and 81% made egress trips of less than or equal to 10 minutes.

2.5 DESTINATION LOCATIONS AND ACTIVITIES

Bus routes that are operated out of the Charlestown and Fellsway Garages primarily serve Boston and towns lying north of Boston. The greatest number of riders on Charlestown and Fellsway Garage bus routes reported being destined for these towns; the most common destinations were the Financial/Retail District in Boston (13%), Malden (9%), Medford (9%), and Chelsea (7%).

The most common “activity” after leaving a Charlestown and Fellsway Garage bus route was “work” (52%), followed by “home” (15%) and “other” (9%). These proportions of reported activities reflect a traditional morning commute pattern.

2.6 ORIGIN-DESTINATION CROSS-TABULATION

The most common origin-destination pair was Charlestown to the Financial/Retail District (4% of all trips). The next-most-common pairs were trips within Malden (4%) and Malden to the Financial/Retail District (2%). In the top 25 origin-destination pairs, which make up 31% of all trips, Boston neighborhoods represent 12% of the origins and 64% of the destinations.

2.7 SOCIOECONOMIC CHARACTERISTICS

More than 75% of the riders were between the ages of 25 and 64, and 15% were college age (19–24). Fewer respondents to the survey were over the age of 65 (7%), and 2% were under the age of 19. This may be due to under-sampling and/or a low response rate among these two age groups.

Women made up 61% of Charlestown and Fellsway Garage ridership, while men accounted for 39%. Three surveyed riders identified themselves as transgender.

Slightly more than 40% of the riders reported household incomes greater than \$60,000. The single most common income bracket selected was “under \$20,000,” followed by “\$100,000 or more” (both 18%). Possible explanations for this are that the question’s answer choices may not have been calibrated properly for 2008 incomes¹ or people may have (intentionally or unintentionally) inflated their incomes in their answers. This question was left blank by many people. The average household size across all Charlestown and Fellsway Garage bus routes was 2.59.

Slightly less than 70% of the riders self-identified themselves as white. The next-most-common race was black or African-American (13%). Ten percent of respondents chose “other,” which called for writing something in; many wrote in “Hispanic.” In response to a separate question, which asked riders if they were “Hispanic/Latino,” 14% of the respondents answered “yes.”

2.8 USAGE RATES AND FARE TYPES

Slightly less than 50% of those surveyed indicated that they used the surveyed bus route five days per week, and another 23% used it six or seven days per week. Only 6% of the riders reported that they used the route less than one day per week.

Of the riders who used the surveyed bus route on the weekend, the largest percentage used it “occasionally” on both Saturday and Sunday (33%), and another 16% of the weekend users used it “regularly” on both Saturday and Sunday. Slightly less than 35% of all Charlestown and Fellsway Garage bus riders responded “not at all” to both the Saturday and Sunday usage questions.

Slightly more than 55% of the Charlestown and Fellsway Garage bus riders paid their fares using a monthly pass, which they used 4.8 days per week on average. The largest percentage of monthly pass riders (35% of all riders) used the LinkPass, followed by the Local Bus Pass (9%). Slightly more than 35% of riders paid by the ride, with 25% using CharlieCards and 3% using CharlieTickets. It is not surprising that many more riders who paid by the ride used the CharlieCard, as single-ride CharlieTicket users pay a surcharge.

¹ The income ranges were selected to be consistent with the ranges used by the U.S. Census Bureau and in earlier MBTA systemwide passenger surveys.

2.9 VEHICLE AVAILABILITY

A majority of Charlestown and Fellsway Garage bus riders (72%) are licensed to drive, and 63% live in households with at least one vehicle. However, only 35% of the respondents had a household vehicle available to use for the surveyed trip instead of riding the bus, and, on a per capita basis, 56% of the riders owned fewer than 0.5 vehicles.

2.10 SERVICE QUALITY

Survey respondents were asked to rate Charlestown and Fellsway Garage bus service on a scale of “1” (poor) to “5” (excellent) by twelve measures of service quality. The rating “3” was labeled “average.” Most respondents rated the service quality for most measures as “3” or “4.” The two measures with the highest percentage of “excellent” (“5”) ratings were “announcement of stops” (25%) and “fare collection system” (24%), while the measure with the highest percentage of “2” ratings was “stop amenities (shelters, benches)” (23%).

Based on an averaging of all respondents’ ratings, the three measures rated most favorably were “safety and security,” stop announcement, and fare collection, and the three measures rated least favorably were stop amenities, “reliability (on-time performance),” and “frequency of service.”

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

2.11 COMMENTS AND SUGGESTIONS

Approximately half of the returned survey forms had comments written on them (either in the form’s Comments/Suggestions field or in the margins). These comments varied from vague positive and negative statements such as “Great job!” or “The T is run poorly” to specific suggestions such as “Last bus stop in Burlington should be closer to parking lot.” Many riders used the Comments/Suggestions field to complain about a specific issue; others used the space to suggest ideas about how the MBTA could improve their transit experience. The most common comments were complaints about unreliable service, discourtesy of MBTA personnel, overcrowded vehicles during peak hours, uncleanliness, and jerky stops and starts. Other common comments included requests for:

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

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

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Bus Survey

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

Charlestown and Fellsway Garages

Expanded Results

All Routes

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	17,418	58.4%	58.4%
Home-based School	2,590	8.7%	67.1%
Home-based Shopping	1,603	5.4%	72.5%
Home-based Social Activity	657	2.2%	74.7%
Home-based Personal Business	1,549	5.2%	79.9%
Home-based Work-related	673	2.3%	82.2%
Home-based Other	2,538	8.5%	90.7%
Work-based	1,633	5.5%	96.2%
Non-Home or Work-based	1,141	3.8%	100.0%
TOTAL	29,802		
No Answer	2,465		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	17,321	54.9%
Speed/travel time	5,834	18.5%
Avoid driving/traffic	11,001	34.9%
Avoid parking at destination	10,498	33.3%
Environmentally responsible	9,457	30.0%
Less expensive	11,017	34.9%
Can read/do work	6,519	20.7%
Only transportation available	11,883	37.7%
Other	1,358	4.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	31,533	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	18,136	58.5%	Drive alone	5,047	29.9%
No	12,862	41.5%	Non-MBTA bus	321	1.9%
TOTAL	30,998	100.0%	Carpool/vanpool	2,548	15.1%
No answer	1,269		Bicycle	1,088	6.4%
			Other MBTA service	7,545	44.6%
			Other	3,940	23.3%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	16,901	
			(No alternatives reported)	1,235	

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

Origin Locations and Activities

Expanded Results

Charlestown and Fellsway Garages

All Routes

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Malden	5,618	17.4%	1.7%	85.2%	3.2%	1.1%	4.0%	2.1%	0.7%	0.4%	1.7%
Medford	3,849	11.9%	2.0%	81.0%	2.2%	6.8%	2.0%	2.3%	0.2%	1.3%	2.3%
Everett	3,444	10.7%	1.7%	83.5%	3.0%	3.9%	2.6%	2.6%	0.5%		2.2%
Chelsea	3,254	10.1%	1.7%	72.8%	2.4%	16.4%	1.2%	3.9%			1.6%
Boston: Charlestown	2,745	8.5%		80.1%	6.9%	9.4%	0.2%	0.8%			2.6%
Somerville: Winter Hill	1,727	5.4%	0.9%	89.0%		3.9%	1.7%	1.8%	1.8%		0.9%
Boston: Financial/Retail	945	2.9%		2.9%	1.6%	41.5%	24.1%	6.6%	5.6%	5.6%	12.2%
Melrose	870	2.7%	0.7%	84.1%	0.6%	5.1%	0.6%	3.3%			5.6%
Somerville: Spring Hill	780	2.4%		93.7%		3.6%	1.7%	0.9%			
Revere	618	1.9%	1.8%	76.5%	1.8%	6.7%	7.9%	3.7%			1.8%
Somerville: Davis Square	605	1.9%		72.6%		3.5%	11.5%	3.9%			8.5%
Somerville: East Somerville	519	1.6%		59.5%	10.2%	7.6%	13.5%	2.0%	2.9%	2.9%	1.4%
Cambridge: Central Square	516	1.6%	5.3%	55.2%	2.6%	18.7%	5.8%	2.0%		2.9%	7.5%
Woburn	513	1.6%		85.5%	0.9%	5.2%		2.0%			6.3%
Wakefield	480	1.5%		86.0%	1.1%	1.1%	1.1%	6.9%			3.9%
Boston: North End	313	1.0%		56.1%		12.1%	16.9%	8.0%			6.9%
Boston: Govt Center	300	0.9%	5.3%	7.0%	16.9%	30.6%		17.6%		17.6%	5.1%
Boston: North Dorchester	294	0.9%		36.2%	44.2%	12.1%	7.5%				
Saugus	265	0.8%		91.8%		8.2%					
Boston: South End	221	0.7%		46.2%	2.5%	28.7%		11.4%			11.2%
Stoneham	216	0.7%		77.4%		7.7%		11.1%		3.8%	
Boston: Jamaica Plain	213	0.7%		75.8%				4.9%			19.3%
Cambridge: Harvard Square	210	0.6%		50.9%		30.5%	18.6%				
Boston: Park Square	206	0.6%			51.4%	43.5%			5.1%		
Boston: Fenway	188	0.6%		60.2%	5.0%	8.5%		20.7%			5.6%
Cambridge: North Cambridge	185	0.6%		44.2%		30.6%		3.0%	6.9%	15.2%	
Unspecified	182	0.6%		63.2%		11.5%					25.3%
Boston: East Boston	170	0.5%	12.9%	31.0%		23.5%		6.4%		16.6%	9.6%
Boston: Longwood Med Area	165	0.5%		13.2%	18.6%	30.5%		37.7%			
Other (< 0.5 % of riders)	2,655	8.2%	1.5%	55.1%	4.5%	17.8%	4.9%	7.7%	0.8%	1.8%	5.9%
OVERALL TOTAL	32,267	100.0%	1.3%	73.3%	3.7%	9.6%	3.6%	3.5%	0.6%	1.0%	3.3%

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



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Charlestown and Fellsway Garages

All Routes

Access Mode to this Bus:

	Number of Riders	Percent of Riders
Walk Access	24,192	76.3%
Drive/Park Access	873	2.8%
Drop-off Access	424	1.3%
Taxi Access	85	0.3%
Shuttle/Van Access	31	0.1%
Bicycle Access	18	0.1%
Other Access	136	0.4%
Total Private Trans.	25,759	81.2%
MBTA Bus	1,386	4.4%
Other Bus	41	0.1%
Rapid Transit	4,442	14.0%
Commuter Rail	76	0.2%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	5,946	18.8%
TOTAL	31,705	100.0%
No Answer	562	

For Passengers Transferring from Other Transit:

Access Mode to the Transit System:

	Number of Riders	Percent of Riders
Walk	5,021	15.8%
Drive/Park	184	0.6%
Drop-off	101	0.3%
Other	174	0.5%
TOTAL	5,479	17.3%
No Answer	467	

Initial Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	2,185	6.9%
Other Bus	105	0.3%
Rapid Transit	3,393	10.7%
Commuter Rail	264	0.8%
Boat	0	0.0%
Other	0	0.0%
TOTAL	5,946	18.8%

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
101	138	9.7%
104	107	7.5%
89	92	6.5%
426	90	6.3%
119	83	5.8%
Other	917	64.2%
TOTAL	1,427	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
32	69	7.8%
71	48	5.5%
108	41	4.6%
101	41	4.6%
31	41	4.6%
Other	647	72.9%
TOTAL	888	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	13,863	67.0%	239	32.9%	147	45.7%	0	0.0%	14,249	65.1%
6-10	4,206	20.3%	314	43.3%	96	30.1%	83	51.3%	4,699	21.5%
11-15	1,652	8.0%	24	3.3%	77	24.2%	50	30.9%	1,804	8.2%
16-20	833	4.0%	134	18.5%	0	0.0%	0	0.0%	967	4.4%
21-30	113	0.5%	7	0.9%	0	0.0%	29	17.8%	149	0.7%
31-45	11	0.1%	8	1.1%	0	0.0%	0	0.0%	19	0.1%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	20,678	100.0%	726	100.0%	320	100.0%	161	100.0%	21,886	100.0%
No Answer	3,514		147		104		110		3,874	
Avg. Time (min)		6.0		10.0		7.8		15.1		6.3



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Expanded Results

Charlestown and Fellsway Garages

All Routes

For Passengers Transferring to Other Transit:

<i>Egress Mode from this Bus:</i>	Number of Riders	Percent of Riders	<i>Egress Mode from the Transit System:</i>	Number of Riders	Percent of Riders
Walk Egress	15,731	51.5%	Walk	11,394	37.3%
Drive/Park Egress	268	0.9%	Drive	93	0.3%
Pick-up Egress	327	1.1%	Pick-up	55	0.2%
Taxi Egress	32	0.1%	Other	807	2.6%
Shuttle/Van Egress	240	0.8%	TOTAL	12,348	40.4%
Bicycle Egress	40	0.1%	No Answer	1,232	
Other Egress	317	1.0%			
Total Private Trans.	16,955	55.5%	<i>Final Transit Mode Used on Trip:</i>	Number of Riders	Percent of Riders
MBTA Bus	1,518	5.0%	MBTA Bus	2,127	7.0%
Other Bus	16	0.1%	Other Bus	57	0.2%
Rapid Transit	12,035	39.4%	Rapid Transit	11,281	36.9%
Commuter Rail	10	0.0%	Commuter Rail	115	0.4%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	13,580	44.5%	TOTAL	13,580	44.5%
TOTAL	30,535	100.0%			
No Answer	1,732				

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
354	163	10.6%
91	125	8.2%
CT2	99	6.5%
134	97	6.3%
95	90	5.9%
Other	961	62.6%
TOTAL	1,535	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	153	23.2%
134	50	7.6%
10	42	6.4%
23	39	6.0%
39	37	5.5%
Other	338	51.2%
TOTAL	660	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	6,729	55.0%	30	17.7%	44	45.6%	110	30.7%	6,913	53.7%
6-10	3,389	27.7%	31	17.8%	0	0.0%	141	39.6%	3,561	27.7%
11-15	1,358	11.1%	98	57.0%	25	25.9%	56	15.7%	1,536	11.9%
16-20	747	6.1%	0	0.0%	22	23.1%	37	10.5%	807	6.3%
21-30	17	0.1%	0	0.0%	5	5.3%	13	3.6%	35	0.3%
31-45	0	0.0%	13	7.4%	0	0.0%	0	0.0%	13	0.1%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	12,240	100.0%	172	100.0%	96	100.0%	357	100.0%	12,864	100.0%
No Answer	3,492		96		232		271		4,091	
Avg. Time (min)	7.2		13.9		11.1		9.6		7.4	

Destination Locations and Activities

Charlestown and Fellsway Garages
 All Routes

Expanded Results

City/Neighborhood Destinations	Total Riders	Pct. of Riders	DESTINATION ACTIVITIES								
			No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Boston: Financial/Retail	4,129	12.8%	2.7%		0.2%	82.9%	2.9%	1.0%	3.3%	2.1%	5.0%
Malden	2,952	9.1%	8.2%	30.7%	7.9%	19.1%	7.1%	6.2%	1.5%	2.2%	17.2%
Medford	2,734	8.5%	6.3%	28.1%	5.9%	36.7%	3.7%	6.7%	2.2%	1.4%	8.9%
Chelsea	2,294	7.1%	6.1%	21.2%	5.1%	38.4%	5.2%	8.0%	2.8%	2.7%	10.6%
Boston: Charlestown	2,247	7.0%	7.3%	28.6%	13.4%	36.8%	0.9%	0.8%	0.6%		11.6%
Everett	1,651	5.1%	1.0%	41.1%	8.0%	25.2%	4.9%	9.2%	1.8%	2.4%	6.5%
Boston: Govt Center	1,371	4.2%	0.2%	3.3%	8.1%	75.2%		1.3%	4.6%		7.2%
Boston: North End	909	2.8%	17.2%	1.4%	3.2%	58.7%			2.8%	0.8%	15.9%
Unspecified	823	2.5%	54.7%	12.5%		19.1%		1.3%			12.4%
Boston: Park Square	819	2.5%			6.2%	84.3%		8.1%		1.3%	
Boston: Back Bay	737	2.3%	3.0%		3.8%	81.0%		1.4%		1.8%	9.0%
Somerville: East Somerville	699	2.2%	6.6%	7.7%	4.0%	37.7%	16.0%	9.0%	12.3%		6.7%
Boston: Longwood Med Area	673	2.1%				14.6%		74.3%	11.0%		
Somerville: Davis Square	649	2.0%	6.8%	12.0%		42.2%	10.8%	12.1%		11.3%	4.7%
Boston: Prudential/Hancock	609	1.9%				81.8%	1.2%	2.0%	3.1%		11.9%
Boston: Waterfront	566	1.8%	5.3%		7.0%	83.2%			1.9%		2.6%
Boston: Dwntrwn Unspecified	515	1.6%	21.2%			15.3%	35.8%	8.6%	2.3%	1.1%	15.7%
Cambridge: Harvard Square	505	1.6%	4.4%		3.9%	70.3%	8.4%		3.0%	8.6%	1.4%
Cambridge: Central Square	490	1.5%	12.6%	3.0%	6.1%	59.3%	6.0%	6.1%	4.0%		3.0%
Boston: Fenway	443	1.4%	3.4%			24.6%	72.1%				
Somerville: Winter Hill	439	1.4%	3.5%	29.7%		44.3%	3.7%	4.8%	2.4%		11.7%
Cambridge: Kendall/MIT	438	1.4%	3.4%			5.2%	88.3%				3.1%
Woburn	421	1.3%	6.0%	48.7%			28.4%	1.2%	1.3%		14.4%
Revere	377	1.2%	24.0%	25.8%			33.4%	6.0%	2.9%	2.5%	5.4%
Boston: Beacon Hill	357	1.1%	1.7%	4.2%			66.8%		17.6%	4.8%	4.9%
Boston: Unspecified	341	1.1%	4.4%	3.9%	8.2%		50.5%		11.6%		19.8%
Boston: So Bos Indust	302	0.9%	4.4%				90.5%		5.1%		
Saugus	294	0.9%		19.1%			21.1%	38.7%			21.1%
Boston: North Dorchester	261	0.8%				43.7%	56.3%				
Melrose	249	0.8%	7.6%	15.3%	6.4%	38.4%	6.7%	14.0%			11.6%
Somerville: Spring Hill	232	0.7%	2.7%	35.8%	6.6%	41.2%			13.8%		
Wakefield	232	0.7%	5.9%	37.7%			50.4%				5.9%
Boston: B U	207	0.6%				59.5%	37.7%		2.8%		
Boston: Roxbury	195	0.6%	6.1%			13.1%	58.0%				22.7%
Boston: South End	171	0.5%				8.7%	71.8%		16.5%	3.0%	

City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: North Cambridge	167	0.5%	5.7%			78.9%	6.6%		8.9%		
Other (< 0.5 % of riders)	1,770	5.5%	1.4%	17.4%	6.7%	56.5%	2.6%	2.3%	1.6%	5.0%	6.4%
OVERALL TOTAL	32,267	100.0%	6.4%	14.9%	6.4%	51.9%	3.7%	4.2%	2.3%	1.7%	8.5%

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

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Charlestown and Fellsway Garages

Expanded Results

All Routes

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/ Retail	Malden	Medford	Chelsea	Boston: Charlestown	Everett	Boston: Govt Center	Boston: North End	Unspecie d	Boston: Park Square	Other & % of Row	Row Total & % of Overall
Malden	562	1242	169	242	347	307	130	94	126	162	2050 36.5%	5618 17.4%
Medford	445	282	547	22	157	61	228	108	62	199	1643 42.7%	3849 11.9%
Everett	502	308	192	76	202	205	173	92	352	105	1129 32.8%	3444 10.7%
Chelsea	330	74	106	370	52	93	197	236	101	118	1499 46.1%	3254 10.1%
Boston: Charlestown	1360	18	127	0	105	37	232	102	19	0	682 24.8%	2745 8.5%
Somerville: Winter Hill	197	0	30	48	192	29	71	82	47	65	864 50.0%	1727 5.4%
Boston: Financial/Retail	2	73	113	82	446	99	0	57	0	0	73 7.8%	945 2.9%
Melrose	142	105	51	0	3	5	71	25	17	41	400 46.0%	870 2.7%
Somerville: Spring Hill	76	62	11	0	37	0	36	34	0	21	489 62.7%	780 2.4%
Revere	51	48	32	50	31	76	69	0	11	11	229 37.0%	618 1.9%
Somerville: Davis Square	55	22	147	0	100	0	27	32	14	11	196 32.4%	605 1.9%
Somerville: East Somerville	26	0	52	0	20	42	0	16	44	0	319 61.3%	519 1.6%
Cambridge: Central Square	0	0	141	82	41	36	0	0	0	0	217 42.0%	519 1.6%
Woburn	119	0	22	82	27	0	19	10	0	10	191 37.2%	513 1.6%
Wakefield	97	41	30	5	10	38	20	15	10	36	172 35.9%	480 1.5%
Boston: North End	0	76	15	41	118	0	0	0	0	0	63 20.0%	313 1.0%
Boston: Govt Center	0	0	0	121	105	31	2	0	0	0	40 13.4%	300 0.9%
Boston: North Dorchester	0	98	64	63	0	16	0	0	0	0	53 18.0%	294 0.9%
Other & % of Column	134 3.2%	462 15.6%	876 32.0%	1009 44.0%	254 11.3%	558 33.8%	84 6.1%	5 0.6%	8 1.0%	19 2.3%	1198 26.0%	4611 14.3%
Column Total & % of Overall	4129 12.8%	2952 9.1%	2734 8.5%	2294 7.1%	2247 7.0%	1651 5.1%	1371 4.2%	909 2.8%	823 2.5%	819 2.5%	11601 36.0%	32267



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Charlestown and Fellsway Garages

Expanded Results

All Routes

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	744	2.3%	2.3%
19 - 24	4,607	14.5%	16.8%
25 - 34	8,770	27.6%	44.4%
35 - 44	5,628	17.7%	62.1%
45 - 64	9,697	30.5%	92.6%
65 and Older	2,355	7.4%	100.0%
TOTAL	31,802	100.0%	100.0%
No Answer	465		

Gender of Riders:	Number of Riders	Percent of Riders
Male	11,801	38.6%
Female	18,732	61.2%
Transgender	61	0.2%
TOTAL	30,593	100.0%
No Answer	1,674	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	4,951	17.9%	17.9%
\$20,000 - \$29,999	3,164	11.5%	29.4%
\$30,000 - \$39,999	2,753	10.0%	39.4%
\$40,000 - \$49,999	2,920	10.6%	49.9%
\$50,000 - \$59,999	2,580	9.3%	59.3%
\$60,000 - \$74,999	2,932	10.6%	69.9%
\$75,000 - \$99,999	3,384	12.3%	82.1%
\$100,000 or more	4,935	17.9%	100.0%
TOTAL	27,619	100.0%	100.0%
No Answer	4,648		

Mean Household Size: 2.59



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Charlestown and Fellsway Garages

All Routes

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	442	1.5%
Black or African-American	3,760	12.6%
Native Hawaiian or Other Pacific Islander	97	0.3%
Asian	2,822	9.4%
White	20,817	69.6%
Other	2,860	9.6%
TOTAL	29,928	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	4,029	13.5%
No	25,779	86.5%
TOTAL	29,808	100.0%
No Answer	2,459	



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Charlestown and Fellsbury Garages

Expanded Results

All Routes

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	1,759	5.6%	5.6%
One Day	740	2.3%	7.9%
Two Days	1,178	3.7%	11.6%
Three Days	2,546	8.1%	19.7%
Four Days	2,741	8.7%	28.4%
Five Days	15,264	48.3%	76.7%
Six Days	3,530	11.2%	87.9%
Seven Days	3,707	11.7%	99.6%
Only Visiting	115	0.4%	100.0%
TOTAL	31,580	100.0%	100.0%
No Answer	687		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	4,480 16.2%	1,469 5.3%	526 1.9%	1,156	6,475 23.4%
Occasionally	229 0.8%	9,057 32.7%	2,680 9.7%	1,976	11,966 43.2%
Not at all	41 0.1%	139 0.5%	9,097 32.8%	456	9,277 33.5%
No Answer	157	43	115	646	
Sunday Total	4,749 17.1%	10,665 38.5%	12,303 44.4%		27,717 *

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

Fare Types and Pass Usage

Charlestown and Fellsway Garages

Expanded Results

All Routes

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	8,082	25.2%	4.2
Pay-per-ride CharlieTicket (paper)	1,054	3.3%	4.7
Monthly pass	18,450	57.6%	4.8
Full cash fare on-board bus	599	1.9%	4.0
Reduced fare	1,556	4.9%	4.0
<i>Student</i>	212	0.7%	5.4
<i>Senior</i>	740	2.3%	3.6
<i>Disability</i>	604	1.9%	4.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	52	0.2%	4.8
Blind Access Card	11	0.0%	4.5
1-Day LinkPass	15	0.0%	7.0
7-Day LinkPass	2,065	6.4%	5.1
Other	172	0.5%	4.1
No Fare Payment Type Selected	212		
All Payment Types	32,055	100.0%	4.6

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	11,345	35.4%	4.8
Student	294	0.9%	5.4
Senior	1,056	3.3%	4.3
Disability	825	2.6%	4.3
Inner Express Bus	523	1.6%	5.0
Outer Express Bus	596	1.9%	5.0
Zone	772	2.4%	4.5
Boat	0	0.0%	0.0
Local Bus	2,979	9.3%	5.1
No Pass Selected	62	0.2%	6.2
Total Riders Using Monthly Passes	18,450	57.6%	4.8

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	232	0.7%	4.9
1	147	0.5%	4.7
2	135	0.4%	4.6
3	32	0.1%	5.0
4	124	0.4%	3.2
5	41	0.1%	5.0
6	52	0.2%	4.5
7	0	0.0%	0.0
8	6	0.0%	4.0
Interzone	0	0.0%	0.0
No Zone Selected	3	0.0%	3.0
Total Riders Using Zone Passes	772	2.4%	4.5

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Expanded Results

Charlestown and Fellsway Garages

All Routes

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	22,594	71.9%
Not Licensed	8,842	28.1%
TOTAL	31,436	100.0%
No Answer	831	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	11,612	37.5%
1 vehicle	13,069	42.2%
2 vehicles	4,653	15.0%
3 or more vehicles	1,654	5.3%
TOTAL	30,989	100.0%
No Answer	1,278	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	10,893	35.0%
No	20,225	65.0%
TOTAL	31,118	100.0%
No Answer	1,149	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	10,889	36.9%	36.9%
0.01 to 0.49 vehicles	5,674	19.2%	56.1%
0.50 to 0.99 vehicles	8,038	27.2%	83.3%
1.00 to 1.49 vehicles	4,722	16.0%	99.3%
1.50 to 1.99 vehicles	124	0.4%	99.7%
2 or more vehicles	82	0.3%	100.0%
TOTAL RESPONSES	29,527		



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Charlestown and Fellsway Garages

Expanded Results

All Routes

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Importance*
Reliability (on-time performance)	2.8	16.9%	18.8%	35.7%	21.7%	6.9%	30,820	1,447	10,038
Safety and security	3.7	2.3%	5.8%	29.5%	42.2%	20.3%	30,486	1,781	3,864
Cleanliness/condition of vehicles	3.1	7.5%	17.4%	43.9%	24.2%	7.0%	30,570	1,697	1,806
Courtesy of drivers	3.4	6.8%	10.2%	33.9%	31.4%	17.8%	30,780	1,487	2,420
Announcement of stops	3.7	3.7%	9.0%	27.7%	34.4%	25.2%	30,227	2,040	509
Availability of seating on buses	3.3	9.4%	11.9%	32.7%	30.4%	15.5%	30,423	1,844	1,466
Frequency of service	2.9	15.1%	20.2%	35.5%	22.5%	6.7%	30,330	1,937	6,645
Travel time/speed	3.3	6.4%	10.7%	38.2%	33.6%	11.1%	30,497	1,770	2,852
Parking availability	3.2	11.5%	10.6%	40.6%	22.6%	14.7%	16,069	16,198	249
Stop amenities	2.6	21.7%	22.9%	32.3%	16.2%	6.8%	27,603	4,664	609
Fare collection system	3.6	5.7%	8.3%	27.2%	34.9%	23.9%	29,448	2,819	485
Signage on vehicles	3.6	3.0%	6.2%	38.4%	33.6%	18.7%	28,068	4,199	332

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



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

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

The tables (at the end of the chapter) present these data by bus route. For each route, three tables presenting the three respective types of data are grouped on a single page. The data for each route are based on the survey responses from passengers who rode some portion of that route. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Charlestown and Fellsway Garages as a whole. It includes tables and discussion.

3.1 TRIP PURPOSE

3.1.1 DESCRIPTION OF TABLE

The trip purposes table for each route shows the allocation of the trips among nine categories: home-based work, home-based school, home-based shopping, home-based social activity, home-based personal business, home-based work-related, home-based other, work-based, and non-home/non-work-based. This allocation was done using information from survey questions 4a and 9a: “Where were you before starting this entire one-way trip?” and “Where will/did this one-way trip end?” The actual origins and destinations (by municipality or neighborhood) of the trips by purpose are shown in Chapters 4 and 7, respectively.

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

For each of the trip purposes, the table shows the number of riders and the percentage that these riders represent relative to the total number of riders

using the respective route who specified their activities at both trip ends. It also gives the cumulative percentages that result as one adds each trip purpose category of riders to the ones preceding it in the table.

3.1.2 OVERVIEW OF RESULTS

On every route belonging to the Charlestown and Fellsway Garages, the percentage of home-based trips exceeded that of non-home-based trips, and the most common trip purpose category was home-based work. The bus routes with the highest percentages of home-based work trips were Routes 352 (97%), 325 (96%), and 326 (89%).

Work-based trips typically composed a much smaller percentage of trips. This category included trips such as from an office to an off-site meeting, a restaurant, or a shop. The percentages of work-based trips across all Charlestown and Fellsway Garage bus routes ranged between 0% on several routes and 16% on Route 95.

The highest percentage of home-based shopping trips on Charlestown and Fellsway Garage bus routes was on Route 112 (19%), but no other surveyed bus route exceeded 15%. The percentages of school-based trips across all Charlestown and Fellsway Garage bus routes ranged between 0% on several routes and 20% on Route 105. Home-based other trips (trips for which riders identified home as the purpose at one end of the trip and “other” at the other end) ranged between 0% on several routes and 15% on Route 111.

The trip purpose results may have been affected by the survey distribution strategy, which captured riders on buses between the hours of 6:00 AM and 3:30 PM. The scope of the project did not allow for all-day distribution, although it was designed to provide 85% of weekday riders the opportunity to receive and complete surveys. In particular, trips in the evening to socialize and personal trips completed on the way home from work may have been underrepresented.

3.2 REASONS FOR USING THE MBTA

3.2.1 DESCRIPTION OF TABLE

The table for each route showing the reasons for using MBTA bus service summarizes the results from question 22 on the survey. This question listed eight possible reasons riders might have for using bus transit rather than some other mode of transportation. These were “convenience,” “speed/travel time,” “avoid driving/traffic,” “avoid parking at destination,” “environmentally responsible,” “less expensive than other choices,” “can read/do work on the train,” and “only transportation available.” There was also a space for writing in other reasons.

The table presents both the number and percent of riders who selected each reason. Riders were allowed to check as many reasons as they felt were relevant. Therefore the values in the “Number of Riders” column have not been

totaled in the table; the number at the bottom of that column is the number of riders who checked at least one reason. The values in the “Percent of Riders” column may add up to more than 100%. The percentages were calculated by dividing the number of responses for each reason by the total number of people who checked at least one reason.

3.2.2 OVERVIEW OF RESULTS

Responses varied across routes. The most frequently selected reason for using bus transit was “convenience.” The percentage of riders choosing “convenience” was highest on Route 326 (73%), followed by Routes 92 (72%) and 93 (69%).

The second- and third-most frequently selected reasons were “only transportation available” and “less expensive than other choices.” The percentage of riders choosing “only transportation available” was highest on Route 430 (59%), and the percentage of riders choosing “less expensive than other choices” was highest on Route 137 (58%).

The fourth- and fifth-most frequently selected reasons were “avoid driving/traffic” followed by “avoid parking at destination.” The percentages of riders choosing “avoid driving/traffic” and “avoid parking at destination” were both highest on Route 326 (both 76%).

3.3 ALTERNATIVE MEANS OF TRANSPORTATION

3.3.1 DESCRIPTION OF TABLES

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

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

3.3.2 OVERVIEW OF RESULTS

Between 44% and 81% of the riders indicated that they had used other means

*MBTA SYSTEMWIDE PASSENGER SURVEY: CHARLESTOWN
AND FELLSWAY GARAGES*

of making the same trip. The percentage of riders answering affirmatively to this question was highest on Route 131. The most common alternative mode of transportation reported by riders who made the same trip using other means when not riding the surveyed bus route was “other MBTA service.” The percentage of riders choosing “other MBTA service” was highest on Route 326 (74%).

“Drive alone” was the second-most-commonly selected alternative mode on most routes. The percentage of riders choosing “drive alone” was highest on Route 100 (57%). “Other” was the third-most-commonly selected alternative mode. The percentage of riders choosing “other” was highest on Route 101 (36%). The “other” responses that had write-in mode descriptions were most often “walk,” “taxi,” or “dropped off.” After “other,” “carpool/vanpool” and “bicycle” were the next-most-frequently selected transportation alternatives. The percentage of riders choosing “carpool/vanpool” was highest on Route 411 (33%) and the percentage of riders choosing “bicycle” was highest on Route 96 (29%).

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 89

Expanded Results

Davis Sq or Clarendon Hill - Sullivan Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,384	68.2%	68.2%
Home-based School	127	6.3%	74.5%
Home-based Shopping	78	3.9%	78.3%
Home-based Social Activity	62	3.1%	81.4%
Home-based Personal Business	48	2.4%	83.8%
Home-based Work-related	31	1.5%	85.3%
Home-based Other	126	6.2%	91.5%
Work-based	95	4.7%	96.1%
Non-Home or Work-based	78	3.9%	100.0%
TOTAL	2,029		
No Answer	93		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,271	60.8%
Speed/travel time	446	21.3%
Avoid driving/traffic	926	44.3%
Avoid parking at destination	813	38.9%
Environmentally responsible	924	44.2%
Less expensive	815	39.0%
Can read/do work	735	35.1%
Only transportation available	772	36.9%
Other	125	6.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,090	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	1,253	61.4%
No	789	38.6%
TOTAL	2,043	100.0%
No answer	79	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	241	20.2%
Non-MBTA bus	32	2.6%
Carpool/vanpool	128	10.8%
Bicycle	176	14.8%
Other MBTA service	557	46.8%
Other	377	31.7%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	1,190	
(No alternatives reported)	63	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 90

Expanded Results

Davis Station - Wellington via Sullivan Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	279	48.5%	48.5%
Home-based School	49	8.6%	57.1%
Home-based Shopping	70	12.3%	69.3%
Home-based Social Activity	21	3.7%	73.0%
Home-based Personal Business	67	11.6%	84.6%
Home-based Work-related	14	2.5%	87.1%
Home-based Other	25	4.3%	91.4%
Work-based	25	4.3%	95.7%
Non-Home or Work-based	25	4.3%	100.0%
TOTAL	575		
No Answer	49		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	356	58.7%
Speed/travel time	127	20.9%
Avoid driving/traffic	180	29.6%
Avoid parking at destination	155	25.6%
Environmentally responsible	162	26.7%
Less expensive	218	36.0%
Can read/do work	116	19.2%
Only transportation available	286	47.1%
Other	42	7.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	606	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	384	64.5%
No	212	35.5%
TOTAL	596	100.0%
No answer	28	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	46	12.6%
Non-MBTA bus	0	0.0%
Carpool/vanpool	49	13.6%
Bicycle	46	12.6%
Other MBTA service	247	67.9%
Other	53	14.6%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	363	
(No alternatives reported)	21	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 91

Expanded Results

Central Sq Cambridge - Sullivan Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	510	62.8%	62.8%
Home-based School	101	12.5%	75.2%
Home-based Shopping	0	0.0%	75.2%
Home-based Social Activity	0	0.0%	75.2%
Home-based Personal Business	30	3.6%	78.9%
Home-based Work-related	42	5.2%	84.0%
Home-based Other	30	3.6%	87.7%
Work-based	57	7.0%	94.7%
Non-Home or Work-based	43	5.3%	100.0%
TOTAL	813		
No Answer	130		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	586	66.2%
Speed/travel time	285	32.3%
Avoid driving/traffic	340	38.4%
Avoid parking at destination	313	35.3%
Environmentally responsible	455	51.4%
Less expensive	387	43.7%
Can read/do work	381	43.0%
Only transportation available	342	38.7%
Other	73	8.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	885	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	590	66.5%	Drive alone	72	13.1%
No	297	33.5%	Non-MBTA bus	14	2.5%
TOTAL	886	100.0%	Carpool/vanpool	43	7.9%
No answer	57		Bicycle	87	15.8%
			Other MBTA service	315	57.7%
			Other	161	29.4%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	546	
			(No alternatives reported)	43	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 92

Expanded Results

Sullivan Station - Haymarket via Main St

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	463	73.8%	73.8%
Home-based School	0	0.0%	73.8%
Home-based Shopping	56	9.0%	82.8%
Home-based Social Activity	0	0.0%	82.8%
Home-based Personal Business	6	1.0%	83.8%
Home-based Work-related	19	3.0%	86.8%
Home-based Other	50	8.0%	94.9%
Work-based	26	4.1%	99.0%
Non-Home or Work-based	6	1.0%	100.0%
TOTAL	627		
No Answer	38		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	467	71.6%
Speed/travel time	256	39.2%
Avoid driving/traffic	275	42.1%
Avoid parking at destination	320	49.1%
Environmentally responsible	236	36.1%
Less expensive	300	46.0%
Can read/do work	140	21.5%
Only transportation available	198	30.3%
Other	38	5.9%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	653	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	378	59.0%	Drive alone	64	19.3%
No	262	41.0%	Non-MBTA bus	6	1.9%
			Carpool/vanpool	38	11.5%
TOTAL	640	100.0%	Bicycle	6	1.9%
No answer	25		Other MBTA service	192	57.8%
			Other	109	32.7%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	333	
			(No alternatives reported)	45	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 93

Expanded Results

Sullivan Station - Haymarket via Bunker Hill

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,417	51.4%	51.4%
Home-based School	89	3.2%	54.6%
Home-based Shopping	335	12.2%	66.7%
Home-based Social Activity	150	5.4%	72.2%
Home-based Personal Business	89	3.2%	75.4%
Home-based Work-related	194	7.0%	82.4%
Home-based Other	141	5.1%	87.5%
Work-based	291	10.6%	98.1%
Non-Home or Work-based	53	1.9%	100.0%
TOTAL	2,759		
No Answer	238		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,024	68.5%
Speed/travel time	768	26.0%
Avoid driving/traffic	887	30.0%
Avoid parking at destination	992	33.6%
Environmentally responsible	904	30.6%
Less expensive	1,070	36.2%
Can read/do work	372	12.6%
Only transportation available	873	29.6%
Other	44	1.5%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,953	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	2,113	71.5%
No	840	28.5%
TOTAL	2,953	100.0%
No answer	44	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	469	23.2%
Non-MBTA bus	89	4.4%
Carpool/vanpool	238	11.8%
Bicycle	97	4.8%
Other MBTA service	1,115	55.1%
Other	627	31.0%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	2,024	
(No alternatives reported)	89	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 94

Medford Sq - Davis Sq

Both Directions

Expanded Results

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	433	71.2%	71.2%
Home-based School	60	9.9%	81.1%
Home-based Shopping	60	9.9%	91.0%
Home-based Social Activity	22	3.6%	94.6%
Home-based Personal Business	11	1.8%	96.4%
Home-based Work-related	0	0.0%	96.4%
Home-based Other	0	0.0%	96.4%
Work-based	11	1.8%	98.2%
Non-Home or Work-based	11	1.8%	100.0%
TOTAL	609		
No Answer	49		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	400	64.6%
Speed/travel time	187	30.1%
Avoid driving/traffic	219	35.4%
Avoid parking at destination	214	34.5%
Environmentally responsible	302	48.7%
Less expensive	241	38.9%
Can read/do work	132	21.3%
Only transportation available	71	11.5%
Other	22	3.5%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	620	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	318	49.2%
No	329	50.8%
TOTAL	647	100.0%
No answer	11	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	99	32.2%
Non-MBTA bus	0	0.0%
Carpool/vanpool	33	10.7%
Bicycle	44	14.3%
Other MBTA service	143	46.4%
Other	44	14.3%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	307	
(No alternatives reported)	11	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 95

Expanded Results

West Medford - Sullivan Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	356	48.1%	48.1%
Home-based School	103	13.9%	62.0%
Home-based Shopping	25	3.4%	65.4%
Home-based Social Activity	7	1.0%	66.4%
Home-based Personal Business	49	6.6%	73.1%
Home-based Work-related	18	2.4%	75.5%
Home-based Other	28	3.8%	79.3%
Work-based	114	15.5%	94.8%
Non-Home or Work-based	39	5.2%	100.0%
TOTAL	739		
No Answer	43		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	475	61.3%
Speed/travel time	79	10.2%
Avoid driving/traffic	270	34.8%
Avoid parking at destination	224	28.9%
Environmentally responsible	268	34.7%
Less expensive	294	37.9%
Can read/do work	190	24.5%
Only transportation available	364	46.9%
Other	18	2.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	775	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	393	51.2%
No	374	48.8%
TOTAL	767	100.0%
No answer	15	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	80	21.3%
Non-MBTA bus	0	0.0%
Carpool/vanpool	40	10.6%
Bicycle	21	5.6%
Other MBTA service	275	73.2%
Other	36	9.5%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	375	
(No alternatives reported)	18	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 96

Expanded Results

Medford Sq - Harvard Sq

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	486	63.4%	63.4%
Home-based School	29	3.8%	67.1%
Home-based Shopping	39	5.1%	72.2%
Home-based Social Activity	0	0.0%	72.2%
Home-based Personal Business	7	0.9%	73.1%
Home-based Work-related	0	0.0%	73.1%
Home-based Other	61	7.9%	81.0%
Work-based	99	13.0%	94.0%
Non-Home or Work-based	46	6.0%	100.0%
TOTAL	768		
No Answer	14		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	446	58.6%
Speed/travel time	193	25.4%
Avoid driving/traffic	343	45.2%
Avoid parking at destination	290	38.2%
Environmentally responsible	404	53.1%
Less expensive	266	34.9%
Can read/do work	293	38.5%
Only transportation available	257	33.8%
Other	82	10.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	760	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	570	74.2%
No	198	25.8%
TOTAL	768	100.0%
No answer	14	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	199	38.0%
Non-MBTA bus	0	0.0%
Carpool/vanpool	68	13.0%
Bicycle	153	29.2%
Other MBTA service	206	39.4%
Other	165	31.4%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	524	
(No alternatives reported)	46	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 97

Expanded Results

Malden Ctr Station - Wellington

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	243	57.6%	57.6%
Home-based School	46	10.9%	68.4%
Home-based Shopping	42	9.8%	78.3%
Home-based Social Activity	18	4.3%	82.6%
Home-based Personal Business	60	14.1%	96.7%
Home-based Work-related	0	0.0%	96.7%
Home-based Other	0	0.0%	96.7%
Work-based	0	0.0%	96.7%
Non-Home or Work-based	14	3.3%	100.0%
TOTAL	422		
No Answer	0		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	279	66.2%
Speed/travel time	64	15.2%
Avoid driving/traffic	151	35.9%
Avoid parking at destination	110	26.0%
Environmentally responsible	165	39.1%
Less expensive	169	40.2%
Can read/do work	101	24.0%
Only transportation available	179	42.4%
Other	14	3.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	422	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	248	58.8%
No	174	41.2%
TOTAL	422	100.0%
No answer	0	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	42	16.7%
Non-MBTA bus	0	0.0%
Carpool/vanpool	42	16.7%
Bicycle	0	0.0%
Other MBTA service	129	51.9%
Other	78	31.3%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	248	
(No alternatives reported)	0	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 99

Expanded Results

Boston Reg Med Ctr - Wellington

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	411	63.6%	63.6%
Home-based School	84	13.0%	76.5%
Home-based Shopping	16	2.5%	79.0%
Home-based Social Activity	0	0.0%	79.0%
Home-based Personal Business	40	6.2%	85.2%
Home-based Work-related	0	0.0%	85.2%
Home-based Other	68	10.5%	95.7%
Work-based	0	0.0%	95.7%
Non-Home or Work-based	28	4.3%	100.0%
TOTAL	646		
No Answer	24		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	407	63.4%
Speed/travel time	148	23.0%
Avoid driving/traffic	239	37.3%
Avoid parking at destination	200	31.1%
Environmentally responsible	212	32.9%
Less expensive	207	32.3%
Can read/do work	167	26.1%
Only transportation available	231	36.0%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	642	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	387	60.2%	Drive alone	131	37.9%
No	255	39.8%	Non-MBTA bus	16	4.6%
			Carpool/vanpool	64	18.4%
TOTAL	642	100.0%	Bicycle	16	4.6%
No answer	28		Other MBTA service	152	43.7%
			Other	72	20.7%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	347	
			(No alternatives reported)	40	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 100

Elm St - Wellington via Fellsway

Both Directions

Expanded Results

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	247	82.4%	82.4%
Home-based School	31	10.4%	92.8%
Home-based Shopping	0	0.0%	92.8%
Home-based Social Activity	0	0.0%	92.8%
Home-based Personal Business	0	0.0%	92.8%
Home-based Work-related	22	7.2%	100.0%
Home-based Other	0	0.0%	100.0%
Work-based	0	0.0%	100.0%
Non-Home or Work-based	0	0.0%	100.0%
TOTAL	300		
No Answer	46		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	182	52.7%
Speed/travel time	68	19.7%
Avoid driving/traffic	139	40.2%
Avoid parking at destination	182	52.7%
Environmentally responsible	136	39.3%
Less expensive	130	37.5%
Can read/do work	74	21.5%
Only transportation available	96	27.7%
Other	6	1.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	346	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	176	53.9%	Drive alone	93	56.6%
No	151	46.1%	Non-MBTA bus	0	0.0%
TOTAL	328	100.0%	Carpool/vanpool	34	20.7%
No answer	18		Bicycle	6	3.7%
			Other MBTA service	68	41.6%
			Other	12	7.5%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	164	
			(No alternatives reported)	12	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 101

Expanded Results

Malden Ctr Station - Sullivan Sq via Winter Hill

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,446	60.4%	60.4%
Home-based School	162	6.8%	67.2%
Home-based Shopping	90	3.7%	70.9%
Home-based Social Activity	13	0.5%	71.5%
Home-based Personal Business	154	6.4%	77.9%
Home-based Work-related	68	2.9%	80.8%
Home-based Other	260	10.9%	91.6%
Work-based	137	5.7%	97.3%
Non-Home or Work-based	64	2.7%	100.0%
TOTAL	2,393		
No Answer	124		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,216	48.6%
Speed/travel time	572	22.8%
Avoid driving/traffic	900	35.9%
Avoid parking at destination	819	32.7%
Environmentally responsible	832	33.2%
Less expensive	776	31.0%
Can read/do work	631	25.2%
Only transportation available	840	33.5%
Other	111	4.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,504	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	1,626	65.7%
No	849	34.3%
TOTAL	2,474	100.0%
No answer	43	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	418	29.5%
Non-MBTA bus	0	0.0%
Carpool/vanpool	222	15.7%
Bicycle	77	5.4%
Other MBTA service	550	38.8%
Other	504	35.5%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	1,416	
(No alternatives reported)	209	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 104

Expanded Results

Malden Ctr Station - Sullivan Sq via Ferry

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,129	57.6%	57.6%
Home-based School	142	7.3%	64.9%
Home-based Shopping	58	2.9%	67.8%
Home-based Social Activity	114	5.8%	73.7%
Home-based Personal Business	114	5.8%	79.5%
Home-based Work-related	0	0.0%	79.5%
Home-based Other	259	13.2%	92.7%
Work-based	56	2.9%	95.6%
Non-Home or Work-based	87	4.4%	100.0%
TOTAL	1,959		
No Answer	85		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	950	47.8%
Speed/travel time	143	7.2%
Avoid driving/traffic	663	33.4%
Avoid parking at destination	636	32.0%
Environmentally responsible	694	34.9%
Less expensive	662	33.3%
Can read/do work	373	18.8%
Only transportation available	861	43.3%
Other	115	5.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,986	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	1,096	56.0%
No	861	44.0%
TOTAL	1,957	100.0%
No answer	87	

Other Modes Reported by Riders Who Checked "Yes":

	Number of Riders	Percent of Riders*
Drive alone	233	21.8%
Non-MBTA bus	0	0.0%
Carpool/vanpool	173	16.2%
Bicycle	29	2.8%
Other MBTA service	371	34.8%
Other	375	35.2%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	1,067	
(No alternatives reported)	29	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 105

Expanded Results

Malden Ctr Station - Sullivan Sq via Newland St Housin Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	311	63.0%	63.0%
Home-based School	101	20.4%	83.4%
Home-based Shopping	12	2.5%	85.9%
Home-based Social Activity	6	1.2%	87.1%
Home-based Personal Business	17	3.5%	90.6%
Home-based Work-related	0	0.0%	90.6%
Home-based Other	35	7.1%	97.7%
Work-based	6	1.2%	98.8%
Non-Home or Work-based	6	1.2%	100.0%
TOTAL	494		
No Answer	77		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	300	54.8%
Speed/travel time	78	14.2%
Avoid driving/traffic	162	29.7%
Avoid parking at destination	148	27.1%
Environmentally responsible	125	22.9%
Less expensive	166	30.4%
Can read/do work	90	16.5%
Only transportation available	207	37.9%
Other	6	1.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	547	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	347	64.0%	Drive alone	100	32.8%
No	195	36.0%	Non-MBTA bus	0	0.0%
TOTAL	542	100.0%	Carpool/vanpool	29	9.7%
No answer	29		Bicycle	12	4.0%
			Other MBTA service	126	41.4%
			Other	66	21.8%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	305	
			(No alternatives reported)	42	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 106

Expanded Results

Lebanon St/Franklin St - Wellington Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	767	62.9%	62.9%
Home-based School	63	5.1%	68.0%
Home-based Shopping	99	8.1%	76.1%
Home-based Social Activity	49	4.0%	80.1%
Home-based Personal Business	22	1.8%	82.0%
Home-based Work-related	27	2.2%	84.2%
Home-based Other	108	8.8%	93.0%
Work-based	0	0.0%	93.0%
Non-Home or Work-based	85	7.0%	100.0%
TOTAL	1,220		
No Answer	161		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	794	57.5%
Speed/travel time	224	16.2%
Avoid driving/traffic	368	26.6%
Avoid parking at destination	381	27.6%
Environmentally responsible	327	23.7%
Less expensive	578	41.9%
Can read/do work	215	15.6%
Only transportation available	583	42.2%
Other	36	2.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,381	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	847	62.0%	Drive alone	309	38.1%
No	520	38.0%	Non-MBTA bus	22	2.8%
			Carpool/vanpool	67	8.3%
TOTAL	1,368	100.0%	Bicycle	13	1.7%
No answer	13		Other MBTA service	260	32.0%
			Other	265	32.6%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	812	
			(No alternatives reported)	36	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 108

Expanded Results

Linden Sq - Wellington Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	804	53.1%	53.1%
Home-based School	186	12.3%	65.4%
Home-based Shopping	51	3.4%	68.7%
Home-based Social Activity	17	1.1%	69.9%
Home-based Personal Business	127	8.4%	78.2%
Home-based Work-related	76	5.0%	83.3%
Home-based Other	144	9.5%	92.8%
Work-based	34	2.3%	95.0%
Non-Home or Work-based	75	5.0%	100.0%
TOTAL	1,515		
No Answer	255		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	721	41.1%
Speed/travel time	271	15.5%
Avoid driving/traffic	603	34.4%
Avoid parking at destination	466	26.6%
Environmentally responsible	492	28.1%
Less expensive	687	39.2%
Can read/do work	238	13.6%
Only transportation available	862	49.2%
Other	84	4.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,753	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	847	50.3%	Drive alone	187	23.5%
No	838	49.7%	Non-MBTA bus	0	0.0%
			Carpool/vanpool	76	9.6%
			Bicycle	17	2.1%
TOTAL	1,686	100.0%	Other MBTA service	473	59.5%
No answer	84		Other	161	20.2%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	796	
			(No alternatives reported)	51	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 109

Expanded Results

Linden Sq - Sullivan Sq

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	772	49.2%	49.2%
Home-based School	272	17.4%	66.6%
Home-based Shopping	79	5.0%	71.6%
Home-based Social Activity	18	1.2%	72.8%
Home-based Personal Business	100	6.4%	79.1%
Home-based Work-related	18	1.2%	80.3%
Home-based Other	196	12.5%	92.8%
Work-based	58	3.7%	96.5%
Non-Home or Work-based	55	3.5%	100.0%
TOTAL	1,568		
No Answer	73		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	702	44.5%
Speed/travel time	236	14.9%
Avoid driving/traffic	387	24.6%
Avoid parking at destination	327	20.7%
Environmentally responsible	291	18.4%
Less expensive	324	20.6%
Can read/do work	285	18.1%
Only transportation available	809	51.2%
Other	37	2.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,578	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	853	54.1%
No	724	45.9%
TOTAL	1,578	100.0%
No answer	63	

Other Modes Reported by Riders Who Checked "Yes":

	Number of Riders	Percent of Riders*
Drive alone	209	27.9%
Non-MBTA bus	0	0.0%
Carpool/vanpool	139	18.5%
Bicycle	39	5.2%
Other MBTA service	285	38.0%
Other	118	15.7%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	751	
(No alternatives reported)	102	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 110

Expanded Results

Wonderland - Wellington

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	584	59.3%	59.3%
Home-based School	71	7.2%	66.4%
Home-based Shopping	52	5.2%	71.7%
Home-based Social Activity	0	0.0%	71.7%
Home-based Personal Business	71	7.2%	78.9%
Home-based Work-related	10	1.0%	79.8%
Home-based Other	72	7.3%	87.2%
Work-based	74	7.5%	94.6%
Non-Home or Work-based	53	5.4%	100.0%
TOTAL	985		
No Answer	93		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	509	47.2%
Speed/travel time	157	14.5%
Avoid driving/traffic	282	26.1%
Avoid parking at destination	268	24.9%
Environmentally responsible	185	17.2%
Less expensive	310	28.8%
Can read/do work	208	19.3%
Only transportation available	497	46.1%
Other	52	4.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,078	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	516	50.9%	Drive alone	237	48.7%
No	498	49.1%	Non-MBTA bus	0	0.0%
TOTAL	1,014	100.0%	Carpool/vanpool	84	17.4%
No answer	64		Bicycle	41	8.4%
			Other MBTA service	195	40.1%
			Other	63	12.9%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	486	
			(No alternatives reported)	30	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 111

Expanded Results

Woodlawn - Haymarket

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,039	50.9%	50.9%
Home-based School	481	12.0%	63.0%
Home-based Shopping	80	2.0%	65.0%
Home-based Social Activity	41	1.0%	66.0%
Home-based Personal Business	243	6.1%	72.1%
Home-based Work-related	41	1.0%	73.1%
Home-based Other	597	14.9%	88.0%
Work-based	279	7.0%	95.0%
Non-Home or Work-based	200	5.0%	100.0%
TOTAL	4,002		
No Answer	320		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,121	50.5%
Speed/travel time	478	11.4%
Avoid driving/traffic	1,446	34.4%
Avoid parking at destination	1,517	36.1%
Environmentally responsible	765	18.2%
Less expensive	1,197	28.5%
Can read/do work	640	15.2%
Only transportation available	1,438	34.2%
Other	241	5.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	4,199	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	2,034	50.8%	Drive alone	916	52.2%
No	1,968	49.2%	Non-MBTA bus	39	2.2%
TOTAL	4,002	100.0%	Carpool/vanpool	318	18.1%
No answer	320		Bicycle	79	4.5%
			Other MBTA service	597	34.1%
			Other	80	4.6%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	1,755	
			(No alternatives reported)	279	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 112

Expanded Results

Wellington - Wood Island

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	346	45.7%	45.7%
Home-based School	55	7.2%	52.9%
Home-based Shopping	142	18.8%	71.7%
Home-based Social Activity	0	0.0%	71.7%
Home-based Personal Business	83	10.9%	82.6%
Home-based Work-related	22	2.9%	85.5%
Home-based Other	16	2.2%	87.7%
Work-based	55	7.2%	94.9%
Non-Home or Work-based	38	5.1%	100.0%
TOTAL	757		
No Answer	126		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	373	48.3%
Speed/travel time	126	16.3%
Avoid driving/traffic	159	20.6%
Avoid parking at destination	192	24.9%
Environmentally responsible	99	12.8%
Less expensive	241	31.2%
Can read/do work	61	7.8%
Only transportation available	427	55.2%
Other	22	2.9%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	772	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	383	52.6%
No	345	47.4%
TOTAL	728	100.0%
No answer	155	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	38	10.0%
Non-MBTA bus	44	11.5%
Carpool/vanpool	49	12.8%
Bicycle	16	4.3%
Other MBTA service	186	48.6%
Other	104	27.1%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	383	
(No alternatives reported)	0	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 131

Expanded Results

Melrose Highlands - Malden Ctr Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	239	77.8%	77.8%
Home-based School	19	6.2%	83.9%
Home-based Shopping	3	0.9%	84.9%
Home-based Social Activity	0	0.0%	84.9%
Home-based Personal Business	0	0.0%	84.9%
Home-based Work-related	0	0.0%	84.9%
Home-based Other	3	0.9%	85.8%
Work-based	9	2.8%	88.6%
Non-Home or Work-based	35	11.4%	100.0%
TOTAL	308		
No Answer	34		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	181	53.0%
Speed/travel time	58	17.1%
Avoid driving/traffic	204	59.8%
Avoid parking at destination	223	65.4%
Environmentally responsible	162	47.4%
Less expensive	124	36.3%
Can read/do work	101	29.5%
Only transportation available	70	20.5%
Other	6	1.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	341	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	265	80.5%	Drive alone	83	31.3%
No	64	19.5%	Non-MBTA bus	3	1.1%
			Carpool/vanpool	83	31.3%
TOTAL	329	100.0%	Bicycle	25	9.3%
No answer	12		Other MBTA service	71	26.9%
			Other	50	18.7%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	265	
			(No alternatives reported)	0	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 132

Expanded Results

Redstone Shopping Ctr - Malden Ctr Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	238	73.5%	73.5%
Home-based School	17	5.1%	78.6%
Home-based Shopping	0	0.0%	78.6%
Home-based Social Activity	8	2.6%	81.2%
Home-based Personal Business	24	7.4%	88.6%
Home-based Work-related	8	2.6%	91.2%
Home-based Other	8	2.6%	93.7%
Work-based	12	3.7%	97.4%
Non-Home or Work-based	8	2.6%	100.0%
TOTAL	324		
No Answer	37		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	193	56.6%
Speed/travel time	49	14.4%
Avoid driving/traffic	139	40.9%
Avoid parking at destination	120	35.2%
Environmentally responsible	91	26.8%
Less expensive	106	31.2%
Can read/do work	54	15.7%
Only transportation available	99	29.0%
Other	45	13.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	341	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	200	56.8%
No	152	43.2%
TOTAL	353	100.0%
No answer	8	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	81	42.3%
Non-MBTA bus	0	0.0%
Carpool/vanpool	25	13.0%
Bicycle	32	16.8%
Other MBTA service	66	34.1%
Other	49	25.5%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	192	
(No alternatives reported)	8	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 134

Expanded Results

North Woburn - Wellington

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	469	46.7%	46.7%
Home-based School	119	11.9%	58.6%
Home-based Shopping	25	2.5%	61.1%
Home-based Social Activity	69	6.8%	67.9%
Home-based Personal Business	22	2.2%	70.1%
Home-based Work-related	47	4.7%	74.8%
Home-based Other	94	9.3%	84.1%
Work-based	116	11.5%	95.7%
Non-Home or Work-based	44	4.3%	100.0%
TOTAL	1,004		
No Answer	112		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	585	53.4%
Speed/travel time	184	16.8%
Avoid driving/traffic	209	19.1%
Avoid parking at destination	228	20.8%
Environmentally responsible	188	17.2%
Less expensive	300	27.4%
Can read/do work	166	15.2%
Only transportation available	441	40.3%
Other	47	4.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,094	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	535	49.0%
No	556	51.0%
TOTAL	1,091	100.0%
No answer	25	

Other Modes Reported by Riders Who Checked "Yes":

	Number of Riders	Percent of Riders*
Drive alone	97	18.2%
Non-MBTA bus	25	4.7%
Carpool/vanpool	159	29.8%
Bicycle	0	0.0%
Other MBTA service	228	42.6%
Other	116	21.6%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	535	
(No alternatives reported)	0	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 136

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	430	62.8%	62.8%
Home-based School	51	7.5%	70.3%
Home-based Shopping	33	4.8%	75.1%
Home-based Social Activity	10	1.5%	76.6%
Home-based Personal Business	49	7.2%	83.8%
Home-based Work-related	5	0.7%	84.5%
Home-based Other	67	9.7%	94.3%
Work-based	19	2.8%	97.0%
Non-Home or Work-based	20	3.0%	100.0%
TOTAL	684		
No Answer	24		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	354	50.4%
Speed/travel time	104	14.8%
Avoid driving/traffic	280	39.9%
Avoid parking at destination	303	43.1%
Environmentally responsible	177	25.1%
Less expensive	334	47.5%
Can read/do work	122	17.4%
Only transportation available	160	22.8%
Other	63	9.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	703	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	421	59.8%
No	282	40.2%
TOTAL	703	100.0%
No answer	5	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	134	33.8%
Non-MBTA bus	5	1.3%
Carpool/vanpool	83	21.0%
Bicycle	15	3.8%
Other MBTA service	140	35.3%
Other	96	24.1%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	397	
(No alternatives reported)	24	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 137

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	321	69.6%	69.6%
Home-based School	5	1.1%	70.7%
Home-based Shopping	24	5.2%	75.9%
Home-based Social Activity	0	0.0%	75.9%
Home-based Personal Business	43	9.3%	85.2%
Home-based Work-related	0	0.0%	85.2%
Home-based Other	49	10.7%	95.9%
Work-based	14	3.0%	98.9%
Non-Home or Work-based	5	1.1%	100.0%
TOTAL	461		
No Answer	0		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	264	57.3%
Speed/travel time	75	16.2%
Avoid driving/traffic	129	28.1%
Avoid parking at destination	131	28.4%
Environmentally responsible	157	34.1%
Less expensive	267	57.9%
Can read/do work	152	33.0%
Only transportation available	227	49.4%
Other	19	4.1%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	461	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	201	43.6%
No	260	56.4%
TOTAL	461	100.0%
No answer	0	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	60	29.6%
Non-MBTA bus	5	2.5%
Carpool/vanpool	62	30.6%
Bicycle	0	0.0%
Other MBTA service	75	37.2%
Other	15	7.6%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	201	
(No alternatives reported)	0	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 325

Expanded Results

Elm St - Haymarket Station

Inbound

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	159	96.0%	96.0%
Home-based School	0	0.0%	96.0%
Home-based Shopping	0	0.0%	96.0%
Home-based Social Activity	0	0.0%	96.0%
Home-based Personal Business	0	0.0%	96.0%
Home-based Work-related	7	4.0%	100.0%
Home-based Other	0	0.0%	100.0%
Work-based	0	0.0%	100.0%
Non-Home or Work-based	0	0.0%	100.0%
TOTAL	166		
No Answer	0		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	110	67.3%
Speed/travel time	86	53.1%
Avoid driving/traffic	106	65.3%
Avoid parking at destination	100	61.2%
Environmentally responsible	83	51.0%
Less expensive	70	42.9%
Can read/do work	66	40.8%
Only transportation available	17	10.2%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	163	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	83	50.0%
No	83	50.0%
TOTAL	166	100.0%
No answer	0	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	30	39.1%
Non-MBTA bus	0	0.0%
Carpool/vanpool	3	4.3%
Bicycle	7	8.7%
Other MBTA service	53	69.6%
Other	3	4.3%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	76	
(No alternatives reported)	7	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 326

Expanded Results

West Medford - Haymarket Station

Inbound

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	168	89.2%	89.2%
Home-based School	2	1.1%	90.3%
Home-based Shopping	0	0.0%	90.3%
Home-based Social Activity	0	0.0%	90.3%
Home-based Personal Business	0	0.0%	90.3%
Home-based Work-related	4	2.2%	92.5%
Home-based Other	8	4.3%	96.8%
Work-based	6	3.2%	100.0%
Non-Home or Work-based	0	0.0%	100.0%
TOTAL	188		
No Answer	8		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	143	73.2%
Speed/travel time	101	51.5%
Avoid driving/traffic	150	76.3%
Avoid parking at destination	150	76.3%
Environmentally responsible	93	47.4%
Less expensive	85	43.3%
Can read/do work	91	46.4%
Only transportation available	12	6.2%
Other	2	1.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	196	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	105	54.2%	Drive alone	24	24.5%
No	89	45.8%	Non-MBTA bus	0	0.0%
			Carpool/vanpool	6	6.1%
			Bicycle	0	0.0%
TOTAL	194	100.0%	Other MBTA service	73	73.5%
No answer	2		Other	4	4.1%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	99	
			(No alternatives reported)	6	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 352

Expanded Results

Burlington - State St Boston

Inbound

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	148	96.9%	96.9%
Home-based School	5	3.1%	100.0%
Home-based Shopping	0	0.0%	100.0%
Home-based Social Activity	0	0.0%	100.0%
Home-based Personal Business	0	0.0%	100.0%
Home-based Work-related	0	0.0%	100.0%
Home-based Other	0	0.0%	100.0%
Work-based	0	0.0%	100.0%
Non-Home or Work-based	0	0.0%	100.0%
TOTAL	152		
No Answer	12		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	110	67.1%
Speed/travel time	47	28.6%
Avoid driving/traffic	115	70.0%
Avoid parking at destination	110	67.1%
Environmentally responsible	75	45.7%
Less expensive	68	41.4%
Can read/do work	63	38.6%
Only transportation available	14	8.6%
Other	2	1.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	164	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	73	44.9%
No	89	55.1%
TOTAL	162	100.0%
No answer	2	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	28	40.0%
Non-MBTA bus	0	0.0%
Carpool/vanpool	2	3.3%
Bicycle	0	0.0%
Other MBTA service	47	66.7%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	70	
(No alternatives reported)	2	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 354

Woburn Line - State St Boston

Both Directions

Expanded Results

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	315	81.1%	81.1%
Home-based School	16	4.1%	85.3%
Home-based Shopping	5	1.3%	86.5%
Home-based Social Activity	0	0.0%	86.5%
Home-based Personal Business	10	2.7%	89.2%
Home-based Work-related	0	0.0%	89.2%
Home-based Other	20	5.2%	94.4%
Work-based	0	0.0%	94.4%
Non-Home or Work-based	22	5.6%	100.0%
TOTAL	388		
No Answer	40		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	230	54.3%
Speed/travel time	119	28.1%
Avoid driving/traffic	278	65.6%
Avoid parking at destination	221	52.3%
Environmentally responsible	180	42.4%
Less expensive	171	40.5%
Can read/do work	157	37.0%
Only transportation available	115	27.1%
Other	5	1.1%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	423	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	215	52.2%	Drive alone	113	52.3%
No	197	47.8%	Non-MBTA bus	10	4.9%
			Carpool/vanpool	21	9.7%
			Bicycle	10	4.9%
			Other MBTA service	111	51.6%
			Other	21	9.7%
TOTAL	413	100.0%	TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	215	
No answer	15		(No alternatives reported)	0	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 411

Expanded Results

Malden Ctr Station - Jack Satter House Revere

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	267	57.0%	57.0%
Home-based School	94	20.1%	77.1%
Home-based Shopping	55	11.8%	88.9%
Home-based Social Activity	10	2.1%	91.0%
Home-based Personal Business	23	4.8%	95.8%
Home-based Work-related	0	0.0%	95.8%
Home-based Other	10	2.1%	97.9%
Work-based	10	2.1%	100.0%
Non-Home or Work-based	0	0.0%	100.0%
TOTAL	469		
No Answer	75		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	296	54.5%
Speed/travel time	94	17.4%
Avoid driving/traffic	235	43.1%
Avoid parking at destination	225	41.3%
Environmentally responsible	156	28.7%
Less expensive	176	32.3%
Can read/do work	62	11.4%
Only transportation available	208	38.3%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	544	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	391	74.5%
No	134	25.5%
TOTAL	524	100.0%
No answer	20	

Other Modes Reported by Riders Who Checked "Yes":

	Number of Riders	Percent of Riders*
Drive alone	98	25.7%
Non-MBTA bus	10	2.6%
Carpool/vanpool	124	32.5%
Bicycle	23	6.0%
Other MBTA service	153	40.2%
Other	55	14.5%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	381	
(No alternatives reported)	10	

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

T **MBTA Surveys: 2008-09**
Bus Survey

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

Route: 430

Expanded Results

Saugus Ctr - Malden Ctr Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	236	49.4%	49.4%
Home-based School	11	2.3%	51.7%
Home-based Shopping	73	15.2%	66.9%
Home-based Social Activity	22	4.6%	71.5%
Home-based Personal Business	42	8.8%	80.2%
Home-based Work-related	0	0.0%	80.2%
Home-based Other	62	13.0%	93.2%
Work-based	33	6.8%	100.0%
Non-Home or Work-based	0	0.0%	100.0%
TOTAL	479		
No Answer	85		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	277	50.0%
Speed/travel time	11	2.0%
Avoid driving/traffic	215	38.8%
Avoid parking at destination	120	21.7%
Environmentally responsible	118	21.4%
Less expensive	277	50.0%
Can read/do work	44	7.9%
Only transportation available	328	59.2%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	553	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	287	51.0%
No	277	49.0%
TOTAL	564	100.0%
No answer	0	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	116	42.1%
Non-MBTA bus	0	0.0%
Carpool/vanpool	44	15.8%
Bicycle	0	0.0%
Other MBTA service	85	30.9%
Other	64	23.0%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	277	
(No alternatives reported)	11	

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

4

Origin Locations and Activities

The data presented in this chapter show where riders on Charlestown and Fellsway Garage bus routes started their trips (by city, town, or neighborhood) and indicate what their activities were at each of those origin locations. This information is useful in defining the market area of each bus route and for understanding the types of trips made on each route. Additional information regarding the reasons for making trips is presented in Chapters 3 and 7.

A table presenting these data is provided for each bus route; the tables are at the end of the chapter. Each table shows both the origins and origin activities for passengers who rode some portion of the surveyed route. The data include not only the riders for whom the surveyed bus route was the point of entry into the entire transit system, but also riders who had transferred to that route from other bus routes or from rapid transit, commuter rail, or boat. (Details on the means of transportation between origins and surveyed bus trips are provided in Chapter 5.)

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

4.1 ORIGIN LOCATIONS

4.1.1 DESCRIPTION OF THE ORIGIN LOCATIONS SECTION OF THE TABLE

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

Origins reported by less than 0.5% of riders at a station were aggregated and placed in the "other" category; therefore, not all cities, towns, and

neighborhoods from which bus trips originated are represented individually in the table. Some survey responses did not contain enough information to determine an origin city, town, or neighborhood; these responses were aggregated into the “unspecified” category. The origin locations are listed in descending order, based on the number of riders.

4.1.2 OVERVIEW OF RESULTS

The size of the market for each bus route depends on a number of factors that influence a rider’s choice to use that route instead of another transportation mode. These include, in addition to the route’s proximity to the rider’s origin, its proximity to other transit services and the relative ease of access. Charlestown and Fellsway Garage bus routes had varying market sizes. For example, if origins that were reported by less than 0.5% of the riders are included, the highest number of origin locations was 28, the number for people boarding Route 111, while the lowest was 4, the number for Route 325. The origin locations with the highest percentages of riders were generally those that the specific bus route served.

4.2 ORIGIN ACTIVITIES

4.2.1 DESCRIPTION OF THE ORIGIN ACTIVITIES SECTION OF THE TABLE

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

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

4.2.2 OVERVIEW OF RESULTS

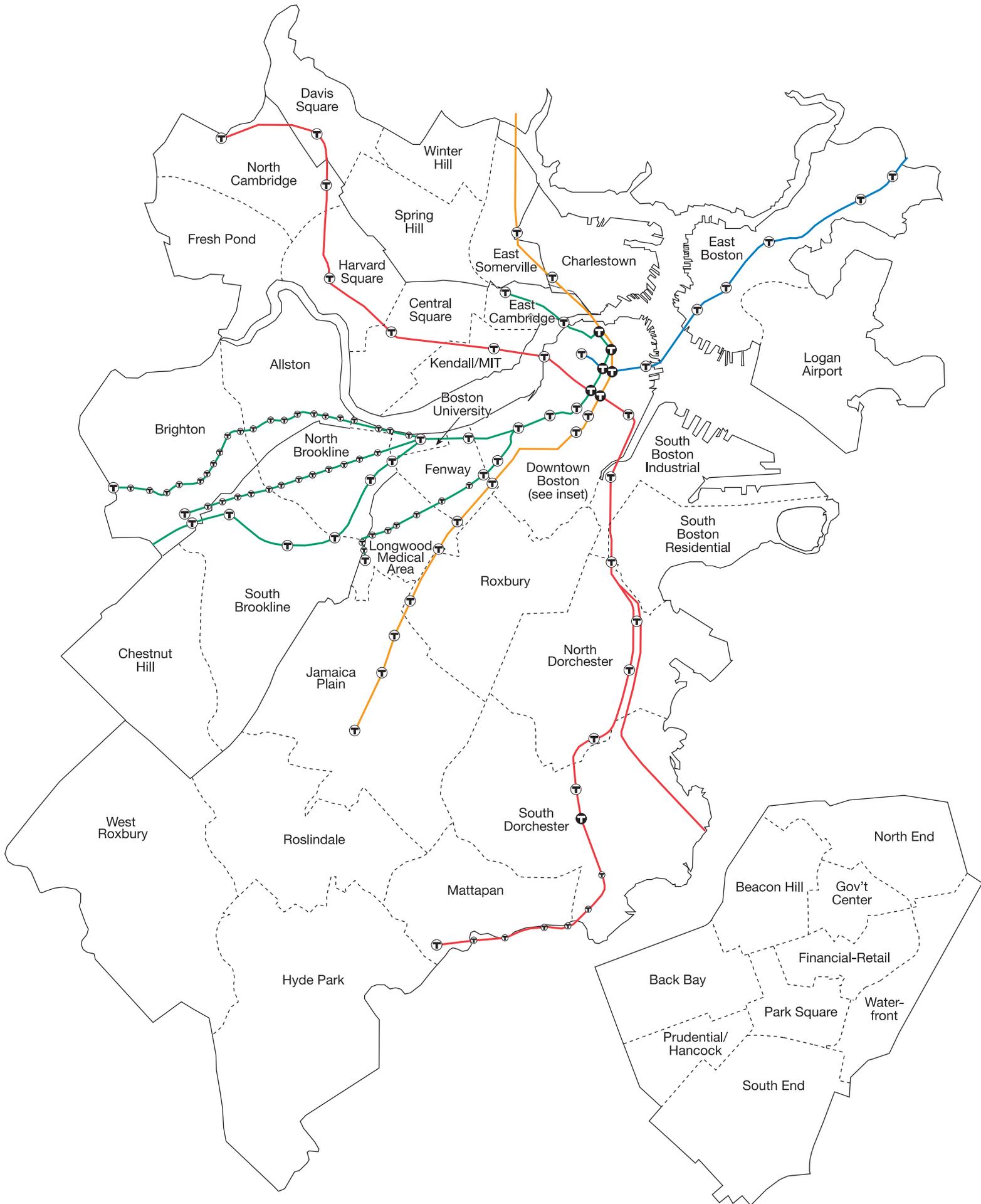
For the most part, the origin activity of people boarding each bus route was home: looking at the riders from the top 10 origin locations for these routes, home was the origin activity for 79%. This is partly a reflection of the hours when the survey was handed out (6:00 AM to 3:30 PM). Had the survey been handed out later, more people would likely have been starting from an activity

other than home. The survey result regarding the predominant origin activity is in accord with the result regarding the predominant trip purpose category, which was home-based work (see Chapters 3 and 7).

Most of the remainder of the origin activities of the surveyed riders were split between work, store, and school. Looking at the riders with the top 10 origin locations for all Charlestown and Fellsway Garage bus routes, work was the origin activity for 8%, followed by store and school both with 3%.

The percentages of riders whose origin activity was home were the highest on Routes 325 and 352 (both 100%) and 326 (94%) and were the lowest on Routes 134 (54%), 95 (59%), and 93 (62%). The percentages of riders with work, store, and school origin activities, respectively, were the highest for Routes 134 (21%), 93 (12%), and 99 (9%).

Figure 4-1
Neighborhood Boundaries



Origin Locations and Activities
Route: 89

Expanded Results

Davis Sq or Clarendon Hill - Sullivan Station
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Somerville: Winter Hill	1,239	58.4%	1.2%	88.7%		3.9%		2.5%	2.5%		1.2%
Somerville: Davis Square	260	12.2%		93.8%				6.3%			
Somerville: East Somerville	172	8.1%		54.4%	18.3%	9.4%	8.9%		8.9%		
Medford	93	4.4%		100.0%							
Cambridge: Central Square	64	3.0%		49.3%			25.4%				25.4%
Boston: Charlestown	61	2.9%		75.0%							25.0%
Somerville: Spring Hill	32	1.5%		100.0%							
Boston: North Dorchester	31	1.4%		100.0%							
Arlington	16	0.8%		100.0%							
Cambridge: Fresh Pond	16	0.8%				100.0%					
Boston: East Boston	15	0.7%		100.0%							
Boston: Govt Center	15	0.7%									100.0%
Boston: Jamaica Plain	15	0.7%		100.0%							
Boston: North End	15	0.7%				100.0%					
Boston: Park Square	15	0.7%				100.0%					
Boston: South End	15	0.7%									100.0%
Cambridge: Kendall/MIT	15	0.7%				100.0%					
Everett	15	0.7%		100.0%							
Revere	15	0.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,122	100.0%	0.7%	82.3%	1.5%	5.9%	1.5%	2.3%	2.2%		3.6%

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

Origin Locations and Activities
Route: 90

Expanded Results

Davis Station - Wellington via Sullivan Station
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Somerville: Spring Hill	296	47.4%		88.1%		9.5%		2.4%			
Somerville: Davis Square	85	13.6%		33.3%		25.0%	25.0%	8.3%			8.3%
Somerville: East Somerville	57	9.1%		50.2%			18.6%	18.6%			12.6%
Everett	42	6.7%	25.0%	50.0%				25.0%			
Woburn	32	5.1%		33.3%				33.3%			33.3%
Boston: Charlestown	28	4.5%		25.2%	37.4%	37.4%					
Arlington	21	3.4%	33.3%	66.7%							
Malden	21	3.4%		100.0%							
Somerville: Winter Hill	14	2.3%		100.0%							
Belmont	7	1.1%		100.0%							
Medford	7	1.1%		100.0%							
Somerville: Unspecified	7	1.1%					100.0%				
Watertown	7	1.1%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	624	100.0%	2.8%	68.4%	1.7%	9.6%	6.2%	7.3%			4.0%

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

Origin Locations and Activities

Route: 91

Expanded Results

Central Sq Cambridge - Sullivan Station

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Somerville: Spring Hill	418	44.3%		96.7%			3.3%				
Cambridge: Central Square	248	26.3%	10.9%	60.7%	5.5%	11.4%	5.5%			6.0%	
Somerville: East Somerville	104	11.0%		71.4%	14.3%					14.3%	
Boston: Charlestown	30	3.1%		50.0%				50.0%			
Boston: East Boston	15	1.6%				100.0%					
Boston: Jamaica Plain	15	1.6%		100.0%							
Braintree	15	1.6%									100.0%
Everett	15	1.6%		100.0%							
Malden	15	1.6%		100.0%							
Marshfield	15	1.6%		100.0%							
Boston: Brighton	14	1.4%		100.0%							
Boston: Park Square	14	1.4%			100.0%						
Cambridge: Kendall/MIT	14	1.4%				100.0%					
Quincy	14	1.4%									100.0%
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	943	100.0%	2.9%	76.0%	4.5%	6.0%	2.9%	1.6%		3.1%	3.0%

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

Origin Locations and Activities
Route: 92

Expanded Results

Sullivan Station - Haymarket via Main St
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Charlestown	457	68.7%		94.3%			1.4%	1.4%			2.8%
Boston: Financial/Retail	62	9.4%		40.0%			40.0%				20.0%
Somerville: East Somerville	26	3.9%		25.0%	25.0%		50.0%				
Boston: So Bos Res	25	3.7%		100.0%							
Medford	13	1.9%		100.0%							
Boston: North End	12	1.9%		100.0%							
Brookline: North Brookline	12	1.9%		100.0%							
Chelsea	12	1.9%									100.0%
Revere	12	1.9%		100.0%							
Cambridge: East Cambridge	6	1.0%		100.0%							
Everett	6	1.0%		100.0%							
Kingston	6	1.0%		100.0%							
Randolph	6	1.0%		100.0%							
Somerville: Winter Hill	6	1.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	665	100.0%		85.7%	1.0%		6.7%	1.0%			5.7%

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

Origin Locations and Activities
Route: 93

Expanded Results

Sullivan Station - Haymarket via Bunker Hill
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Charlestown	1,993	66.5%		83.2%	2.2%	12.4%					2.2%
Boston: Financial/Retail	466	15.5%				22.6%	43.5%	11.3%	11.3%	11.3%	
Boston: Govt Center	105	3.5%						50.0%		50.0%	
Boston: North End	105	3.5%		50.0%			50.0%				
Somerville: Davis Square	89	3.0%		50.0%							50.0%
Boston: Back Bay	53	1.8%					100.0%				
Boston: Fenway	53	1.8%		100.0%							
Chelsea	44	1.5%		100.0%							
Malden	44	1.5%					100.0%				
Norwood	44	1.5%						100.0%			
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,997	100.0%		61.8%	1.5%	11.7%	11.7%	5.0%	1.8%	3.5%	3.0%

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

Origin Locations and Activities

Route: 94

Expanded Results

Medford Sq - Davis Sq

Both Directions

City/Neighborhood Origins	ORIGIN LOCATIONS		ORIGIN ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Medford	422	64.2%		83.1%	9.1%	2.6%		5.2%			
Somerville: Davis Square	71	10.8%		100.0%							
Boston: Allston	38	5.8%		100.0%							
Boston: Financial/Retail	38	5.8%				100.0%					
Cambridge: Central Square	38	5.8%				100.0%					
Cambridge: North Cambridge	38	5.8%		100.0%							
Arlington	11	1.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	658	100.0%		77.5%	5.8%	13.3%		3.3%			

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


MBTA Surveys: 2008-09
Bus Survey
Origin Locations and Activities

Expanded Results

Route: 95

West Medford - Sullivan Station

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Medford	350	44.8%		70.0%	3.0%	11.4%	2.1%	2.1%	2.1%		9.3%
Somerville: Winter Hill	59	7.5%		87.5%		12.5%					
Boston: Charlestown	52	6.7%		20.0%	80.0%						
Somerville: East Somerville	39	4.9%		46.0%		27.0%	27.0%				
Everett	31	4.0%		33.3%		33.3%		33.3%			
Boston: Fenway	21	2.7%		50.0%							50.0%
Boston: Financial/Retail	21	2.7%				100.0%					
Boston: Jamaica Plain	21	2.7%		50.0%				50.0%			
Boston: Park Square	21	2.7%			50.0%				50.0%		
Boston: Logan Airport	10	1.3%									100.0%
Boston: Longwood Med Area	10	1.3%		100.0%							
Boston: North Dorchester	10	1.3%				100.0%					
Boston: Prudential/Hancock	10	1.3%				100.0%					
Boston: Roxbury	10	1.3%		100.0%							
Boston: South End	10	1.3%		100.0%							
Boston: Waterfront	10	1.3%		100.0%							
Brookline: North Brookline	10	1.3%				100.0%					
Brookline: South Brookline	10	1.3%		100.0%							
Cambridge: Central Square	10	1.3%						100.0%			
Cambridge: North Cambridge	10	1.3%				100.0%					
Malden	10	1.3%		100.0%							
Norwood	10	1.3%		100.0%							
Quincy	10	1.3%		100.0%							
Revere	10	1.3%		100.0%							
Unspecified	10	1.3%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	782	100.0%		58.9%	8.0%	16.7%	2.3%	4.9%	2.3%		6.8%

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

Origin Locations and Activities
Route: 96

Expanded Results

Medford Sq - Harvard Sq
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Medford	292	37.3%		79.2%	2.5%	13.3%		2.5%			2.5%
Cambridge: Harvard Square	185	23.6%		57.8%		21.1%	21.1%				
Somerville: Davis Square	85	10.9%		54.2%			45.8%				
Boston: North Dorchester	39	5.0%		100.0%							
Boston: South End	39	5.0%		100.0%							
Cambridge: East Cambridge	39	5.0%									100.0%
Cambridge: Fresh Pond	39	5.0%						100.0%			
Cambridge: North Cambridge	22	2.8%		100.0%							
Cambridge: Central Square	7	0.9%		100.0%							
Malden	7	0.9%				100.0%					
Maynard	7	0.9%		100.0%							
Melrose	7	0.9%		100.0%							
Somerville: Spring Hill	7	0.9%		100.0%							
Somerville: Winter Hill	7	0.9%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	782	100.0%		66.5%	0.9%	10.9%	10.0%	5.9%			5.9%

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

Origin Locations and Activities

Route: 97

Expanded Results

Malden Ctr Station - Wellington

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Everett	225	53.3%		93.8%			6.2%				
Malden	156	36.9%		82.2%		8.9%					8.9%
Boston: Logan Airport	14	3.3%				100.0%					
Chelsea	14	3.3%				100.0%					
Medford	14	3.3%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	422	100.0%		83.6%		9.8%	3.3%				3.3%

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

Origin Locations and Activities

Route: 99

Expanded Results

Boston Reg Med Ctr - Wellington

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Everett	239	35.7%		93.3%	6.7%						
Malden	219	32.7%		85.5%	7.3%		7.3%				
Medford	84	12.5%		85.7%				14.3%			
Stoneham	48	7.2%		50.0%				50.0%			
Boston: Charlestown	16	2.4%			100.0%						
Boston: Fenway	16	2.4%				100.0%					
Boston: North Dorchester	16	2.4%			100.0%						
Boston: So Bos Indust	16	2.4%				100.0%					
Unspecified	16	2.4%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	670	100.0%		78.0%	9.5%	4.7%	2.4%	5.4%			

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

Origin Locations and Activities
Route: 100

Expanded Results

Elm St - Wellington via Fellsway
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Medford	221	64.0%	8.3%	88.9%	2.8%						
Malden	31	8.9%		100.0%							
Boston: Financial/Retail	28	8.2%			33.3%	66.7%					
Boston: Back Bay	19	5.4%				50.0%			50.0%		
Boston: Fenway	9	2.7%			100.0%						
Boston: Roxbury	9	2.7%				100.0%					
Boston: So Bos Indust	9	2.7%				100.0%					
Boston: South Dorchester	9	2.7%		100.0%							
Boston: Waterfront	9	2.7%	100.0%								
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	346	100.0%	8.0%	68.4%	7.2%	13.6%			2.7%		

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

Origin Locations and Activities
Route: 101

Expanded Results

Malden Ctr Station - Sullivan Sq via Winter Hill
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Medford	1,314	52.2%	1.0%	86.7%		6.5%	1.9%	2.9%			1.0%
Malden	427	17.0%		94.0%		3.0%					3.0%
Somerville: Winter Hill	337	13.4%		87.3%		3.8%	8.9%				
Everett	73	2.9%		100.0%							
Somerville: East Somerville	38	1.5%		66.7%		33.3%					
Boston: Beacon Hill	30	1.2%		100.0%							
Boston: Charlestown	30	1.2%			100.0%						
Boston: Mattapan	30	1.2%		100.0%							
Boston: Park Square	30	1.2%				100.0%					
Boston: South End	30	1.2%		100.0%							
Boston: Waterfront	30	1.2%				100.0%					
Brookline: North Brookline	30	1.2%				100.0%					
Cambridge: Central Square	30	1.2%				100.0%					
Melrose	26	1.0%		100.0%							
Boston: Brighton	13	0.5%						100.0%			
Boston: Fenway	13	0.5%		100.0%							
Boston: Hyde Park	13	0.5%		100.0%							
Cambridge: North Cambridge	13	0.5%							100.0%		
Framingham	13	0.5%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,517	100.0%	0.5%	82.9%	1.2%	9.7%	2.2%	2.0%	0.5%		1.0%

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

Origin Locations and Activities
Route: 104

Expanded Results

Malden Ctr Station - Sullivan Sq via Ferry
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Everett	1,059	51.8%		81.0%	2.8%	8.0%	2.7%	2.8%			2.8%
Malden	813	39.8%		89.6%	3.5%			6.9%			
Boston: Back Bay	29	1.4%									100.0%
Boston: Brighton	29	1.4%		100.0%							
Boston: East Boston	28	1.4%								100.0%	
Boston: North End	28	1.4%		100.0%							
Cambridge: North Cambridge	28	1.4%								100.0%	
Wakefield	28	1.4%						100.0%			
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,044	100.0%		80.4%	2.8%	4.1%	1.4%	5.6%		2.8%	2.9%

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

Origin Locations and Activities
Route: 105

Expanded Results

Malden Ctr Station - Sullivan Sq via Newland St Housing
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Malden	434	76.0%	2.8%	91.7%			2.8%			1.3%	1.3%
Everett	84	14.8%		100.0%							
Boston: Charlestown	18	3.2%		31.7%	68.3%						
Boston: Financial/Retail	6	1.0%			100.0%						
Boston: Hyde Park	6	1.0%		100.0%							
Boston: So Bos Indust	6	1.0%				100.0%					
Somerville: Davis Square	6	1.0%		100.0%							
Somerville: Spring Hill	6	1.0%		100.0%							
Unspecified	6	1.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	571	100.0%	2.2%	89.5%	3.2%	1.0%	2.2%			1.0%	1.0%

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

Origin Locations and Activities

Route: 106

Expanded Results

Lebanon St/Franklin St - Wellington Station

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Malden	906	65.6%	1.5%	82.7%			9.4%	1.5%			5.0%
Everett	206	14.9%		100.0%							
Melrose	121	8.8%		55.6%		11.1%					33.3%
Boston: South End	36	2.6%		37.5%		62.5%					
Boston: Financial/Retail	22	1.6%				100.0%					
Boston: Jamaica Plain	22	1.6%		100.0%							
Boston: North End	22	1.6%				100.0%					
Boston: Unspecified	22	1.6%								100.0%	
Cambridge: Central Square	22	1.6%									100.0%
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,381	100.0%	1.0%	76.6%		5.8%	6.2%	1.0%		1.6%	7.8%

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


MBTA Surveys: 2008-09
Bus Survey
Origin Locations and Activities
Route: 108

Expanded Results

Linden Sq - Wellington Station
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Malden	1,181	66.7%	1.4%	82.8%	5.7%	1.4%	2.9%	2.1%	2.1%		1.4%
Medford	119	6.7%		50.0%		35.6%	14.4%				
Boston: Financial/Retail	75	4.3%				100.0%					
Boston: North Dorchester	75	4.3%		33.3%	33.3%	33.3%					
Revere	51	2.9%		66.7%			33.3%				
Boston: Longwood Med Area	50	2.8%				100.0%					
Boston: Back Bay	25	1.4%				100.0%					
Boston: Fenway	25	1.4%						100.0%			
Boston: North End	25	1.4%						100.0%			
Cambridge: Unspecified	25	1.4%				100.0%					
Chelsea	25	1.4%						100.0%			
Everett	25	1.4%									100.0%
Unspecified	25	1.4%									100.0%
Watertown	25	1.4%								100.0%	
Lynn	17	1.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,770	100.0%	1.0%	62.9%	5.2%	14.7%	3.9%	5.7%	1.4%	1.4%	3.8%

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


MBTA Surveys: 2008-09
Bus Survey
Origin Locations and Activities
Route: 109

Expanded Results

Linden Sq - Sullivan Sq
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Everett	593	36.1%		81.0%	9.7%	3.1%		3.1%	3.1%		
Malden	310	18.9%		88.2%			5.9%			5.9%	
Boston: Financial/Retail	84	5.1%				75.0%					25.0%
Somerville: East Somerville	84	5.1%		75.0%			25.0%				
Unspecified	84	5.1%		50.0%		25.0%					25.0%
Lynn	73	4.5%		50.0%	25.0%						25.0%
Boston: Beacon Hill	42	2.6%		50.0%		50.0%					
Boston: Longwood Med Area	42	2.6%			50.0%			50.0%			
Saugus	37	2.2%		100.0%							
Arlington	21	1.3%				100.0%					
Boston: Charlestown	21	1.3%			100.0%						
Boston: East Boston	21	1.3%		100.0%							
Boston: Govt Center	21	1.3%		100.0%							
Boston: Prudential/Hancock	21	1.3%				100.0%					
Boston: So Bos Indust	21	1.3%				100.0%					
Boston: So Bos Res	21	1.3%		100.0%							
Boston: South Dorchester	21	1.3%		100.0%							
Boston: Unspecified	21	1.3%				100.0%					
Cambridge: East Cambridge	21	1.3%						100.0%			
Cambridge: North Cambridge	21	1.3%				100.0%					
Medford	21	1.3%		100.0%							
Somerville: Spring Hill	21	1.3%		100.0%							
Revere	18	1.1%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,641	100.0%		66.9%	7.2%	13.9%	2.4%	3.7%	1.1%	1.1%	3.7%

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

Origin Locations and Activities
Route: 110

Expanded Results

Wonderland - Wellington
Both Directions

City/Neighborhood Origins	ORIGIN LOCATIONS		ORIGIN ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Everett	523	48.5%	1.8%	84.4%		3.9%	5.7%	4.2%			
Revere	333	30.9%	3.3%	74.3%	3.3%	9.4%	6.5%				3.3%
Lynn	33	3.0%		66.7%							33.3%
Chelsea	31	2.9%		100.0%							
Boston: South End	19	1.8%		50.0%							50.0%
Malden	19	1.8%		50.0%				50.0%			
Boston: East Boston	11	1.0%						100.0%			
Boston: Logan Airport	11	1.0%				100.0%					
Salem	11	1.0%			100.0%						
Waltham	11	1.0%							100.0%		
Boston: Back Bay	10	0.9%					100.0%				
Boston: Beacon Hill	10	0.9%						100.0%			
Boston: Financial/Retail	10	0.9%						100.0%			
Boston: Govt Center	10	0.9%				100.0%					
Boston: Hyde Park	10	0.9%		100.0%							
Boston: Longwood Med Area	10	0.9%			100.0%						
Dedham	10	0.9%		100.0%							
Somerville: Davis Square	10	0.9%					100.0%				
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,078	100.0%	1.9%	72.3%	2.9%	6.7%	6.6%	5.7%	1.0%		2.9%

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


MBTA Surveys: 2008-09
Bus Survey
Origin Locations and Activities

Expanded Results

Route: 111

Woodlawn - Haymarket

Both Directions

City/Neighborhood Origins	ORIGIN LOCATIONS		ORIGIN ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Chelsea	2,606	60.3%	1.5%	75.8%	1.6%	16.6%		3.0%			1.5%
Boston: Jamaica Plain	123	2.8%		66.7%							33.3%
Boston: Govt Center	121	2.8%			32.4%	67.6%					
Boston: Downtwn Unspecified	82	1.9%		50.0%	50.0%						
Boston: Financial/Retail	82	1.9%									100.0%
Boston: North End	82	1.9%		100.0%							
Boston: Park Square	82	1.9%			100.0%						
Boston: Roslindale	82	1.9%		100.0%							
Cambridge: Central Square	82	1.9%		100.0%							
Malden	82	1.9%		100.0%							
Quincy	82	1.9%		100.0%							
Woburn	82	1.9%		100.0%							
Everett	79	1.8%	50.0%	50.0%							
Revere	79	1.8%		100.0%							
Ashland	41	0.9%		100.0%							
Boston: B U	41	0.9%		100.0%							
Boston: Beacon Hill	41	0.9%						100.0%			
Boston: Longwood Med Area	41	0.9%						100.0%			
Boston: North Dorchester	41	0.9%			100.0%						
Boston: Roxbury	41	0.9%		100.0%							
Boston: South Dorchester	41	0.9%		100.0%							
Boston: South End	41	0.9%				100.0%					
Cambridge: East Cambridge	41	0.9%					100.0%				
Fairhaven	41	0.9%		100.0%							
Milton	41	0.9%		100.0%							
Sharon	41	0.9%		100.0%							
Somerville: Winter Hill	41	0.9%		100.0%							
Unspecified	41	0.9%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	4,322	100.0%	1.8%	71.2%	5.7%	12.9%	0.9%	3.7%			3.8%

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

Origin Locations and Activities

Route: 112

Expanded Results

Wellington - Wood Island

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Chelsea	460	52.1%	3.5%	58.2%	8.4%	16.7%	8.4%	4.8%			
Everett	203	23.0%		81.0%			8.1%				10.9%
Malden	133	15.0%	16.7%	83.3%							
Boston: East Boston	49	5.5%	33.3%	33.3%							33.3%
Boston: North Dorchester	22	2.5%					100.0%				
Lynn	16	1.8%	100.0%								
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	883	100.0%	8.1%	63.3%	4.4%	8.7%	8.7%	2.5%			4.4%

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

Origin Locations and Activities

Route: 131

Expanded Results

Melrose Highlands - Malden Ctr Station

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Melrose	268	78.7%	2.2%	87.5%				7.1%			3.3%
Boston: Beacon Hill	16	4.7%				100.0%					
Boston: Jamaica Plain	16	4.7%		100.0%							
Boston: North End	16	4.7%									100.0%
Cambridge: Kendall/MIT	16	4.7%				100.0%					
Stoneham	9	2.6%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	341	100.0%	1.7%	76.1%		9.4%		5.5%			7.3%

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

Origin Locations and Activities

Route: 132

Expanded Results

Redstone Shopping Ctr - Malden Ctr Station

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Stoneham	141	39.1%		82.4%		11.8%				5.9%	
Melrose	112	30.9%		89.3%		10.7%					
Malden	36	10.0%		66.7%				33.3%			
Boston: Beacon Hill	12	3.3%				100.0%					
Boston: Fenway	12	3.3%		100.0%							
Boston: Financial/Retail	12	3.3%				100.0%					
Boston: North Dorchester	12	3.3%		100.0%							
Boston: Waterfront	12	3.3%				100.0%					
Everett	12	3.3%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	361	100.0%		76.5%		17.9%		3.3%		2.3%	

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

Origin Locations and Activities
Route: 134

Expanded Results

North Woburn - Wellington
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Medford	493	44.1%	8.8%	58.8%	4.4%	8.8%	5.1%			9.5%	4.4%
Woburn	109	9.8%		60.0%		20.0%					20.0%
Chelsea	50	4.5%		100.0%							
Cambridge: North Cambridge	47	4.2%		46.4%		53.6%					
Boston: Charlestown	25	2.3%		100.0%							
Boston: East Boston	25	2.3%				100.0%					
Boston: Fenway	25	2.3%		100.0%							
Boston: Financial/Retail	25	2.3%				100.0%					
Boston: North Dorchester	25	2.3%			100.0%						
Boston: Roxbury	25	2.3%			100.0%						
Boston: So Bos Indust	25	2.3%			100.0%						
Boston: South End	25	2.3%						100.0%			
Braintree	25	2.3%		100.0%							
Cambridge: Harvard Square	25	2.3%				100.0%					
Cambridge: Kendall/MIT	25	2.3%				100.0%					
Framingham	25	2.3%		100.0%							
Melrose	25	2.3%		100.0%							
Wakefield	25	2.3%		100.0%							
Boston: Park Square	22	2.0%				100.0%					
Wilmington	22	2.0%				100.0%					
Winchester	22	2.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,116	100.0%	3.9%	53.8%	8.7%	21.0%	2.3%	2.3%		4.2%	3.9%

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

Origin Locations and Activities
Route: 136

Expanded Results

Reading Depot - Malden Ctr Station
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Wakefield	289	40.7%		88.2%		1.8%	1.8%	1.8%			6.5%
Melrose	211	29.7%		90.3%	2.4%	2.4%	2.4%	2.4%			
Malden	101	14.3%		40.7%	32.2%		13.6%		13.6%		
Reading	20	2.9%		100.0%							
Boston: Charlestown	14	1.9%			100.0%						
Boston: Fenway	14	1.9%						100.0%			
Boston: Govt Center	14	1.9%	100.0%								
Boston: Waterfront	14	1.9%				100.0%					
Everett	14	1.9%		100.0%							
Lynn	14	1.9%		100.0%							
North Reading	5	0.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	708	100.0%		1.9%	76.1%	7.3%	3.4%	3.4%	3.4%	1.9%	2.7%

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

Origin Locations and Activities
Route: 137

Expanded Results

Reading Depot - Malden Ctr Station
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Wakefield	138	29.9%		96.3%	3.7%						
Melrose	100	21.8%		81.2%		13.7%		5.1%			
Malden	88	19.0%		100.0%							
Reading	65	14.0%		70.9%			29.1%				
Boston: Roxbury	14	3.0%		100.0%							
Cambridge: Central Square	14	3.0%		100.0%							
Cambridge: East Cambridge	14	3.0%									100.0%
Medford	14	3.0%									100.0%
Peabody	10	2.2%		100.0%							
Stoneham	5	1.1%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	461	100.0%		84.8%	1.1%	3.0%	4.1%	1.1%			6.0%

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

Origin Locations and Activities

Route: 325

Expanded Results

Elm St - Haymarket Station

Inbound

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Medford	156	94.0%		100.0%							
Haverhill	3	2.0%		100.0%							
Stoneham	3	2.0%		100.0%							
Winchester	3	2.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	166	100.0%		100.0%							

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

Origin Locations and Activities

Route: 326

Expanded Results

West Medford - Haymarket Station

Inbound

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Medford	170	86.6%	1.2%	96.4%						1.2%	1.2%
Winchester	12	6.2%	16.7%	83.3%							
Arlington	2	1.0%		100.0%							
Boston: Financial/Retail	2	1.0%		100.0%							
Boston: Govt Center	2	1.0%	100.0%								
Burlington	2	1.0%		100.0%							
North Reading	2	1.0%									100.0%
Peabody	2	1.0%		100.0%							
Woburn	2	1.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	196	100.0%	3.1%	93.8%						1.0%	2.1%

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

Origin Locations and Activities

Route: 352

Expanded Results

Burlington - State St Boston

Inbound

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Burlington	101	61.4%		100.0%							
Billerica	42	25.7%		100.0%							
Wilmington	7	4.3%		100.0%							
Lexington	5	2.9%		100.0%							
Bedford	2	1.4%		100.0%							
Chelmsford	2	1.4%		100.0%							
Lowell	2	1.4%		100.0%							
Tewksbury	2	1.4%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	164	100.0%		100.0%							

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

Origin Locations and Activities
Route: 354

Expanded Results

Woburn Line - State St Boston
Both Directions

City/Neighborhood Origins	ORIGIN LOCATIONS		ORIGIN ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Woburn	288	67.4%		96.6%	1.7%	1.7%					
Burlington	15	3.4%	33.3%	66.7%							
Boston: Financial/Retail	11	2.6%				100.0%					
Boston: Govt Center	11	2.6%			100.0%						
Boston: Longwood Med Area	11	2.6%		100.0%							
Stoneham	10	2.3%		100.0%							
Windham, NH	10	2.3%		100.0%							
Boston: Brighton	7	1.7%		100.0%							
Belmont	6	1.3%						100.0%			
Boston: Beacon Hill	6	1.3%		100.0%							
Boston: East Boston	6	1.3%	100.0%								
Boston: Logan Airport	6	1.3%									100.0%
Boston: North End	6	1.3%									100.0%
Boston: South End	6	1.3%			100.0%						
Cambridge: North Cambridge	6	1.3%						100.0%			
Malden	6	1.3%		100.0%							
Medford	6	1.3%		100.0%							
Lexington	5	1.1%		100.0%							
Reading	5	1.1%		100.0%							
Other (< 0.5 % of riders)	4	1.1%		100.0%							
OVERALL TOTAL	428	100.0%	2.4%	83.5%	5.1%	3.8%		2.6%			2.6%

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

Origin Locations and Activities

Route: 411

Expanded Results

Malden Ctr Station - Jack Satter House Revere

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Malden	368	67.7%		93.8%	6.2%						
Revere	98	17.9%		56.6%		10.0%	10.0%	23.3%			
Boston: North Dorchester	23	4.2%			100.0%						
Boston: Park Square	23	4.2%				100.0%					
Somerville: Winter Hill	23	4.2%		100.0%							
Chelsea	10	1.8%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	544	100.0%		77.9%	8.4%	7.8%	1.8%	4.2%			

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

Origin Locations and Activities

Route: 430

Expanded Results

Saugus Ctr - Malden Ctr Station

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Saugus	229	40.6%		90.5%		9.5%					
Malden	211	37.4%	14.7%	75.0%	5.2%	5.2%					
Medford	62	11.0%		100.0%							
Boston: Brighton	31	5.5%		100.0%							
Brookline: North Brookline	31	5.5%						100.0%			
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	564	100.0%	5.5%	81.3%	1.9%	5.8%		5.5%			

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



Access to the Bus

The data presented in this chapter describe aspects of riders' travel between the origins of their entire trips and the bus stops where they began their surveyed bus trips. These data consist of two primary types. One is the modes of transportation used by riders immediately before boarding the surveyed bus routes; these are referred to in this chapter as the access modes or trips. The other primary type of data in this chapter pertains only to the riders whose access trips were made via private transportation modes; it is the trip times for riders' entire trips from their trip origins to the bus stops where they began their bus trips.

For trips on the surveyed bus routes in which the access mode was a public transportation mode, additional details are given about the service used. The private transportation access mode to the transit system and the initial transit mode (which may or may not correspond to the access mode) used on the trip are both summarized for each route. In addition, other bus routes with the highest number of riders who transferred to the surveyed route are listed.

The tables (at the end of the chapter) present all of these data by route. The data for each bus route are based on the survey responses from passengers who rode some portion of that route. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Charlestown and Fellsway Garages as a whole. It includes tables and discussion.

5.1 ACCESS MODE

5.1.1 DESCRIPTION OF TABLE

The access mode table for each bus route shows the distribution of trips among 13 transportation modes that riders used immediately before boarding that route. Seven of the modes are private: walk, drive/park, drop-off, taxi, shuttle/van, bicycle, and "other." Six are public: MBTA bus, other bus, rapid transit, commuter rail, boat, and "other." The access modes are grouped separately in the table by private and public transportation. As explained above, further details on the access trips made by public transportation are given in four subsequent tables.

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

5.1.2 OVERVIEW OF RESULTS

Walking was the most frequently reported access mode to every Charlestown and Fellsway Garage bus route except Route 352. The highest walk access rates were on Routes 105, 104, and 325 (all 90%). Driving access trips were the second-largest private access mode. The highest driving access rates were on Routes 352 (64%), 326 (18%), and 354 (15%). Route 352 also had the highest drop-off rate of the bus routes in Charlestown and Fellsway Garages (20%); the next highest rate was on Route 106 followed by Route 354 (both 5%).

The public access modes most used by riders on Charlestown and Fellsway Garage routes were MBTA bus and rapid transit. The highest bus access rates were on Routes 90 (19%), 109 (12%), and 110 (11%). The highest rapid transit access rates were on Routes 134 (36%), 95 (33%), and 100 (27%). The highest rate of commuter rail access trips was reported on Route 104 (1%).

5.2 TRIP TIME FOR ACCESS VIA PRIVATE TRANSPORTATION

5.2.1 DESCRIPTION OF TABLE

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

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

5.2.2 OVERVIEW OF RESULTS

The lowest average walk access times were reported by riders on Routes 92, 94, and 131 (all 4 minutes). The highest walk access times were reported by riders on Routes 430 (10 minutes) and 132 and 96 (both 8 minutes). The highest reported drive/park access times were on Routes 96 (20 minutes), 325 (19 minutes), and 109 (17 minutes), and the highest reported drop-off access

times were on Routes 93 (12 minutes) and 99 and 131 (10 minutes).

Walk access times to all Charlestown and Fellsway Garage bus routes combined averaged 6 minutes. Only 13% exceeded 10 minutes, or about one-half mile for an average person.

5.3 RIDERS WHO ACCESSED THE SURVEYED BUS ROUTE VIA PUBLIC TRANSPORTATION: FURTHER DATA

5.3.1 DESCRIPTION OF TABLES

For each bus route, four tables provide further details on the trips whose access mode was public transportation. The first of these tables lists the private modes by which riders initially accessed the transit system, while the second table lists the initial transit modes used on their trips. Two other tables indicate specific bus routes for riders who transferred from an MBTA or non-MBTA bus to the surveyed bus route; one table shows connecting routes, the other nonconnecting routes. Connecting routes are those from which riders transferred directly to the surveyed bus route; nonconnecting routes are those from which riders transferred to an intermediate public transportation mode before riding the surveyed bus route. Non-MBTA routes are identified as shown below:

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

Designation	Definition
BAT	Brockton Area Transit
BEX	Boston Express Bus
CJT	C&J bus
DAT	DATTCO bus
EZ	EZRide
LEX	LEXPRESS
LRTA	Lowell Regional Transit Authority
MART	Montachusett Regional Transit Authority
MIS	Mission Hill Link
MPA	Massport shuttle at Logan Airport
MWRTA	MetroWest Regional Transit Authority
PLB	Plymouth & Brockton Street Railway Co.
RIPTA	Rhode Island Public Transit Authority
SCH	School bus (generic)
UMB	UMass Boston shuttle

The bus routes listed in the transfer tables are those reported in response to question 5a as the first bus used, if applicable, before the surveyed bus route. In cases involving multiple transfers (bus transfers from nonconnecting routes), the intermediate link or links are not specified. Few riders make such multiple transfers.

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

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

5.3.2 OVERVIEW OF RESULTS

As with access to the surveyed bus routes, the most frequently reported mode for accessing the transit system (for those riders who transferred to the surveyed bus route from another transit mode) was walking. The highest walk rates for this part of the trips were on Routes 134 (37%) and 109 and 95 (both 35%). The highest drive/park access and drop-off access rates were, respectively, 3% on Route 91 and 3% on Route 100.

The highest percentages of riders who transferred to the surveyed bus route from another transit mode and had begun their transit trip on another MBTA bus route were on Routes 90 (21%), 110 (16%), and 112 (15%). The highest percentages of riders who transferred to the surveyed bus route from another transit mode and had begun their transit trip on rapid transit were on Routes 134 and 95 (both 29%) and 100 (27%).

The most commonly listed connecting bus route from which bus riders on the surveyed routes transferred was Route 101, followed by Routes 104 and 89. The most commonly listed nonconnecting bus route from which bus riders on the surveyed routes transferred (with an intermediate transit link or links between the listed route and the surveyed route) was Route 32, followed by Routes 71 and 101.

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 89

Davis Sq or Clarendon Hill - Sullivan Station

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders	Percent of Riders	<i>Access Mode to the Transit System:</i>	Number of Riders	Percent of Riders
Walk Access	1,781	85.1%	Walk	280	13.4%
Drive/Park Access	15	0.7%	Drive/Park	0	0.0%
Drop-off Access	0	0.0%	Drop-off	0	0.0%
Taxi Access	15	0.7%	Other	0	0.0%
Shuttle/Van Access	0	0.0%	TOTAL	280	13.4%
Bicycle Access	0	0.0%	No Answer	0	
Other Access	0	0.0%			
Total Private Trans.	1,811	86.6%	<i>Initial Transit Mode Used on Trip:</i>		
MBTA Bus	93	4.4%	MBTA Bus	124	5.9%
Other Bus	0	0.0%	Other Bus	0	0.0%
Rapid Transit	187	9.0%	Rapid Transit	156	7.4%
Commuter Rail	0	0.0%	Commuter Rail	0	0.0%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	280	13.4%	TOTAL	280	13.4%
TOTAL	2,091	100.0%			
No Answer	31				

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
77	16	17.5%
CT2	15	16.5%
93	15	16.5%
91	15	16.5%
90	15	16.5%
Other	15	16.5%
TOTAL	93	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
71	16	51.5%
28	15	48.5%
TOTAL	32	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,173	71.0%					0	0.0%	1,173	70.4%
6-10	415	25.1%					15	100.0%	430	25.8%
11-15	15	0.9%			(No responses)	(No responses)	0	0.0%	15	0.9%
16-20	49	2.9%					0	0.0%	49	2.9%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	1,652	100.0%					15	100.0%	1,667	100.0%
No Answer	129		15				0		144	
Avg. Time (min)		5.1						10.0		5.1

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 90

Davis Station - Wellington via Sullivan Station

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	462		76.2%		Walk	106		17.4%	
Drive/Park Access	7		1.2%		Drive/Park	0		0.0%	
Drop-off Access	0		0.0%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	106		17.4%	
Bicycle Access	0		0.0%		No Answer	32			
Other Access	0		0.0%						
Total Private Trans.	469		77.4%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	113		18.6%		MBTA Bus	127		20.9%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	25		4.1%		Rapid Transit	11		1.7%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	137		22.6%		TOTAL	137		22.6%	
TOTAL	606		100.0%						
No Answer	18								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
134	32	28.0%
77	21	18.9%
106	21	18.7%
97	11	9.3%
108	11	9.3%
Other	18	15.7%
TOTAL	113	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
73	7	50.0%
71	7	50.0%
TOTAL	14	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	296	72.4%	0	0.0%					296	71.1%
6-10	49	12.1%	7	100.0%					57	13.6%
11-15	49	12.1%	0	0.0%					49	11.9%
16-20	14	3.5%	0	0.0%	(No responses)		(No responses)		14	3.4%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	409	100.0%	7	100.0%					416	100.0%
No Answer	53		0						53	
Avg. Time (min)		5.9		10.0						6.0

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 91

Central Sq Cambridge - Sullivan Station

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	770		82.8%		Walk	116		12.5%	
Drive/Park Access	0		0.0%		Drive/Park	28		3.1%	
Drop-off Access	0		0.0%		Drop-off	15		1.6%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	159		17.2%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	770		82.8%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	58		6.3%		MBTA Bus	72		7.7%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	101		10.9%		Rapid Transit	73		7.8%	
Commuter Rail	0		0.0%		Commuter Rail	15		1.6%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	159		17.2%		TOTAL	159		17.2%	
TOTAL	929		100.0%						
No Answer	14								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
89	15	25.5%
104	15	25.5%
101	15	25.5%
86	14	23.4%
TOTAL	58	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
220	14	100.0%
TOTAL	14	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	472	63.8%							472	63.8%
6-10	184	24.9%							184	24.9%
11-15	56	7.5%							56	7.5%
16-20	28	3.8%	(No responses)		(No responses)		(No responses)		28	3.8%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	740	100.0%							740	100.0%
No Answer	30								30	
Avg. Time (min)		6.4								6.4



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 92

Sullivan Station - Haymarket via Main St

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	545		82.7%		Walk	108		16.3%	
Drive/Park Access	6		1.0%		Drive/Park	0		0.0%	
Drop-off Access	0		0.0%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	108		16.3%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	551		83.7%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	51		7.7%		MBTA Bus	70		10.6%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	57		8.6%		Rapid Transit	31		4.8%	
Commuter Rail	0		0.0%		Commuter Rail	6		1.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	108		16.3%		TOTAL	108		16.3%	
TOTAL	659		100.0%						
No Answer	6								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
441	12	24.6%
111	12	24.6%
95	6	12.7%
89	6	12.7%
109	6	12.7%
Other	6	12.7%
TOTAL	51	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
9	12	65.9%
240	6	34.1%
TOTAL	19	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	392	86.0%	0	0.0%					392	84.8%
6-10	38	8.4%	6	100.0%					45	9.7%
11-15	25	5.6%	0	0.0%					25	5.5%
16-20	0	0.0%	0	0.0%	(No responses)		(No responses)		0	0.0%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	455	100.0%	6	100.0%					462	100.0%
No Answer	89		0						89	
Avg. Time (min)	3.9		10.0						4.0	



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 93

Sullivan Station - Haymarket via Bunker Hill

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders	Percent of Riders	<i>Access Mode to the Transit System:</i>	Number of Riders	Percent of Riders
Walk Access	2,564	85.6%	Walk	238	8.0%
Drive/Park Access	141	4.7%	Drive/Park	0	0.0%
Drop-off Access	53	1.8%	Drop-off	0	0.0%
Taxi Access	0	0.0%	Other	0	0.0%
Shuttle/Van Access	0	0.0%	TOTAL	238	8.0%
Bicycle Access	0	0.0%	No Answer	0	
Other Access	0	0.0%			
Total Private Trans.	2,759	92.0%	<i>Initial Transit Mode Used on Trip:</i>		
MBTA Bus	44	1.5%	MBTA Bus	44	1.5%
Other Bus	0	0.0%	Other Bus	0	0.0%
Rapid Transit	194	6.5%	Rapid Transit	150	5.0%
Commuter Rail	0	0.0%	Commuter Rail	44	1.5%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	238	8.0%	TOTAL	238	8.0%
TOTAL	2,997	100.0%			
No Answer	0				

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
89	44	100.0%
TOTAL	44	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,752	76.8%	0	0.0%	0	0.0%			1,752	72.3%
6-10	291	12.8%	89	100.0%	0	0.0%			380	15.7%
11-15	141	6.2%	0	0.0%	53	100.0%			194	8.0%
16-20	97	4.3%	0	0.0%	0	0.0%	(No responses)		97	4.0%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	2,282	100.0%	89	100.0%	53	100.0%			2,423	100.0%
No Answer	283		53		0				335	
Avg. Time (min)	4.9		10.0		12.0				5.3	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 94

Medford Sq - Davis Sq

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders	Percent of Riders	<i>Access Mode to the Transit System:</i>	Number of Riders	Percent of Riders
Walk Access	461	70.0%	Walk	148	22.5%
Drive/Park Access	0	0.0%	Drive/Park	0	0.0%
Drop-off Access	11	1.7%	Drop-off	0	0.0%
Taxi Access	0	0.0%	Other	0	0.0%
Shuttle/Van Access	0	0.0%	TOTAL	148	22.5%
Bicycle Access	0	0.0%	No Answer	38	
Other Access	0	0.0%			
Total Private Trans.	472	71.7%	<i>Initial Transit Mode Used on Trip:</i>		
MBTA Bus	33	5.0%	MBTA Bus	71	10.8%
Other Bus	0	0.0%	Other Bus	0	0.0%
Rapid Transit	153	23.3%	Rapid Transit	115	17.5%
Commuter Rail	0	0.0%	Commuter Rail	0	0.0%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	186	28.3%	TOTAL	186	28.3%
TOTAL	658	100.0%			
No Answer	0				

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
101	22	66.7%
80	11	33.3%
TOTAL	33	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
66	38	100.0%
TOTAL	38	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	307	75.7%			11	100.0%			318	76.3%
6-10	99	24.3%			0	0.0%			99	23.7%
11-15	0	0.0%			0	0.0%			0	0.0%
16-20	0	0.0%	(No responses)		0	0.0%	(No responses)		0	0.0%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			0	0.0%			0	0.0%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	406	100.0%			11	100.0%			417	100.0%
No Answer	55				0				55	
Avg. Time (min)		4.4				1.0				4.3



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 95

West Medford - Sullivan Station

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:	Number of Riders		Percent of Riders		Access Mode to the Transit System:	Number of Riders		Percent of Riders	
Walk Access	368		50.8%		Walk	251		34.6%	
Drive/Park Access	0		0.0%		Drive/Park	0		0.0%	
Drop-off Access	25		3.5%		Drop-off	10		1.4%	
Taxi Access	7		1.0%		Other	31		4.3%	
Shuttle/Van Access	0		0.0%		TOTAL	292		40.4%	
Bicycle Access	0		0.0%		No Answer	10			
Other Access	21		2.9%						
Total Private Trans.	422		58.2%		Initial Transit Mode Used on Trip:				
MBTA Bus	63		8.6%		MBTA Bus	84		11.5%	
Other Bus	0		0.0%		Other Bus	10		1.4%	
Rapid Transit	240		33.2%		Rapid Transit	209		28.8%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	303		41.8%		TOTAL	303		41.8%	
TOTAL	724		100.0%						
No Answer	58								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
93	21	33.3%
104	21	33.3%
91	10	16.7%
101	10	16.7%
TOTAL	63	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
MPA	10	33.3%
23	10	33.3%
119	10	33.3%
TOTAL	31	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	205	67.1%			7	29.3%	0	0.0%	213	60.4%
6-10	79	25.7%			18	70.7%	0	0.0%	96	27.4%
11-15	7	2.4%	(No responses)		0	0.0%	10	50.0%	18	5.1%
16-20	15	4.8%			0	0.0%	0	0.0%	15	4.2%
21-30	0	0.0%			0	0.0%	10	50.0%	10	3.0%
31-45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
TOTAL	306	100.0%			25	100.0%	21	100.0%	352	100.0%
No Answer	62				0		7		69	
Avg. Time (min)		5.9				8.5		22.5		7.1



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 96

Medford Sq - Harvard Sq

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:	Number of Riders		Percent of Riders		Access Mode to the Transit System:	Number of Riders		Percent of Riders	
Walk Access	593		75.8%		Walk	107		13.6%	
Drive/Park Access	46		5.9%		Drive/Park	7		0.9%	
Drop-off Access	22		2.8%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	114		14.6%	
Bicycle Access	0		0.0%		No Answer	7			
Other Access	0		0.0%						
Total Private Trans.	661		84.5%		Initial Transit Mode Used on Trip:				
MBTA Bus	36		4.6%		MBTA Bus	36		4.6%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	78		10.0%		Rapid Transit	78		10.0%	
Commuter Rail	7		0.9%		Commuter Rail	7		0.9%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	121		15.5%		TOTAL	121		15.5%	
TOTAL	782		100.0%						
No Answer	0								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
101	22	60.0%
95	7	20.0%
134	7	20.0%
TOTAL	36	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	300	54.9%	0	0.0%	7	33.3%			307	50.0%
6-10	87	15.9%	0	0.0%	14	66.7%			101	16.5%
11-15	153	27.9%	0	0.0%	0	0.0%			153	24.9%
16-20	7	1.3%	46	100.0%	0	0.0%	(No responses)		53	8.7%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	547	100.0%	46	100.0%	22	100.0%			615	100.0%
No Answer	46		0		0				46	
Avg. Time (min)	7.6		20.0		7.3				8.5	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 97

Malden Ctr Station - Wellington

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	362		88.8%		Walk	28		6.8%	
Drive/Park Access	0		0.0%		Drive/Park	0		0.0%	
Drop-off Access	0		0.0%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	28		6.8%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	18		4.4%						
Total Private Trans.	380		93.2%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	14		3.4%		MBTA Bus	14		3.4%	
Other Bus	0		0.0%		Other Bus	14		3.4%	
Rapid Transit	14		3.4%		Rapid Transit	0		0.0%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	28		6.8%		TOTAL	28		6.8%	
TOTAL	408		100.0%						
No Answer	14								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
99	14	100.0%
TOTAL	14	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
MPA	14	100.0%
TOTAL	14	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	169	56.0%					0	0.0%	169	52.8%
6-10	50	16.6%					18	100.0%	68	21.3%
11-15	83	27.5%					0	0.0%	83	25.9%
16-20	0	0.0%	(No responses)		(No responses)		0	0.0%	0	0.0%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	303	100.0%					18	100.0%	321	100.0%
No Answer	60						0		60	
Avg. Time (min)		7.1						10.0		7.3



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 99

Boston Reg Med Ctr - Wellington

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders	Percent of Riders	<i>Access Mode to the Transit System:</i>	Number of Riders	Percent of Riders
Walk Access	563	86.0%	Walk	32	4.9%
Drive/Park Access	16	2.4%	Drive/Park	0	0.0%
Drop-off Access	12	1.8%	Drop-off	0	0.0%
Taxi Access	0	0.0%	Other	16	2.4%
Shuttle/Van Access	0	0.0%	TOTAL	48	7.3%
Bicycle Access	0	0.0%	No Answer	16	
Other Access	0	0.0%			
Total Private Trans.	590	90.3%	<i>Initial Transit Mode Used on Trip:</i>	Number of Riders	Percent of Riders
MBTA Bus	0	0.0%	MBTA Bus	16	2.4%
Other Bus	0	0.0%	Other Bus	0	0.0%
Rapid Transit	64	9.7%	Rapid Transit	48	7.3%
Commuter Rail	0	0.0%	Commuter Rail	0	0.0%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	64	9.7%	TOTAL	64	9.7%
TOTAL	654	100.0%			
No Answer	16				

Bus Transfers from Connecting Routes:

Number of Riders	Percent of Riders
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Bus Transfers from Nonconnecting Routes:

Number of Riders	Percent of Riders
------------------	-------------------

SL2

16 100.0%

TOTAL 0 0.0%

TOTAL 16 100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	323	68.6%	0	0.0%	0	0.0%			323	64.8%
6-10	108	22.9%	16	100.0%	12	100.0%			136	27.2%
11-15	24	5.1%	0	0.0%	0	0.0%			24	4.8%
16-20	16	3.4%	0	0.0%	0	0.0%	(No responses)		16	3.2%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	471	100.0%	16	100.0%	12	100.0%			499	100.0%
No Answer	92		0		0				92	
Avg. Time (min)	5.8		10.0		10.0				6.1	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 100

Elm St - Wellington via Fellsway

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders	Percent of Riders	<i>Access Mode to the Transit System:</i>	Number of Riders	Percent of Riders
Walk Access	240	69.3%	Walk	85	24.5%
Drive/Park Access	12	3.6%	Drive/Park	0	0.0%
Drop-off Access	0	0.0%	Drop-off	9	2.7%
Taxi Access	0	0.0%	Other	0	0.0%
Shuttle/Van Access	0	0.0%	TOTAL	94	27.2%
Bicycle Access	0	0.0%	No Answer	0	
Other Access	0	0.0%			
Total Private Trans.	252	72.8%	<i>Initial Transit Mode Used on Trip:</i>	Number of Riders	Percent of Riders
MBTA Bus	0	0.0%	MBTA Bus	0	0.0%
Other Bus	0	0.0%	Other Bus	0	0.0%
Rapid Transit	94	27.2%	Rapid Transit	94	27.2%
Commuter Rail	0	0.0%	Commuter Rail	0	0.0%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	94	27.2%	TOTAL	94	27.2%
TOTAL	346	100.0%			
No Answer	0				

Bus Transfers from Connecting Routes:

Number of Riders	Percent of Riders
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Bus Transfers from Nonconnecting Routes:

Number of Riders	Percent of Riders
------------------	-------------------

TOTAL 0 0.0% TOTAL 0 0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	141	60.5%	0	0.0%					141	59.0%
6-10	68	28.9%	6	100.0%					74	30.8%
11-15	25	10.5%	0	0.0%	(No responses)		(No responses)		25	10.3%
16-20	0	0.0%	0	0.0%					0	0.0%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	234	100.0%	6	100.0%					240	100.0%
No Answer	6		6						12	
Avg. Time (min)	5.9		8.0						5.9	



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 101

Malden Ctr Station - Sullivan Sq via Winter Hill

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	2,107		84.6%		Walk	346		13.9%	
Drive/Park Access	13		0.5%		Drive/Park	0		0.0%	
Drop-off Access	0		0.0%		Drop-off	13		0.5%	
Taxi Access	0		0.0%		Other	13		0.5%	
Shuttle/Van Access	0		0.0%		TOTAL	371		14.9%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	2,120		85.1%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	128		5.1%		MBTA Bus	171		6.9%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	243		9.8%		Rapid Transit	188		7.5%	
Commuter Rail	0		0.0%		Commuter Rail	13		0.5%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	371		14.9%		TOTAL	371		14.9%	
TOTAL	2,491		100.0%						
No Answer	26								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
91	30	23.3%
109	30	23.3%
104	30	23.3%
411	13	10.0%
131	13	10.0%
Other	13	10.0%
TOTAL	128	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
21	30	70.0%
32	13	30.0%
TOTAL	43	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,369	71.8%	13	100.0%					1,382	72.0%
6-10	303	15.9%	0	0.0%					303	15.8%
11-15	128	6.7%	0	0.0%					128	6.7%
16-20	107	5.6%	0	0.0%	(No responses)		(No responses)		107	5.6%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	1,907	100.0%	13	100.0%					1,920	100.0%
No Answer	200		0						200	
Avg. Time (min)	5.5		5.0						5.5	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 104

Malden Ctr Station - Sullivan Sq via Ferry

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	1,843		90.2%		Walk	172		8.4%	
Drive/Park Access	29		1.4%		Drive/Park	0		0.0%	
Drop-off Access	0		0.0%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	172		8.4%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	1,872		91.6%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	0		0.0%		MBTA Bus	28		1.4%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	143		7.0%		Rapid Transit	115		5.6%	
Commuter Rail	28		1.4%		Commuter Rail	28		1.4%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	172		8.4%		TOTAL	172		8.4%	
TOTAL	2,044		100.0%						
No Answer	0								

Bus Transfers from Connecting Routes:

Number of Riders	Percent of Riders
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Bus Transfers from Nonconnecting Routes:

Number of Riders	Percent of Riders
------------------	-------------------

	77	28	100.0%		
TOTAL	0	0.0%	TOTAL	28	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	662	48.9%	0	0.0%					662	47.9%
6-10	460	34.0%	29	100.0%					489	35.4%
11-15	174	12.9%	0	0.0%					174	12.6%
16-20	28	2.1%	0	0.0%	(No responses)		(No responses)		28	2.0%
21-30	29	2.2%	0	0.0%					29	2.1%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	1,354	100.0%	29	100.0%					1,383	100.0%
No Answer	489		0						489	
Avg. Time (min)	7.5		10.0						7.5	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 105

Malden Ctr Station - Sullivan Sq via Newland St Housing

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	495		90.4%		Walk	41		7.5%	
Drive/Park Access	0		0.0%		Drive/Park	0		0.0%	
Drop-off Access	6		1.0%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	41		7.5%	
Bicycle Access	0		0.0%		No Answer	6			
Other Access	0		0.0%						
Total Private Trans.	501		91.5%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	11		2.1%		MBTA Bus	35		6.4%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	35		6.4%		Rapid Transit	11		2.1%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	47		8.5%		TOTAL	47		8.5%	
TOTAL	547		100.0%						
No Answer	24								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
92	6	50.0%
89	6	50.0%
TOTAL	11	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
91	12	51.9%
SL2	6	24.1%
32	6	24.1%
TOTAL	24	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	261	63.5%							261	63.5%
6-10	108	26.3%							108	26.3%
11-15	30	7.4%							30	7.4%
16-20	6	1.4%	(No responses)		(No responses)		(No responses)		6	1.4%
21-30	6	1.4%							6	1.4%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	411	100.0%							411	100.0%
No Answer	84				6				89	
Avg. Time (min)		6.0								6.0



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 106

Lebanon St/Franklin St - Wellington Station

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:	Number of Riders		Percent of Riders		Access Mode to the Transit System:	Number of Riders		Percent of Riders	
Walk Access	1,116		83.8%		Walk	139		10.4%	
Drive/Park Access	13		1.0%		Drive/Park	0		0.0%	
Drop-off Access	63		4.7%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	139		10.4%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	1,193		89.6%		Initial Transit Mode Used on Trip:				
MBTA Bus	13		1.0%		MBTA Bus	49		3.7%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	126		9.4%		Rapid Transit	90		6.7%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	139		10.4%		TOTAL	139		10.4%	
TOTAL	1,332		100.0%						
No Answer	49								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
131	13	100.0%
TOTAL	13	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
91	22	62.5%
749	13	37.5%
TOTAL	36	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	601	66.0%	0	0.0%	27	54.5%			628	64.5%
6-10	233	25.6%	13	100.0%	0	0.0%			247	25.3%
11-15	63	6.9%	0	0.0%	22	45.5%			85	8.8%
16-20	13	1.5%	0	0.0%	0	0.0%	(No responses)		13	1.4%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	910	100.0%	13	100.0%	49	100.0%			973	100.0%
No Answer	206		0		13				220	
Avg. Time (min)	5.9		10.0		9.0				6.1	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 108

Linden Sq - Wellington Station

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	1,283		74.6%		Walk	303		17.6%	
Drive/Park Access	0		0.0%		Drive/Park	0		0.0%	
Drop-off Access	42		2.5%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	303		17.6%	
Bicycle Access	0		0.0%		No Answer	92			
Other Access	0		0.0%						
Total Private Trans.	1,325		77.0%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	68		4.0%		MBTA Bus	144		8.4%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	327		19.0%		Rapid Transit	251		14.6%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	395		23.0%		TOTAL	395		23.0%	
TOTAL	1,720		100.0%						
No Answer	50								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
119	51	75.0%
426	17	25.0%
TOTAL	68	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
CT2	25	33.3%
71	25	33.3%
112	25	33.3%
TOTAL	75	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	698	64.1%			17	40.5%			715	63.2%
6-10	280	25.8%			25	59.5%			306	27.0%
11-15	93	8.6%			0	0.0%			93	8.3%
16-20	17	1.6%	(No responses)		0	0.0%	(No responses)		17	1.5%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			0	0.0%			0	0.0%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	1,089	100.0%			42	100.0%			1,131	100.0%
No Answer	194				0				194	
Avg. Time (min)		5.8				8.0				5.9



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 109

Linden Sq - Sullivan Sq

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders	Percent of Riders	<i>Access Mode to the Transit System:</i>	Number of Riders	Percent of Riders
Walk Access	930	56.7%	Walk	572	34.9%
Drive/Park Access	18	1.1%	Drive/Park	0	0.0%
Drop-off Access	21	1.3%	Drop-off	0	0.0%
Taxi Access	0	0.0%	Other	42	2.6%
Shuttle/Van Access	0	0.0%	TOTAL	614	37.4%
Bicycle Access	18	1.1%	No Answer	21	
Other Access	18	1.1%			
Total Private Trans.	1,006	61.3%	<i>Initial Transit Mode Used on Trip:</i>		
MBTA Bus	194	11.8%	MBTA Bus	236	14.4%
Other Bus	0	0.0%	Other Bus	0	0.0%
Rapid Transit	442	26.9%	Rapid Transit	400	24.4%
Commuter Rail	0	0.0%	Commuter Rail	0	0.0%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	635	38.7%	TOTAL	635	38.7%
TOTAL	1,641	100.0%			
No Answer	0				

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
426	73	37.7%
429	37	18.9%
CT2	21	10.9%
92	21	10.9%
89	21	10.9%
Other	21	10.9%
TOTAL	194	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
74	21	50.0%
11	21	50.0%
TOTAL	42	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	499	67.0%	0	0.0%			0	0.0%	499	62.4%
6-10	170	22.8%	0	0.0%			18	50.0%	188	23.5%
11-15	37	4.9%	0	0.0%			0	0.0%	37	4.6%
16-20	39	5.3%	18	100.0%	(No responses)		0	0.0%	58	7.2%
21-30	0	0.0%	0	0.0%			18	50.0%	18	2.3%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	744	100.0%	18	100.0%			37	100.0%	799	100.0%
No Answer	185		0		21		0		206	
Avg. Time (min)	5.7		17.0				20.0		6.6	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 110

Wonderland - Wellington

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	803		76.0%		Walk	223		21.1%	
Drive/Park Access	0		0.0%		Drive/Park	0		0.0%	
Drop-off Access	0		0.0%		Drop-off	11		1.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	234		22.2%	
Bicycle Access	0		0.0%		No Answer	19			
Other Access	0		0.0%						
Total Private Trans.	803		76.0%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	116		11.0%		MBTA Bus	165		15.6%	
Other Bus	0		0.0%		Other Bus	11		1.0%	
Rapid Transit	137		13.0%		Rapid Transit	78		7.3%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	253		24.0%		TOTAL	253		24.0%	
TOTAL	1,056		100.0%						
No Answer	22								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
119	31	27.1%
455W	22	18.8%
111	20	17.6%
459	11	9.4%
442	11	9.4%
Other	20	17.6%
TOTAL	116	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
MPA	11	18.2%
70A	11	18.2%
CT1	10	15.9%
34E	10	15.9%
32	10	15.9%
Other	10	15.9%
TOTAL	60	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	470	71.6%							470	71.6%
6-10	113	17.2%							113	17.2%
11-15	11	1.7%	(No responses)		(No responses)		(No responses)		11	1.7%
16-20	52	7.9%							52	7.9%
21-30	0	0.0%							0	0.0%
31-45	11	1.7%							11	1.7%
Over 45	0	0.0%							0	0.0%
TOTAL	656	100.0%							656	100.0%
No Answer	147								147	
Avg. Time (min)		6.5								6.5



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 111

Woodlawn - Haymarket

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:

	Number of Riders	Percent of Riders
Walk Access	2,736	65.1%
Drive/Park Access	197	4.7%
Drop-off Access	41	1.0%
Taxi Access	41	1.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	79	1.9%
Total Private Trans.	3,094	73.6%
MBTA Bus	82	2.0%
Other Bus	41	1.0%
Rapid Transit	944	22.5%
Commuter Rail	41	1.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,108	26.4%
TOTAL	4,202	100.0%
No Answer	120	

Access Mode to the Transit System:

	Number of Riders	Percent of Riders
Walk	862	20.5%
Drive/Park	123	2.9%
Drop-off	41	1.0%
Other	41	1.0%
TOTAL	1,067	25.4%
No Answer	41	

Initial Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	287	6.8%
Other Bus	41	1.0%
Rapid Transit	657	15.6%
Commuter Rail	123	2.9%
Boat	0	0.0%
Other	0	0.0%
TOTAL	1,108	26.4%

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
354	82	66.7%
DAT	41	33.3%
TOTAL	123	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
32	41	20.0%
31	41	20.0%
216	41	20.0%
108	41	20.0%
101	41	20.0%
TOTAL	205	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,310	63.4%	79	50.0%			0	0.0%	1,389	61.3%
6-10	322	15.6%	39	25.0%			0	0.0%	361	16.0%
11-15	236	11.4%	0	0.0%			39	100.0%	276	12.2%
16-20	199	9.6%	39	25.0%	(No responses)		0	0.0%	238	10.5%
21-30	0	0.0%	0	0.0%			0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	2,066	100.0%	158	100.0%			39	100.0%	2,263	100.0%
No Answer	670		39		41		80		830	
Avg. Time (min)	7.0		8.0				15.0		7.2	



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 112

Wellington - Wood Island

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders	Percent of Riders	<i>Access Mode to the Transit System:</i>	Number of Riders	Percent of Riders
Walk Access	586	73.8%	Walk	77	9.7%
Drive/Park Access	38	4.8%	Drive/Park	0	0.0%
Drop-off Access	33	4.1%	Drop-off	0	0.0%
Taxi Access	0	0.0%	Other	0	0.0%
Shuttle/Van Access	0	0.0%	TOTAL	77	9.7%
Bicycle Access	0	0.0%	No Answer	61	
Other Access	0	0.0%			
Total Private Trans.	657	82.7%	<i>Initial Transit Mode Used on Trip:</i>		
MBTA Bus	77	9.7%	MBTA Bus	115	14.5%
Other Bus	0	0.0%	Other Bus	0	0.0%
Rapid Transit	61	7.6%	Rapid Transit	22	2.8%
Commuter Rail	0	0.0%	Commuter Rail	0	0.0%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	137	17.3%	TOTAL	137	17.3%
TOTAL	795	100.0%			
No Answer	88				

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
120	33	42.5%
99	22	28.8%
108	22	28.8%
TOTAL	77	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
8	22	57.5%
442	16	42.5%
TOTAL	38	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	306	70.9%	0	0.0%	33	100.0%			339	69.6%
6-10	110	25.3%	22	100.0%	0	0.0%			132	27.0%
11-15	0	0.0%	0	0.0%	0	0.0%	(No responses)		0	0.0%
16-20	16	3.8%	0	0.0%	0	0.0%			16	3.4%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	432	100.0%	22	100.0%	33	100.0%			487	100.0%
No Answer	154		16		0				170	
Avg. Time (min)	5.5		10.0		4.0				5.6	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 131

Melrose Highlands - Malden Ctr Station

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	271		79.5%		Walk	64		18.8%	
Drive/Park Access	3		0.9%		Drive/Park	0		0.0%	
Drop-off Access	3		0.9%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	64		18.8%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	277		81.2%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	0		0.0%		MBTA Bus	0		0.0%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	64		18.8%		Rapid Transit	64		18.8%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	64		18.8%		TOTAL	64		18.8%	
TOTAL	341		100.0%						
No Answer	0								

Bus Transfers from Connecting Routes:

Number of Riders	Percent of Riders
------------------	-------------------

Bus Transfers from Nonconnecting Routes:

Number of Riders	Percent of Riders
------------------	-------------------

TOTAL

0

0.0%

TOTAL

0

0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	198	78.2%	3	100.0%	0	0.0%			201	77.5%
6-10	47	18.4%	0	0.0%	3	100.0%			50	19.1%
11-15	9	3.4%	0	0.0%	0	0.0%			9	3.4%
16-20	0	0.0%	0	0.0%	0	0.0%	(No responses)		0	0.0%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	254	100.0%	3	100.0%	3	100.0%			260	100.0%
No Answer	18		0		0				18	
Avg. Time (min)	4.4		5.0		10.0				4.5	



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 132

Redstone Shopping Ctr - Malden Ctr Station

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:

	Number of Riders	Percent of Riders
Walk Access	264	74.9%
Drive/Park Access	8	2.4%
Drop-off Access	8	2.4%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	281	79.6%
MBTA Bus	12	3.4%
Other Bus	0	0.0%
Rapid Transit	60	17.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	72	20.4%
TOTAL	353	100.0%
No Answer	8	

Access Mode to the Transit System:

	Number of Riders	Percent of Riders
Walk	72	20.4%
Drive/Park	0	0.0%
Drop-off	0	0.0%
Other	0	0.0%
TOTAL	72	20.4%
No Answer	0	

Initial Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	12	3.4%
Other Bus	0	0.0%
Rapid Transit	60	17.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	72	20.4%

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
104	12	100.0%
TOTAL	12	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	120	48.5%	8	100.0%	8	100.0%			137	51.7%
6-10	66	26.5%	0	0.0%	0	0.0%			66	24.8%
11-15	37	14.9%	0	0.0%	0	0.0%			37	14.0%
16-20	25	10.1%	0	0.0%	0	0.0%	(No responses)		25	9.4%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	247	100.0%	8	100.0%	8	100.0%			264	100.0%
No Answer	17		0		0				17	
Avg. Time (min)	7.9		2.0		5.0				7.6	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 134

North Woburn - Wellington

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	601		53.9%		Walk	417		37.4%	
Drive/Park Access	0		0.0%		Drive/Park	25		2.3%	
Drop-off Access	0		0.0%		Drop-off	0		0.0%	
Taxi Access	22		2.0%		Other	25		2.3%	
Shuttle/Van Access	0		0.0%		TOTAL	468		41.9%	
Bicycle Access	0		0.0%		No Answer	25			
Other Access	0		0.0%						
Total Private Trans.	623		55.8%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	94		8.4%		MBTA Bus	144		12.9%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	399		35.7%		Rapid Transit	323		29.0%	
Commuter Rail	0		0.0%		Commuter Rail	25		2.3%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	493		44.2%		TOTAL	493		44.2%	
TOTAL	1,116		100.0%						
No Answer	0								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
96	44	46.4%
94	25	26.8%
112	25	26.8%
TOTAL	94	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
136	25	33.3%
111	25	33.3%
1	25	33.3%
TOTAL	75	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	305	54.6%							305	54.6%
6-10	141	25.2%							141	25.2%
11-15	90	16.2%							90	16.2%
16-20	22	3.9%	(No responses)		(No responses)		(No responses)		22	3.9%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	558	100.0%							558	100.0%
No Answer	44						22		65	
Avg. Time (min)		7.2								7.2

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 136

Reading Depot - Malden Ctr Station

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	570		82.7%		Walk	41		6.0%	
Drive/Park Access	36		5.2%		Drive/Park	0		0.0%	
Drop-off Access	15		2.2%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	41		6.0%	
Bicycle Access	0		0.0%		No Answer	27			
Other Access	0		0.0%						
Total Private Trans.	621		90.0%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	14		2.0%		MBTA Bus	14		2.0%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	55		8.0%		Rapid Transit	55		8.0%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	69		10.0%		TOTAL	69		10.0%	
TOTAL	690		100.0%						
No Answer	19								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
104	14	100.0%
TOTAL	14	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	407	79.7%	25	71.4%	5	50.0%			437	78.6%
6-10	44	8.7%	0	0.0%	5	50.0%			49	8.9%
11-15	44	8.7%	5	14.3%	0	0.0%			49	8.9%
16-20	15	3.0%	5	14.3%	0	0.0%	(No responses)		20	3.7%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	510	100.0%	36	100.0%	10	100.0%			556	100.0%
No Answer	60		0		5				65	
Avg. Time (min)	5.4		7.1		6.0				5.5	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Route: 137

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	346		75.1%		Walk	69		14.9%	
Drive/Park Access	31		6.6%		Drive/Park	0		0.0%	
Drop-off Access	15		3.3%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	69		14.9%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	392		85.1%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	27		6.0%		MBTA Bus	27		6.0%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	41		9.0%		Rapid Transit	41		9.0%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	69		14.9%		TOTAL	69		14.9%	
TOTAL	461		100.0%						
No Answer	0								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
108	14	50.0%
101	14	50.0%
TOTAL	27	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	174	51.7%	5	20.0%	5	100.0%			184	50.1%
6-10	128	38.2%	10	40.0%	0	0.0%			138	37.8%
11-15	34	10.2%	0	0.0%	0	0.0%			34	9.3%
16-20	0	0.0%	10	40.0%	0	0.0%	(No responses)		10	2.8%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	336	100.0%	25	100.0%	5	100.0%			366	100.0%
No Answer	10		5		10				25	
Avg. Time (min)		6.6		13.0		5.0				7.1



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 325

Elm St - Haymarket Station

Inbound

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders	Percent of Riders	<i>Access Mode to the Transit System:</i>	Number of Riders	Percent of Riders
Walk Access	149	90.0%	Walk	0	0.0%
Drive/Park Access	17	10.0%	Drive/Park	0	0.0%
Drop-off Access	0	0.0%	Drop-off	0	0.0%
Taxi Access	0	0.0%	Other	0	0.0%
Shuttle/Van Access	0	0.0%	TOTAL	0	0.0%
Bicycle Access	0	0.0%	No Answer	0	
Other Access	0	0.0%			
Total Private Trans.	166	100.0%	<i>Initial Transit Mode Used on Trip:</i>	Number of Riders	Percent of Riders
MBTA Bus	0	0.0%	MBTA Bus	0	0.0%
Other Bus	0	0.0%	Other Bus	0	0.0%
Rapid Transit	0	0.0%	Rapid Transit	0	0.0%
Commuter Rail	0	0.0%	Commuter Rail	0	0.0%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	0	0.0%	TOTAL	0	0.0%
TOTAL	166	100.0%			
No Answer	0				

Bus Transfers from Connecting Routes:

Number of Riders	Percent of Riders
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Bus Transfers from Nonconnecting Routes:

Number of Riders	Percent of Riders
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TOTAL	0	0.0%	TOTAL	0	0.0%
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Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	100	66.7%	3	20.0%					103	62.0%
6-10	37	24.4%	3	20.0%					40	24.0%
11-15	10	6.7%	3	20.0%	(No responses)		(No responses)		13	8.0%
16-20	3	2.2%	3	20.0%					7	4.0%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	3	20.0%					3	2.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	149	100.0%	17	100.0%					166	100.0%
No Answer	0		0						0	
Avg. Time (min)	5.9		18.6						7.2	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 326

West Medford - Haymarket Station

Inbound

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	158		80.4%		Walk	2		1.0%	
Drive/Park Access	34		17.5%		Drive/Park	0		0.0%	
Drop-off Access	2		1.0%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	2		1.0%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	194		99.0%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	2		1.0%		MBTA Bus	2		1.0%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	0		0.0%		Rapid Transit	0		0.0%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	2		1.0%		TOTAL	2		1.0%	
TOTAL	196		100.0%						
No Answer	0								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
96	2	100.0%
TOTAL	2	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	115	75.0%	14	41.2%	2	100.0%			131	69.1%
6-10	22	14.5%	10	29.4%	0	0.0%			32	17.0%
11-15	8	5.3%	4	11.8%	0	0.0%			12	6.4%
16-20	8	5.3%	2	5.9%	0	0.0%	(No responses)		10	5.3%
21-30	0	0.0%	2	5.9%	0	0.0%			2	1.1%
31-45	0	0.0%	2	5.9%	0	0.0%			2	1.1%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	154	100.0%	34	100.0%	2	100.0%			190	100.0%
No Answer	4		0		0				4	
Avg. Time (min)		5.5		11.1		2.0				6.5

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 352

Burlington - State St Boston

Inbound

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders	Percent of Riders	<i>Access Mode to the Transit System:</i>	Number of Riders	Percent of Riders
Walk Access	26	15.7%	Walk	0	0.0%
Drive/Park Access	105	64.3%	Drive/Park	0	0.0%
Drop-off Access	33	20.0%	Drop-off	0	0.0%
Taxi Access	0	0.0%	Other	0	0.0%
Shuttle/Van Access	0	0.0%	TOTAL	0	0.0%
Bicycle Access	0	0.0%	No Answer	0	
Other Access	0	0.0%			
Total Private Trans.	164	100.0%			
MBTA Bus	0	0.0%	<i>Initial Transit Mode Used on Trip:</i>		
Other Bus	0	0.0%	MBTA Bus	0	0.0%
Rapid Transit	0	0.0%	Other Bus	0	0.0%
Commuter Rail	0	0.0%	Rapid Transit	0	0.0%
Boat	0	0.0%	Commuter Rail	0	0.0%
Other	0	0.0%	Boat	0	0.0%
Total Public Trans.	0	0.0%	Other	0	0.0%
TOTAL	164	100.0%	TOTAL	0	0.0%
No Answer	0				

Bus Transfers from Connecting Routes:

Number of Riders	Percent of Riders
------------------	-------------------

Bus Transfers from Nonconnecting Routes:

Number of Riders	Percent of Riders
------------------	-------------------

TOTAL 0 0.0% TOTAL 0 0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	5	33.3%	42	42.9%	14	46.2%			61	42.6%
6-10	9	66.7%	37	38.1%	14	46.2%			61	42.6%
11-15	0	0.0%	12	11.9%	2	7.7%	(No responses)		14	9.8%
16-20	0	0.0%	5	4.8%	0	0.0%			5	3.3%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	2	2.4%	0	0.0%			2	1.6%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	14	100.0%	98	100.0%	30	100.0%			143	100.0%
No Answer	12		7		2				21	
Avg. Time (min)	7.5		8.7		7.4				8.3	



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 354

Woburn Line - State St Boston

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:

	Number of Riders	Percent of Riders
Walk Access	284	66.3%
Drive/Park Access	63	14.8%
Drop-off Access	19	4.5%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	367	85.7%
MBTA Bus	10	2.4%
Other Bus	0	0.0%
Rapid Transit	51	11.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	61	14.3%
TOTAL	428	100.0%
No Answer	0	

Access Mode to the Transit System:

	Number of Riders	Percent of Riders
Walk	37	8.7%
Drive/Park	0	0.0%
Drop-off	2	0.4%
Other	6	1.3%
TOTAL	45	10.4%
No Answer	17	

Initial Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	34	8.0%
Other Bus	6	1.3%
Rapid Transit	20	4.6%
Commuter Rail	2	0.4%
Boat	0	0.0%
Other	0	0.0%
TOTAL	61	14.3%

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
101	6	53.6%
134	5	46.4%
TOTAL	10	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
64	7	24.1%
MPA	6	19.0%
77	6	19.0%
749	6	19.0%
73	6	19.0%
TOTAL	30	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	162	65.2%	24	41.7%	10	66.7%			196	61.0%
6-10	51	20.5%	24	41.7%	5	33.3%			80	24.9%
11-15	26	10.4%	0	0.0%	0	0.0%			26	8.0%
16-20	5	2.0%	5	8.3%	0	0.0%	(No responses)		10	3.0%
21-30	5	2.0%	5	8.3%	0	0.0%			10	3.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	248	100.0%	58	100.0%	15	100.0%			321	100.0%
No Answer	36		5		5				46	
Avg. Time (min)	6.4		10.0		5.3				7.0	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 411

Malden Ctr Station - Jack Satter House Revere

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	466		85.7%		Walk	55		10.2%	
Drive/Park Access	0		0.0%		Drive/Park	0		0.0%	
Drop-off Access	0		0.0%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	55		10.2%	
Bicycle Access	0		0.0%		No Answer	23			
Other Access	0		0.0%						
Total Private Trans.	466		85.7%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	33		6.0%		MBTA Bus	33		6.0%	
Other Bus	0		0.0%		Other Bus	23		4.2%	
Rapid Transit	46		8.4%		Rapid Transit	23		4.2%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	78		14.3%		TOTAL	78		14.3%	
TOTAL	544		100.0%						
No Answer	0								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
101	23	69.9%
116	10	30.1%
TOTAL	33	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
UMB	23	100.0%
TOTAL	23	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	345	82.8%							345	82.8%
6-10	52	12.5%							52	12.5%
11-15	10	2.3%							10	2.3%
16-20	10	2.3%	(No responses)		(No responses)		(No responses)		10	2.3%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	417	100.0%							417	100.0%
No Answer	49								49	
Avg. Time (min)		4.6								4.6



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 430

Saugus Ctr - Malden Ctr Station

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders	Percent of Riders	<i>Access Mode to the Transit System:</i>	Number of Riders	Percent of Riders
Walk Access	449	79.6%	Walk	31	5.5%
Drive/Park Access	22	3.9%	Drive/Park	0	0.0%
Drop-off Access	0	0.0%	Drop-off	0	0.0%
Taxi Access	0	0.0%	Other	0	0.0%
Shuttle/Van Access	31	5.5%	TOTAL	31	5.5%
Bicycle Access	0	0.0%	No Answer	31	
Other Access	0	0.0%			
Total Private Trans.	502	89.0%	<i>Initial Transit Mode Used on Trip:</i>	Number of Riders	Percent of Riders
MBTA Bus	0	0.0%	MBTA Bus	31	5.5%
Other Bus	0	0.0%	Other Bus	0	0.0%
Rapid Transit	62	11.0%	Rapid Transit	31	5.5%
Commuter Rail	0	0.0%	Commuter Rail	0	0.0%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	62	11.0%	TOTAL	62	11.0%
TOTAL	564	100.0%			
No Answer	0				

Bus Transfers from Connecting Routes:

Number of Riders	Percent of Riders
------------------	-------------------

Bus Transfers from Nonconnecting Routes:

Number of Riders	Percent of Riders
------------------	-------------------

	86	31	100.0%		
TOTAL	0	0.0%	TOTAL	31	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	225	54.1%	22	100.0%			0	0.0%	247	52.7%
6-10	44	10.5%	0	0.0%			31	100.0%	75	15.9%
11-15	33	7.8%	0	0.0%	(No responses)		0	0.0%	33	7.0%
16-20	42	10.1%	0	0.0%			0	0.0%	42	8.9%
21-30	73	17.5%	0	0.0%			0	0.0%	73	15.5%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	417	100.0%	22	100.0%			31	100.0%	469	100.0%
No Answer	33		0				0		33	
Avg. Time (min)	10.4		2.5				10.0		10.0	

6

Egress from the Bus

The data presented in this chapter describe aspects of riders' travel between the bus stops where they ended their bus trips and the destinations of their entire trips. These data consist of two primary types. One is the modes of transportation used by riders immediately after alighting from the surveyed bus route; these are referred to in this chapter as the egress modes or trips. The other primary type of data in this chapter pertains only to the riders whose egress trips were made via private transportation modes; it is the trip times for riders' entire trips from the bus stops where they ended their bus trips to their trip destinations.

For trips on the surveyed bus route in which the egress mode was a public transportation mode, additional details are given about the service used. The private transportation egress mode from the transit system and the final transit mode (which may or may not correspond to the egress mode) used on the bus trip are both summarized for each route. In addition, other bus routes with the highest number of riders who transferred from the surveyed route are listed.

The tables (at the end of the chapter) present all of these data by route. The data for each bus route are based on the survey responses from passengers who rode some portion of that route. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Charlestown and Fellsway Garages as a whole. It includes tables and discussion.

6.1 EGRESS MODE

6.1.1 DESCRIPTION OF TABLE

The egress mode table for each bus route shows the distribution of trips among 13 transportation modes that riders used immediately after alighting from that route. Seven of the modes are private: walk, drive/park, pick-up, taxi, shuttle/van, bicycle, and "other." Six are public: MBTA bus, other bus, rapid transit, commuter rail, boat, and "other." The egress modes are grouped separately in the table by private and public transportation. As explained above, further details on the egress trips made by public transportation are given in four subsequent tables.

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

It should be noted again that the data in these tables are only for riders on the bus system between 6:00 AM and 3:30 PM. Therefore, these results are dominated by passengers making their first trips of the day. After 3:30 PM (a period which, again, is not reflected in the survey results), the return segments of round-trips would be dominant. That is, riders alighting a given bus route after 3:30 would be predominantly the same riders who had boarded that morning, and on their PM trips they would alight from the bus route at mostly the same stops where they had boarded the bus route that morning.

6.1.2 OVERVIEW OF RESULTS

Walking was the most frequently reported private egress mode from every Charlestown and Fellsway Garage bus route. The highest walk egress rates were on Routes 92 (85%), 93 (83%), and 326 (81%). Pick-up and driving egress trips were the second- and third-largest private egress modes. Route 97 had the highest pick-up rate of the Charlestown and Fellsway Garage bus routes (7%). Route 132 had the highest driving egress rate (7%). Several routes did not report any pick-up or driving egress trips.

The two public egress modes most used by riders on Charlestown and Fellsway Garage bus routes were MBTA bus and rapid transit. The highest bus egress rates were on Routes 110 (16%), 91 (13%), and 94 (12%). The highest rapid transit egress rates were on Routes 131 (74%), 411 (65%), and 106 (61%).

6.2 TRIP TIME FOR EGRESS VIA PRIVATE TRANSPORTATION

6.2.1 DESCRIPTION OF TABLE

For each bus route, this table summarizes the reported egress times, from the surveyed bus route stops to the trip destinations, for riders who made their egress trips entirely by private transportation. Trips in which private transportation was used upon alighting from an intermediate, public mode that was used after the surveyed bus route are not included. The egress times are summarized by seven ranges starting with 0 to 5 minutes and continuing at varying intervals up to an open-ended range of anything over 45 minutes.

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

6.2.2 OVERVIEW OF RESULTS

The lowest average walk egress times were reported by riders on Routes 94 (3 minutes) and 112 and 92 (both 5 minutes). The highest walk egress times were reported by riders on Routes 132 (10 minutes) and 111 and 325 (both 9 minutes). The highest reported driving egress times were on Routes 101 (22 minutes) and 96, 91, and 111 (all 15 minutes), and the highest reported pick-up egress times were on Routes 137 (25 minutes), 112 (20 minutes), and 106 and 352 (both 15 minutes).

Walking egress times from all Charlestown and Fellsway Garage bus routes combined averaged 7 minutes. Slightly less than 20% exceeded 10 minutes, or about one-half mile for an average person.

6.3 RIDERS WHO EGRESSED FROM THE SURVEYED BUS ROUTE VIA PUBLIC TRANSPORTATION: FURTHER DATA

6.3.1 DESCRIPTION OF TABLES

For each bus route, four tables provide further details on the trips whose egress mode was public transportation. The first of these tables shows the usage of private modes by these riders after finally leaving the transit system, while the second table shows the final transit modes used on their trips. Two other tables show, respectively, the specific connecting and nonconnecting bus routes (either MBTA or non-MBTA) to which the riders transferred from the surveyed bus route. Connecting routes are those to which riders transferred directly from the surveyed bus route; nonconnecting routes are those to which riders transferred after riding the surveyed bus route and an intermediate public transportation mode. Non-MBTA routes are designated with the abbreviations given in Table 5-1.

The bus routes listed in the transfer tables are those reported in response to question 8b as the last bus used, if applicable, following the surveyed bus route. In cases involving multiple transfers (bus transfers to nonconnecting routes), the intermediate link or links are not specified. Few riders make such multiple transfers.

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

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

6.3.2 OVERVIEW OF RESULTS

As with private egress from the surveyed bus routes, the most frequently reported mode used after finally leaving the entire transit system (for those

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riders who transferred from the surveyed bus route to another transit mode) was walking. The highest walk rates for this part of the trips were on Routes 131 (69%), 97 (59%), and 104 (57%). The highest drive rate for the Charlestown and Fellsway Garage bus routes was 2% on Routes 104 and 108 and the highest pick-up rate was 2% on Route 94.

The highest percentages of riders who transferred from the surveyed bus route to another transit mode and ended their transit trip on another MBTA bus route were on Routes 110 (19%), 91 (15%), and 94 (12%). The highest percentages of riders who transferred from the surveyed bus route to another transit mode and ended their transit trip on rapid transit were on Routes 131 (71%), 411 (63%), and 100 (57%).

The most commonly listed connecting bus route to which bus riders on the surveyed routes transferred was Route 354, followed by Routes 91 and CT2. The most commonly listed nonconnecting bus route to which bus riders on the surveyed routes transferred (with an intermediate transit link or links between the surveyed route and the listed route) was the Silver Line Waterfront, followed by Routes 134 and 10.



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 89

Expanded Results

Davis Sq or Clarendon Hill - Sullivan Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	798	38.2%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	49	2.3%
Bicycle Egress	0	0.0%
Other Egress	16	0.8%
Total Private Trans.	863	41.3%
MBTA Bus	113	5.4%
Other Bus	0	0.0%
Rapid Transit	1,114	53.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,227	58.7%
TOTAL	2,090	100.0%
No Answer	32	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	1,035	49.5%
Drive	0	0.0%
Pick-up	0	0.0%
Other	97	4.7%
TOTAL	1,132	54.2%
No Answer	95	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	192	9.2%
Other Bus	0	0.0%
Rapid Transit	1,035	49.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	1,227	58.7%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
93	65	57.6%
90	16	14.4%
86	16	14.4%
77	15	13.6%
TOTAL	113	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
455	16	20.5%
136	16	20.5%
10	16	20.5%
SL2	15	19.3%
71	15	19.3%
TOTAL	79	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	341	56.1%					0	0.0%	341	53.3%
6-10	204	33.6%					16	50.0%	221	34.5%
11-15	46	7.6%					16	50.0%	62	9.7%
16-20	16	2.7%	(No responses)		(No responses)		0	0.0%	16	2.5%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	608	100.0%					32	100.0%	640	100.0%
No Answer	190						32		223	
Avg. Time (min)		6.7						12.5		7.0



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 90

Expanded Results

Davis Station - Wellington via Sullivan Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	331	59.4%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	18	3.2%
Bicycle Egress	0	0.0%
Other Egress	14	2.5%
Total Private Trans.	363	65.1%
MBTA Bus	7	1.3%
Other Bus	0	0.0%
Rapid Transit	187	33.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	194	34.9%
TOTAL	557	100.0%
No Answer	67	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	162	29.2%
Drive	0	0.0%
Pick-up	7	1.3%
Other	11	1.9%
TOTAL	180	32.3%
No Answer	14	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	32	5.7%
Other Bus	0	0.0%
Rapid Transit	162	29.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	194	34.9%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
95	7	100.0%
TOTAL	7	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
71	11	42.6%
39	7	28.7%
136	7	28.7%
TOTAL	25	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	155	54.3%					14	44.6%	169	53.3%
6-10	78	27.2%					18	55.4%	95	30.0%
11-15	35	12.4%					0	0.0%	35	11.1%
16-20	18	6.2%	(No responses)		(No responses)		0	0.0%	18	5.6%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	285	100.0%					32	100.0%	317	100.0%
No Answer	46						0		46	
Avg. Time (min)		7.3						7.3		7.3



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 91

Expanded Results

Central Sq Cambridge - Sullivan Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	329	37.7%
Drive/Park Egress	15	1.7%
Pick-up Egress	30	3.4%
Taxi Egress	0	0.0%
Shuttle/Van Egress	27	3.1%
Bicycle Egress	0	0.0%
Other Egress	14	1.6%
Total Private Trans.	414	47.4%
MBTA Bus	115	13.2%
Other Bus	0	0.0%
Rapid Transit	344	39.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	459	52.6%
TOTAL	873	100.0%
No Answer	70	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	370	42.3%
Drive	0	0.0%
Pick-up	0	0.0%
Other	0	0.0%
TOTAL	370	42.3%
No Answer	89	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	130	14.9%
Other Bus	0	0.0%
Rapid Transit	315	36.1%
Commuter Rail	14	1.6%
Boat	0	0.0%
Other	0	0.0%
TOTAL	459	52.6%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
CT1	30	25.8%
47	30	25.8%
1	15	12.9%
92	14	11.8%
109	14	11.8%
Other	14	11.8%
TOTAL	115	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	15	100.0%
TOTAL	15	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	114	42.0%	0	0.0%	15	100.0%	14	33.3%	142	41.7%
6-10	114	42.0%	0	0.0%	0	0.0%	27	66.7%	141	41.3%
11-15	43	16.0%	15	100.0%	0	0.0%	0	0.0%	58	17.0%
16-20	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
21-30	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	271	100.0%	15	100.0%	15	100.0%	41	100.0%	341	100.0%
No Answer	58		0		15		0		73	
Avg. Time (min)	7.9		15.0		2.0		8.3		8.0	



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 92

Expanded Results

Sullivan Station - Haymarket via Main St

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	519	84.5%
Drive/Park Egress	6	1.1%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	19	3.1%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	545	88.6%
MBTA Bus	13	2.1%
Other Bus	0	0.0%
Rapid Transit	57	9.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	70	11.4%
TOTAL	615	100.0%
No Answer	50	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	58	9.4%
Drive	0	0.0%
Pick-up	0	0.0%
Other	0	0.0%
TOTAL	58	9.4%
No Answer	12	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	13	2.1%
Other Bus	0	0.0%
Rapid Transit	57	9.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	70	11.4%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
749	6	50.0%
442	6	50.0%
TOTAL	13	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	276	66.0%	0	0.0%			0	0.0%	276	63.2%
6-10	123	29.3%	6	100.0%			12	100.0%	142	32.4%
11-15	19	4.6%	0	0.0%			0	0.0%	19	4.4%
16-20	0	0.0%	0	0.0%	(No responses)		0	0.0%	0	0.0%
21-30	0	0.0%	0	0.0%			0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	419	100.0%	6	100.0%			12	100.0%	437	100.0%
No Answer	101		0				6		107	
Avg. Time (min)	5.1		10.0				10.0		5.3	



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 93

Expanded Results

Sullivan Station - Haymarket via Bunker Hill

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	2,343	83.3%
Drive/Park Egress	0	0.0%
Pick-up Egress	53	1.9%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	2,395	85.2%
MBTA Bus	44	1.6%
Other Bus	0	0.0%
Rapid Transit	372	13.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	416	14.8%
TOTAL	2,811	100.0%
No Answer	186	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	274	9.8%
Drive	0	0.0%
Pick-up	0	0.0%
Other	53	1.9%
TOTAL	327	11.6%
No Answer	89	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	44	1.6%
Other Bus	0	0.0%
Rapid Transit	372	13.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	416	14.8%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
354	44	100.0%
TOTAL	44	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,264	61.6%							1,264	61.6%
6-10	513	25.0%							513	25.0%
11-15	222	10.8%							222	10.8%
16-20	53	2.6%	(No responses)		(No responses)		(No responses)		53	2.6%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	2,052	100.0%							2,052	100.0%
No Answer	291				53				344	
Avg. Time (min)		6.3								6.3



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 94

Expanded Results

Medford Sq - Davis Sq

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	192	33.0%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	11	1.9%
Other Egress	0	0.0%
Total Private Trans.	203	34.9%
MBTA Bus	71	12.3%
Other Bus	0	0.0%
Rapid Transit	307	52.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	379	65.1%
TOTAL	581	100.0%
No Answer	77	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	324	55.7%
Drive	0	0.0%
Pick-up	11	1.9%
Other	11	1.9%
TOTAL	346	59.5%
No Answer	33	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	71	12.3%
Other Bus	0	0.0%
Rapid Transit	307	52.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	379	65.1%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
101	38	53.8%
89	22	30.8%
134	11	15.4%
TOTAL	71	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
86	11	100.0%
TOTAL	11	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	148	87.1%					11	100.0%	159	87.9%
6-10	11	6.5%					0	0.0%	11	6.1%
11-15	11	6.5%					0	0.0%	11	6.1%
16-20	0	0.0%	(No responses)		(No responses)		0	0.0%	0	0.0%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	170	100.0%					11	100.0%	181	100.0%
No Answer	22						0		22	
Avg. Time (min)		2.9						5.0		3.0



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 95

Expanded Results

West Medford - Sullivan Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	427	57.6%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	18	2.4%
Bicycle Egress	10	1.4%
Other Egress	10	1.4%
Total Private Trans.	466	62.8%
MBTA Bus	30	4.0%
Other Bus	0	0.0%
Rapid Transit	236	31.8%
Commuter Rail	10	1.4%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	276	37.2%
TOTAL	742	100.0%
No Answer	40	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	224	30.2%
Drive	0	0.0%
Pick-up	7	1.0%
Other	15	2.0%
TOTAL	246	33.2%
No Answer	30	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	37	5.0%
Other Bus	0	0.0%
Rapid Transit	239	32.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	276	37.2%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
CT2	7	25.0%
91	7	25.0%
86	7	25.0%
109	7	25.0%
TOTAL	30	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
	111	
TOTAL	7	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	146	39.4%					18	100.0%	164	42.2%
6-10	162	43.7%					0	0.0%	162	41.7%
11-15	21	5.6%					0	0.0%	21	5.4%
16-20	31	8.4%	(No responses)		(No responses)		0	0.0%	31	8.1%
21-30	10	2.8%					0	0.0%	10	2.7%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	371	100.0%					18	100.0%	389	100.0%
No Answer	57						21		77	
Avg. Time (min)		8.7						2.0		8.4



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 96

Expanded Results

Medford Sq - Harvard Sq

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	570	74.2%
Drive/Park Egress	39	5.1%
Pick-up Egress	7	0.9%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	616	80.2%
MBTA Bus	22	2.8%
Other Bus	0	0.0%
Rapid Transit	130	16.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	152	19.8%
TOTAL	768	100.0%
No Answer	14	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	130	16.9%
Drive	0	0.0%
Pick-up	0	0.0%
Other	7	0.9%
TOTAL	137	17.9%
No Answer	14	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	43	5.6%
Other Bus	0	0.0%
Rapid Transit	108	14.1%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	152	19.8%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
86	7	33.3%
71	7	33.3%
1	7	33.3%
TOTAL	22	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
76	7	33.3%
47	7	33.3%
351	7	33.3%
TOTAL	22	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	434	84.1%	0	0.0%					434	78.2%
6-10	29	5.6%	0	0.0%					29	5.2%
11-15	14	2.8%	39	100.0%					53	9.6%
16-20	39	7.5%	0	0.0%	(No responses)		(No responses)		39	7.0%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	516	100.0%	39	100.0%					555	100.0%
No Answer	53		0		7				61	
Avg. Time (min)		5.9		15.0						6.6



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 97

Expanded Results

Malden Ctr Station - Wellington

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	115	27.3%
Drive/Park Egress	0	0.0%
Pick-up Egress	28	6.6%
Taxi Egress	18	4.3%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	14	3.3%
Total Private Trans.	175	41.4%
MBTA Bus	42	9.8%
Other Bus	0	0.0%
Rapid Transit	206	48.7%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	247	58.6%
TOTAL	422	100.0%
No Answer	0	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	247	58.6%
Drive	0	0.0%
Pick-up	0	0.0%
Other	0	0.0%
TOTAL	247	58.6%
No Answer	0	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	42	9.8%
Other Bus	0	0.0%
Rapid Transit	206	48.7%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	247	58.6%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
134	14	33.3%
110	14	33.3%
100	14	33.3%
TOTAL	42	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	46	52.4%							46	52.4%
6-10	28	31.7%							28	31.7%
11-15	0	0.0%							0	0.0%
16-20	14	15.9%	(No responses)		(No responses)		(No responses)		14	15.9%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	87	100.0%							87	100.0%
No Answer	28				28		32		87	
Avg. Time (min)		7.0								7.0



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 99

Expanded Results

Boston Reg Med Ctr - Wellington

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	247	36.9%
Drive/Park Egress	16	2.4%
Pick-up Egress	12	1.8%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	28	4.2%
Total Private Trans.	303	45.2%
MBTA Bus	24	3.6%
Other Bus	0	0.0%
Rapid Transit	343	51.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	367	54.8%
TOTAL	670	100.0%
No Answer	0	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	343	51.2%
Drive	0	0.0%
Pick-up	0	0.0%
Other	12	1.8%
TOTAL	355	53.0%
No Answer	12	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	36	5.4%
Other Bus	0	0.0%
Rapid Transit	331	49.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	367	54.8%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
90	12	50.0%
134	12	50.0%
TOTAL	24	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
86	12	100.0%
TOTAL	12	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	92	47.9%					16	100.0%	107	51.9%
6-10	56	29.2%					0	0.0%	56	27.0%
11-15	16	8.3%					0	0.0%	16	7.7%
16-20	28	14.6%	(No responses)		(No responses)		0	0.0%	28	13.5%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	191	100.0%					16	100.0%	207	100.0%
No Answer	56		16		12		12		96	
Avg. Time (min)		8.6						1.0		8.0



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 100

Expanded Results

Elm St - Wellington via Fellsway

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	125	37.4%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	6	1.8%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	131	39.2%
MBTA Bus	6	1.8%
Other Bus	0	0.0%
Rapid Transit	197	58.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	203	60.8%
TOTAL	334	100.0%
No Answer	12	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	184	55.3%
Drive	0	0.0%
Pick-up	0	0.0%
Other	6	1.8%
TOTAL	191	57.1%
No Answer	12	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	12	3.7%
Other Bus	0	0.0%
Rapid Transit	191	57.1%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	203	60.8%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
90	6	100.0%
TOTAL	6	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
CT2	6	100.0%
TOTAL	6	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	63	71.5%					6	100.0%	69	73.4%
6-10	16	17.8%					0	0.0%	16	16.6%
11-15	9	10.7%					0	0.0%	9	10.0%
16-20	0	0.0%	(No responses)		(No responses)		0	0.0%	0	0.0%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	87	100.0%					6	100.0%	94	100.0%
No Answer	37						0		37	
Avg. Time (min)		5.2						2.0		5.0



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 101

Expanded Results

Malden Ctr Station - Sullivan Sq via Winter Hill

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	896	36.4%
Drive/Park Egress	38	1.6%
Pick-up Egress	30	1.2%
Taxi Egress	0	0.0%
Shuttle/Van Egress	13	0.5%
Bicycle Egress	0	0.0%
Other Egress	85	3.5%
Total Private Trans.	1,063	43.2%
MBTA Bus	218	8.8%
Other Bus	0	0.0%
Rapid Transit	1,181	48.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,399	56.8%
TOTAL	2,462	100.0%
No Answer	55	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	1,344	54.6%
Drive	0	0.0%
Pick-up	0	0.0%
Other	13	0.5%
TOTAL	1,356	55.1%
No Answer	43	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	243	9.9%
Other Bus	0	0.0%
Rapid Transit	1,143	46.4%
Commuter Rail	13	0.5%
Boat	0	0.0%
Other	0	0.0%
TOTAL	1,399	56.8%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
CT2	64	29.4%
134	60	27.5%
430	30	13.7%
96	13	5.9%
94	13	5.9%
Other	38	17.6%
TOTAL	218	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	13	50.0%
10	13	50.0%
TOTAL	26	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	337	51.6%	13	50.0%			0	0.0%	350	45.8%
6-10	137	20.9%	0	0.0%			60	70.0%	196	25.7%
11-15	94	14.4%	0	0.0%			0	0.0%	94	12.3%
16-20	85	13.1%	0	0.0%	(No responses)		13	15.0%	98	12.9%
21-30	0	0.0%	0	0.0%			13	15.0%	13	1.7%
31-45	0	0.0%	13	50.0%			0	0.0%	13	1.7%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	653	100.0%	26	100.0%			85	100.0%	764	100.0%
No Answer	243		13		30		13		299	
Avg. Time (min)		7.8		21.5				11.6		8.7



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 104

Expanded Results

Malden Ctr Station - Sullivan Sq via Ferry

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	633	32.8%
Drive/Park Egress	0	0.0%
Pick-up Egress	29	1.5%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	662	34.3%
MBTA Bus	141	7.3%
Other Bus	0	0.0%
Rapid Transit	1,127	58.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,268	65.7%
TOTAL	1,930	100.0%
No Answer	114	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	1,095	56.7%
Drive	28	1.5%
Pick-up	0	0.0%
Other	59	3.1%
TOTAL	1,182	61.2%
No Answer	86	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	170	8.8%
Other Bus	0	0.0%
Rapid Transit	1,097	56.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	1,268	65.7%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
91	56	40.0%
CT2	28	20.0%
95	28	20.0%
89	28	20.0%
TOTAL	141	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
39	29	100.0%
TOTAL	29	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	228	53.1%							228	53.1%
6-10	143	33.4%							143	33.4%
11-15	58	13.4%							58	13.4%
16-20	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	429	100.0%							429	100.0%
No Answer	204				29				233	
Avg. Time (min)		6.8								6.8



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 105

Expanded Results

Malden Ctr Station - Sullivan Sq via Newland St Housing

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	251	45.3%
Drive/Park Egress	6	1.0%
Pick-up Egress	18	3.3%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	275	49.6%
MBTA Bus	61	11.0%
Other Bus	0	0.0%
Rapid Transit	219	39.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	279	50.4%
TOTAL	554	100.0%
No Answer	17	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	226	40.8%
Drive	0	0.0%
Pick-up	0	0.0%
Other	23	4.1%
TOTAL	249	45.0%
No Answer	30	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	66	12.0%
Other Bus	6	1.0%
Rapid Transit	201	36.4%
Commuter Rail	6	1.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	279	50.4%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
93	12	20.3%
92	12	20.3%
91	12	20.3%
86	12	20.3%
101	11	18.8%
TOTAL	61	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
UMB	6	50.0%
SL2	6	50.0%
TOTAL	11	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	102	49.6%			18	100.0%			120	53.6%
6-10	66	32.4%			0	0.0%			66	29.8%
11-15	37	18.0%			0	0.0%			37	16.6%
16-20	0	0.0%	(No responses)		0	0.0%	(No responses)		0	0.0%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			0	0.0%			0	0.0%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	205	100.0%			18	100.0%			223	100.0%
No Answer	46		6		0				51	
Avg. Time (min)		7.9				3.7				7.6



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 106

Expanded Results

Lebanon St/Franklin St - Wellington Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	435	32.3%
Drive/Park Egress	36	2.7%
Pick-up Egress	45	3.3%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	13	1.0%
Total Private Trans.	529	39.3%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Rapid Transit	816	60.7%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	816	60.7%
TOTAL	1,345	100.0%
No Answer	36	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	686	51.0%
Drive	0	0.0%
Pick-up	13	1.0%
Other	81	6.0%
TOTAL	780	58.0%
No Answer	36	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	81	6.0%
Other Bus	13	1.0%
Rapid Transit	722	53.7%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	816	60.7%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
UMB	13	14.3%
SL2	13	14.3%
86	13	14.3%
74	13	14.3%
32	13	14.3%
Other	27	28.6%
TOTAL	94	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	130	56.9%	0	0.0%	0	0.0%	0	0.0%	130	46.8%
6-10	36	15.7%	13	100.0%	0	0.0%	0	0.0%	49	17.7%
11-15	63	27.4%	0	0.0%	22	100.0%	13	100.0%	99	35.5%
16-20	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
21-30	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	229	100.0%	13	100.0%	22	100.0%	13	100.0%	278	100.0%
No Answer	206		22		22		0		251	
Avg. Time (min)	6.9		10.0		15.0		12.0		8.0	



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 108

Expanded Results

Linden Sq - Wellington Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	809	47.0%
Drive/Park Egress	0	0.0%
Pick-up Egress	25	1.5%
Taxi Egress	0	0.0%
Shuttle/Van Egress	17	1.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	851	49.5%
MBTA Bus	67	3.9%
Other Bus	0	0.0%
Rapid Transit	801	46.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	868	50.5%
TOTAL	1,720	100.0%
No Answer	50	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	537	31.2%
Drive	25	1.5%
Pick-up	0	0.0%
Other	120	7.0%
TOTAL	681	39.6%
No Answer	187	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	110	6.4%
Other Bus	17	1.0%
Rapid Transit	742	43.1%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	868	50.5%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
99	25	37.3%
426	25	37.3%
137	17	25.4%
TOTAL	67	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
111	25	42.4%
SL2	17	28.8%
MPA	17	28.8%
TOTAL	59	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	338	60.6%							338	60.6%
6-10	177	31.8%							177	31.8%
11-15	42	7.6%							42	7.6%
16-20	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	557	100.0%							557	100.0%
No Answer	252				25		17		295	
Avg. Time (min)		5.6								5.6



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 109

Expanded Results

Linden Sq - Sullivan Sq

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	808	51.0%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	18	1.2%
Other Egress	39	2.5%
Total Private Trans.	866	54.7%
MBTA Bus	170	10.7%
Other Bus	0	0.0%
Rapid Transit	548	34.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	718	45.3%
TOTAL	1,583	100.0%
No Answer	58	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	663	41.9%
Drive	0	0.0%
Pick-up	0	0.0%
Other	18	1.2%
TOTAL	681	43.0%
No Answer	37	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	188	11.9%
Other Bus	0	0.0%
Rapid Transit	530	33.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	718	45.3%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
95	55	32.2%
426	42	24.8%
91	37	21.5%
112	18	10.7%
104	18	10.7%
TOTAL	170	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	18	100.0%
TOTAL	18	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	302	57.2%					0	0.0%	302	55.0%
6-10	144	27.4%					0	0.0%	144	26.3%
11-15	63	12.0%					21	100.0%	84	15.3%
16-20	18	3.5%	(No responses)		(No responses)		0	0.0%	18	3.3%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	527	100.0%					21	100.0%	548	100.0%
No Answer	281						37		317	
Avg. Time (min)		6.9						15.0		7.2



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 110

Expanded Results

Wonderland - Wellington

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	272	27.4%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	11	1.1%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	33	3.3%
Total Private Trans.	316	31.8%
MBTA Bus	155	15.6%
Other Bus	0	0.0%
Rapid Transit	523	52.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	678	68.2%
TOTAL	994	100.0%
No Answer	84	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	478	48.1%
Drive	0	0.0%
Pick-up	11	1.1%
Other	64	6.4%
TOTAL	553	55.6%
No Answer	125	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	186	18.8%
Other Bus	0	0.0%
Rapid Transit	491	49.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	678	68.2%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
109	44	28.1%
100	33	21.1%
111	20	13.2%
441	19	12.3%
16	11	7.0%
Other	29	18.4%
TOTAL	155	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	11	34.8%
74	11	34.8%
712	10	30.4%
TOTAL	31	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	72	42.1%							72	42.1%
6-10	90	52.4%							90	52.4%
11-15	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
16-20	10	5.6%							10	5.6%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	171	100.0%							171	100.0%
No Answer	101						44		144	
Avg. Time (min)		7.4								7.4



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 111

Expanded Results

Woodlawn - Haymarket

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	2,658	67.8%
Drive/Park Egress	39	1.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	39	1.0%
Total Private Trans.	2,737	69.8%
MBTA Bus	118	3.0%
Other Bus	0	0.0%
Rapid Transit	1,065	27.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,183	30.2%
TOTAL	3,920	100.0%
No Answer	402	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	947	24.2%
Drive	39	1.0%
Pick-up	0	0.0%
Other	118	3.0%
TOTAL	1,105	28.2%
No Answer	79	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	197	5.0%
Other Bus	0	0.0%
Rapid Transit	906	23.1%
Commuter Rail	80	2.1%
Boat	0	0.0%
Other	0	0.0%
TOTAL	1,183	30.2%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
354	118	100.0%
TOTAL	118	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
23	39	50.0%
134	39	50.0%
TOTAL	79	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	813	40.3%	0	0.0%					813	39.6%
6-10	601	29.8%	0	0.0%					601	29.3%
11-15	320	15.9%	39	100.0%					359	17.5%
16-20	281	13.9%	0	0.0%	(No responses)		(No responses)		281	13.7%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	2,014	100.0%	39	100.0%					2,054	100.0%
No Answer	643		0				39		683	
Avg. Time (min)	9.2		15.0						9.4	



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 112

Expanded Results

Wellington - Wood Island

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	383	51.8%
Drive/Park Egress	0	0.0%
Pick-up Egress	22	3.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	16	2.2%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	422	57.0%
MBTA Bus	38	5.2%
Other Bus	16	2.2%
Rapid Transit	263	35.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	318	43.0%
TOTAL	740	100.0%
No Answer	143	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	280	37.8%
Drive	0	0.0%
Pick-up	0	0.0%
Other	16	2.2%
TOTAL	296	40.0%
No Answer	22	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	38	5.2%
Other Bus	16	2.2%
Rapid Transit	263	35.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	318	43.0%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
111	22	40.4%
UNK	16	29.8%
109	16	29.8%
TOTAL	55	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	230	85.7%			0	0.0%			230	79.1%
6-10	38	14.3%			0	0.0%			38	13.2%
11-15	0	0.0%			0	0.0%			0	0.0%
16-20	0	0.0%	(No responses)		22	100.0%	(No responses)		22	7.6%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			0	0.0%			0	0.0%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	268	100.0%			22	100.0%			290	100.0%
No Answer	115				0		16		132	
Avg. Time (min)		4.8				20.0				5.9



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 131

Expanded Results

Melrose Highlands - Malden Ctr Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	73	23.8%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	3	1.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	76	24.7%
MBTA Bus	3	1.0%
Other Bus	0	0.0%
Rapid Transit	228	74.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	230	75.3%
TOTAL	306	100.0%
No Answer	35	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	210	68.6%
Drive	0	0.0%
Pick-up	0	0.0%
Other	12	3.8%
TOTAL	222	72.4%
No Answer	9	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	12	3.8%
Other Bus	0	0.0%
Rapid Transit	216	70.5%
Commuter Rail	3	1.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	230	75.3%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
132	3	100.0%
TOTAL	3	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	3	33.3%
91	3	33.3%
238	3	33.3%
TOTAL	9	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	35	61.5%					0	0.0%	35	58.5%
6-10	3	5.1%					3	100.0%	6	9.8%
11-15	16	28.2%					0	0.0%	16	26.8%
16-20	0	0.0%	(No responses)		(No responses)		0	0.0%	0	0.0%
21-30	3	5.1%					0	0.0%	3	4.9%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	57	100.0%					3	100.0%	60	100.0%
No Answer	16						0		16	
Avg. Time (min)		7.8						10.0		7.9



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 132

Expanded Results

Redstone Shopping Ctr - Malden Ctr Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	138	38.1%
Drive/Park Egress	24	6.6%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	162	44.8%
MBTA Bus	8	2.3%
Other Bus	0	0.0%
Rapid Transit	191	52.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	199	55.2%
TOTAL	361	100.0%
No Answer	0	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	191	52.9%
Drive	0	0.0%
Pick-up	0	0.0%
Other	0	0.0%
TOTAL	191	52.9%
No Answer	8	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	8	2.3%
Other Bus	0	0.0%
Rapid Transit	191	52.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	199	55.2%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
106	8	100.0%
TOTAL	8	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	41	45.8%	12	100.0%					53	52.3%
6-10	12	13.5%	0	0.0%					12	11.9%
11-15	12	13.5%	0	0.0%					12	11.9%
16-20	24	27.1%	0	0.0%	(No responses)		(No responses)		24	23.9%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	89	100.0%	12	100.0%					101	100.0%
No Answer	49		12						61	
Avg. Time (min)	9.9		3.0						9.1	



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 134

Expanded Results

North Woburn - Wellington

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	717	67.1%
Drive/Park Egress	22	2.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	22	2.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	761	71.2%
MBTA Bus	22	2.0%
Other Bus	0	0.0%
Rapid Transit	286	26.8%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	308	28.8%
TOTAL	1,069	100.0%
No Answer	47	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	308	28.8%
Drive	0	0.0%
Pick-up	0	0.0%
Other	0	0.0%
TOTAL	308	28.8%
No Answer	0	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	44	4.1%
Other Bus	0	0.0%
Rapid Transit	265	24.8%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	308	28.8%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
112	22	100.0%
TOTAL	22	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	22	100.0%
TOTAL	22	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	307	54.1%					22	100.0%	328	55.8%
6-10	141	24.9%					0	0.0%	141	23.9%
11-15	94	16.6%					0	0.0%	94	16.0%
16-20	25	4.4%					0	0.0%	25	4.3%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	566	100.0%					22	100.0%	588	100.0%
No Answer	151		22				0		173	
Avg. Time (min)		8.0						5.0		7.9



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 136

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	248	36.0%
Drive/Park Egress	5	0.7%
Pick-up Egress	5	0.7%
Taxi Egress	0	0.0%
Shuttle/Van Egress	14	2.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	272	39.5%
MBTA Bus	10	1.5%
Other Bus	0	0.0%
Rapid Transit	407	59.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	417	60.5%
TOTAL	690	100.0%
No Answer	19	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	351	50.9%
Drive	0	0.0%
Pick-up	5	0.7%
Other	20	3.0%
TOTAL	377	54.6%
No Answer	41	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	56	8.1%
Other Bus	0	0.0%
Rapid Transit	361	52.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	417	60.5%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
97	5	50.0%
104	5	50.0%
TOTAL	10	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	20	44.4%
749	10	22.2%
110	10	22.2%
70A	5	11.1%
TOTAL	46	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	80	53.4%	0	0.0%	5	100.0%	0	0.0%	86	49.0%
6-10	33	21.6%	5	100.0%	0	0.0%	0	0.0%	38	21.6%
11-15	24	15.9%	0	0.0%	0	0.0%	0	0.0%	24	13.7%
16-20	14	9.1%	0	0.0%	0	0.0%	14	100.0%	27	15.7%
21-30	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	151	100.0%	5	100.0%	5	100.0%	14	100.0%	175	100.0%
No Answer	98		0		0		0		98	
Avg. Time (min)	7.8		10.0		2.0		16.0		8.3	



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 137

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	243	54.4%
Drive/Park Egress	0	0.0%
Pick-up Egress	15	3.4%
Taxi Egress	0	0.0%
Shuttle/Van Egress	10	2.3%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	269	60.1%
MBTA Bus	5	1.1%
Other Bus	0	0.0%
Rapid Transit	173	38.7%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	178	39.9%
TOTAL	447	100.0%
No Answer	14	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	163	36.4%
Drive	0	0.0%
Pick-up	0	0.0%
Other	0	0.0%
TOTAL	163	36.4%
No Answer	15	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	20	4.6%
Other Bus	0	0.0%
Rapid Transit	158	35.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	178	39.9%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
101	5	100.0%
TOTAL	5	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
69	5	33.3%
215	5	33.3%
15	5	33.3%
TOTAL	15	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	154	67.2%			0	0.0%	5	50.0%	159	65.1%
6-10	51	22.4%			0	0.0%	5	50.0%	56	23.1%
11-15	0	0.0%			0	0.0%	0	0.0%	0	0.0%
16-20	24	10.4%	(No responses)		0	0.0%	0	0.0%	24	9.8%
21-30	0	0.0%			5	100.0%	0	0.0%	5	2.1%
31-45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
TOTAL	230	100.0%			5	100.0%	10	100.0%	245	100.0%
No Answer	14				10		0		24	
Avg. Time (min)		6.6				25.0		5.5		7.0



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 325

Expanded Results

Elm St - Haymarket Station

Inbound

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	123	74.0%
Drive/Park Egress	3	2.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	3	2.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	129	78.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Rapid Transit	37	22.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	37	22.0%
TOTAL	166	100.0%
No Answer	0	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	33	20.0%
Drive	0	0.0%
Pick-up	0	0.0%
Other	3	2.0%
TOTAL	37	22.0%
No Answer	0	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Rapid Transit	37	22.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	37	22.0%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	30	25.0%					0	0.0%	30	24.3%
6-10	66	55.6%					0	0.0%	66	54.1%
11-15	17	13.9%					3	100.0%	20	16.2%
16-20	3	2.8%	(No responses)		(No responses)		0	0.0%	3	2.7%
21-30	3	2.8%					0	0.0%	3	2.7%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	120	100.0%					3	100.0%	123	100.0%
No Answer	3		3				0		7	
Avg. Time (min)		9.1						15.0		9.3



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 326

Expanded Results

West Medford - Haymarket Station

Inbound

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	158	81.3%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	8	4.2%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	166	85.4%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Rapid Transit	28	14.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	28	14.6%
TOTAL	194	100.0%
No Answer	2	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	28	14.6%
Drive	0	0.0%
Pick-up	0	0.0%
Other	0	0.0%
TOTAL	28	14.6%
No Answer	0	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Rapid Transit	28	14.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	28	14.6%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	51	35.7%					4	66.7%	55	37.0%
6-10	59	41.4%					0	0.0%	59	39.7%
11-15	26	18.6%					2	33.3%	28	19.2%
16-20	6	4.3%	(No responses)		(No responses)		0	0.0%	6	4.1%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	141	100.0%					6	100.0%	148	100.0%
No Answer	16						2		18	
Avg. Time (min)		8.6						8.3		8.6



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 352

Expanded Results

Burlington - State St Boston

Inbound

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	127	79.4%
Drive/Park Egress	2	1.5%
Pick-up Egress	2	1.5%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	131	82.4%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Rapid Transit	28	17.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	28	17.6%
TOTAL	159	100.0%
No Answer	5	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	21	13.2%
Drive	0	0.0%
Pick-up	0	0.0%
Other	2	1.5%
TOTAL	23	14.7%
No Answer	5	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	2	1.5%
Other Bus	0	0.0%
Rapid Transit	26	16.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	28	17.6%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	2	100.0%

215

TOTAL

0

0.0%

TOTAL

2

100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	54	50.0%			0	0.0%			54	48.9%
6-10	37	34.8%			0	0.0%			37	34.0%
11-15	14	13.0%			2	100.0%			16	14.9%
16-20	2	2.2%	(No responses)		0	0.0%	(No responses)		2	2.1%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			0	0.0%			0	0.0%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	108	100.0%			2	100.0%			110	100.0%
No Answer	19		2		0				21	
Avg. Time (min)		7.4				15.0				7.6



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 354

Expanded Results

Woburn Line - State St Boston

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	289	70.0%
Drive/Park Egress	16	3.9%
Pick-up Egress	6	1.4%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	311	75.2%
MBTA Bus	5	1.2%
Other Bus	0	0.0%
Rapid Transit	97	23.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	102	24.8%
TOTAL	413	100.0%
No Answer	15	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	88	21.2%
Drive	0	0.0%
Pick-up	0	0.0%
Other	5	1.2%
TOTAL	92	22.4%
No Answer	10	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	10	2.4%
Other Bus	5	1.2%
Rapid Transit	88	21.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	102	24.8%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
93	5	100.0%
TOTAL	5	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
UMB	5	50.0%
225	5	50.0%
TOTAL	10	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	73	32.9%	6	34.9%	6	100.0%			85	34.6%
6-10	93	41.7%	6	34.9%	0	0.0%			98	40.3%
11-15	41	18.5%	5	30.2%	0	0.0%			46	18.8%
16-20	15	6.9%	0	0.0%	0	0.0%			15	6.3%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	223	100.0%	16	100.0%	6	100.0%			244	100.0%
No Answer	66		0		0				66	
Avg. Time (min)		8.8		9.8		3.0				8.7



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 411

Expanded Results

Malden Ctr Station - Jack Satter House Revere

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	163	34.7%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	163	34.7%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Rapid Transit	306	65.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	306	65.3%
TOTAL	469	100.0%
No Answer	75	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	209	44.5%
Drive	0	0.0%
Pick-up	0	0.0%
Other	20	4.2%
TOTAL	228	48.6%
No Answer	78	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	10	2.1%
Other Bus	0	0.0%
Rapid Transit	297	63.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	306	65.3%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
CT2	10	100.0%
TOTAL	10	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	88	61.4%							88	61.4%
6-10	46	31.8%							46	31.8%
11-15	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
16-20	10	6.8%							10	6.8%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	143	100.0%							143	100.0%
No Answer	20								20	
Avg. Time (min)		6.7								6.7



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 430

Expanded Results

Saugus Ctr - Malden Ctr Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	313	56.7%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	11	2.0%
Total Private Trans.	324	58.6%
MBTA Bus	11	2.0%
Other Bus	0	0.0%
Rapid Transit	218	39.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	229	41.4%
TOTAL	553	100.0%
No Answer	11	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	185	33.5%
Drive	0	0.0%
Pick-up	0	0.0%
Other	22	3.9%
TOTAL	207	37.4%
No Answer	22	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	33	5.9%
Other Bus	0	0.0%
Rapid Transit	196	35.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	229	41.4%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
426	11	100.0%
TOTAL	11	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
36	11	50.0%
134	11	50.0%
TOTAL	22	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	188	62.0%					0	0.0%	188	59.9%
6-10	84	27.7%					0	0.0%	84	26.7%
11-15	0	0.0%					0	0.0%	0	0.0%
16-20	31	10.2%	(No responses)		(No responses)		11	100.0%	42	13.4%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	302	100.0%					11	100.0%	313	100.0%
No Answer	11						0		11	
Avg. Time (min)		6.4						20.0		6.8



Destination Locations and Activities

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

A table presenting these data is provided for each bus route; the tables are at the end of the chapter. Each table shows both the destinations and destination activities for passengers who rode some portion of the surveyed route. The data include not only the riders who left the entire transit system when they alighted from these routes, but also riders who continued on the system through transfers to other bus routes or to rapid transit, commuter rail, or boat. (Details on the means of transportation between surveyed bus routes and destinations are provided in Chapter 6.)

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

7.1 DESTINATION LOCATIONS

7.1.1 DESCRIPTION OF THE DESTINATION LOCATIONS SECTION OF THE TABLE

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

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

7.1.2 OVERVIEW OF RESULTS

The size of the market for each bus route depends on a number of factors that influence a rider’s choice to use that route instead of another transportation mode. These include, in addition to the route’s proximity to the rider’s destination, its proximity to other transit services and the relative ease of access. Charlestown and Fellsway Garage bus routes had varying market sizes. For example, if destinations that were reported by less than 0.5% of the riders are included, the highest number of destination locations was 32, the number for people boarding Routes 89 and 101, while the lowest was 12, the number for Route 352. The destination locations with the highest percentages of riders were generally those that the specific bus route served.

7.2 DESTINATION ACTIVITIES

7.2.1 DESCRIPTION OF THE DESTINATION ACTIVITIES SECTION OF THE TABLE

In each route’s table, the right side of the table summarizes the results of survey question 9a, “Where will/did this one-way trip end?” The survey form provided eight check-off choices: “at work,” “at school,” “at home,” “at a store,” “at a doctor or other personal business,” “at a work-related errand or meeting,” “at a restaurant, or social or recreational activity,” and “other” (with a space for write-ins). For each destination location (city, town, or neighborhood), the table shows the percentages of riders who reported ending at each of these eight “activities.” The absolute number of riders ending at each activity can be determined by multiplying these percentages by the destination location totals on the left side of the table.

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

7.2.2 OVERVIEW OF RESULTS

The largest destination activity of people boarding each bus route was work: looking at the riders from the top 10 destination locations for these routes,

work was the destination activity for 46%. This is partly a reflection of the hours when the survey was handed out (6:00 AM to 3:30 PM). Had the survey been handed out later, more people would likely have been destined for an activity other than work. The survey result regarding the predominant destination activity is in accord with the result regarding the predominant trip purpose category, which was home-based work (see Chapters 3 and 4).

Most of the remainder of the destination activities of the surveyed riders were split between home, other activities, school, and personal business. Looking at the riders with the top 10 destination locations for all Charlestown and Fellsway Garage bus routes, home was the destination activity for 19%, followed by other (10%), school (6%), and personal business (4%).

The percentages of riders whose destination activity was work were the highest on Routes 325 (96%), 326 (92%), and 352 (90%) and were the lowest on Routes 108 (36%), 109 (37%), and 134 (39%). The percentages of riders with home, other, school, and personal business destination activities, respectively, were the highest for Routes 109 (26%), 111 (17%), 105 (14%), and 97 (17%).

T *MBTA Surveys: 2008-09*
Bus Survey

Destination Locations and Activities

Route: 89

Davis Sq or Clarendon Hill - Sullivan Station

Both Directions

Expanded Results

City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	DESTINATION ACTIVITIES							
				Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Somerville: Davis Square	292	13.7%	5.2%	15.7%		37.0%	10.5%	10.5%		10.5%	10.5%
Boston: Charlestown	211	9.9%	7.7%	7.7%	15.4%	61.5%					7.7%
Somerville: Winter Hill	204	9.6%	7.5%	31.0%		46.0%	8.0%				7.5%
Boston: Financial/Retail	162	7.7%				100.0%					
Cambridge: Harvard Square	122	5.8%				62.5%	12.5%		12.5%	12.5%	
Somerville: East Somerville	113	5.3%		14.4%		28.0%	14.4%	14.4%			28.8%
Medford	110	5.2%		27.8%	13.9%	43.5%				14.8%	
Boston: North End	97	4.6%			16.7%	83.3%					
Boston: Longwood Med Area	81	3.8%				100.0%					
Boston: North Dorchester	65	3.1%			25.0%	75.0%					
Boston: Back Bay	64	3.0%				100.0%					
Cambridge: Kendall/MIT	63	3.0%				100.0%					
Boston: Waterfront	62	2.9%				100.0%					
Boston: Govt Center	49	2.3%				66.7%					33.3%
Unspecified	47	2.2%	65.3%								34.7%
Cambridge: North Cambridge	46	2.2%				100.0%					
Boston: B U	32	1.5%			50.0%	50.0%					
Boston: Jamaica Plain	32	1.5%				100.0%					
Boston: Park Square	32	1.5%			50.0%	50.0%					
Boston: So Bos Indust	32	1.5%				51.5%			48.5%		
Somerville: Spring Hill	32	1.5%			48.5%	51.5%					
Boston: East Boston	16	0.8%				100.0%					
Everett	16	0.8%				100.0%					
Lynn	16	0.8%				100.0%					
Malden	16	0.8%				100.0%					
Melrose	16	0.8%				100.0%					
Watertown	16	0.8%				100.0%					
Arlington	15	0.7%		100.0%							
Boston: Beacon Hill	15	0.7%				100.0%					
Boston: South Dorchester	15	0.7%								100.0%	
Cambridge: East Cambridge	15	0.7%				100.0%					
Newton	15	0.7%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,122	100.0%	3.6%	8.8%	6.0%	64.5%	3.7%	2.2%	1.4%	3.6%	6.0%

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

T **MBTA Surveys: 2008-09**
Bus Survey

Destination Locations and Activities

Route: 90

Davis Station - Wellington via Sullivan Station

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Somerville: East Somerville	138	22.1%	5.2%	17.9%	12.8%	10.3%	38.4%	5.2%	5.2%		5.2%
Somerville: Davis Square	126	20.2%	8.3%	16.7%		25.0%	8.3%	25.0%		16.7%	
Somerville: Spring Hill	63	10.2%		66.4%		33.6%					
Boston: Financial/Retail	39	6.2%			18.2%	63.5%			18.2%		
Medford	39	6.2%	18.2%	18.2%	27.0%	36.5%					
Cambridge: Harvard Square	32	5.1%				100.0%					
Boston: Charlestown	28	4.5%		25.0%		75.0%					
Unspecified	25	4.0%	28.7%	28.7%				42.6%			
Malden	21	3.4%		33.3%		66.7%					
Boston: South End	18	2.8%				100.0%					
Boston: North Dorchester	11	1.7%			100.0%						
Cambridge: Fresh Pond	11	1.7%				100.0%					
Cambridge: Kendall/MIT	11	1.7%				100.0%					
Boston: Allston	7	1.1%					100.0%				
Boston: Fenway	7	1.1%					100.0%				
Boston: Govt Center	7	1.1%					100.0%				
Boston: Jamaica Plain	7	1.1%					100.0%				
Boston: North End	7	1.1%					100.0%				
Boston: Park Square	7	1.1%					100.0%				
Boston: Prudential/Hancock	7	1.1%					100.0%				
Somerville: Unspecified	7	1.1%					100.0%				
Wakefield	7	1.1%					100.0%				
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	624	100.0%	5.1%	18.6%	7.3%	41.9%	12.4%	7.9%	2.3%	3.4%	1.1%

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

Destination Locations and Activities

Route: 91

Central Sq Cambridge - Sullivan Station

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: Central Square	250	26.5%	17.8%	5.9%	11.9%	41.1%		11.9%	5.4%		5.9%
Somerville: Spring Hill	84	8.9%		48.5%		35.3%			16.2%		
Somerville: East Somerville	69	7.3%	19.6%			60.7%			19.6%		
Boston: Charlestown	68	7.2%		20.0%		60.0%	20.0%				
Boston: South End	45	4.7%			33.3%	33.3%		33.3%			
Cambridge: Kendall/MIT	45	4.7%	33.3%		33.3%	33.3%					
Boston: Prudential/Hancock	42	4.5%				64.7%					35.3%
Medford	41	4.3%				100.0%					
Boston: So Bos Indust	30	3.1%				100.0%					
Boston: Waterfront	30	3.1%				50.0%					50.0%
Boston: Financial/Retail	28	3.0%				100.0%					
Boston: Govt Center	28	3.0%				100.0%					
Boston: North End	27	2.9%				100.0%					
Malden	27	2.9%		50.0%		50.0%					
Boston: Back Bay	15	1.6%				100.0%					
Boston: Beacon Hill	15	1.6%		100.0%							
Boston: Fenway	15	1.6%	100.0%								
Boston: So Bos Res	15	1.6%				100.0%					
Cambridge: Harvard Square	15	1.6%	100.0%								
Cambridge: North Cambridge	15	1.6%							100.0%		
Boston: Park Square	14	1.4%				100.0%					
Everett	14	1.4%				100.0%					
Framingham	14	1.4%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	943	100.0%	10.9%	10.4%	6.3%	55.7%	1.4%	4.7%	5.9%		4.7%

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

Destination Locations and Activities

Route: 92

Sullivan Station - Haymarket via Main St

Both Directions

Expanded Results

DESTINATION LOCATIONS			DESTINATION ACTIVITIES								
City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Boston: Financial/Retail	226	34.0%				97.1%					2.9%
Boston: Charlestown	126	19.0%		29.7%		45.4%	5.1%		9.9%		9.9%
Boston: Govt Center	90	13.6%		7.1%		78.6%			7.1%		7.1%
Somerville: East Somerville	50	7.5%	25.0%			25.0%	50.0%				
Unspecified	32	4.8%	79.7%			20.3%					
Boston: Waterfront	26	3.9%				100.0%					
Boston: North End	25	3.8%		49.1%		50.9%					
Boston: Back Bay	19	2.9%				100.0%					
Boston: Beacon Hill	13	1.9%				50.0%		50.0%			
Boston: Dwntrwn Unspecified	13	1.9%				100.0%					
Boston: Roxbury	12	1.9%				100.0%					
Medford	12	1.9%				100.0%					
Boston: So Bos Indust	6	1.0%				100.0%					
Boston: South End	6	1.0%				100.0%					
Lynn	6	1.0%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	665	100.0%	5.7%	8.5%		73.5%	4.7%	1.0%	2.8%		3.8%

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

Destination Locations and Activities

Route: 93

Sullivan Station - Haymarket via Bunker Hill

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Boston: Financial/Retail	1,242	41.4%				75.0%	7.1%		7.1%	3.6%	7.1%
Boston: Charlestown	976	32.6%	10.8%	57.7%	5.4%	20.7%					5.4%
Boston: Govt Center	141	4.7%			31.4%	31.4%			37.3%		
Boston: North End	133	4.4%	100.0%								
Boston: Waterfront	89	3.0%				100.0%					
Boston: North Dorchester	53	1.8%				100.0%					
Somerville: East Somerville	53	1.8%							100.0%		
Boston: Back Bay	44	1.5%				100.0%					
Boston: Dwntrwn Unspecified	44	1.5%					100.0%				
Boston: Longwood Med Area	44	1.5%						100.0%			
Boston: Roxbury	44	1.5%									100.0%
Boston: So Bos Res	44	1.5%		100.0%							
Quincy	44	1.5%		100.0%							
Woburn	44	1.5%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,997	100.0%	8.0%	21.7%	3.2%	47.0%	4.4%	1.5%	6.5%	1.5%	6.2%

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

Destination Locations and Activities

Route: 94

Medford Sq - Davis Sq

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Medford	214	32.5%	17.9%	17.9%	5.1%	41.0%	17.9%				
Somerville: Davis Square	77	11.7%	14.3%	14.3%		14.3%	28.6%			28.6%	
Boston: Financial/Retail	44	6.7%				100.0%					
Boston: Park Square	44	6.7%				100.0%					
Cambridge: Harvard Square	44	6.7%				100.0%					
Malden	38	5.8%		100.0%							
Boston: Charlestown	22	3.3%			50.0%	50.0%					
Boston: Govt Center	22	3.3%				100.0%					
Cambridge: Central Square	22	3.3%				100.0%					
Cambridge: Kendall/MIT	22	3.3%				100.0%					
Cambridge: North Cambridge	22	3.3%				50.0%	50.0%				
Quincy	22	3.3%				100.0%					
Boston: Beacon Hill	11	1.7%				100.0%					
Boston: Brighton	11	1.7%				100.0%					
Boston: Fenway	11	1.7%				100.0%					
Boston: Longwood Med Area	11	1.7%				100.0%					
Boston: Prudential/Hancock	11	1.7%				100.0%					
Boston: Waterfront	11	1.7%							100.0%		
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	658	100.0%	7.5%	13.3%	3.3%	60.0%	10.8%		1.7%	3.3%	

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

T **MBTA Surveys: 2008-09**
Bus Survey

Destination Locations and Activities

Route: 95

West Medford - Sullivan Station

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Medford	265	33.9%	3.9%	39.3%	3.9%	38.2%		3.9%			10.7%
Somerville: East Somerville	103	13.1%			10.2%	65.3%	17.4%				7.2%
Somerville: Winter Hill	91	11.6%		54.1%				23.0%	11.5%		11.5%
Boston: Financial/Retail	66	8.5%				88.9%	11.1%				
Unspecified	33	4.2%	77.4%			22.6%					
Boston: Govt Center	30	3.8%			25.0%	75.0%					
Boston: North End	22	2.8%				33.3%			33.3%	33.3%	
Boston: Park Square	22	2.8%				100.0%					
Boston: Back Bay	18	2.3%				41.4%		58.6%			
Boston: Charlestown	15	1.9%			50.0%	50.0%					
Somerville: Spring Hill	15	1.9%				100.0%					
Boston: B U	7	0.9%				100.0%					
Boston: Beacon Hill	7	0.9%				100.0%					
Boston: Brighton	7	0.9%			100.0%						
Boston: Dwntwn Unspecified	7	0.9%				100.0%					
Boston: Fenway	7	0.9%			100.0%						
Boston: Prudential/Hancock	7	0.9%					100.0%				
Boston: So Bos Indust	7	0.9%				100.0%					
Boston: Unspecified	7	0.9%	100.0%								
Brookline: North Brookline	7	0.9%				100.0%					
Brookline: South Brookline	7	0.9%		100.0%							
Cambridge: Kendall/MIT	7	0.9%				100.0%					
Chelsea	7	0.9%				100.0%					
Everett	7	0.9%		100.0%							
Revere	7	0.9%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	782	100.0%	5.5%	21.5%	6.4%	47.9%	4.2%	5.3%	2.3%	0.9%	5.9%

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

T **MBTA Surveys: 2008-09**
Bus Survey

Destination Locations and Activities

Route: 96

Medford Sq - Harvard Sq

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Medford	372	47.6%		31.4%	12.4%	43.8%		10.5%			1.9%
Cambridge: Harvard Square	155	19.8%	4.7%		4.7%	86.0%					4.7%
Somerville: Davis Square	68	8.7%	10.7%			78.7%	10.7%				
Cambridge: North Cambridge	36	4.6%				100.0%					
Boston: Beacon Hill	22	2.8%				66.7%		33.3%			
Boston: Financial/Retail	14	1.8%				100.0%					
Boston: Govt Center	14	1.8%			50.0%	50.0%					
Cambridge: Kendall/MIT	14	1.8%				100.0%					
Arlington	7	0.9%									100.0%
Bedford	7	0.9%				100.0%					
Boston: B U	7	0.9%				100.0%					
Boston: Back Bay	7	0.9%				100.0%					
Boston: Brighton	7	0.9%			100.0%						
Boston: Longwood Med Area	7	0.9%				100.0%					
Boston: Park Square	7	0.9%				100.0%					
Boston: Waterfront	7	0.9%				100.0%					
Cambridge: Central Square	7	0.9%				100.0%					
Lexington	7	0.9%				100.0%					
Quincy	7	0.9%				100.0%					
Watertown	7	0.9%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	782	100.0%	1.8%	14.9%	8.7%	65.0%	0.9%	5.9%			2.8%

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

T **MBTA Surveys: 2008-09**
Bus Survey

Destination Locations and Activities

Route: 97

Malden Ctr Station - Wellington

Both Directions

Expanded Results

DESTINATION LOCATIONS			DESTINATION ACTIVITIES								
City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Everett	97	23.0%		14.3%		14.3%	28.6%	42.9%			
Boston: Financial/Retail	64	15.2%				78.3%		21.7%			
Malden	64	15.2%		21.7%		21.7%		28.3%		28.3%	
Boston: Charlestown	42	9.8%			66.7%	33.3%					
Boston: Park Square	32	7.6%				100.0%					
Boston: Back Bay	18	4.3%				100.0%					
Boston: Govt Center	18	4.3%				100.0%					
Boston: Longwood Med Area	18	4.3%			100.0%						
Boston: Waterfront	14	3.3%				100.0%					
Brookline: North Brookline	14	3.3%		100.0%							
Medford	14	3.3%		100.0%							
Revere	14	3.3%				100.0%					
Winchester	14	3.3%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	422	100.0%		13.1%	10.9%	47.7%	6.6%	17.4%		4.3%	

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

T **MBTA Surveys: 2008-09**
Bus Survey

Destination Locations and Activities

Route: 99

Boston Reg Med Ctr - Wellington

Both Directions

Expanded Results

DESTINATION LOCATIONS			DESTINATION ACTIVITIES								
City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Malden	195	29.1%		24.5%		36.8%		8.2%		8.2%	22.5%
Boston: Financial/Retail	96	14.3%				100.0%					
Everett	72	10.7%		83.3%							16.7%
Boston: Fenway	28	4.2%			43.0%	57.0%					
Boston: Govt Center	24	3.6%				100.0%					
Boston: Prudential/Hancock	24	3.6%				50.0%		50.0%			
Cambridge: Kendall/MIT	24	3.6%				100.0%					
Medford	24	3.6%				100.0%					
Somerville: Unspecified	24	3.6%		50.0%		50.0%					
Unspecified	24	3.6%	50.0%								50.0%
Boston: B U	16	2.4%				100.0%					
Boston: North End	16	2.4%				100.0%					
Boston: Park Square	16	2.4%				100.0%					
Boston: Waterfront	16	2.4%				100.0%					
Boston: Charlestown	12	1.8%			100.0%						
Boston: Longwood Med Area	12	1.8%			100.0%						
Boston: Roxbury	12	1.8%	100.0%								
Boston: South End	12	1.8%				100.0%					
Cambridge: Harvard Square	12	1.8%				100.0%					
Cambridge: North Cambridge	12	1.8%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	670	100.0%	3.6%	17.8%	5.4%	56.6%		4.2%		2.4%	10.1%

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

Destination Locations and Activities

Route: 100

Elm St - Wellington via Fellsway

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Medford	125	36.0%	4.9%	67.8%	9.9%	17.4%					
Boston: Financial/Retail	43	12.4%				85.7%			14.3%		
Boston: Back Bay	31	8.9%				100.0%					
Boston: Govt Center	25	7.1%			25.0%	75.0%					
Boston: Park Square	25	7.1%				100.0%					
Boston: Unspecified	12	3.6%				100.0%					
Boston: Waterfront	12	3.6%				100.0%					
Cambridge: Central Square	12	3.6%				50.0%			50.0%		
Boston: B U	6	1.8%				100.0%					
Boston: Beacon Hill	6	1.8%	100.0%								
Boston: Longwood Med Area	6	1.8%				100.0%					
Cambridge: East Cambridge	6	1.8%				100.0%					
Cambridge: Kendall/MIT	6	1.8%				100.0%					
Everett	6	1.8%				100.0%					
Malden	6	1.8%				100.0%					
Quincy	6	1.8%				100.0%					
Somerville: Spring Hill	6	1.8%	100.0%								
Unspecified	6	1.8%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	346	100.0%	5.3%	24.5%	5.3%	61.3%			3.6%		

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

T *MBTA Surveys: 2008-09*
Bus Survey

Destination Locations and Activities

Route: 101

Malden Ctr Station - Sullivan Sq via Winter Hill

Both Directions

Expanded Results

City/Neighborhood Destinations	Total Riders	Pct. of Riders	DESTINATION ACTIVITIES								
			No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Medford	580	23.1%	2.2%	28.0%	9.6%	27.2%	7.4%	16.9%	2.2%	6.6%	
Boston: Financial/Retail	273	10.8%	4.7%			75.0%				4.7%	15.6%
Malden	252	10.0%	11.9%	11.9%		5.1%	11.9%		11.9%	47.5%	
Boston: Charlestown	153	6.1%	8.3%		8.3%	33.3%				50.0%	
Boston: North End	124	4.9%			10.3%	79.3%				10.3%	
Boston: Park Square	115	4.6%			11.1%	77.8%		11.1%			
Boston: Longwood Med Area	107	4.2%			24.0%	48.0%		28.0%			
Somerville: Winter Hill	98	3.9%				73.9%				26.1%	
Boston: Govt Center	90	3.6%				100.0%					
Boston: Waterfront	85	3.4%	35.0%			65.0%					
Boston: Back Bay	81	3.2%				100.0%					
Boston: Fenway	64	2.5%				100.0%					
Boston: Roxbury	55	2.2%			46.1%	53.9%					
Somerville: East Somerville	51	2.0%	25.0%	25.0%		25.0%			25.0%		
Boston: Prudential/Hancock	38	1.5%				100.0%					
Cambridge: Kendall/MIT	38	1.5%				100.0%					
Arlington	30	1.2%				100.0%					
Boston: Unspecified	30	1.2%				100.0%					
Saugus	30	1.2%					100.0%				
Unspecified	30	1.2%				100.0%					
Boston: South End	26	1.0%				100.0%					
Everett	26	1.0%			50.0%	50.0%					
Somerville: Davis Square	26	1.0%				100.0%					
Boston: Beacon Hill	13	0.5%				100.0%					
Boston: Dwntwn Unspecified	13	0.5%				100.0%					
Boston: Jamaica Plain	13	0.5%				100.0%					
Boston: North Dorchester	13	0.5%				100.0%					
Boston: So Bos Indust	13	0.5%				100.0%					
Braintree	13	0.5%						100.0%			
Cambridge: Central Square	13	0.5%				100.0%					
Cambridge: Harvard Square	13	0.5%				100.0%					
Plymouth	13	0.5%								100.0%	
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,517	100.0%	4.4%	8.1%	6.3%	55.2%	4.1%	5.6%	2.7%	0.5%	13.1%

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

Destination Locations and Activities

Route: 104

Malden Ctr Station - Sullivan Sq via Ferry

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Malden	321	15.7%		17.9%	17.9%	18.3%	9.2%				36.6%
Everett	257	12.6%		43.8%		22.4%			11.4%	11.4%	10.9%
Boston: Financial/Retail	233	11.4%				100.0%					
Unspecified	170	8.3%	49.6%	33.8%							16.5%
Boston: Fenway	145	7.1%			19.5%	80.5%					
Boston: Charlestown	142	7.0%				40.5%					59.5%
Boston: Back Bay	117	5.7%			24.2%	75.8%					
Boston: Prudential/Hancock	115	5.6%				100.0%					
Boston: Govt Center	86	4.2%				100.0%					
Boston: Longwood Med Area	59	2.9%				100.0%					
Cambridge: Harvard Square	58	2.8%				51.1%				48.9%	
Cambridge: Kendall/MIT	58	2.8%				100.0%					
Cambridge: Central Square	56	2.8%				100.0%					
Boston: Jamaica Plain	29	1.4%				100.0%					
Boston: North End	28	1.4%				100.0%					
Boston: Park Square	28	1.4%				100.0%					
Boston: Unspecified	28	1.4%									100.0%
Brookline: South Brookline	28	1.4%								100.0%	
Medford	28	1.4%									100.0%
Somerville: East Somerville	28	1.4%				100.0%					
Somerville: Winter Hill	28	1.4%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,044	100.0%	4.1%	11.2%	5.6%	56.6%	1.4%		1.4%	4.2%	15.4%

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

T *MBTA Surveys: 2008-09*
Bus Survey

Destination Locations and Activities

Route: 105

Malden Ctr Station - Sullivan Sq via Newland St Housing

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Malden	194	34.0%	14.7%	24.9%	11.8%	36.7%		2.9%			8.8%
Boston: Charlestown	80	13.9%	15.5%		7.2%	77.4%					
Boston: Financial/Retail	48	8.3%	12.0%			88.0%					
Somerville: East Somerville	37	6.5%				100.0%					
Boston: Fenway	30	5.3%			81.2%	18.8%					
Boston: Beacon Hill	25	4.3%				50.0%					50.0%
Boston: Govt Center	24	4.2%				100.0%					
Unspecified	18	3.2%	100.0%								
Cambridge: Central Square	12	2.2%				100.0%					
Cambridge: Harvard Square	12	2.2%			100.0%						
Boston: North Dorchester	11	2.0%			100.0%						
Brookline: South Brookline	11	2.0%			50.0%	50.0%					
Medford	11	2.0%						100.0%			
Boston: B U	6	1.0%						100.0%			
Boston: Dwntwn Unspecified	6	1.0%								100.0%	
Boston: East Boston	6	1.0%				100.0%					
Boston: North End	6	1.0%				100.0%					
Boston: Park Square	6	1.0%				100.0%					
Boston: Roxbury	6	1.0%				100.0%					
Boston: So Bos Indust	6	1.0%				100.0%					
Chelsea	6	1.0%				100.0%					
Everett	6	1.0%		100.0%							
Westborough	6	1.0%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	571	100.0%	11.3%	9.5%	14.5%	54.5%		4.0%		1.0%	5.2%

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

Destination Locations and Activities

Route: 106

Lebanon St/Franklin St - Wellington Station

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Malden	435	31.5%	9.3%	28.9%	8.2%	10.3%	24.7%		3.1%	3.1%	12.4%
Boston: Financial/Retail	121	8.8%				88.9%			11.1%		
Unspecified	103	7.5%	65.2%			13.0%					21.7%
Everett	99	7.1%		45.5%		40.9%		13.6%			
Boston: Park Square	54	3.9%			25.0%	75.0%					
Boston: Back Bay	49	3.6%				72.7%				27.3%	
Boston: Unspecified	49	3.6%		27.3%		72.7%					
Boston: Waterfront	49	3.6%				100.0%					
Cambridge: Kendall/MIT	49	3.6%				72.7%					27.3%
Boston: Prudential/Hancock	36	2.6%				100.0%					
Brookline: South Brookline	36	2.6%				100.0%					
Boston: Charlestown	27	1.9%				100.0%					
Boston: Fenway	27	1.9%				100.0%					
Boston: Govt Center	27	1.9%				100.0%					
Boston: South End	27	1.9%				50.0%		50.0%			
Cambridge: North Cambridge	27	1.9%				100.0%					
Boston: Beacon Hill	22	1.6%						100.0%			
Medford	22	1.6%				100.0%					
Boston: B U	13	1.0%				100.0%					
Boston: Hyde Park	13	1.0%	100.0%								
Boston: Longwood Med Area	13	1.0%				100.0%					
Boston: North Dorchester	13	1.0%			100.0%						
Boston: North End	13	1.0%	100.0%								
Boston: Roxbury	13	1.0%				100.0%					
Boston: So Bos Indust	13	1.0%	100.0%								
Cambridge: Harvard Square	13	1.0%				100.0%					
Somerville: Spring Hill	13	1.0%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,381	100.0%	10.7%	13.3%	4.5%	49.7%	7.8%	3.6%	1.9%	1.9%	6.5%

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

T *MBTA Surveys: 2008-09*
Bus Survey

Destination Locations and Activities

Route: 108

Linden Sq - Wellington Station

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Malden	775	43.8%	9.9%	44.4%	8.7%	8.7%	2.2%	13.1%		2.2%	10.9%
Boston: Financial/Retail	120	6.8%	42.9%			28.6%	14.3%		14.3%		
Boston: Longwood Med Area	111	6.2%			15.5%	84.5%					
Revere	75	4.3%	33.3%	33.3%		33.3%					
Boston: Charlestown	68	3.9%			25.0%	75.0%					
Boston: Fenway	59	3.4%			28.8%	71.2%					
Boston: Back Bay	51	2.9%	33.3%			33.3%					33.3%
Boston: Prudential/Hancock	51	2.9%				66.7%			33.3%		
Boston: Unspecified	51	2.9%			33.3%	66.7%					
Medford	51	2.9%	33.3%	33.3%		33.3%					
Everett	42	2.4%	40.5%		59.5%						
Boston: Beacon Hill	34	1.9%				50.0%			50.0%		
Boston: Govt Center	34	1.9%				50.0%					50.0%
Boston: Park Square	34	1.9%				100.0%					
Cambridge: East Cambridge	25	1.4%				100.0%					
Chelsea	25	1.4%				100.0%					
Saugus	25	1.4%		100.0%							
Boston: Logan Airport	17	1.0%				100.0%					
Boston: North Dorchester	17	1.0%				100.0%					
Boston: So Bos Indust	17	1.0%				100.0%					
Boston: South Dorchester	17	1.0%				100.0%					
Boston: Waterfront	17	1.0%				100.0%					
Cambridge: Central Square	17	1.0%	100.0%								
Melrose	17	1.0%				100.0%					
Unspecified	17	1.0%	100.0%								
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,770	100.0%	13.5%	23.2%	9.1%	36.0%	1.9%	5.7%	2.9%	1.0%	6.7%

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

Destination Locations and Activities

Route: 109

Linden Sq - Sullivan Sq

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Everett	620	37.8%		57.2%	13.6%	16.1%	3.4%	3.4%			6.3%
Boston: Charlestown	183	11.1%	10.0%		40.0%	30.0%		10.0%			10.0%
Malden	118	7.2%		48.8%		33.3%					17.8%
Unspecified	112	6.8%	48.8%			35.0%					16.3%
Boston: Financial/Retail	110	6.7%				66.7%				16.7%	16.7%
Boston: Govt Center	55	3.3%				66.7%		33.3%			
Boston: Prudential/Hancock	55	3.3%				66.7%					33.3%
Lynn	42	2.6%				50.0%					50.0%
Boston: Longwood Med Area	37	2.2%			50.0%	50.0%					
Boston: North End	37	2.2%				50.0%			50.0%		
Boston: Park Square	37	2.2%				100.0%					
Cambridge: Central Square	37	2.2%				50.0%	50.0%				
Medford	37	2.2%				100.0%					
Boston: B U	18	1.1%			100.0%						
Boston: Beacon Hill	18	1.1%				100.0%					
Boston: North Dorchester	18	1.1%			100.0%						
Boston: So Bos Indust	18	1.1%				100.0%					
Chelsea	18	1.1%			100.0%						
Newton	18	1.1%				100.0%					
Somerville: East Somerville	18	1.1%				100.0%					
Somerville: Spring Hill	18	1.1%							100.0%		
Somerville: Winter Hill	18	1.1%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,641	100.0%	4.5%	26.2%	14.0%	36.6%	2.4%	3.5%	2.2%	1.1%	9.4%

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

Destination Locations and Activities

Route: 110

Wonderland - Wellington

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Everett	238	22.1%		33.1%	4.0%	44.6%		9.1%		4.6%	4.6%
Boston: Financial/Retail	147	13.6%				100.0%					
Revere	129	12.0%	15.8%	30.5%		22.1%			8.4%	7.4%	15.8%
Medford	87	8.1%	25.0%			37.5%					37.5%
Boston: Govt Center	52	4.8%				100.0%					
Malden	44	4.0%				50.0%		50.0%			
Boston: Prudential/Hancock	41	3.8%				100.0%					
Boston: Park Square	33	3.0%				66.7%		33.3%			
Unspecified	31	2.9%	34.8%	34.8%		30.4%					
Boston: North End	30	2.8%	31.8%			36.4%					31.8%
Cambridge: Kendall/MIT	22	2.0%				100.0%					
Quincy	22	2.0%				100.0%					
Boston: Back Bay	20	1.9%				100.0%					
Boston: So Bos Indust	20	1.9%				100.0%					
Chelsea	20	1.9%		53.3%		46.7%					
Boston: East Boston	19	1.8%				50.0%		50.0%			
Lynn	19	1.8%			50.0%				50.0%		
Belmont	11	1.0%			100.0%						
Boston: Beacon Hill	11	1.0%				100.0%					
Boston: North Dorchester	11	1.0%				100.0%					
Cambridge: Central Square	11	1.0%					100.0%				
Cambridge: East Cambridge	11	1.0%					100.0%				
Cambridge: Harvard Square	11	1.0%					100.0%				
Cambridge: North Cambridge	10	0.9%	100.0%								
Salem	10	0.9%			100.0%						
Swampscott	10	0.9%				100.0%					
Winthrop	10	0.9%									100.0%
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,078	100.0%	6.7%	13.0%	3.7%	56.2%	3.0%	5.9%	1.9%	1.9%	7.7%

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

T **MBTA Surveys: 2008-09**
Bus Survey

Destination Locations and Activities

Route: 111

Woodlawn - Haymarket

Both Directions

Expanded Results

City/Neighborhood Destinations	Total Riders	Pct. of Riders	DESTINATION ACTIVITIES								
			No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Chelsea	1,839	42.5%	6.7%	22.2%	4.5%	35.7%	4.4%	8.8%	2.2%	2.2%	13.2%
Boston: Downtwn Unspecified	354	8.2%	22.2%		22.2%	33.3%					22.2%
Boston: Govt Center	276	6.4%		14.3%	14.3%	57.1%					14.3%
Boston: North End	236	5.5%				50.0%					50.0%
Boston: Financial/Retail	197	4.6%				80.0%					20.0%
Boston: Park Square	118	2.7%				100.0%					
Boston: Unspecified	118	2.7%				33.3%		33.3%			33.3%
Woburn	118	2.7%		100.0%							
Boston: B U	79	1.8%			100.0%						
Boston: Back Bay	79	1.8%				50.0%					50.0%
Boston: South Dorchester	79	1.8%				100.0%					
Unspecified	79	1.8%	50.0%			50.0%					
Revere	41	0.9%				100.0%					
Boston: Allston	39	0.9%				100.0%					
Boston: Beacon Hill	39	0.9%				100.0%					
Boston: Charlestown	39	0.9%			100.0%						
Boston: East Boston	39	0.9%				100.0%					
Boston: Jamaica Plain	39	0.9%			100.0%						
Boston: Longwood Med Area	39	0.9%				100.0%					
Boston: North Dorchester	39	0.9%			100.0%						
Boston: Prudential/Hancock	39	0.9%									100.0%
Boston: Roxbury	39	0.9%				100.0%					
Boston: Waterfront	39	0.9%			100.0%						
Cambridge: Central Square	39	0.9%				100.0%					
Cambridge: Kendall/MIT	39	0.9%				100.0%					
Medford	39	0.9%									100.0%
Newton	39	0.9%									100.0%
Norwood	39	0.9%		100.0%							
Quincy	39	0.9%				100.0%					
Somerville: Davis Square	39	0.9%				100.0%					
Somerville: East Somerville	39	0.9%						100.0%			
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	4,322	100.0%	5.6%	14.0%	10.1%	44.4%	1.9%	5.6%	0.9%	0.9%	16.6%

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

Destination Locations and Activities

Route: 112

Wellington - Wood Island

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Chelsea	352	39.8%	4.6%	17.2%	4.6%	50.0%	10.9%	6.3%	6.3%		
Everett	136	15.5%				35.9%	23.9%	28.2%			12.0%
Boston: Financial/Retail	127	14.4%				82.6%		17.4%			
Malden	49	5.5%		33.3%	33.3%						33.3%
Unspecified	38	4.4%	42.5%	57.5%							
Boston: Longwood Med Area	33	3.7%				100.0%					
Medford	33	3.7%	50.0%				50.0%				
Boston: Beacon Hill	22	2.5%				100.0%					
Boston: East Boston	22	2.5%		100.0%							
Revere	22	2.5%	100.0%								
Boston: So Bos Indust	16	1.8%				100.0%					
Cambridge: Harvard Square	16	1.8%					100.0%				
Somerville: Davis Square	16	1.8%						100.0%			
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	883	100.0%	8.1%	13.7%	3.7%	45.4%	11.8%	11.2%	2.5%		3.7%

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

T **MBTA Surveys: 2008-09**
Bus Survey

Destination Locations and Activities

Route: 131

Melrose Highlands - Malden Ctr Station

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Melrose	86	25.2%	22.0%	18.6%	18.6%	18.6%	3.4%	18.6%			
Boston: Financial/Retail	58	17.1%				100.0%					
Boston: Prudential/Hancock	26	7.7%				100.0%					
Boston: Govt Center	23	6.8%				100.0%					
Stoneham	19	5.5%									100.0%
Boston: Park Square	18	5.1%				100.0%					
Boston: Longwood Med Area	12	3.4%				100.0%					
Boston: North End	12	3.4%				100.0%					
Boston: Waterfront	12	3.4%				100.0%					
Cambridge: Kendall/MIT	12	3.4%			25.0%	75.0%					
Unspecified	12	3.4%	50.0%			50.0%					
Malden	9	2.6%				66.7%	33.3%				
Boston: Back Bay	6	1.7%				100.0%					
Boston: So Bos Indust	6	1.7%				100.0%					
Boston: Beacon Hill	3	0.9%				100.0%					
Boston: Charlestown	3	0.9%				100.0%					
Boston: Fenway	3	0.9%				100.0%					
Boston: South Dorchester	3	0.9%				100.0%					
Boston: Unspecified	3	0.9%	100.0%								
Cambridge: Central Square	3	0.9%				100.0%					
Cambridge: East Cambridge	3	0.9%				100.0%					
Cambridge: Harvard Square	3	0.9%				100.0%					
Cambridge: Unspecified	3	0.9%				100.0%					
Dedham	3	0.9%				100.0%					
Quincy	3	0.9%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	341	100.0%	8.1%	4.7%	5.5%	69.7%	1.7%	4.7%			5.5%

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

Destination Locations and Activities

Route: 132

Redstone Shopping Ctr - Malden Ctr Station

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Stoneham	80	22.2%	14.9%	40.2%		29.9%		14.9%			
Malden	45	12.5%		18.4%		63.3%					18.4%
Boston: Financial/Retail	42	11.5%				100.0%					
Boston: Dwntrwn Unspecified	25	6.9%	66.7%						33.3%		
Boston: Govt Center	25	6.9%				66.7%					33.3%
Boston: Park Square	25	6.9%			33.3%	66.7%					
Woburn	24	6.6%		50.0%		50.0%					
Melrose	12	3.3%		100.0%							
Boston: B U	8	2.3%				100.0%					
Boston: East Boston	8	2.3%								100.0%	
Boston: Fenway	8	2.3%				100.0%					
Boston: Jamaica Plain	8	2.3%				100.0%					
Boston: Longwood Med Area	8	2.3%				100.0%					
Boston: Prudential/Hancock	8	2.3%				100.0%					
Boston: So Bos Indust	8	2.3%				100.0%					
Boston: Waterfront	8	2.3%				100.0%					
Brookline: South Brookline	8	2.3%			100.0%						
Unspecified	8	2.3%	100.0%								
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	361	100.0%	10.2%	17.9%	4.6%	54.7%		3.3%	2.3%	2.3%	4.6%

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

T ***MBTA Surveys: 2008-09***
Bus Survey

Destination Locations and Activities

Route: 134

North Woburn - Wellington

Both Directions

Expanded Results

DESTINATION LOCATIONS			DESTINATION ACTIVITIES								
City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Medford	613	55.0%	7.1%	31.7%		34.7%		4.1%	7.7%	3.6%	11.2%
Woburn	147	13.2%	17.0%	31.8%		17.0%					34.1%
Winchester	50	4.5%		50.0%		50.0%					
Boston: Beacon Hill	44	3.9%				50.0%		50.0%			
Boston: Park Square	44	3.9%				50.0%		50.0%			
Boston: Back Bay	22	2.0%				100.0%					
Boston: Charlestown	22	2.0%				100.0%					
Boston: Financial/Retail	22	2.0%				100.0%					
Boston: Jamaica Plain	22	2.0%					100.0%				
Boston: Prudential/Hancock	22	2.0%				100.0%					
Boston: So Bos Indust	22	2.0%				100.0%					
Braintree	22	2.0%								100.0%	
Cambridge: East Cambridge	22	2.0%				100.0%					
Chelsea	22	2.0%								100.0%	
Malden	22	2.0%			100.0%						
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,116	100.0%	6.2%	23.9%	2.0%	39.2%	2.0%	6.2%	4.2%	5.9%	10.7%

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

T **MBTA Surveys: 2008-09**
Bus Survey

Destination Locations and Activities

Route: 136

Reading Depot - Malden Ctr Station

Both Directions

Expanded Results

City/Neighborhood Destinations	Total Riders	Pct. of Riders	DESTINATION ACTIVITIES									
			No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other	
Wakefield	137	19.4%	10.0%	50.0%		30.0%						10.0%
Boston: Financial/Retail	127	18.0%				96.0%	4.0%					
Melrose	70	9.9%		7.2%		39.1%	19.6%	7.2%				26.8%
Malden	60	8.4%	8.5%	31.6%		25.6%		25.6%				8.5%
Boston: Park Square	41	5.7%				87.5%		12.5%				
Boston: Prudential/Hancock	31	4.3%				100.0%						
Boston: Longwood Med Area	25	3.6%			20.0%	80.0%						
Boston: So Bos Indust	25	3.6%				100.0%						
Boston: Govt Center	20	2.9%				100.0%						
Boston: Unspecified	20	2.9%				75.0%					25.0%	
Boston: South End	15	2.2%				66.7%				33.3%		
Everett	15	2.2%						100.0%				
Reading	14	1.9%		100.0%								
Boston: Beacon Hill	10	1.4%						50.0%				50.0%
Boston: North End	10	1.4%				100.0%						
Unspecified	10	1.4%	50.0%	50.0%								
Boston: Back Bay	5	0.7%				100.0%						
Boston: Charlestown	5	0.7%				100.0%						
Boston: Dwntwn Unspecified	5	0.7%				100.0%						
Boston: East Boston	5	0.7%										100.0%
Boston: Waterfront	5	0.7%				100.0%						
Brookline: North Brookline	5	0.7%				100.0%						
Cambridge: Central Square	5	0.7%				100.0%						
Cambridge: East Cambridge	5	0.7%				100.0%						
Cambridge: Kendall/MIT	5	0.7%			100.0%							
Cambridge: Unspecified	5	0.7%				100.0%						
Chelsea	5	0.7%		100.0%								
Hingham	5	0.7%				100.0%						
Quincy	5	0.7%				100.0%						
Waltham	5	0.7%				100.0%						
Wellesley	5	0.7%								100.0%		
Other (< 0.5 % of riders)	0	0.0%										
OVERALL TOTAL	708	100.0%	3.4%	16.5%	1.4%	60.7%	2.7%	6.5%	0.7%	1.4%	6.8%	

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

T **MBTA Surveys: 2008-09**
Bus Survey

Destination Locations and Activities

Route: 137

Reading Depot - Malden Ctr Station

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		No Resp.	DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders		Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Reading	96	20.9%		28.6%		57.1%		14.3%			
Wakefield	88	19.0%		21.5%		78.5%					
Melrose	48	10.4%		10.6%		39.4%		28.7%			21.3%
Boston: Financial/Retail	36	7.7%				85.7%					14.3%
Malden	36	7.7%			28.6%	28.6%		14.3%			28.6%
Boston: Govt Center	31	6.6%				100.0%					
Boston: Waterfront	20	4.4%				100.0%					
Boston: Charlestown	10	2.2%				100.0%					
Boston: Fenway	10	2.2%				100.0%					
Boston: North End	10	2.2%				100.0%					
Boston: Park Square	10	2.2%				50.0%		50.0%			
Boston: Prudential/Hancock	10	2.2%				100.0%					
Boston: Back Bay	5	1.1%				100.0%					
Boston: Dwntwn Unspecified	5	1.1%				100.0%					
Boston: Roxbury	5	1.1%				100.0%					
Boston: So Bos Indust	5	1.1%				100.0%					
Boston: South End	5	1.1%				100.0%					
Boston: Unspecified	5	1.1%				100.0%					
Cambridge: Central Square	5	1.1%				100.0%					
Cambridge: Kendall/MIT	5	1.1%				100.0%					
Medford	5	1.1%					100.0%				
Quincy	5	1.1%		100.0%							
Unspecified	5	1.1%									100.0%
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	461	100.0%		12.3%	2.2%	69.6%	1.1%	8.2%			6.6%

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

Destination Locations and Activities

Route: 325

Elm St - Haymarket Station

Expanded Results

Inbound

DESTINATION LOCATIONS			DESTINATION ACTIVITIES								
City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Boston: Financial/Retail	56	34.0%				100.0%					
Boston: Govt Center	33	20.0%				90.0%			10.0%		
Boston: North End	17	10.0%				100.0%					
Boston: Longwood Med Area	13	8.0%				100.0%					
Boston: Dwntwn Unspecified	10	6.0%				66.7%			33.3%		
Boston: Prudential/Hancock	7	4.0%				100.0%					
Boston: B U	3	2.0%				100.0%					
Boston: Back Bay	3	2.0%				100.0%					
Boston: Beacon Hill	3	2.0%				100.0%					
Boston: Jamaica Plain	3	2.0%				100.0%					
Boston: Park Square	3	2.0%				100.0%					
Boston: So Bos Indust	3	2.0%				100.0%					
Boston: Waterfront	3	2.0%				100.0%					
Cambridge: East Cambridge	3	2.0%				100.0%					
Cambridge: Kendall/MIT	3	2.0%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	166	100.0%				96.0%			4.0%		

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

Destination Locations and Activities

Route: 326

West Medford - Haymarket Station

Inbound

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Boston: Financial/Retail	83	42.3%				97.6%			2.4%		
Boston: Govt Center	53	26.8%			3.8%	92.3%					3.8%
Boston: Dwntrwn Unspecified	8	4.1%	25.0%			50.0%					25.0%
Boston: North End	8	4.1%				50.0%					50.0%
Boston: Prudential/Hancock	8	4.1%				75.0%			25.0%		
Boston: Waterfront	8	4.1%				100.0%					
Boston: Fenway	6	3.1%				100.0%					
Boston: Longwood Med Area	6	3.1%				100.0%					
Boston: So Bos Indust	6	3.1%				100.0%					
Boston: Back Bay	2	1.0%				100.0%					
Boston: East Boston	2	1.0%				100.0%					
Boston: Park Square	2	1.0%				100.0%					
Boston: South End	2	1.0%				100.0%					
Natick	2	1.0%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	196	100.0%	1.0%		1.0%	91.8%			2.1%		4.1%

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

T ***MBTA Surveys: 2008-09***
Bus Survey

Destination Locations and Activities

Route: 352

Burlington - State St Boston

Expanded Results

Inbound

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Boston: Financial/Retail	80	48.6%	2.9%		2.9%	94.1%					
Boston: Govt Center	35	21.4%	6.7%			93.3%					
Boston: Dwn tw n Unspecified	14	8.6%	50.0%			50.0%					
Boston: Longwood Med Area	9	5.7%			25.0%	75.0%					
Boston: Waterfront	7	4.3%				100.0%					
Boston: Back Bay	5	2.9%				100.0%					
Boston: Beacon Hill	2	1.4%				100.0%					
Boston: Fenway	2	1.4%				100.0%					
Boston: Park Square	2	1.4%				100.0%					
Boston: Roxbury	2	1.4%				100.0%					
Boston: So Bos Indust	2	1.4%				100.0%					
Quincy	2	1.4%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	164	100.0%	7.1%		2.9%	90.0%					

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

Destination Locations and Activities

Route: 354

Woburn Line - State St Boston

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Boston: Financial/Retail	131	30.7%	11.1%			81.5%		3.7%			3.7%
Woburn	87	20.4%		32.2%		43.8%	5.6%		6.4%		12.0%
Boston: Back Bay	34	8.0%	14.3%			85.7%					
Boston: Waterfront	24	5.7%				100.0%					
Boston: Govt Center	19	4.5%			25.0%	25.0%					50.0%
Burlington	17	3.9%				66.7%			33.3%		
Boston: So Bos Indust	15	3.4%				100.0%					
Stoneham	13	3.0%		44.1%		11.8%		44.1%			
Boston: Dwntrwn Unspecified	10	2.3%	50.0%			50.0%					
Boston: Longwood Med Area	10	2.3%				100.0%					
Boston: North Dorchester	10	2.3%			50.0%	50.0%					
Boston: North End	10	2.3%				100.0%					
Boston: Park Square	10	2.3%				100.0%					
Boston: Charlestown	5	1.1%		100.0%							
Boston: Roxbury	5	1.1%				100.0%					
Boston: South End	5	1.1%				100.0%					
Boston: Unspecified	5	1.1%	100.0%								
Cambridge: Kendall/MIT	5	1.1%				100.0%					
Quincy	5	1.1%				100.0%					
Somerville: Davis Square	5	1.1%				100.0%					
Wellesley	5	1.1%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	428	100.0%	6.8%	9.0%	2.3%	69.8%	1.1%	2.4%	2.6%		5.9%

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

Destination Locations and Activities

Route: 411

Malden Ctr Station - Jack Satter House Revere

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Malden	140	25.7%	21.0%	55.8%			16.3%				7.0%
Revere	88	16.1%	25.9%	37.0%		11.1%	25.9%				
Boston: Financial/Retail	62	11.4%	36.8%			63.2%					
Boston: Govt Center	29	5.4%				100.0%					
Boston: North End	29	5.4%				100.0%					
Boston: Back Bay	20	3.6%				50.0%					50.0%
Boston: Fenway	20	3.6%			100.0%						
Boston: Park Square	20	3.6%				100.0%					
Boston: Prudential/Hancock	20	3.6%				100.0%					
Boston: So Bos Indust	20	3.6%				100.0%					
Boston: Waterfront	20	3.6%				100.0%					
Cambridge: East Cambridge	20	3.6%				50.0%				50.0%	
Boston: B U	10	1.8%			100.0%						
Boston: Beacon Hill	10	1.8%				100.0%					
Boston: Charlestown	10	1.8%			100.0%						
Cambridge: Kendall/MIT	10	1.8%				100.0%					
Cambridge: Unspecified	10	1.8%				100.0%					
Milton	10	1.8%			100.0%						
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	544	100.0%	13.8%	20.3%	9.0%	43.2%	8.4%			1.8%	3.6%

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

Destination Locations and Activities

Route: 430

Saugus Ctr - Malden Ctr Station

Both Directions

Expanded Results

DESTINATION LOCATIONS			DESTINATION ACTIVITIES								
City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Saugus	239	42.3%		13.0%		26.0%	35.1%				26.0%
Malden	85	15.2%	38.2%			61.8%					
Boston: Financial/Retail	33	5.8%				66.7%				33.3%	
Boston: Back Bay	22	3.9%				100.0%					
Boston: Park Square	22	3.9%						50.0%		50.0%	
Cambridge: East Cambridge	22	3.9%				100.0%					
Unspecified	22	3.9%	100.0%								
Boston: Beacon Hill	11	1.9%				100.0%					
Boston: Govt Center	11	1.9%				100.0%					
Boston: Longwood Med Area	11	1.9%				100.0%					
Boston: North End	11	1.9%				100.0%					
Boston: Prudential/Hancock	11	1.9%				100.0%					
Boston: Roslindale	11	1.9%				100.0%					
Boston: So Bos Indust	11	1.9%				100.0%					
Boston: So Bos Res	11	1.9%			100.0%						
Boston: South End	11	1.9%				100.0%					
Boston: Unspecified	11	1.9%			100.0%						
Medford	11	1.9%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	564	100.0%	9.7%	5.5%	3.9%	49.3%	14.9%	1.9%		3.9%	11.0%

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

8

Origin-Destination Cross-tabulation

The data in Chapter 4 of this report show, for riders who made their bus trips on Charlestown and Fellsway Garage bus routes, the origin locations of their entire trips by city, town, or neighborhood. The data in Chapter 7 show the final destination locations, by city, town, or neighborhood, of these riders.

In this chapter, the type of table presented provides, for the passengers who boarded the bus on each surveyed route, a cross-tabulation between the origins of the passengers' entire trips and the final destinations of these trips, regardless of where they entered or exited the transit system.

The tables (at the end of the chapter) present all of these data by route. The data for each bus route are based on the survey responses from passengers who rode some portion of that route. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Charlestown and Fellsway Garages as a whole. It includes tables and discussion.

8.1 DESCRIPTION OF TABLE

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

In the systemwide passenger survey of which this bus survey is a part, the responses about origin locations were aggregated by city or town, except in four municipalities: in Boston they were broken into 26 neighborhoods, in Cambridge into six, in Somerville into four, and in Brookline into three. All of these neighborhoods are shown in Figure 4-1. In the table, for trips originating from outside of Massachusetts, the city and the state are given.

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

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

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

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

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

8.2 OVERVIEW OF RESULTS

The most common origin-destination pair for all Charlestown and Fellsway Garage bus routes as a whole was Charlestown to the Financial/Retail District in Boston, which was reported by 4% of all riders. This combination was one of the top five origin-destination pairs for two of the 31 Charlestown and Fellsway Garage bus routes: Routes 93 (39% of the route’s riders) and 92 (31%). The highest percentages of riders, by route, in one origin-destination pair were on Routes 93 (39%, Charlestown to the Financial/Retail District), 326 (35%, Medford to the Financial/Retail District), and 92 (31%, Charlestown to the Financial/Retail District).

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 89

Davis Sq or Clarendon Hill - Sullivan Station

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Somerville : Davis Square	Boston: Charlesto wn	Somerville : Winter Hill	Boston: Financial/R etail	Cambridge : Harvard Square	Somerville : East Somerville	Medford	Boston: North End	Boston: Longwood Med Area	Boston: North Dorchester	Other & % of Row	Row Total & % of Overall
Somerville: Winter Hill	168	146	0	130	61	32	0	49	65	49	475	1239
											38.3%	58.4%
Somerville: Davis Square	16	49	49	0	0	32	16	32	16	0	49	260
											18.8%	12.2%
Somerville: East Somerville	46	0	15	0	15	0	32	16	0	16	32	172
											18.3%	8.1%
Medford	15	0	0	16	46	0	0	0	0	0	15	93
											16.5%	4.4%
Cambridge: Central Square	0	0	16	0	0	16	32	0	0	0	0	64
											0.0%	3.0%
Boston: Charlestown	15	0	31	0	0	0	0	0	0	0	15	61
											25.0%	2.9%
Somerville: Spring Hill	0	16	0	16	0	0	0	0	0	0	0	32
											0.0%	1.5%
Boston: North Dorchester	0	0	15	0	0	0	0	0	0	0	15	31
											50.0%	1.4%
Arlington	0	0	0	0	0	16	0	0	0	0	0	16
											0.0%	0.8%
Cambridge: Fresh Pond	0	0	16	0	0	0	0	0	0	0	0	16
											0.0%	0.8%
Cambridge: Kendall/MIT	0	0	15	0	0	0	0	0	0	0	0	15
											0.0%	0.7%
Boston: Park Square	15	0	0	0	0	0	0	0	0	0	0	15
											0.0%	0.7%
Boston: North End	0	0	0	0	0	0	15	0	0	0	0	15
											0.0%	0.7%
Everett	15	0	0	0	0	0	0	0	0	0	0	15
											0.0%	0.7%
Boston: Jamaica Plain	0	0	15	0	0	0	0	0	0	0	0	15
											0.0%	0.7%
Boston: Govt Center	0	0	15	0	0	0	0	0	0	0	0	15
											0.0%	0.7%
Boston: East Boston	0	0	15	0	0	0	0	0	0	0	0	15
											0.0%	0.7%
Revere	0	0	0	0	0	15	0	0	0	0	0	15
											0.0%	0.7%
Other & % of Column	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Column Total & % of Overall	292	211	204	162	122	113	110	97	81	65	601	2122
	13.7%	9.9%	9.6%	7.7%	5.8%	5.3%	5.2%	4.6%	3.8%	3.1%	28.3%	

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 91

Central Sq Cambridge - Sullivan Station

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Central Square	Somerville : Spring Hill	Somerville : East Somerville	Boston: Charlesto wn	Boston: South End	Cambridge : Kendall/MIT	Boston: Prudential/ Hancock	Medford	Boston: So Bos Indust	Boston: Waterfront	Other & % of Row	Row Total & % of Overall
Somerville: Spring Hill	74	0	0	14	30	30	42	0	30	30	141 33.7%	418 44.3%
Cambridge: Central Square	43	41	54	41	0	0	0	41	0	0	28 11.4%	248 26.3%
Somerville: East Somerville	59	0	0	0	15	15	0	0	0	0	15 14.3%	104 11.0%
Boston: Charlestown	30	0	0	0	0	0	0	0	0	0	0 0.0%	30 3.1%
Marshfield	0	15	0	0	0	0	0	0	0	0	0 0.0%	15 1.6%
Malden	15	0	0	0	0	0	0	0	0	0	0 0.0%	15 1.6%
Everett	15	0	0	0	0	0	0	0	0	0	0 0.0%	15 1.6%
Braintree	0	0	15	0	0	0	0	0	0	0	0 0.0%	15 1.6%
Boston: Jamaica Plain	0	15	0	0	0	0	0	0	0	0	0 0.0%	15 1.6%
Boston: East Boston	0	0	0	0	0	0	0	0	0	0	15 100.0%	15 1.6%
Quincy	14	0	0	0	0	0	0	0	0	0	0 0.0%	14 1.4%
Cambridge: Kendall/MIT	0	0	0	0	0	0	0	0	0	0	14 100.0%	14 1.4%
Boston: Park Square	0	14	0	0	0	0	0	0	0	0	0 0.0%	14 1.4%
Boston: Brighton	0	0	0	14	0	0	0	0	0	0	0 0.0%	14 1.4%
Column Total & % of Overall	250 26.5%	84 8.9%	69 7.3%	68 7.2%	45 4.7%	45 4.7%	42 4.5%	41 4.3%	30 3.1%	30 3.1%	213 22.5%	943

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 94

Medford Sq - Davis Sq

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Medford	Somerville : Davis Square	Boston: Park Square	Cambridge : Harvard Square	Boston: Financial/R etail	Malden	Quincy	Cambridge : North Cambridge	Cambridge : Kendall/MI	Cambridge : Central Square	Other & % of Row	Row Total & % of Overall
Medford	22	77	33	44	33	38	22	22	22	22	66 15.6%	422 64.2%
Somerville: Davis Square	38	0	11	0	11	0	0	0	0	0	11 15.4%	71 10.8%
Cambridge: North Cambridge	38	0	0	0	0	0	0	0	0	0	0 0.0%	38 5.8%
Cambridge: Central Square	38	0	0	0	0	0	0	0	0	0	0 0.0%	38 5.8%
Boston: Financial/Retail	38	0	0	0	0	0	0	0	0	0	0 0.0%	38 5.8%
Boston: Allston	38	0	0	0	0	0	0	0	0	0	0 0.0%	38 5.8%
Arlington	0	0	0	0	0	0	0	0	0	0	11 100.0%	11 1.7%
Column Total & % of Overall	214 32.5%	77 11.7%	44 6.7%	44 6.7%	44 6.7%	38 5.8%	22 3.3%	22 3.3%	22 3.3%	22 3.3%	88 13.3%	658

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 95

West Medford - Sullivan Station

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Medford	Somerville : East Somerville	Somerville : Winter Hill	Boston: Financial/R etail	Unspecif ied	Boston: Govt Center	Boston: Park Square	Boston: North End	Boston: Back Bay	Boston: Charlesto wn	Other & % of Row	Row Total & % of Overall
Medford	46	30	18	52	33	30	15	15	18	15	74 21.1%	350 44.8%
Somerville: Winter Hill	0	0	0	15	0	0	7	7	0	0	30 50.0%	59 7.5%
Boston: Charlestown	52	0	0	0	0	0	0	0	0	0	0 0.0%	52 6.7%
Somerville: East Somerville	21	0	10	0	0	0	0	0	0	0	0 0.0%	39 4.9%
Everett	31	0	0	0	0	0	0	0	0	0	0 0.0%	31 4.0%
Boston: Fenway	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 2.7%
Boston: Financial/Retail	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 2.7%
Boston: Jamaica Plain	10	10	0	0	0	0	0	0	0	0	0 0.0%	21 2.7%
Boston: Park Square	10	0	10	0	0	0	0	0	0	0	0 0.0%	21 2.7%
Brookline: South Brookline	0	10	0	0	0	0	0	0	0	0	0 0.0%	10 1.3%
Boston: Logan Airport	0	10	0	0	0	0	0	0	0	0	0 0.0%	10 1.3%
Boston: Longwood Med Area	10	0	0	0	0	0	0	0	0	0	0 0.0%	10 1.3%
Boston: North Dorchester	0	0	10	0	0	0	0	0	0	0	0 0.0%	10 1.3%
Boston: Prudential/Hancock	0	0	10	0	0	0	0	0	0	0	0 0.0%	10 1.3%
Boston: Roxbury	0	10	0	0	0	0	0	0	0	0	0 0.0%	10 1.3%
Boston: South End	10	0	0	0	0	0	0	0	0	0	0 0.0%	10 1.3%
Brookline: North Brookline	0	0	10	0	0	0	0	0	0	0	0 0.0%	10 1.3%
Unspecified	0	10	0	0	0	0	0	0	0	0	0 0.0%	10 1.3%
Other & % of Column	31 11.8%	21 20.4%	10 11.5%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	63 8.0%
Column Total & % of Overall	265 33.9%	103 13.1%	91 11.6%	66 8.5%	33 4.2%	30 3.8%	22 2.8%	22 2.8%	18 2.3%	15 1.9%	103 13.2%	782

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 96

Medford Sq - Harvard Sq

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Medford	Cambridge : Harvard Square	Somerville : Davis Square	Cambridge : North Cambridge	Boston: Beacon Hill	Cambridge : Kendall/MI	Boston: Financial/R etail	Boston: Govt Center	Boston: Waterfront	Bedford	Other & % of Row	Row Total & % of Overall
Medford	61	43	29	29	22	14	14	7	7	0	58 19.8%	292 37.3%
Cambridge: Harvard Square	117	22	39	0	0	0	0	0	0	7	0 0.0%	185 23.6%
Somerville: Davis Square	78	7	0	0	0	0	0	0	0	0	0 0.0%	85 10.9%
Cambridge: Fresh Pond	39	0	0	0	0	0	0	0	0	0	0 0.0%	39 5.0%
Cambridge: East Cambridge	39	0	0	0	0	0	0	0	0	0	0 0.0%	39 5.0%
Boston: South End	0	39	0	0	0	0	0	0	0	0	0 0.0%	39 5.0%
Boston: North Dorchester	39	0	0	0	0	0	0	0	0	0	0 0.0%	39 5.0%
Cambridge: North Cambridge	0	14	0	0	0	0	0	7	0	0	0 0.0%	22 2.8%
Somerville: Winter Hill	0	0	0	7	0	0	0	0	0	0	0 0.0%	7 0.9%
Somerville: Spring Hill	0	0	0	0	0	0	0	0	0	0	7 100.0%	7 0.9%
Melrose	0	7	0	0	0	0	0	0	0	0	0 0.0%	7 0.9%
Maynard	0	7	0	0	0	0	0	0	0	0	0 0.0%	7 0.9%
Malden	0	7	0	0	0	0	0	0	0	0	0 0.0%	7 0.9%
Cambridge: Central Square	0	7	0	0	0	0	0	0	0	0	0 0.0%	7 0.9%
Column Total & % of Overall	372 47.6%	155 19.8%	68 8.7%	36 4.6%	22 2.8%	14 1.8%	14 1.8%	14 1.8%	7 0.9%	7 0.9%	65 8.3%	782

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 101

Malden Ctr Station - Sullivan Sq via Winter Hill

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Medford	Boston: Financial/R etail	Malden	Boston: Charlesto wn	Boston: North End	Boston: Park Square	Boston: Longwood Med Area	Somerville : Winter Hill	Boston: Govt Center	Boston: Waterfront	Other & % of Row	Row Total & % of Overall
Medford	158	149	149	102	68	77	81	26	51	55	384	1314
											29.2%	52.2%
Malden	77	60	102	0	30	13	0	13	0	30	73	427
											17.0%	17.0%
Somerville: Winter Hill	30	38	0	38	26	26	26	0	38	0	77	337
											22.8%	13.4%
Everett	43	0	0	0	0	0	0	30	0	0	0	73
											0.0%	2.9%
Somerville: East Somerville	0	26	0	0	0	0	0	0	0	0	13	38
											33.3%	1.5%
Cambridge: Central Square	30	0	0	0	0	0	0	0	0	0	0	30
											0.0%	1.2%
Boston: Charlestown	30	0	0	0	0	0	0	0	0	0	0	30
											0.0%	1.2%
Boston: Mattapan	30	0	0	0	0	0	0	0	0	0	0	30
											0.0%	1.2%
Boston: Park Square	30	0	0	0	0	0	0	0	0	0	0	30
											0.0%	1.2%
Boston: South End	0	0	0	0	0	0	0	30	0	0	0	30
											0.0%	1.2%
Boston: Beacon Hill	30	0	0	0	0	0	0	0	0	0	0	30
											0.0%	1.2%
Brookline: North Brookline	30	0	0	0	0	0	0	0	0	0	0	30
											0.0%	1.2%
Boston: Waterfront	30	0	0	0	0	0	0	0	0	0	0	30
											0.0%	1.2%
Melrose	26	0	0	0	0	0	0	0	0	0	0	26
											0.0%	1.0%
Cambridge: North Cambridge	13	0	0	0	0	0	0	0	0	0	0	13
											0.0%	0.5%
Framingham	13	0	0	0	0	0	0	0	0	0	0	13
											0.0%	0.5%
Boston: Hyde Park	13	0	0	0	0	0	0	0	0	0	0	13
											0.0%	0.5%
Boston: Fenway	0	0	0	0	0	0	0	0	0	0	13	13
											100.0%	0.5%
Other & % of Column	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Column Total & % of Overall	580	273	252	153	124	115	107	98	90	85	559	2517
	23.1%	10.8%	10.0%	6.1%	4.9%	4.6%	4.2%	3.9%	3.6%	3.4%	22.2%	

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 108

Linden Sq - Wellington Station

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Malden	Boston: Financial/R etail	Boston: Longwood Med Area	Revere	Boston: Charlesto wn	Boston: Fenway	Boston: Unspecie d	Medford	Boston: Back Bay	Boston: Prudential/ Hancock	Other & % of Row	Row Total & % of Overall
Malden	372	120	111	25	68	42	51	34	51	51	213 18.0%	1181 66.7%
Medford	42	0	0	0	0	17	0	17	0	0	42 35.6%	119 6.7%
Boston: North Dorchester	75	0	0	0	0	0	0	0	0	0	0 0.0%	75 4.3%
Boston: Financial/Retail	50	0	0	25	0	0	0	0	0	0	0 0.0%	75 4.3%
Revere	17	0	0	0	0	0	0	0	0	0	34 66.7%	51 2.9%
Boston: Longwood Med Area	25	0	0	25	0	0	0	0	0	0	0 0.0%	50 2.8%
Watertown	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 1.4%
Unspecified	0	0	0	0	0	0	0	0	0	0	25 100.0%	25 1.4%
Everett	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 1.4%
Chelsea	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 1.4%
Cambridge: Unspecified	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 1.4%
Boston: North End	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 1.4%
Boston: Fenway	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 1.4%
Boston: Back Bay	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 1.4%
Lynn	17	0	0	0	0	0	0	0	0	0	0 0.0%	17 1.0%
Column Total & % of Overall	775 43.8%	120 6.8%	111 6.2%	75 4.3%	68 3.9%	59 3.4%	51 2.9%	51 2.9%	51 2.9%	51 2.9%	315 17.8%	1770

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 109

Linden Sq - Sullivan Sq

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Everett	Boston: Charlestown	Malden	Unspecified	Boston: Financial/Retail	Boston: Prudential/ Hancock	Boston: Govt Center	Lynn	Boston: Longwood Med Area	Boston: North End	Other & % of Row	Row Total & % of Overall
Everett	42	91	0	91	91	37	37	21	18	18	110 18.5%	593 36.1%
Malden	37	73	18	0	18	0	18	0	18	18	110 35.3%	310 18.9%
Somerville: East Somerville	42	0	0	21	0	0	0	21	0	0	0 0.0%	84 5.1%
Boston: Financial/Retail	84	0	0	0	0	0	0	0	0	0	0 0.0%	84 5.1%
Unspecified	84	0	0	0	0	0	0	0	0	0	0 0.0%	84 5.1%
Lynn	18	0	37	0	0	0	0	0	0	0	18 25.0%	73 4.5%
Boston: Beacon Hill	42	0	0	0	0	0	0	0	0	0	0 0.0%	42 2.6%
Boston: Longwood Med Area	21	0	21	0	0	0	0	0	0	0	0 0.0%	42 2.6%
Saugus	18	0	0	0	0	18	0	0	0	0	0 0.0%	37 2.2%
Cambridge: East Cambridge	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 1.3%
Boston: Charlestown	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 1.3%
Boston: East Boston	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 1.3%
Boston: Govt Center	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 1.3%
Boston: Prudential/Hancock	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 1.3%
Boston: So Bos Indust	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 1.3%
Boston: So Bos Res	0	0	21	0	0	0	0	0	0	0	0 0.0%	21 1.3%
Arlington	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 1.3%
Boston: Unspecified	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 1.3%
Other & % of Column	42 6.8%	18 10.0%	21 17.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	81 5.0%
Column Total & % of Overall	620 37.8%	183 11.1%	118 7.2%	112 6.8%	110 6.7%	55 3.3%	55 3.3%	42 2.6%	37 2.2%	37 2.2%	237 14.5%	1641

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 110

Wonderland - Wellington

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Everett	Boston: Financial/R etail	Revere	Medford	Boston: Govt Center	Malden	Boston: Prudential/ Hancock	Boston: Park Square	Unspecie d	Boston: North End	Other & % of Row	Row Total & % of Overall
Everett	31	118	38	44	22	22	31	22	11	30	143 27.3%	523 48.5%
Revere	76	29	52	22	30	11	10	11	11	0	72 21.6%	333 30.9%
Lynn	11	0	0	11	0	11	0	0	0	0	0 0.0%	33 3.0%
Chelsea	11	0	0	11	0	0	0	0	0	0	10 30.4%	31 2.9%
Boston: South End	10	0	10	0	0	0	0	0	0	0	0 0.0%	19 1.8%
Malden	0	0	10	0	0	0	0	0	10	0	0 0.0%	19 1.8%
Salem	11	0	0	0	0	0	0	0	0	0	0 0.0%	11 1.0%
Waltham	0	0	11	0	0	0	0	0	0	0	0 0.0%	11 1.0%
Boston: Logan Airport	11	0	0	0	0	0	0	0	0	0	0 0.0%	11 1.0%
Boston: East Boston	11	0	0	0	0	0	0	0	0	0	0 0.0%	11 1.0%
Dedham	10	0	0	0	0	0	0	0	0	0	0 0.0%	10 0.9%
Somerville: Davis Square	0	0	10	0	0	0	0	0	0	0	0 0.0%	10 0.9%
Boston: Back Bay	10	0	0	0	0	0	0	0	0	0	0 0.0%	10 0.9%
Boston: Hyde Park	10	0	0	0	0	0	0	0	0	0	0 0.0%	10 0.9%
Boston: Govt Center	10	0	0	0	0	0	0	0	0	0	0 0.0%	10 0.9%
Boston: Financial/Retail	10	0	0	0	0	0	0	0	0	0	0 0.0%	10 0.9%
Boston: Beacon Hill	10	0	0	0	0	0	0	0	0	0	0 0.0%	10 0.9%
Boston: Longwood Med Area	10	0	0	0	0	0	0	0	0	0	0 0.0%	10 0.9%
Other & % of Column	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Column Total & % of Overall	238 22.1%	147 13.6%	129 12.0%	87 8.1%	52 4.8%	44 4.0%	41 3.8%	33 3.0%	31 2.9%	30 2.8%	225 20.8%	1078

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 111

Woodlawn - Haymarket

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Chelsea	Boston: Dwntwn Unspecifie	Boston: Govt Center	Boston: North End	Boston: Financial/R etail	Boston: Unspecifie d	Woburn	Boston: Park Square	Boston: South Dorchester	Boston: Back Bay	Other & % of Row	Row Total & % of Overall
Chelsea	282	354	197	236	197	118	118	118	79	79	748	2606
											28.7%	60.3%
Boston: Jamaica Plain	123	0	0	0	0	0	0	0	0	0	0	123
											0.0%	2.8%
Boston: Govt Center	121	0	0	0	0	0	0	0	0	0	0	121
											0.0%	2.8%
Boston: North End	41	0	0	0	0	0	0	0	0	0	41	82
											50.0%	1.9%
Boston: Park Square	82	0	0	0	0	0	0	0	0	0	0	82
											0.0%	1.9%
Boston: Roslindale	82	0	0	0	0	0	0	0	0	0	0	82
											0.0%	1.9%
Woburn	82	0	0	0	0	0	0	0	0	0	0	82
											0.0%	1.9%
Cambridge: Central Square	82	0	0	0	0	0	0	0	0	0	0	82
											0.0%	1.9%
Boston: Dwntwn Unspecified	82	0	0	0	0	0	0	0	0	0	0	82
											0.0%	1.9%
Malden	82	0	0	0	0	0	0	0	0	0	0	82
											0.0%	1.9%
Boston: Financial/Retail	82	0	0	0	0	0	0	0	0	0	0	82
											0.0%	1.9%
Quincy	82	0	0	0	0	0	0	0	0	0	0	82
											0.0%	1.9%
Everett	0	0	39	0	0	0	0	0	0	0	39	82
											50.0%	1.9%
Revere	39	0	39	0	0	0	0	0	0	0	0	79
											0.0%	1.8%
Boston: Beacon Hill	41	0	0	0	0	0	0	0	0	0	0	41
											0.0%	0.9%
Boston: South End	41	0	0	0	0	0	0	0	0	0	0	41
											0.0%	0.9%
Boston: Longwood Med Area	41	0	0	0	0	0	0	0	0	0	0	41
											0.0%	0.9%
Boston: North Dorchester	41	0	0	0	0	0	0	0	0	0	0	41
											0.0%	0.9%
Other & % of Column	369	0	0	0	0	0	0	0	0	0	0	369
	20.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.5%
Column Total & % of Overall	1839	354	276	236	197	118	118	118	79	79	829	4322
	42.5%	8.2%	6.4%	5.5%	4.6%	2.7%	2.7%	2.7%	1.8%	1.8%	19.2%	



MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 134

North Woburn - Wellington

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Medford	Woburn	Winchester	Boston: Park Square	Boston: Beacon Hill	Malden	Chelsea	Cambridge : East Cambridge	Braintree	Boston: So Bos Indust	Other & % of Row	Row Total & % of Overall
Medford	225	25	25	44	22	22	22	22	0	22	44 8.8%	493 44.1%
Woburn	22	0	0	0	22	0	0	0	22	0	44 40.0%	109 9.8%
Chelsea	25	0	25	0	0	0	0	0	0	0	0 0.0%	50 4.5%
Cambridge: North Cambridge	22	25	0	0	0	0	0	0	0	0	0 0.0%	47 4.2%
Cambridge: Kendall/MIT	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Boston: East Boston	0	25	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Boston: Fenway	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Boston: Financial/Retail	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Boston: North Dorchester	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Boston: Roxbury	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Boston: So Bos Indust	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Boston: South End	0	25	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Boston: Charlestown	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Cambridge: Harvard Square	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Framingham	0	25	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Melrose	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Wakefield	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Braintree	25	0	0	0	0	0	0	0	0	0	0 0.0%	25 2.3%
Other & % of Column	22 3.6%	22 14.8%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	44 3.9%
Column Total & % of Overall	613 55.0%	147 13.2%	50 4.5%	44 3.9%	44 3.9%	22 2.0%	22 2.0%	22 2.0%	22 2.0%	22 2.0%	87 7.8%	1116

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 325

Elm St - Haymarket Station

Inbound

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: North End	Boston: Longwood Med Area	Boston: Dwntwn Unspecifie	Boston: Prudential/ Hancock	Cambridge : Kendall/MI	Cambridge : East Cambridge	Boston: Waterfront	Boston: So Bos Indust	Other & % of Row	Row Total & % of Overall
Medford	46	33	17	13	10	7	3	3	3	3	13 8.5%	156 94.0%
Winchester	3	0	0	0	0	0	0	0	0	0	0 0.0%	3 2.0%
Stoneham	3	0	0	0	0	0	0	0	0	0	0 0.0%	3 2.0%
Haverhill	3	0	0	0	0	0	0	0	0	0	0 0.0%	3 2.0%
Column Total & % of Overall	56 34.0%	33 20.0%	17 10.0%	13 8.0%	10 6.0%	7 4.0%	3 2.0%	3 2.0%	3 2.0%	3 2.0%	13 8.0%	166

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 352

Burlington - State St Boston

Inbound

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Dwntwn Unspecifie	Boston: Longwood Med Area	Boston: Waterfront	Boston: Back Bay	Quincy	Boston: So Bos Indust	Boston: Roxbury	Boston: Park Square	Other & % of Row	Row Total & % of Overall
Burlington	40	33	7	7	5	2	0	2	0	2	0 0.0%	101 61.4%
Billerica	21	2	7	2	2	0	2	0	2	0	2 5.6%	42 25.7%
Wilmington	5	0	0	0	0	2	0	0	0	0	0 0.0%	7 4.3%
Lexington	5	0	0	0	0	0	0	0	0	0	0 0.0%	5 2.9%
Tewksbury	2	0	0	0	0	0	0	0	0	0	0 0.0%	2 1.4%
Lowell	2	0	0	0	0	0	0	0	0	0	0 0.0%	2 1.4%
Chelmsford	2	0	0	0	0	0	0	0	0	0	0 0.0%	2 1.4%
Bedford	2	0	0	0	0	0	0	0	0	0	0 0.0%	2 1.4%
Column Total & % of Overall	80 48.6%	35 21.4%	14 8.6%	9 5.7%	7 4.3%	5 2.9%	2 1.4%	2 1.4%	2 1.4%	2 1.4%	2 1.4%	164

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 354

Woburn Line - State St Boston

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Woburn	Boston: Back Bay	Boston: Waterfront	Boston: Govt Center	Burlington	Boston: So Bos Indust	Stoneham	Boston: Dwntwn Unspecifie	Boston: Longwood Med Area	Other & % of Row	Row Total & % of Overall
Woburn	117	10	34	24	19	6	10	0	0	0	58 20.2%	288 67.4%
Burlington	5	5	0	0	0	0	0	0	5	0	0 0.0%	15 3.4%
Boston: Financial/Retail	0	6	0	0	0	0	0	6	0	0	0 0.0%	11 2.6%
Boston: Govt Center	0	11	0	0	0	0	0	0	0	0	0 0.0%	11 2.6%
Boston: Longwood Med Area	0	11	0	0	0	0	0	0	0	0	0 0.0%	11 2.6%
Windham, NH	5	0	0	0	0	0	0	0	5	0	0 0.0%	10 2.3%
Stoneham	0	0	0	0	0	0	5	0	0	5	0 0.0%	10 2.3%
Boston: Brighton	0	7	0	0	0	0	0	0	0	0	0 0.0%	7 1.7%
Boston: Beacon Hill	0	6	0	0	0	0	0	0	0	0	0 0.0%	6 1.3%
Boston: East Boston	0	6	0	0	0	0	0	0	0	0	0 0.0%	6 1.3%
Boston: Logan Airport	0	6	0	0	0	0	0	0	0	0	0 0.0%	6 1.3%
Boston: North End	0	0	0	0	0	6	0	0	0	0	0 0.0%	6 1.3%
Belmont	0	6	0	0	0	0	0	0	0	0	0 0.0%	6 1.3%
Boston: South End	0	0	0	0	0	0	0	6	0	0	0 0.0%	6 1.3%
Cambridge: North Cambridge	0	6	0	0	0	0	0	0	0	0	0 0.0%	6 1.3%
Malden	0	6	0	0	0	0	0	0	0	0	0 0.0%	6 1.3%
Medford	0	0	0	0	0	6	0	0	0	0	0 0.0%	6 1.3%
Lexington	5	0	0	0	0	0	0	0	0	0	0 0.0%	5 1.1%
Other & % of Column	0 0.0%	3 3.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 11.8%	0 0.0%	0 0.0%	0 0.0%	5 1.1%
Column Total & % of Overall	131 30.7%	87 20.4%	34 8.0%	24 5.7%	19 4.5%	17 3.9%	15 3.4%	13 3.0%	10 2.3%	10 2.3%	58 13.6%	428

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 411

Expanded Results

Malden Ctr Station - Jack Satter House Revere

Both Directions

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Malden	Revere	Boston: Financial/R etail	Boston: North End	Boston: Govt Center	Boston: Back Bay	Boston: Fenway	Boston: Prudential/ Hancock	Boston: So Bos Indust	Boston: Waterfront	Other & % of Row	Row Total & % of Overall
Malden	75	0	39	29	29	20	20	20	20	20	78 21.2%	368 67.7%
Revere	20	55	23	0	0	0	0	0	0	0	0 0.0%	98 17.9%
Somerville: Winter Hill	0	23	0	0	0	0	0	0	0	0	0 0.0%	23 4.2%
Boston: Park Square	23	0	0	0	0	0	0	0	0	0	0 0.0%	23 4.2%
Boston: North Dorchester	23	0	0	0	0	0	0	0	0	0	0 0.0%	23 4.2%
Chelsea	0	10	0	0	0	0	0	0	0	0	0 0.0%	10 1.8%
Column Total & % of Overall	140 25.7%	88 16.1%	62 11.4%	29 5.4%	29 5.4%	20 3.6%	20 3.6%	20 3.6%	20 3.6%	20 3.6%	78 14.4%	544

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 430

Expanded Results

Saugus Ctr - Malden Ctr Station

Both Directions

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Saugus	Malden	Boston: Financial/R etail	Cambridge : East Cambridge	Unspecie d	Boston: Back Bay	Boston: Park Square	Boston: So Bos Indust	Boston: Beacon Hill	Boston: Govt Center	Other & % of Row	Row Total & % of Overall
Saugus	22	44	33	22	11	22	22	0	0	11	33 14.3%	229 40.6%
Malden	124	11	0	0	11	0	0	11	11	0	44 20.6%	211 37.4%
Medford	62	0	0	0	0	0	0	0	0	0	0 0.0%	62 11.0%
Brookline: North Brookline	31	0	0	0	0	0	0	0	0	0	0 0.0%	31 5.5%
Boston: Brighton	0	31	0	0	0	0	0	0	0	0	0 0.0%	31 5.5%
Column Total & % of Overall	239 42.3%	85 15.2%	33 5.8%	22 3.9%	22 3.9%	22 3.9%	22 3.9%	11 1.9%	11 1.9%	11 1.9%	76 13.5%	564



Socioeconomic Characteristics

This chapter presents data on the age, gender, income, and ethnicity of the riders on Charlestown and Fellsway Garage bus routes. Tables (at the end of the chapter) present these data by route. For each route, three tables presenting, respectively, the age, gender, and income data are grouped on one page. Ethnicity data for that route's riders are shown in two tables on the following page. The data for each bus route are based on the survey responses from passengers who rode some portion of that route. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Charlestown and Fellsway Garages as a whole. It includes tables and discussion.

9.1 AGE OF RIDERS

9.1.1 DESCRIPTION OF TABLE

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

9.1.2 OVERVIEW OF RESULTS

Across all bus routes, most respondents were between the ages of 25 and 64. Only one bus route had less than 60% of the responding population belonging to this age group: Route 108 (59%). Members of the workforce are most likely to be somewhere in this age range, and, indeed, 76% of the riders on all bus routes reported work or work-related trip purposes (see Chapter 3 for a full discussion of trip purposes).

Overall, the 45-to-64 age bracket had the highest share of riders (31%); its highest shares by route were on Routes 97 (56%), 352 (54%), and 131 (52%). The 25-to-34 age bracket had the second-highest share of riders (28%); its highest shares by route were on Routes 89 (45%), 96 (43%), and 95 (39%).

The percentages of responses in the 19-to-24 category varied widely among bus routes. The highest percentages were observed on Routes 97 (23%) and 108 and 105 (both 22%). The lowest percentages in this age category were observed on Routes 132 (0%) and 325 and 326 (both 2%).

On the Charlestown and Fellsway Garage bus routes overall, 3% of survey respondents were age 18 or under. The highest percentages were observed on Routes 430 (11%), 99 (9%), and 108 (8%). At the other end of the spectrum, 7% of the respondents on all surveyed routes were age 65 or older. The highest percentages were observed on Routes 97 (15%) and 93 and 90 (both 13%).

9.2 GENDER OF RIDERS

9.2.1 DESCRIPTION OF TABLE

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

9.2.2 OVERVIEW OF RESULTS

On every Charlestown and Fellsway Garage bus route except Routes 134 and 137, female riders outnumbered male riders. The highest percentage of male respondents was 52%, on Route 134. The highest percentage of female respondents was 72%, on Route 108.

Three surveys were returned by transgender riders.

9.3 ANNUAL HOUSEHOLD INCOME

9.3.1 DESCRIPTION OF TABLE

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

9.3.2 OVERVIEW OF RESULTS

The results regarding household income varied considerably among bus routes. On the Charlestown and Fellsway Garage bus routes overall, the highest

percentage of survey respondents were in the under-\$20,000 range (18%). The routes with the highest percentages in this range were Routes 112 (30%), 109 (28%), and 105 (25%); several routes were observed with 0% of riders in this income category.

The average household size varied across the bus routes from as high as 3.2 on Route 111 to as low as 2.1 on Route 97.

9.4 ETHNICITY OF RIDERS

9.4.1 DESCRIPTION OF TABLES

For each bus route, ethnicity is reported using two tables. The first summarizes the results from survey question 21a, “How do you self-identify by race?” Six check-off choices were provided: “American Indian or Alaska native,” “black or African-American,” “native Hawaiian or other Pacific islander,” “Asian,” “white,” and “other” with space for write-ins. These categories were those used in the U.S. census. Respondents were instructed to check as many as applied. The table shows the number and percent of responses for each race category. Because riders were allowed to check more than one box, percentages generally add up to more than 100%.

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

9.4.2 OVERVIEW OF RESULTS

The route with the highest percentage of white riders was Route 326 (97%). The route with the highest percentage of nonwhite riders was Route 111, where 27% of the riders self-identified as “other,” 13% as Asian, and 9% as black or African-American. Most of the riders who checked “other” also checked that they were Hispanic/Latino. As in the table, each of the percentages given in this discussion for a race includes any respondents who checked not only that race but one or more others as well.

The bus routes with the highest percentages of riders who answered “yes” as to whether they were Hispanic/Latino were Routes 111 (34%), 109 (20%), and 112 (18%). The routes with the lowest percentages of Hispanic/Latino riders were Routes 352 (2%) and 137 and 326 (both 3%).



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 89

Expanded Results

Davis Sq or Clarendon Hill - Sullivan Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	15	0.7%	0.7%
19 - 24	345	16.4%	17.1%
25 - 34	936	44.5%	61.6%
35 - 44	239	11.3%	72.9%
45 - 64	475	22.6%	95.5%
65 and Older	96	4.5%	100.0%
TOTAL	2,106	100.0%	100.0%
No Answer	16		

Gender of Riders:	Number of Riders	Percent of Riders
Male	825	40.4%
Female	1,217	59.6%
Transgender	0	0.0%
TOTAL	2,043	100.0%
No Answer	79	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	358	19.5%	19.5%
\$20,000 - \$29,999	268	14.6%	34.1%
\$30,000 - \$39,999	128	7.0%	41.1%
\$40,000 - \$49,999	127	6.9%	48.0%
\$50,000 - \$59,999	174	9.5%	57.5%
\$60,000 - \$74,999	238	12.9%	70.4%
\$75,000 - \$99,999	159	8.6%	79.0%
\$100,000 or more	385	21.0%	100.0%
TOTAL	1,837	100.0%	100.0%
No Answer	285		

Mean Household Size: 2.51



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 89

Davis Sq or Clarendon Hill - Sullivan Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	205	10.2%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	172	8.6%
White	1,505	74.9%
Other	175	8.7%
TOTAL	2,009	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	256	13.0%
No	1,706	87.0%
TOTAL	1,962	100.0%
No Answer	160	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 90

Expanded Results

Davis Station - Wellington via Sullivan Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	74	12.0%	12.0%
25 - 34	191	30.9%	42.9%
35 - 44	84	13.7%	56.6%
45 - 64	190	30.8%	87.4%
65 and Older	78	12.6%	100.0%
TOTAL	617	100.0%	100.0%
No Answer	7		

Gender of Riders:	Number of Riders	Percent of Riders
Male	215	37.7%
Female	356	62.3%
Transgender	0	0.0%
TOTAL	571	100.0%
No Answer	53	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	78	13.8%	13.8%
\$20,000 - \$29,999	53	9.4%	23.2%
\$30,000 - \$39,999	137	24.5%	47.8%
\$40,000 - \$49,999	81	14.4%	62.2%
\$50,000 - \$59,999	46	8.2%	70.4%
\$60,000 - \$74,999	60	10.7%	81.1%
\$75,000 - \$99,999	53	9.5%	90.6%
\$100,000 or more	53	9.4%	100.0%
TOTAL	560	100.0%	100.0%
No Answer	64		

Mean Household Size: 2.28



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 90

Davis Station - Wellington via Sullivan Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	28	4.8%
Black or African-American	46	7.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	70	12.0%
White	430	73.1%
Other	53	9.0%
TOTAL	589	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	28	5.3%
No	500	94.7%
TOTAL	529	100.0%
No Answer	95	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 91

Expanded Results

Central Sq Cambridge - Sullivan Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	15	1.7%	1.7%
19 - 24	171	19.3%	20.9%
25 - 34	242	27.4%	48.3%
35 - 44	130	14.7%	63.0%
45 - 64	283	32.0%	95.0%
65 and Older	45	5.0%	100.0%
TOTAL	885	100.0%	100.0%
No Answer	58		

Gender of Riders:	Number of Riders	Percent of Riders
Male	414	46.8%
Female	471	53.2%
Transgender	0	0.0%
TOTAL	885	100.0%
No Answer	58	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	143	17.6%	17.6%
\$20,000 - \$29,999	73	9.0%	26.6%
\$30,000 - \$39,999	111	13.7%	40.3%
\$40,000 - \$49,999	43	5.3%	45.6%
\$50,000 - \$59,999	69	8.5%	54.1%
\$60,000 - \$74,999	146	17.9%	72.0%
\$75,000 - \$99,999	88	10.8%	82.8%
\$100,000 or more	140	17.2%	100.0%
TOTAL	813	100.0%	100.0%
No Answer	130		

Mean Household Size: 2.23



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 91

Central Sq Cambridge - Sullivan Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	43	5.0%
Black or African-American	141	16.2%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	57	6.5%
White	627	72.0%
Other	74	8.5%
TOTAL	870	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	59	7.3%
No	756	92.7%
TOTAL	816	100.0%
No Answer	127	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 92

Expanded Results

Sullivan Station - Haymarket via Main St

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	19	2.8%	2.8%
19 - 24	32	4.8%	7.6%
25 - 34	245	36.8%	44.4%
35 - 44	108	16.3%	60.7%
45 - 64	180	27.0%	87.7%
65 and Older	82	12.3%	100.0%
TOTAL	665	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	231	35.4%
Female	421	64.6%
Transgender	0	0.0%
TOTAL	652	100.0%
No Answer	13	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	57	9.9%	9.9%
\$20,000 - \$29,999	13	2.2%	12.1%
\$30,000 - \$39,999	57	9.9%	22.0%
\$40,000 - \$49,999	19	3.3%	25.3%
\$50,000 - \$59,999	38	6.7%	31.9%
\$60,000 - \$74,999	65	11.2%	43.2%
\$75,000 - \$99,999	96	16.7%	59.9%
\$100,000 or more	231	40.1%	100.0%
TOTAL	575	100.0%	100.0%
No Answer	90		

Mean Household Size: 2.45



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 92

Sullivan Station - Haymarket via Main St

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	26	4.3%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	0	0.0%
White	569	94.6%
Other	6	1.1%
TOTAL	601	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	25	4.1%
No	601	95.9%
TOTAL	627	100.0%
No Answer	38	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 93

Expanded Results

Sullivan Station - Haymarket via Bunker Hill

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	477	16.2%	16.2%
25 - 34	787	26.7%	42.8%
35 - 44	566	19.2%	62.0%
45 - 64	751	25.4%	87.4%
65 and Older	372	12.6%	100.0%
TOTAL	2,953	100.0%	100.0%
No Answer	44		

Gender of Riders:	Number of Riders	Percent of Riders
Male	832	29.1%
Female	2,024	70.9%
Transgender	0	0.0%
TOTAL	2,856	100.0%
No Answer	141	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	477	17.9%	17.9%
\$20,000 - \$29,999	202	7.6%	25.5%
\$30,000 - \$39,999	230	8.6%	34.2%
\$40,000 - \$49,999	247	9.3%	43.4%
\$50,000 - \$59,999	133	5.0%	48.4%
\$60,000 - \$74,999	53	2.0%	50.4%
\$75,000 - \$99,999	355	13.3%	63.8%
\$100,000 or more	965	36.2%	100.0%
TOTAL	2,662	100.0%	100.0%
No Answer	335		

Mean Household Size: 2.27



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 93

Sullivan Station - Haymarket via Bunker Hill

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	53	1.9%
Black or African-American	441	15.7%
Native Hawaiian or Other Pacific Islander	44	1.6%
Asian	194	6.9%
White	2,043	72.7%
Other	194	6.9%
TOTAL	2,811	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	186	6.7%
No	2,581	93.3%
TOTAL	2,767	100.0%
No Answer	230	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 94

Expanded Results

Medford Sq - Davis Sq

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	11	1.7%	1.7%
19 - 24	82	12.7%	14.4%
25 - 34	186	28.8%	43.2%
35 - 44	159	24.6%	67.8%
45 - 64	164	25.4%	93.2%
65 and Older	44	6.8%	100.0%
TOTAL	647	100.0%	100.0%
No Answer	11		

Gender of Riders:	Number of Riders	Percent of Riders
Male	247	40.5%
Female	362	59.5%
Transgender	0	0.0%
TOTAL	609	100.0%
No Answer	49	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	66	13.3%	13.3%
\$20,000 - \$29,999	88	17.8%	31.1%
\$30,000 - \$39,999	0	0.0%	31.1%
\$40,000 - \$49,999	0	0.0%	31.1%
\$50,000 - \$59,999	49	10.0%	41.1%
\$60,000 - \$74,999	33	6.7%	47.8%
\$75,000 - \$99,999	99	20.0%	67.8%
\$100,000 or more	159	32.2%	100.0%
TOTAL	494	100.0%	100.0%
No Answer	164		

Mean Household Size: 2.55



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 94

Medford Sq - Davis Sq

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	153	26.9%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	11	1.9%
White	362	63.5%
Other	44	7.7%
TOTAL	570	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	55	9.2%
No	543	90.8%
TOTAL	598	100.0%
No Answer	60	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 95

Expanded Results

West Medford - Sullivan Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	146	18.6%	18.6%
25 - 34	307	39.3%	57.9%
35 - 44	83	10.6%	68.5%
45 - 64	217	27.7%	96.2%
65 and Older	30	3.8%	100.0%
TOTAL	782	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	331	44.7%
Female	398	53.9%
Transgender	10	1.4%
TOTAL	739	100.0%
No Answer	43	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	141	21.4%	21.4%
\$20,000 - \$29,999	70	10.6%	32.0%
\$30,000 - \$39,999	68	10.3%	42.3%
\$40,000 - \$49,999	40	6.0%	48.4%
\$50,000 - \$59,999	67	10.1%	58.5%
\$60,000 - \$74,999	77	11.6%	70.1%
\$75,000 - \$99,999	107	16.2%	86.3%
\$100,000 or more	90	13.7%	100.0%
TOTAL	660	100.0%	100.0%
No Answer	122		

Mean Household Size: 2.65



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 95

West Medford - Sullivan Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	7	1.0%
Black or African-American	76	10.7%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	36	5.0%
White	510	72.3%
Other	85	12.0%
TOTAL	706	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	86	11.7%
No	650	88.3%
TOTAL	736	100.0%
No Answer	46	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 96

Expanded Results

Medford Sq - Harvard Sq

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	114	14.8%	14.8%
25 - 34	327	42.7%	57.5%
35 - 44	143	18.6%	76.1%
45 - 64	130	16.9%	93.0%
65 and Older	53	7.0%	100.0%
TOTAL	768	100.0%	100.0%
No Answer	14		

Gender of Riders:	Number of Riders	Percent of Riders
Male	278	36.3%
Female	489	63.7%
Transgender	0	0.0%
TOTAL	768	100.0%
No Answer	14	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	107	14.7%	14.7%
\$20,000 - \$29,999	85	11.7%	26.5%
\$30,000 - \$39,999	7	1.0%	27.5%
\$40,000 - \$49,999	58	8.0%	35.5%
\$50,000 - \$59,999	61	8.4%	43.8%
\$60,000 - \$74,999	68	9.4%	53.2%
\$75,000 - \$99,999	121	16.7%	69.9%
\$100,000 or more	218	30.1%	100.0%
TOTAL	724	100.0%	100.0%
No Answer	58		

Mean Household Size: 2.52



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 96

Medford Sq - Harvard Sq

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	46	6.5%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	85	11.9%
White	547	76.6%
Other	36	5.1%
TOTAL	714	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	61	8.0%
No	693	92.0%
TOTAL	753	100.0%
No Answer	29	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 97

Expanded Results

Malden Ctr Station - Wellington

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	92	22.5%	22.5%
25 - 34	14	3.4%	25.8%
35 - 44	14	3.4%	29.2%
45 - 64	229	56.1%	85.4%
65 and Older	60	14.6%	100.0%
TOTAL	408	100.0%	100.0%
No Answer	14		

Gender of Riders:	Number of Riders	Percent of Riders
Male	133	31.6%
Female	289	68.4%
Transgender	0	0.0%
TOTAL	422	100.0%
No Answer	0	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	64	16.8%	16.8%
\$20,000 - \$29,999	28	7.3%	24.1%
\$30,000 - \$39,999	28	7.3%	31.4%
\$40,000 - \$49,999	137	36.1%	67.5%
\$50,000 - \$59,999	0	0.0%	67.5%
\$60,000 - \$74,999	46	12.0%	79.6%
\$75,000 - \$99,999	46	12.0%	91.6%
\$100,000 or more	32	8.4%	100.0%
TOTAL	380	100.0%	100.0%
No Answer	42		

Mean Household Size: 2.08



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 97

Malden Ctr Station - Wellington

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	28	7.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	46	11.6%
White	289	73.2%
Other	32	8.1%
TOTAL	394	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	46	12.3%
No	326	87.7%
TOTAL	372	100.0%
No Answer	50	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 99

Expanded Results

Boston Reg Med Ctr - Wellington

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	60	9.1%	9.1%
19 - 24	68	10.4%	19.5%
25 - 34	92	14.0%	33.5%
35 - 44	160	24.4%	57.9%
45 - 64	236	36.0%	93.9%
65 and Older	40	6.1%	100.0%
TOTAL	654	100.0%	100.0%
No Answer	16		

Gender of Riders:	Number of Riders	Percent of Riders
Male	243	36.9%
Female	415	63.1%
Transgender	0	0.0%
TOTAL	658	100.0%
No Answer	12	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	120	19.1%	19.1%
\$20,000 - \$29,999	52	8.3%	27.4%
\$30,000 - \$39,999	88	14.0%	41.4%
\$40,000 - \$49,999	76	12.1%	53.5%
\$50,000 - \$59,999	68	10.8%	64.3%
\$60,000 - \$74,999	92	14.6%	79.0%
\$75,000 - \$99,999	40	6.4%	85.3%
\$100,000 or more	92	14.7%	100.0%
TOTAL	626	100.0%	100.0%
No Answer	44		

Mean Household Size: 2.78



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 99

Boston Reg Med Ctr - Wellington

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	108	16.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	36	5.6%
White	455	70.8%
Other	44	6.8%
TOTAL	642	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	80	12.9%
No	539	87.1%
TOTAL	618	100.0%
No Answer	52	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 100

Expanded Results

Elm St - Wellington via Fellsway

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	16	4.5%	4.5%
19 - 24	46	13.4%	17.9%
25 - 34	90	25.9%	43.8%
35 - 44	71	20.6%	64.4%
45 - 64	114	32.9%	97.3%
65 and Older	9	2.7%	100.0%
TOTAL	346	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	151	45.7%
Female	179	54.3%
Transgender	0	0.0%
TOTAL	330	100.0%
No Answer	16	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	31	11.3%	11.3%
\$20,000 - \$29,999	12	4.5%	15.8%
\$30,000 - \$39,999	6	2.2%	18.0%
\$40,000 - \$49,999	50	18.0%	36.0%
\$50,000 - \$59,999	6	2.2%	38.2%
\$60,000 - \$74,999	74	26.9%	65.2%
\$75,000 - \$99,999	50	18.0%	83.2%
\$100,000 or more	46	16.8%	100.0%
TOTAL	275	100.0%	100.0%
No Answer	71		

Mean Household Size: 2.93



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 100

Elm St - Wellington via Fellsway

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	6	1.8%
Black or African-American	40	11.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	40	11.8%
White	241	71.0%
Other	12	3.6%
TOTAL	340	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	18	5.6%
No	309	94.4%
TOTAL	328	100.0%
No Answer	18	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 101

Expanded Results

Malden Ctr Station - Sullivan Sq via Winter Hill

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	43	1.7%	1.7%
19 - 24	273	11.0%	12.7%
25 - 34	657	26.4%	39.1%
35 - 44	499	20.1%	59.2%
45 - 64	776	31.2%	90.4%
65 and Older	239	9.6%	100.0%
TOTAL	2,487	100.0%	100.0%
No Answer	30		

Gender of Riders:	Number of Riders	Percent of Riders
Male	764	32.4%
Female	1,595	67.6%
Transgender	0	0.0%
TOTAL	2,359	100.0%
No Answer	158	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	328	14.3%	14.3%
\$20,000 - \$29,999	205	8.9%	23.2%
\$30,000 - \$39,999	132	5.7%	28.9%
\$40,000 - \$49,999	277	12.1%	41.0%
\$50,000 - \$59,999	230	10.0%	51.0%
\$60,000 - \$74,999	410	17.8%	68.8%
\$75,000 - \$99,999	350	15.2%	84.0%
\$100,000 or more	367	16.0%	100.0%
TOTAL	2,299	100.0%	100.0%
No Answer	218		

Mean Household Size: 2.34



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 101

Malden Ctr Station - Sullivan Sq via Winter Hill

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	38	1.6%
Black or African-American	328	13.9%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	162	6.9%
White	1,839	77.8%
Other	107	4.5%
TOTAL	2,363	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	235	9.8%
No	2,167	90.2%
TOTAL	2,402	100.0%
No Answer	115	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 104

Expanded Results

Malden Ctr Station - Sullivan Sq via Ferry

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	29	1.5%	1.5%
19 - 24	231	11.4%	12.9%
25 - 34	635	31.5%	44.4%
35 - 44	316	15.7%	60.1%
45 - 64	719	35.6%	95.7%
65 and Older	86	4.3%	100.0%
TOTAL	2,016	100.0%	100.0%
No Answer	28		

Gender of Riders:	Number of Riders	Percent of Riders
Male	868	45.0%
Female	1,061	55.0%
Transgender	0	0.0%
TOTAL	1,929	100.0%
No Answer	115	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	374	21.3%	21.3%
\$20,000 - \$29,999	256	14.6%	35.9%
\$30,000 - \$39,999	86	4.9%	40.7%
\$40,000 - \$49,999	173	9.8%	50.6%
\$50,000 - \$59,999	291	16.5%	67.1%
\$60,000 - \$74,999	143	8.2%	75.3%
\$75,000 - \$99,999	201	11.4%	86.7%
\$100,000 or more	233	13.3%	100.0%
TOTAL	1,757	100.0%	100.0%
No Answer	287		

Mean Household Size: 2.58



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 104

Malden Ctr Station - Sullivan Sq via Ferry

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	231	11.9%
Native Hawaiian or Other Pacific Islander	29	1.5%
Asian	118	6.1%
White	1,495	77.4%
Other	58	3.0%
TOTAL	1,930	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	259	14.0%
No	1,585	86.0%
TOTAL	1,844	100.0%
No Answer	200	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 105

Expanded Results

Malden Ctr Station - Sullivan Sq via Newland St Housing Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	11	2.0%	2.0%
19 - 24	124	21.6%	23.6%
25 - 34	125	22.0%	45.6%
35 - 44	66	11.5%	57.1%
45 - 64	186	32.6%	89.7%
65 and Older	59	10.3%	100.0%
TOTAL	571	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	216	38.9%
Female	338	61.1%
Transgender	0	0.0%
TOTAL	554	100.0%
No Answer	17	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	124	24.9%	24.9%
\$20,000 - \$29,999	88	17.7%	42.5%
\$30,000 - \$39,999	48	9.7%	52.2%
\$40,000 - \$49,999	89	17.8%	70.0%
\$50,000 - \$59,999	36	7.2%	77.2%
\$60,000 - \$74,999	73	14.6%	91.8%
\$75,000 - \$99,999	29	5.9%	97.7%
\$100,000 or more	11	2.3%	100.0%
TOTAL	501	100.0%	100.0%
No Answer	70		

Mean Household Size: 2.73



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 105

Malden Ctr Station - Sullivan Sq via Newland St Housing

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	11	2.3%
Black or African-American	72	14.4%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	106	21.1%
White	299	59.9%
Other	11	2.3%
TOTAL	500	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	35	7.3%
No	447	92.7%
TOTAL	482	100.0%
No Answer	89	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 106

Expanded Results

Lebanon St/Franklin St - Wellington Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	22	1.6%	1.6%
19 - 24	206	14.9%	16.6%
25 - 34	336	24.4%	40.9%
35 - 44	305	22.1%	63.0%
45 - 64	350	25.3%	88.3%
65 and Older	161	11.7%	100.0%
TOTAL	1,381	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	529	40.6%
Female	776	59.4%
Transgender	0	0.0%
TOTAL	1,305	100.0%
No Answer	76	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	251	22.1%	22.1%
\$20,000 - \$29,999	148	13.0%	35.2%
\$30,000 - \$39,999	202	17.8%	53.0%
\$40,000 - \$49,999	112	9.9%	62.8%
\$50,000 - \$59,999	108	9.5%	72.3%
\$60,000 - \$74,999	112	9.9%	82.2%
\$75,000 - \$99,999	99	8.7%	90.9%
\$100,000 or more	103	9.1%	100.0%
TOTAL	1,134	100.0%	100.0%
No Answer	247		

Mean Household Size: 2.42



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 106

Lebanon St/Franklin St - Wellington Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	27	2.1%
Black or African-American	211	16.4%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	130	10.1%
White	838	65.4%
Other	130	10.1%
TOTAL	1,282	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	193	15.3%
No	1,067	84.7%
TOTAL	1,260	100.0%
No Answer	121	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 108

Expanded Results

Linden Sq - Wellington Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	135	7.7%	7.7%
19 - 24	388	22.1%	29.8%
25 - 34	324	18.5%	48.3%
35 - 44	415	23.7%	72.0%
45 - 64	298	17.0%	88.9%
65 and Older	194	11.1%	100.0%
TOTAL	1,753	100.0%	100.0%
No Answer	17		

Gender of Riders:	Number of Riders	Percent of Riders
Male	483	28.3%
Female	1,227	71.7%
Transgender	0	0.0%
TOTAL	1,711	100.0%
No Answer	59	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	346	24.0%	24.0%
\$20,000 - \$29,999	203	14.1%	38.1%
\$30,000 - \$39,999	194	13.5%	51.6%
\$40,000 - \$49,999	229	15.9%	67.5%
\$50,000 - \$59,999	145	10.0%	77.5%
\$60,000 - \$74,999	119	8.2%	85.8%
\$75,000 - \$99,999	154	10.7%	96.4%
\$100,000 or more	51	3.6%	100.0%
TOTAL	1,440	100.0%	100.0%
No Answer	330		

Mean Household Size: 2.76



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 108

Linden Sq - Wellington Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	17	1.0%
Black or African-American	254	15.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	288	17.0%
White	1,084	64.0%
Other	127	7.5%
TOTAL	1,694	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	119	7.4%
No	1,491	92.6%
TOTAL	1,609	100.0%
No Answer	161	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 109

Expanded Results

Linden Sq - Sullivan Sq

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	118	7.3%	7.3%
19 - 24	230	14.2%	21.5%
25 - 34	288	17.8%	39.3%
35 - 44	369	22.8%	62.0%
45 - 64	518	32.0%	94.0%
65 and Older	97	6.0%	100.0%
TOTAL	1,620	100.0%	100.0%
No Answer	21		

Gender of Riders:	Number of Riders	Percent of Riders
Male	631	41.9%
Female	876	58.1%
Transgender	0	0.0%
TOTAL	1,508	100.0%
No Answer	133	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	400	28.0%	28.0%
\$20,000 - \$29,999	199	13.9%	41.9%
\$30,000 - \$39,999	196	13.7%	55.7%
\$40,000 - \$49,999	175	12.3%	68.0%
\$50,000 - \$59,999	115	8.1%	76.0%
\$60,000 - \$74,999	58	4.0%	80.1%
\$75,000 - \$99,999	167	11.7%	91.8%
\$100,000 or more	118	8.2%	100.0%
TOTAL	1,429	100.0%	100.0%
No Answer	212		

Mean Household Size: 2.79



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 109

Linden Sq - Sullivan Sq

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	63	4.2%
Black or African-American	385	25.7%
Native Hawaiian or Other Pacific Islander	21	1.4%
Asian	133	8.9%
White	806	53.7%
Other	215	14.3%
TOTAL	1,499	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	312	20.2%
No	1,230	79.8%
TOTAL	1,541	100.0%
No Answer	100	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 110

Expanded Results

Wonderland - Wellington

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	20	1.9%	1.9%
19 - 24	125	11.6%	13.5%
25 - 34	248	23.0%	36.5%
35 - 44	139	12.9%	49.4%
45 - 64	485	44.9%	94.3%
65 and Older	61	5.7%	100.0%
TOTAL	1,078	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	348	34.0%
Female	664	64.9%
Transgender	11	1.1%
TOTAL	1,024	100.0%
No Answer	54	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	127	14.0%	14.0%
\$20,000 - \$29,999	143	15.8%	29.8%
\$30,000 - \$39,999	99	11.0%	40.8%
\$40,000 - \$49,999	125	13.9%	54.7%
\$50,000 - \$59,999	76	8.4%	63.1%
\$60,000 - \$74,999	135	14.9%	78.0%
\$75,000 - \$99,999	95	10.5%	88.6%
\$100,000 or more	103	11.4%	100.0%
TOTAL	904	100.0%	100.0%
No Answer	174		

Mean Household Size: 2.62



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 110

Wonderland - Wellington

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	33	3.2%
Black or African-American	154	15.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	22	2.1%
White	716	69.7%
Other	114	11.1%
TOTAL	1,028	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	116	12.6%
No	799	87.4%
TOTAL	915	100.0%
No Answer	163	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 111

Expanded Results

Woodlawn - Haymarket

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	82	2.0%	2.0%
19 - 24	798	19.0%	20.9%
25 - 34	1,285	30.6%	51.5%
35 - 44	921	21.9%	73.4%
45 - 64	959	22.8%	96.3%
65 and Older	158	3.7%	100.0%
TOTAL	4,202	100.0%	100.0%
No Answer	120		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,681	42.0%
Female	2,283	57.0%
Transgender	39	1.0%
TOTAL	4,004	100.0%
No Answer	318	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	481	13.4%	13.4%
\$20,000 - \$29,999	442	12.3%	25.6%
\$30,000 - \$39,999	435	12.1%	37.7%
\$40,000 - \$49,999	443	12.3%	50.0%
\$50,000 - \$59,999	396	11.0%	61.0%
\$60,000 - \$74,999	476	13.2%	74.2%
\$75,000 - \$99,999	404	11.2%	85.5%
\$100,000 or more	524	14.5%	100.0%
TOTAL	3,600	100.0%	100.0%
No Answer	722		

Mean Household Size: 3.18



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 111

Woodlawn - Haymarket

Both Directions

Self-Identified Race:

	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	359	9.4%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	515	13.4%
White	1,968	51.2%
Other	1,041	27.1%
TOTAL	3,844	

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

Are You Hispanic/Latino?:

	Number of Responses	Percent of Responses
Yes	1,402	33.7%
No	2,758	66.3%
TOTAL	4,159	100.0%
No Answer	163	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 112

Expanded Results

Wellington - Wood Island

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	16	1.9%	1.9%
19 - 24	175	20.8%	22.8%
25 - 34	170	20.3%	43.1%
35 - 44	83	9.9%	52.9%
45 - 64	302	36.0%	88.9%
65 and Older	93	11.1%	100.0%
TOTAL	839	100.0%	100.0%
No Answer	44		

Gender of Riders:	Number of Riders	Percent of Riders
Male	268	33.3%
Female	538	66.7%
Transgender	0	0.0%
TOTAL	806	100.0%
No Answer	77	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	197	30.0%	30.0%
\$20,000 - \$29,999	115	17.5%	47.5%
\$30,000 - \$39,999	136	20.8%	68.3%
\$40,000 - \$49,999	87	13.3%	81.6%
\$50,000 - \$59,999	33	5.0%	86.5%
\$60,000 - \$74,999	22	3.4%	89.9%
\$75,000 - \$99,999	22	3.4%	93.3%
\$100,000 or more	44	6.7%	100.0%
TOTAL	657	100.0%	100.0%
No Answer	226		

Mean Household Size: 2.48



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 112

Wellington - Wood Island

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	22	3.0%
Black or African-American	104	14.1%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	66	9.0%
White	455	62.0%
Other	87	11.9%
TOTAL	735	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	131	18.2%
No	587	81.8%
TOTAL	718	100.0%
No Answer	165	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 131

Expanded Results

Melrose Highlands - Malden Ctr Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	15	4.3%	4.3%
25 - 34	71	21.1%	25.4%
35 - 44	53	15.5%	41.0%
45 - 64	175	51.7%	92.7%
65 and Older	25	7.3%	100.0%
TOTAL	338	100.0%	100.0%
No Answer	3		

Gender of Riders:	Number of Riders	Percent of Riders
Male	98	29.1%
Female	238	70.9%
Transgender	0	0.0%
TOTAL	335	100.0%
No Answer	6	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	41	15.5%	15.5%
\$20,000 - \$29,999	9	3.3%	18.9%
\$30,000 - \$39,999	6	2.2%	21.1%
\$40,000 - \$49,999	9	3.3%	24.4%
\$50,000 - \$59,999	34	12.8%	37.2%
\$60,000 - \$74,999	35	13.3%	50.5%
\$75,000 - \$99,999	26	10.0%	60.5%
\$100,000 or more	104	39.5%	100.0%
TOTAL	262	100.0%	100.0%
No Answer	79		

Mean Household Size: 2.42



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 131

Melrose Highlands - Malden Ctr Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	9	2.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	6	1.9%
White	296	94.4%
Other	19	6.0%
TOTAL	313	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	28	9.4%
No	267	90.6%
TOTAL	294	100.0%
No Answer	47	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 132

Expanded Results

Redstone Shopping Ctr - Malden Ctr Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	8	2.3%	2.3%
19 - 24	0	0.0%	2.3%
25 - 34	95	26.3%	28.6%
35 - 44	78	21.5%	50.1%
45 - 64	155	43.0%	93.1%
65 and Older	25	6.9%	100.0%
TOTAL	361	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	151	41.9%
Female	210	58.1%
Transgender	0	0.0%
TOTAL	361	100.0%
No Answer	0	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	69	22.5%	22.5%
\$20,000 - \$29,999	8	2.7%	25.2%
\$30,000 - \$39,999	20	6.6%	31.8%
\$40,000 - \$49,999	25	8.1%	39.9%
\$50,000 - \$59,999	8	2.7%	42.6%
\$60,000 - \$74,999	54	17.4%	60.1%
\$75,000 - \$99,999	66	21.3%	81.4%
\$100,000 or more	57	18.6%	100.0%
TOTAL	307	100.0%	100.0%
No Answer	54		

Mean Household Size: 2.23



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 132

Redstone Shopping Ctr - Malden Ctr Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	8	2.5%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	12	3.6%
White	312	93.9%
Other	0	0.0%
TOTAL	332	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	20	6.0%
No	320	94.0%
TOTAL	341	100.0%
No Answer	20	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 134

Expanded Results

North Woburn - Wellington

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	181	16.2%	16.2%
25 - 34	260	23.3%	39.5%
35 - 44	169	15.2%	54.7%
45 - 64	462	41.4%	96.1%
65 and Older	44	3.9%	100.0%
TOTAL	1,116	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	531	51.8%
Female	494	48.2%
Transgender	0	0.0%
TOTAL	1,026	100.0%
No Answer	90	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	209	22.9%	22.9%
\$20,000 - \$29,999	191	20.9%	43.9%
\$30,000 - \$39,999	90	9.9%	53.8%
\$40,000 - \$49,999	69	7.5%	61.3%
\$50,000 - \$59,999	119	13.0%	74.3%
\$60,000 - \$74,999	25	2.8%	77.1%
\$75,000 - \$99,999	119	13.0%	90.1%
\$100,000 or more	90	9.9%	100.0%
TOTAL	913	100.0%	100.0%
No Answer	203		

Mean Household Size: 2.76



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 134

North Woburn - Wellington

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	44	4.0%
Black or African-American	144	13.2%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	90	8.3%
White	788	72.0%
Other	75	6.9%
TOTAL	1,094	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	101	9.8%
No	928	90.2%
TOTAL	1,029	100.0%
No Answer	87	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 136

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	19	2.7%	2.7%
19 - 24	44	6.3%	9.0%
25 - 34	172	24.5%	33.4%
35 - 44	90	12.8%	46.2%
45 - 64	308	43.8%	90.0%
65 and Older	70	10.0%	100.0%
TOTAL	703	100.0%	100.0%
No Answer	5		

Gender of Riders:	Number of Riders	Percent of Riders
Male	313	46.1%
Female	366	53.9%
Transgender	0	0.0%
TOTAL	679	100.0%
No Answer	29	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	109	18.4%	18.4%
\$20,000 - \$29,999	29	4.9%	23.3%
\$30,000 - \$39,999	39	6.6%	29.9%
\$40,000 - \$49,999	34	5.7%	35.6%
\$50,000 - \$59,999	67	11.2%	46.8%
\$60,000 - \$74,999	65	10.9%	57.7%
\$75,000 - \$99,999	70	11.7%	69.4%
\$100,000 or more	182	30.6%	100.0%
TOTAL	594	100.0%	100.0%
No Answer	114		

Mean Household Size: 2.53



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 136

Reading Depot - Malden Ctr Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	5	0.8%
Black or African-American	29	4.4%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	44	6.7%
White	567	86.0%
Other	19	2.9%
TOTAL	659	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	33	4.8%
No	645	95.2%
TOTAL	678	100.0%
No Answer	31	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 137

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	10	2.2%	2.2%
25 - 34	146	32.0%	34.2%
35 - 44	82	18.0%	52.2%
45 - 64	189	41.5%	93.6%
65 and Older	29	6.4%	100.0%
TOTAL	455	100.0%	100.0%
No Answer	5		

Gender of Riders:	Number of Riders	Percent of Riders
Male	227	50.4%
Female	223	49.6%
Transgender	0	0.0%
TOTAL	450	100.0%
No Answer	10	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	33	8.6%	8.6%
\$20,000 - \$29,999	20	5.3%	13.9%
\$30,000 - \$39,999	43	11.2%	25.1%
\$40,000 - \$49,999	79	20.7%	45.9%
\$50,000 - \$59,999	29	7.6%	53.5%
\$60,000 - \$74,999	43	11.2%	64.7%
\$75,000 - \$99,999	68	17.9%	82.6%
\$100,000 or more	66	17.4%	100.0%
TOTAL	381	100.0%	100.0%
No Answer	80		

Mean Household Size: 2.31



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 137

Reading Depot - Malden Ctr Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	10	2.3%
Black or African-American	24	5.4%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	44	9.9%
White	374	83.6%
Other	0	0.0%
TOTAL	447	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	14	3.1%
No	428	96.9%
TOTAL	442	100.0%
No Answer	19	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 325

Expanded Results

Elm St - Haymarket Station

Inbound

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	3	2.0%	2.0%
25 - 34	30	18.0%	20.0%
35 - 44	46	28.0%	48.0%
45 - 64	83	50.0%	98.0%
65 and Older	3	2.0%	100.0%
TOTAL	166	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	50	31.3%
Female	110	68.8%
Transgender	0	0.0%
TOTAL	159	100.0%
No Answer	7	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	0	0.0%	0.0%
\$20,000 - \$29,999	0	0.0%	0.0%
\$30,000 - \$39,999	7	4.9%	4.9%
\$40,000 - \$49,999	7	4.9%	9.8%
\$50,000 - \$59,999	7	4.9%	14.6%
\$60,000 - \$74,999	17	12.2%	26.8%
\$75,000 - \$99,999	43	31.7%	58.5%
\$100,000 or more	56	41.5%	100.0%
TOTAL	136	100.0%	100.0%
No Answer	30		

Mean Household Size: 2.52



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 325

Elm St - Haymarket Station

Inbound

Self-Identified Race:

	Number of Responses	Percent of Responses
American Indian/Alaskan Native	3	2.0%
Black or African-American	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	3	2.0%
White	153	93.9%
Other	3	2.0%
TOTAL	163	

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

Are You Hispanic/Latino?:

	Number of Responses	Percent of Responses
Yes	7	4.1%
No	156	95.9%
TOTAL	163	100.0%
No Answer	3	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 326

Expanded Results

West Medford - Haymarket Station

Inbound

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	2	1.0%	1.0%
19 - 24	4	2.1%	3.1%
25 - 34	53	26.8%	29.9%
35 - 44	38	19.6%	49.5%
45 - 64	93	47.4%	96.9%
65 and Older	6	3.1%	100.0%
TOTAL	196	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	59	29.9%
Female	137	70.1%
Transgender	0	0.0%
TOTAL	196	100.0%
No Answer	0	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	0	0.0%	0.0%
\$20,000 - \$29,999	8	4.7%	4.7%
\$30,000 - \$39,999	6	3.5%	8.1%
\$40,000 - \$49,999	10	5.8%	14.0%
\$50,000 - \$59,999	10	5.8%	19.8%
\$60,000 - \$74,999	10	5.8%	25.6%
\$75,000 - \$99,999	44	25.6%	51.2%
\$100,000 or more	85	48.8%	100.0%
TOTAL	174	100.0%	100.0%
No Answer	22		

Mean Household Size: 2.57



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 326

West Medford - Haymarket Station

Inbound

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	2	1.1%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	4	2.1%
White	184	96.8%
Other	4	2.1%
TOTAL	190	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	6	3.3%
No	180	96.7%
TOTAL	186	100.0%
No Answer	10	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 352

Expanded Results

Burlington - State St Boston

Inbound

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	2	1.4%	1.4%
19 - 24	9	5.7%	7.1%
25 - 34	19	11.4%	18.6%
35 - 44	40	24.3%	42.9%
45 - 64	89	54.3%	97.1%
65 and Older	5	2.9%	100.0%
TOTAL	164	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	59	36.2%
Female	103	63.8%
Transgender	0	0.0%
TOTAL	162	100.0%
No Answer	2	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	0	0.0%	0.0%
\$20,000 - \$29,999	2	1.9%	1.9%
\$30,000 - \$39,999	0	0.0%	1.9%
\$40,000 - \$49,999	0	0.0%	1.9%
\$50,000 - \$59,999	7	5.7%	7.5%
\$60,000 - \$74,999	16	13.2%	20.8%
\$75,000 - \$99,999	19	15.1%	35.8%
\$100,000 or more	80	64.2%	100.0%
TOTAL	124	100.0%	100.0%
No Answer	40		

Mean Household Size: 3.15



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 352

Burlington - State St Boston

Inbound

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	7	4.5%
Native Hawaiian or Other Pacific Islander	2	1.5%
Asian	33	21.2%
White	110	71.2%
Other	2	1.5%
TOTAL	155	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	2	1.5%
No	150	98.5%
TOTAL	152	100.0%
No Answer	12	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 354

Expanded Results

Woburn Line - State St Boston

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	6	1.3%	1.3%
19 - 24	42	9.8%	11.1%
25 - 34	126	29.5%	40.6%
35 - 44	70	16.3%	56.8%
45 - 64	178	41.7%	98.5%
65 and Older	6	1.5%	100.0%
TOTAL	428	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	177	43.2%
Female	232	56.8%
Transgender	0	0.0%
TOTAL	409	100.0%
No Answer	19	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	36	9.3%	9.3%
\$20,000 - \$29,999	27	6.9%	16.2%
\$30,000 - \$39,999	15	3.8%	20.0%
\$40,000 - \$49,999	18	4.6%	24.6%
\$50,000 - \$59,999	47	12.2%	36.9%
\$60,000 - \$74,999	46	12.0%	48.9%
\$75,000 - \$99,999	49	12.7%	61.6%
\$100,000 or more	147	38.4%	100.0%
TOTAL	383	100.0%	100.0%
No Answer	45		

Mean Household Size: 2.38



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 354

Woburn Line - State St Boston

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	10	2.5%
Black or African-American	15	4.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	63	16.2%
White	300	77.3%
Other	0	0.0%
TOTAL	388	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	16	3.9%
No	397	96.1%
TOTAL	413	100.0%
No Answer	15	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 411

Expanded Results

Malden Ctr Station - Jack Satter House Revere

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	33	6.0%	6.0%
19 - 24	49	9.0%	15.0%
25 - 34	196	36.0%	50.9%
35 - 44	72	13.2%	64.1%
45 - 64	150	27.5%	91.6%
65 and Older	46	8.4%	100.0%
TOTAL	544	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	202	37.1%
Female	342	62.9%
Transgender	0	0.0%
TOTAL	544	100.0%
No Answer	0	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	88	17.1%	17.1%
\$20,000 - \$29,999	42	8.2%	25.3%
\$30,000 - \$39,999	85	16.4%	41.7%
\$40,000 - \$49,999	39	7.6%	49.3%
\$50,000 - \$59,999	49	9.5%	58.8%
\$60,000 - \$74,999	39	7.6%	66.4%
\$75,000 - \$99,999	114	22.1%	88.6%
\$100,000 or more	59	11.4%	100.0%
TOTAL	515	100.0%	100.0%
No Answer	29		

Mean Household Size: 2.41



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 411

Malden Ctr Station - Jack Satter House Revere

Both Directions

Self-Identified Race:

	Number of Responses	Percent of Responses
American Indian/Alaskan Native	10	1.9%
Black or African-American	81	15.9%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	140	27.4%
White	264	51.6%
Other	49	9.6%
TOTAL	511	

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

Are You Hispanic/Latino?:

	Number of Responses	Percent of Responses
Yes	20	3.7%
No	515	96.3%
TOTAL	534	100.0%
No Answer	10	



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 430

Saugus Ctr - Malden Ctr Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	11	2.0%
Black or African-American	33	5.9%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	95	17.1%
White	393	71.1%
Other	44	7.9%
TOTAL	553	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	84	15.5%
No	458	84.5%
TOTAL	542	100.0%
No Answer	22	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 430

Expanded Results

Saugus Ctr - Malden Ctr Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	62	11.2%	11.2%
19 - 24	54	9.9%	21.1%
25 - 34	118	21.4%	42.4%
35 - 44	22	3.9%	46.4%
45 - 64	255	46.1%	92.4%
65 and Older	42	7.6%	100.0%
TOTAL	553	100.0%	100.0%
No Answer	11		

Gender of Riders:	Number of Riders	Percent of Riders
Male	246	45.3%
Female	297	54.7%
Transgender	0	0.0%
TOTAL	542	100.0%
No Answer	22	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	96	19.3%	19.3%
\$20,000 - \$29,999	84	16.7%	36.0%
\$30,000 - \$39,999	53	10.6%	46.6%
\$40,000 - \$49,999	42	8.4%	54.9%
\$50,000 - \$59,999	64	12.7%	67.7%
\$60,000 - \$74,999	85	17.1%	84.8%
\$75,000 - \$99,999	33	6.5%	91.3%
\$100,000 or more	44	8.7%	100.0%
TOTAL	500	100.0%	100.0%
No Answer	64		

Mean Household Size: 2.45



Usage Rates and Fare Types

The data presented in this chapter show how frequently the riders of each Charlestown and Fellsway Garage bus route used the route. They also show how the riders paid their fares and how frequently the users of each fare type rode the route.

The tables (at the end of the chapter) present data by bus route. For each route, two tables are grouped on one page, and a third table appears on a second page. The first table shows the number of days per week riders used the surveyed bus route; the second shows their weekend use patterns. The third table shows how many riders used each fare type and how often the users of each fare type rode the surveyed bus route. The data for each bus route are based on the survey responses from passengers who rode some portion of that route.

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

10.1 NUMBER OF DAYS USED PER WEEK

10.1.2 DESCRIPTION OF TABLE

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

10.1.2 OVERVIEW OF RESULTS

The most common reported usage frequency across all Charlestown and Fellsway Garage bus routes except Route 436 was five days per week. However, many riders reporting occasional or regular weekend usage also rode the bus route throughout the week, as indicated by their reported usage rates of

six or seven days. Therefore, in the following comparisons of reported usage by bus route, the category of five or more days is used instead of five days.

For the Charlestown and Fellsway Garage overall, 71% of the riders reported usage rates of five or more days per week. The highest percentages of riders on the surveyed routes reporting five-day-or-more usage were on Routes 326 (88%), 325 (84%), and 132 (81%) The highest percentages of six-or-seven-day usage were on Routes 106 and 108 (both 34%) and 105 (31%). The highest percentages of less-than-one-day usage were on Routes 90 and 134 (both 15%) and 97 (10%).

10.2 WEEKEND USAGE

10.2.1 DESCRIPTION OF TABLE

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

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

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

10.2.2 OVERVIEW OF RESULTS

For the Charlestown and Fellsway Garage overall, the most frequently reported combinations of Saturday and Sunday usage were occasional use on both days (33%), followed by no use on both days (33%), and regular use on both days (16%).

The bus routes with the highest reported regular usage on both Saturday and Sunday were Routes 97 (35%) and 104 and 108 (both 25%). Route 97 also had the highest reported percentages of regular or occasional usage on Saturday and Sunday individually (both 82%).

10.3 FARE TYPES AND PASS USAGE

10.3.1 DESCRIPTION OF TABLE

The third table for each bus route, on a separate page, presents three data points for each fare type: the number of riders using the fare type (data column one),

the percentage of riders using the fare type (column two), and the number of days per week that the riders using each fare type rode the surveyed bus route (column three). The first two data columns are based on the results of survey question 7: “What type of fare did you pay for this bus trip?” Ten check-off choices were provided, including “other” with space for write-ins. Riders using commuter rail monthly passes could also write in the zone number. The data in the third column are based on the assumption that each rider used the fare payment type reported in question 7 on the same number of days per week that the rider reported using the surveyed bus route in question 11.

10.3.2 OVERVIEW OF RESULTS

Mix of Fare Types

For the Charlestown and Fellsway Garages overall, the most common method of fare payment was some form of monthly pass, reported by 58% of all riders. Pay-per-ride using a CharlieCard was second, at 25% overall. Monthly pass use was most common on each surveyed bus route except Routes 96 and 134.

The type of monthly pass most commonly used on each route varied by type of service. On express bus routes, the appropriate express bus pass was the most commonly used. On most local bus routes, the LinkPass was the most commonly used pass, followed by the Local Bus Pass. After the LinkPass and the Local Bus Pass, the next-most-common monthly pass category, reported by 3% of the riders on all surveyed bus routes, were Senior and Disability monthly passes. Senior monthly passes are used by riders over age 65. Zone passes were reported by 2% of riders. These passes are used by passengers who also use MBTA commuter rail or Inner Harbor ferry services.

After monthly passes and pay-per-ride using CharlieCards, the two most common fare types overall were reduced-fare pay-per-ride (including Student, Senior, and Disability) and 7-Day LinkPasses. The percentages of riders using either of these types varied considerably among bus routes. Reduced-fare pay-per-ride use ranged from 0% on several bus routes to 19% on Route 112. The use of 7-Day LinkPass ranged from 0% on several bus routes to 13% on Route 95.

Usage Rates by Fare Type

As explained above, the third column of the Fare Types and Pass Usage table shows the average number of days per week that riders reporting use of each fare type used the surveyed bus route.

Pay-per-Ride CharlieCard

The CharlieCard, a plastic card containing a radio-frequency identification (RFID) chip, was launched in 2006. The user can simply tap the pass on a reader to pay a fare. At the time of the survey, riders who used the CharlieCard to pay-per-ride paid 17% less per ride than those who used the paper CharlieTicket (\$1.25 versus \$1.50). Using the CharlieCard also took less time

than paying using a CharlieTicket. The average usage rate by bus route of the CharlieCard to pay-per-ride ranged from 2.9 days per week on Route 90 to 5.0 days per week on Route 110; the overall Charlestown and Fellsway Garage average was 4.2 days.

Pay-per-Ride CharlieTicket

The CharlieTicket, a paper ticket with a magnetic strip, has been in use since early 2005. The average usage rate by bus route of the CharlieTicket to pay-per-ride ranged from 0.5 days per week on Route 93 to 7.0 days per week on Routes 91, 100, 132, and 134; the overall Charlestown and Fellsway Garage average was 4.7 days.

Monthly Pass

Monthly passes, which allow unlimited use, typically show higher average usage rates than pay-per-ride options, because the most frequent riders have the most incentive to purchase such passes. The average usage rate by bus route for all monthly pass forms combined ranged from 3.5 days per week on Route 90 to 5.2 days per week on Route 105; the overall Charlestown and Fellsway Garage average was 4.8 days.

Full Cash Fare On-Board

In addition to using the CharlieCard or CharlieTicket on a pay-per-ride basis, passengers may also use cash to pay their fare on-board the bus. The adult cash fare is set at the same level as the CharlieTicket pay-per-ride fare. The average usage rate by bus route of full cash fare on-board to pay-per-ride ranged from 0.5 days per week on Routes 95, 136, and 352 to 7.0 days per week on Route 132; the overall Charlestown and Fellsway Garage average was 4.0 days.

Reduced Fare

This category includes pay-per-ride reduced fares for students from age 12 through high school, for seniors (age 65 and over), and for passengers with disabilities. Monthly passes for riders eligible for reduced fares are included in the data for monthly passes. The average usage rate by bus route of pay-per-ride reduced fare ranged from 1.4 days per week on Route 97 to 6.0 days per week on Route 104; the overall Charlestown and Fellsway Garage average was 4.0 days.

Child Under Age 12 Free Fare

Children under age 12 seldom fill out passenger surveys, so little information is available about riders in that group. For the Charlestown and Fellsway Garages, only two returned surveys had the “Child Under Age 12 Free Fare” fare type checked. These respondents rode an average of 4.8 days per week.

Blind Access Card

Only two surveys were returned by Charlestown and Fellsway Garage bus riders using a Blind Access Card as the fare type. These respondents rode an average of 4.5 days per week.

1-Day LinkPass

Only two surveys were returned by Charlestown and Fellsway Garage bus riders using a 1-Day LinkPass as the fare type. These respondents rode an average of 7.0 days per week.

7-Day LinkPass

The average usage rate by bus route for the 7-Day LinkPass ranged from 2.0 days per week on Route 94 to 7.0 days per week on Route 136; the overall Charlestown and Fellsway Garage average was 5.1 days.

Other

On the bus system overall, most riders who checked the box for “other” fare type and also wrote in which type were authorized free riders, including MBTA employees. For the Charlestown and Fellsway Garages, only six returned surveys had the “other” fare type checked. These respondents rode an average of 4.1 days per week.

Bus Usage Rates
Route: 89

Expanded Results

Davis Sq or Clarendon Hill - Sullivan Station
Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	31	1.5%	1.5%
One Day	93	4.5%	6.0%
Two Days	95	4.6%	10.6%
Three Days	144	7.0%	17.6%
Four Days	204	9.9%	27.5%
Five Days	968	47.0%	74.5%
Six Days	351	17.0%	91.5%
Seven Days	175	8.5%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	2,061	100.0%	100.0%
No Answer	63		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	205 11.3%	127 7.0%	0 0.0%	127	332 18.3%
Occasionally	31 1.7%	858 47.1%	174 9.5%	96	1,062 58.3%
Not at all	15 0.8%	0 0.0%	411 22.6%	16	426 23.4%
No Answer	15	16	0	31	
Sunday Total	251 13.8%	985 54.1%	585 32.1%		1,821 *

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

Fare Types and Pass Usage
Route: 89

Expanded Results

Davis Sq or Clarendon Hill - Sullivan Station
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	549	26.1%	4.2
Pay-per-ride CharlieTicket (paper)	47	2.2%	4.3
Monthly pass	1,337	63.4%	5.0
Full cash fare on-board bus	32	1.5%	3.1
Reduced fare	32	1.5%	5.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	16	0.8%	6.0
<i>Disability</i>	15	0.7%	4.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	111	5.3%	4.8
Other	0	0.0%	0.0
No Fare Payment Type Selected	15		
All Payment Types	2,107	100.0%	4.7

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	1,097	52.1%	5.0
Student	0	0.0%	0.0
Senior	48	2.3%	0.0
Disability	79	3.8%	4.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	49	2.3%	5.3
Boat	0	0.0%	0.0
Local Bus	64	3.0%	6.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,337	63.4%	5.0

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	32	1.5%	5.0
1	0	0.0%	0.0
2	16	0.8%	6.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	49	2.3%	5.3



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 90

Expanded Results

Davis Station - Wellington via Sullivan Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	88	14.6%	14.6%
One Day	74	12.3%	26.9%
Two Days	63	10.5%	37.4%
Three Days	85	14.0%	51.5%
Four Days	42	7.0%	58.5%
Five Days	183	30.4%	88.9%
Six Days	28	4.7%	93.6%
Seven Days	39	6.4%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	602	100.0%	100.0%
No Answer	21		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	46 8.6%	28 5.3%	0 0.0%	11	74 13.9%
Occasionally	0 0.0%	212 39.8%	60 11.3%	35	272 51.0%
Not at all	0 0.0%	0 0.0%	187 35.1%	21	187 35.1%
No Answer	0	0	0	25	
Sunday Total	46 8.6%	240 45.0%	247 46.4%		532 *

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

Fare Types and Pass Usage
Route: 90

Expanded Results

Davis Station - Wellington via Sullivan Station
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	162	26.4%	2.9
Pay-per-ride CharlieTicket (paper)	21	3.4%	6.0
Monthly pass	321	52.3%	3.5
Full cash fare on-board bus	14	2.3%	3.5
Reduced fare	49	8.0%	2.6
<i>Student</i>	11	1.7%	4.0
<i>Senior</i>	28	4.6%	1.6
<i>Disability</i>	11	1.7%	4.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	7	1.2%	7.0
7-Day LinkPass	32	5.2%	3.3
Other	7	1.2%	1.0
No Fare Payment Type Selected	11		
All Payment Types	613	100.0%	3.4

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	219	35.6%	3.7
Student	0	0.0%	0.0
Senior	32	5.2%	3.0
Disability	25	4.0%	2.3
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	7	1.2%	0.5
Boat	0	0.0%	0.0
Local Bus	18	2.9%	3.0
No Pass Selected	21	3.4%	6.0
Total Riders Using Monthly Passes	321	52.3%	3.5

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	0	0.0%	0.0
2	7	1.2%	0.5
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	7	1.2%	0.5



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 91

Expanded Results

Central Sq Cambridge - Sullivan Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	84	9.6%	9.6%
One Day	28	3.3%	12.9%
Two Days	28	3.3%	16.1%
Three Days	101	11.6%	27.8%
Four Days	87	9.9%	37.7%
Five Days	412	47.2%	84.8%
Six Days	74	8.5%	93.3%
Seven Days	58	6.7%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	872	100.0%	100.0%
No Answer	70		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	158 18.5%	28 3.3%	15 1.7%	0	201 23.6%
Occasionally	0 0.0%	342 40.0%	70 8.2%	15	413 48.3%
Not at all	0 0.0%	0 0.0%	241 28.2%	30	241 28.2%
No Answer	0	0	0	43	
Sunday Total	158 18.5%	371 43.4%	326 38.1%		855 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 91

Expanded Results

Central Sq Cambridge - Sullivan Station

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	241	25.6%	3.1
Pay-per-ride CharlieTicket (paper)	15	1.6%	7.0
Monthly pass	556	59.0%	4.6
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	28	3.0%	2.3
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	28	3.0%	2.3
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	88	9.3%	5.0
Other	15	1.6%	5.0
No Fare Payment Type Selected	0		
All Payment Types	943	100.0%	4.2

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	457	48.5%	4.6
Student	30	3.1%	5.5
Senior	14	1.4%	0.0
Disability	14	1.4%	7.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	42	4.5%	2.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	556	59.0%	4.6

Zones Reported by Users of Zone Passes:

(No zones reported)



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 92

Expanded Results

Sullivan Station - Haymarket via Main St

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	32	4.9%	4.9%
One Day	6	1.0%	5.9%
Two Days	64	9.8%	15.6%
Three Days	57	8.8%	24.4%
Four Days	64	9.8%	34.2%
Five Days	378	58.0%	92.2%
Six Days	6	1.0%	93.2%
Seven Days	44	6.8%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	651	100.0%	100.0%
No Answer	12		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	63 12.8%	0 0.0%	6 1.3%	25	70 14.1%
Occasionally	0 0.0%	109 22.0%	116 23.5%	127	225 45.6%
Not at all	0 0.0%	0 0.0%	199 40.3%	6	199 40.3%
No Answer	0	0	0	12	
Sunday Total	63 12.8%	109 22.0%	322 65.2%		494 *

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

Fare Types and Pass Usage
Route: 92

Expanded Results

Sullivan Station - Haymarket via Main St
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	237	35.7%	4.4
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	334	50.2%	4.6
Full cash fare on-board bus	6	1.0%	2.0
Reduced fare	63	9.4%	3.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	50	7.6%	2.6
<i>Disability</i>	12	1.9%	5.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	25	3.7%	4.5
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	665	100.0%	4.3

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	166	25.0%	4.7
Student	0	0.0%	0.0
Senior	19	2.8%	0.5
Disability	6	1.0%	5.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	13	1.9%	4.5
Boat	0	0.0%	0.0
Local Bus	129	19.4%	4.9
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	334	50.2%	4.6

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	6	1.0%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	6	1.0%	4.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	13	1.9%	4.5



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 93

Expanded Results

Sullivan Station - Haymarket via Bunker Hill

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	194	6.7%	6.7%
One Day	44	1.5%	8.2%
Two Days	0	0.0%	8.2%
Three Days	319	11.0%	19.2%
Four Days	283	9.8%	29.0%
Five Days	1,417	48.9%	77.8%
Six Days	202	7.0%	84.8%
Seven Days	441	15.2%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	2,900	100.0%	100.0%
No Answer	97		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	582 21.5%	53 1.9%	0 0.0%	0	635 23.5%
Occasionally	0 0.0%	956 35.3%	266 9.8%	186	1,223 45.2%
Not at all	0 0.0%	0 0.0%	848 31.4%	53	848 31.4%
No Answer	53	0	0	0	
Sunday Total	582 21.5%	1,009 37.3%	1,115 41.2%		2,706 *

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

Fare Types and Pass Usage
Route: 93

Expanded Results

Sullivan Station - Haymarket via Bunker Hill
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	1,070	36.2%	4.9
Pay-per-ride CharlieTicket (paper)	105	3.6%	0.5
Monthly pass	1,503	50.9%	4.9
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	222	7.5%	4.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	222	7.5%	4.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	53	1.8%	3.0
No Fare Payment Type Selected	44		
All Payment Types	2,953	100.0%	4.7

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	602	20.4%	5.0
Student	89	3.0%	5.0
Senior	105	3.6%	3.3
Disability	53	1.8%	4.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	44	1.5%	5.0
Zone	89	3.0%	5.0
Boat	0	0.0%	0.0
Local Bus	521	17.7%	5.3
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,503	50.9%	4.9

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	44	1.5%	5.0
1	44	1.5%	5.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	89	3.0%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 94

Expanded Results

Medford Sq - Davis Sq

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	22	3.5%	3.5%
One Day	0	0.0%	3.5%
Two Days	49	8.0%	11.5%
Three Days	11	1.8%	13.3%
Four Days	93	15.0%	28.3%
Five Days	329	53.1%	81.4%
Six Days	82	13.3%	94.7%
Seven Days	33	5.3%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	619	100.0%	100.0%
No Answer	38		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	143 23.2%	44 7.1%	0 0.0%	11	186 30.4%
Occasionally	11 1.8%	181 29.5%	44 7.1%	11	236 38.4%
Not at all	0 0.0%	0 0.0%	192 31.2%	11	192 31.2%
No Answer	0	0	0	11	
Sunday Total	153 25.0%	225 36.6%	236 38.4%		614 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 94

Expanded Results

Medford Sq - Davis Sq

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	164	25.0%	4.6
Pay-per-ride CharlieTicket (paper)	22	3.3%	5.0
Monthly pass	433	65.8%	4.9
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	0	0.0%	0.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	38	5.8%	2.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	658	100.0%	4.7

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	313	47.5%	5.0
Student	0	0.0%	0.0
Senior	44	6.7%	5.3
Disability	11	1.7%	7.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	22	3.3%	3.0
Boat	0	0.0%	0.0
Local Bus	44	6.7%	4.8
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	433	65.8%	4.9

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	22	3.3%	3.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	22	3.3%	3.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 95

Expanded Results

West Medford - Sullivan Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	77	10.0%	10.0%
One Day	36	4.6%	14.6%
Two Days	50	6.5%	21.2%
Three Days	71	9.2%	30.4%
Four Days	108	14.0%	44.4%
Five Days	255	33.0%	77.5%
Six Days	57	7.3%	84.8%
Seven Days	110	14.3%	99.0%
Only Visiting	7	1.0%	100.0%
TOTAL	771	100.0%	100.0%
No Answer	10		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	143 19.8%	46 6.4%	7 1.0%	28	196 27.2%
Occasionally	7 1.0%	230 31.9%	33 4.5%	15	270 37.4%
Not at all	0 0.0%	7 1.0%	248 34.4%	7	256 35.4%
No Answer	0	0	0	10	
Sunday Total	150 20.8%	283 39.3%	288 39.9%		721 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 95

Expanded Results

West Medford - Sullivan Station

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	189	24.1%	3.3
Pay-per-ride CharlieTicket (paper)	36	4.6%	3.1
Monthly pass	406	51.9%	4.7
Full cash fare on-board bus	10	1.3%	0.5
Reduced fare	39	4.9%	1.7
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	7	0.9%	1.0
<i>Disability</i>	31	4.0%	2.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	103	13.1%	5.3
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	782	100.0%	4.2

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	274	35.0%	4.5
Student	0	0.0%	0.0
Senior	7	0.9%	4.0
Disability	39	4.9%	5.3
Inner Express Bus	18	2.3%	5.6
Outer Express Bus	0	0.0%	0.0
Zone	18	2.3%	5.0
Boat	0	0.0%	0.0
Local Bus	33	4.2%	4.5
No Pass Selected	18	2.3%	6.4
Total Riders Using Monthly Passes	406	51.9%	4.7

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	7	0.9%	5.0
1	0	0.0%	0.0
2	10	1.3%	5.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	18	2.3%	5.0

Bus Usage Rates

Route: 96

Expanded Results

Medford Sq - Harvard Sq

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	68	8.8%	8.8%
One Day	99	13.0%	21.8%
Two Days	7	0.9%	22.7%
Three Days	82	10.7%	33.5%
Four Days	82	10.7%	44.2%
Five Days	307	40.0%	84.2%
Six Days	22	2.8%	87.0%
Seven Days	99	13.0%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	766	100.0%	100.0%
No Answer	14		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	99 13.5%	7 1.0%	0 0.0%	7	107 14.4%
Occasionally	0 0.0%	286 38.7%	58 7.8%	7	343 46.5%
Not at all	0 0.0%	0 0.0%	288 39.1%	0	288 39.1%
No Answer	0	7	0	22	
Sunday Total	99 13.5%	293 39.7%	346 46.9%		739 *

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

Fare Types and Pass Usage
Route: 96

Expanded Results

Medford Sq - Harvard Sq
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	444	57.3%	4.1
Pay-per-ride CharlieTicket (paper)	7	0.9%	5.0
Monthly pass	323	41.7%	4.0
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	0	0.0%	0.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	7		
All Payment Types	775	100.0%	4.1

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	198	25.5%	4.5
Student	0	0.0%	0.0
Senior	14	1.9%	3.0
Disability	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	22	2.8%	5.0
Boat	0	0.0%	0.0
Local Bus	89	11.5%	2.7
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	323	41.7%	4.0

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	14	1.9%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	7	0.9%	5.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	22	2.8%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 97

Expanded Results

Malden Ctr Station - Wellington

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	42	10.2%	10.2%
One Day	0	0.0%	10.2%
Two Days	78	19.1%	29.2%
Three Days	18	4.4%	33.7%
Four Days	28	6.8%	40.5%
Five Days	151	37.1%	77.5%
Six Days	46	11.2%	88.8%
Seven Days	46	11.2%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	409	100.0%	100.0%
No Answer	14		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	119 35.2%	0 0.0%	0 0.0%	14	119 35.2%
Occasionally	0 0.0%	160 47.2%	0 0.0%	28	160 47.2%
Not at all	0 0.0%	0 0.0%	60 17.6%	0	60 17.6%
No Answer	14	0	14	14	
Sunday Total	119 35.2%	160 47.2%	60 17.6%		339 *

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

Fare Types and Pass Usage
Route: 97

Expanded Results

Malden Ctr Station - Wellington
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	101	24.0%	3.8
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	215	51.0%	4.8
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	64	15.2%	1.4
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	32	7.6%	1.4
<i>Disability</i>	32	7.6%	1.4
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	42	9.8%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	422	100.0%	4.2

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	128	30.3%	4.7
Student	0	0.0%	0.0
Senior	14	3.3%	2.0
Disability	14	3.3%	5.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	60	14.1%	5.8
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	215	51.0%	4.8

Zones Reported by Users of Zone Passes:

(No zones reported)



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 99

Expanded Results

Boston Reg Med Ctr - Wellington

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	12	1.8%	1.8%
One Day	40	6.1%	7.9%
Two Days	32	4.8%	12.7%
Three Days	40	6.1%	18.8%
Four Days	24	3.6%	22.4%
Five Days	363	55.1%	77.6%
Six Days	96	14.5%	92.1%
Seven Days	52	7.9%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	659	100.0%	100.0%
No Answer	12		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	76 12.7%	0 0.0%	0 0.0%	32	76 12.7%
Occasionally	0 0.0%	287 48.0%	28 4.7%	24	315 52.7%
Not at all	0 0.0%	12 2.0%	195 32.6%	0	207 34.7%
No Answer	0	0	16	0	
Sunday Total	76 12.7%	299 50.0%	223 37.3%		598 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 99

Expanded Results

Boston Reg Med Ctr - Wellington

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	183	27.4%	3.6
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	419	62.5%	5.0
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	56	8.3%	5.2
<i>Student</i>	16	2.4%	5.0
<i>Senior</i>	12	1.8%	4.0
<i>Disability</i>	28	4.2%	5.9
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	12	1.8%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	670	100.0%	4.7

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	271	40.5%	5.0
Student	0	0.0%	0.0
Senior	28	4.2%	4.1
Disability	40	6.0%	4.9
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	12	1.8%	6.0
Boat	0	0.0%	0.0
Local Bus	68	10.1%	5.7
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	419	62.5%	5.0

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	12	1.8%	6.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	12	1.8%	6.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 100

Expanded Results

Elm St - Wellington via Fellsway

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	6	1.8%	1.8%
One Day	0	0.0%	1.8%
Two Days	9	2.8%	4.7%
Three Days	50	14.8%	19.5%
Four Days	37	11.2%	30.7%
Five Days	170	50.8%	81.5%
Six Days	50	14.8%	96.3%
Seven Days	12	3.7%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	334	100.0%	100.0%
No Answer	12		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	43 15.0%	12 4.3%	0 0.0%	12	55 19.3%
Occasionally	0 0.0%	86 30.1%	16 5.4%	25	102 35.5%
Not at all	0 0.0%	6 2.1%	124 43.1%	6	130 45.2%
No Answer	0	6	0	9	
Sunday Total	43 15.0%	105 36.5%	139 48.5%		287 *

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

Fare Types and Pass Usage
Route: 100

Expanded Results

Elm St - Wellington via Fellsway
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	96	27.8%	4.1
Pay-per-ride CharlieTicket (paper)	6	1.8%	7.0
Monthly pass	204	58.8%	4.9
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	16	4.5%	5.2
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	9	2.7%	6.0
<i>Disability</i>	6	1.8%	4.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	25	7.1%	2.8
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	346	100.0%	4.6

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	151	43.7%	5.0
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
Inner Express Bus	34	9.8%	4.2
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	18	5.3%	5.3
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	204	58.8%	4.9

Zones Reported by Users of Zone Passes:

(No zones reported)



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 101

Expanded Results

Malden Ctr Station - Sullivan Sq via Winter Hill

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	94	3.8%	3.8%
One Day	38	1.5%	5.3%
Two Days	51	2.1%	7.4%
Three Days	115	4.6%	12.0%
Four Days	218	8.7%	20.7%
Five Days	1,391	55.8%	76.5%
Six Days	209	8.4%	84.9%
Seven Days	363	14.6%	99.5%
Only Visiting	13	0.5%	100.0%
TOTAL	2,492	100.0%	100.0%
No Answer	26		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	273 12.9%	179 8.4%	0 0.0%	85	452 21.3%
Occasionally	30 1.4%	857 40.4%	184 8.6%	154	1,071 50.4%
Not at all	26 1.2%	38 1.8%	537 25.3%	111	601 28.3%
No Answer	0	0	30	13	
Sunday Total	328 15.5%	1,075 50.6%	721 33.9%		2,124 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 101

Expanded Results

Malden Ctr Station - Sullivan Sq via Winter Hill

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	448	17.9%	4.4
Pay-per-ride CharlieTicket (paper)	68	2.7%	5.8
Monthly pass	1,608	64.2%	5.0
Full cash fare on-board bus	90	3.6%	5.3
Reduced fare	81	3.2%	3.3
<i>Student</i>	13	0.5%	7.0
<i>Senior</i>	26	1.0%	2.8
<i>Disability</i>	43	1.7%	2.4
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	209	8.3%	5.4
Other	0	0.0%	0.0
No Fare Payment Type Selected	13		
All Payment Types	2,504	100.0%	4.9

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	1,122	44.8%	4.9
Student	13	0.5%	5.0
Senior	111	4.4%	5.1
Disability	55	2.2%	5.0
Inner Express Bus	30	1.2%	5.0
Outer Express Bus	0	0.0%	0.0
Zone	13	0.5%	6.0
Boat	0	0.0%	0.0
Local Bus	265	10.6%	5.1
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,608	64.2%	5.0

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	13	0.5%	6.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	13	0.5%	6.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 104

Expanded Results

Malden Ctr Station - Sullivan Sq via Ferry

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	58	2.8%	2.8%
One Day	0	0.0%	2.8%
Two Days	86	4.2%	7.0%
Three Days	142	7.0%	14.0%
Four Days	86	4.2%	18.2%
Five Days	1,013	49.6%	67.7%
Six Days	316	15.5%	83.2%
Seven Days	314	15.4%	98.6%
Only Visiting	29	1.4%	100.0%
TOTAL	2,044	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	456 25.2%	87 4.8%	29 1.6%	87	573 31.6%
Occasionally	0 0.0%	574 31.7%	177 9.7%	115	750 41.4%
Not at all	0 0.0%	29 1.6%	460 25.4%	29	489 27.0%
No Answer	0	0	0	0	
Sunday Total	456 25.2%	690 38.1%	666 36.7%		1,812 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 104

Expanded Results

Malden Ctr Station - Sullivan Sq via Ferry

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	433	21.5%	4.4
Pay-per-ride CharlieTicket (paper)	115	5.7%	5.3
Monthly pass	1,238	61.4%	5.1
Full cash fare on-board bus	28	1.4%	3.0
Reduced fare	86	4.3%	6.0
<i>Student</i>	29	1.5%	5.0
<i>Senior</i>	28	1.4%	6.0
<i>Disability</i>	28	1.4%	7.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	115	5.7%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	28		
All Payment Types	2,016	100.0%	5.0

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	982	48.7%	5.3
Student	0	0.0%	0.0
Senior	58	2.9%	2.5
Disability	56	2.8%	5.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	29	1.5%	5.0
Boat	0	0.0%	0.0
Local Bus	113	5.6%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,238	61.4%	5.1

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	29	1.5%	5.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	29	1.5%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 105

Expanded Results

Malden Ctr Station - Sullivan Sq via Newland St Housing

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	29	5.3%	5.3%
One Day	6	1.0%	6.4%
Two Days	18	3.3%	9.6%
Three Days	36	6.5%	16.1%
Four Days	41	7.4%	23.5%
Five Days	251	45.3%	68.9%
Six Days	83	15.0%	83.9%
Seven Days	89	16.1%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	553	100.0%	100.0%
No Answer	18		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	120 22.6%	65 12.2%	6 1.1%	18	190 35.9%
Occasionally	6 1.1%	184 34.8%	24 4.5%	18	214 40.4%
Not at all	0 0.0%	6 1.1%	120 22.6%	6	125 23.7%
No Answer	0	0	0	0	
Sunday Total	125 23.7%	255 48.1%	149 28.2%		529 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 105

Expanded Results

Malden Ctr Station - Sullivan Sq via Newland St Housing

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	120	21.0%	4.4
Pay-per-ride CharlieTicket (paper)	36	6.3%	5.8
Monthly pass	249	43.6%	5.2
Full cash fare on-board bus	11	2.0%	2.3
Reduced fare	76	13.3%	4.5
<i>Student</i>	11	2.0%	5.5
<i>Senior</i>	29	5.2%	4.5
<i>Disability</i>	35	6.2%	4.2
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	6	1.0%	5.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	73	12.8%	5.2
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	571	100.0%	4.9

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	168	29.4%	4.8
Student	0	0.0%	0.0
Senior	17	3.0%	6.3
Disability	11	2.0%	5.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	29	5.2%	5.6
No Pass Selected	23	4.0%	6.3
Total Riders Using Monthly Passes	249	43.6%	5.2

Zones Reported by Users of Zone Passes:

(No zones reported)



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 106

Expanded Results

Lebanon St/Franklin St - Wellington Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	58	4.4%	4.4%
One Day	36	2.7%	7.1%
Two Days	72	5.4%	12.5%
Three Days	157	11.8%	24.2%
Four Days	90	6.7%	31.0%
Five Days	462	34.7%	65.7%
Six Days	247	18.5%	84.2%
Seven Days	211	15.8%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	1,333	100.0%	100.0%
No Answer	49		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	206 18.0%	40 3.5%	13 1.2%	36	260 22.7%
Occasionally	0 0.0%	421 36.7%	112 9.8%	85	533 46.5%
Not at all	0 0.0%	22 2.0%	332 28.9%	13	354 30.9%
No Answer	27	13	0	58	
Sunday Total	206 18.0%	484 42.2%	457 39.8%		1,148 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 106

Expanded Results

Lebanon St/Franklin St - Wellington Station

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	332	24.3%	4.1
Pay-per-ride CharlieTicket (paper)	13	1.0%	0.0
Monthly pass	731	53.4%	5.1
Full cash fare on-board bus	85	6.2%	3.4
Reduced fare	63	4.6%	4.9
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	49	3.6%	4.6
<i>Disability</i>	13	1.0%	6.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	144	10.5%	4.8
Other	0	0.0%	0.0
No Fare Payment Type Selected	13		
All Payment Types	1,368	100.0%	4.7

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	529	38.7%	4.8
Student	0	0.0%	0.0
Senior	54	3.9%	4.5
Disability	13	1.0%	5.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	13	1.0%	5.0
Zone	13	1.0%	5.0
Boat	0	0.0%	0.0
Local Bus	108	7.9%	6.9
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	731	53.4%	5.1

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	13	1.0%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	13	1.0%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 108

Expanded Results

Linden Sq - Wellington Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	102	5.9%	5.9%
One Day	0	0.0%	5.9%
Two Days	118	6.8%	12.7%
Three Days	160	9.2%	21.9%
Four Days	51	3.0%	24.9%
Five Days	688	39.8%	64.7%
Six Days	220	12.7%	77.5%
Seven Days	372	21.5%	99.0%
Only Visiting	17	1.0%	100.0%
TOTAL	1,728	100.0%	100.0%
No Answer	42		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	372 24.5%	85 5.6%	17 1.1%	50	474 31.3%
Occasionally	0 0.0%	500 33.0%	162 10.7%	103	661 43.6%
Not at all	0 0.0%	17 1.1%	363 23.9%	0	380 25.1%
No Answer	17	0	0	84	
Sunday Total	372 24.5%	602 39.7%	542 35.7%		1,516 *

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

Fare Types and Pass Usage
Route: 108

Expanded Results

Linden Sq - Wellington Station
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	186	10.6%	4.4
Pay-per-ride CharlieTicket (paper)	128	7.3%	4.4
Monthly pass	1,051	60.0%	5.0
Full cash fare on-board bus	50	2.9%	4.0
Reduced fare	194	11.1%	4.4
<i>Student</i>	50	2.9%	6.5
<i>Senior</i>	59	3.4%	4.4
<i>Disability</i>	84	4.8%	3.2
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	144	8.2%	5.8
Other	0	0.0%	0.0
No Fare Payment Type Selected	17		
All Payment Types	1,753	100.0%	4.9

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	654	37.3%	5.2
Student	25	1.4%	6.0
Senior	110	6.3%	4.9
Disability	42	2.4%	2.0
Inner Express Bus	84	4.8%	5.6
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	136	7.7%	4.9
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,051	60.0%	5.0

Zones Reported by Users of Zone Passes:

(No zones reported)



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 109

Expanded Results

Linden Sq - Sullivan Sq

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	94	5.9%	5.9%
One Day	18	1.1%	7.0%
Two Days	58	3.6%	10.6%
Three Days	178	11.1%	21.7%
Four Days	115	7.2%	28.9%
Five Days	772	48.2%	77.1%
Six Days	212	13.2%	90.4%
Seven Days	136	8.5%	98.9%
Only Visiting	18	1.1%	100.0%
TOTAL	1,601	100.0%	100.0%
No Answer	39		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	254 18.9%	131 9.7%	0 0.0%	39	385 28.7%
Occasionally	18 1.4%	491 36.6%	100 7.4%	133	609 45.4%
Not at all	0 0.0%	0 0.0%	348 25.9%	0	348 25.9%
No Answer	0	0	21	105	
Sunday Total	272 20.3%	622 46.4%	448 33.4%		1,342 *

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

Fare Types and Pass Usage
Route: 109

Expanded Results

Linden Sq - Sullivan Sq
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	505	30.8%	4.4
Pay-per-ride CharlieTicket (paper)	60	3.7%	5.3
Monthly pass	900	54.8%	4.6
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	0	0.0%	0.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	157	9.6%	5.1
Other	18	1.1%	4.0
No Fare Payment Type Selected	0		
All Payment Types	1,641	100.0%	4.6

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	531	32.3%	4.6
Student	42	2.6%	5.0
Senior	42	2.6%	5.0
Disability	81	5.0%	3.8
Inner Express Bus	18	1.1%	5.0
Outer Express Bus	0	0.0%	0.0
Zone	18	1.1%	5.0
Boat	0	0.0%	0.0
Local Bus	167	10.2%	4.7
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	900	54.8%	4.6

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	18	1.1%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	18	1.1%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 110

Expanded Results

Wonderland - Wellington

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	31	3.0%	3.0%
One Day	11	1.0%	4.0%
Two Days	30	2.9%	6.9%
Three Days	110	10.5%	17.4%
Four Days	95	9.1%	26.6%
Five Days	521	49.9%	76.4%
Six Days	131	12.5%	88.9%
Seven Days	116	11.1%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	1,045	100.0%	100.0%
No Answer	33		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	161 18.8%	22 2.5%	30 3.5%	79	212 24.8%
Occasionally	0 0.0%	329 38.5%	50 5.9%	105	380 44.4%
Not at all	0 0.0%	0 0.0%	263 30.7%	10	263 30.7%
No Answer	10	0	10	11	
Sunday Total	161 18.8%	351 41.1%	343 40.1%		855 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 110

Expanded Results

Wonderland - Wellington

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	346	32.4%	5.0
Pay-per-ride CharlieTicket (paper)	50	4.7%	4.2
Monthly pass	505	47.3%	4.8
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	74	6.9%	2.7
<i>Student</i>	10	0.9%	5.0
<i>Senior</i>	10	0.9%	0.5
<i>Disability</i>	54	5.1%	2.6
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	11	1.0%	4.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	82	7.7%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	11		
All Payment Types	1,067	100.0%	4.8

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	374	35.1%	4.8
Student	0	0.0%	0.0
Senior	30	2.8%	5.0
Disability	50	4.7%	3.5
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	10	0.9%	5.0
Boat	0	0.0%	0.0
Local Bus	41	3.8%	5.7
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	505	47.3%	4.8

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	10	0.9%	5.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	10	0.9%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 111

Expanded Results

Woodlawn - Haymarket

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	282	6.7%	6.7%
One Day	41	1.0%	7.6%
Two Days	0	0.0%	7.6%
Three Days	199	4.7%	12.3%
Four Days	359	8.5%	20.8%
Five Days	2,200	51.9%	72.7%
Six Days	599	14.1%	86.8%
Seven Days	560	13.2%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	4,240	100.0%	100.0%
No Answer	82		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	597 15.7%	358 9.4%	80 2.1%	199	1,036 27.3%
Occasionally	79 2.1%	1,202 31.6%	197 5.2%	243	1,477 38.9%
Not at all	0 0.0%	0 0.0%	1,285 33.8%	41	1,285 33.8%
No Answer	0	0	0	41	
Sunday Total	676 17.8%	1,559 41.1%	1,563 41.1%		3,798 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 111

Expanded Results

Woodlawn - Haymarket

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	681	15.8%	4.6
Pay-per-ride CharlieTicket (paper)	200	4.6%	4.7
Monthly pass	2,800	64.8%	5.0
Full cash fare on-board bus	118	2.7%	4.0
Reduced fare	0	0.0%	0.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	41	0.9%	5.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	402	9.3%	5.1
Other	79	1.8%	5.0
No Fare Payment Type Selected	0		
All Payment Types	4,322	100.0%	4.9

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	1,441	33.3%	4.9
Student	80	1.9%	6.0
Senior	118	2.7%	4.7
Disability	123	2.8%	5.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	241	5.6%	5.0
Zone	241	5.6%	4.1
Boat	0	0.0%	0.0
Local Bus	555	12.8%	5.4
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,800	64.8%	5.0

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	39	0.9%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	121	2.8%	3.1
5	41	0.9%	5.0
6	39	0.9%	5.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	241	5.6%	4.1

Bus Usage Rates
Route: 112

Expanded Results

Wellington - Wood Island
Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	55	6.2%	6.2%
One Day	38	4.4%	10.6%
Two Days	22	2.5%	13.1%
Three Days	55	6.2%	19.3%
Four Days	87	9.9%	29.2%
Five Days	412	46.7%	75.8%
Six Days	104	11.8%	87.6%
Seven Days	110	12.4%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	883	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	77 11.3%	49 7.2%	0 0.0%	38	126 18.5%
Occasionally	0 0.0%	252 37.1%	55 8.1%	38	306 45.1%
Not at all	0 0.0%	0 0.0%	247 36.4%	16	247 36.4%
No Answer	22	0	0	88	
Sunday Total	77 11.3%	301 44.3%	302 44.4%		679 *

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

Fare Types and Pass Usage
Route: 112

Expanded Results

Wellington - Wood Island
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	198	23.0%	5.0
Pay-per-ride CharlieTicket (paper)	22	2.6%	5.0
Monthly pass	405	47.1%	4.7
Full cash fare on-board bus	16	1.9%	3.0
Reduced fare	164	19.1%	4.4
<i>Student</i>	49	5.7%	5.3
<i>Senior</i>	55	6.4%	2.6
<i>Disability</i>	61	7.0%	5.3
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	55	6.4%	3.5
Other	0	0.0%	0.0
No Fare Payment Type Selected	22		
All Payment Types	861	100.0%	4.6

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	197	22.9%	4.0
Student	0	0.0%	0.0
Senior	61	7.0%	5.5
Disability	16	1.9%	7.0
Inner Express Bus	16	1.9%	7.0
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	115	13.4%	4.9
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	405	47.1%	4.7

Zones Reported by Users of Zone Passes:

(No zones reported)



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 131

Expanded Results

Melrose Highlands - Malden Ctr Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	0	0.0%	0.0%
One Day	3	0.9%	0.9%
Two Days	9	2.6%	3.4%
Three Days	29	8.6%	12.0%
Four Days	26	7.7%	19.7%
Five Days	268	78.6%	98.3%
Six Days	0	0.0%	98.3%
Seven Days	6	1.7%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	341	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	3 1.0%	0 0.0%	3 1.0%	3	6 2.0%
Occasionally	0 0.0%	18 6.1%	12 4.1%	3	29 10.2%
Not at all	0 0.0%	0 0.0%	251 87.7%	41	251 87.7%
No Answer	0	0	0	9	
Sunday Total	3 1.0%	18 6.1%	265 92.9%		286 *

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

Fare Types and Pass Usage
Route: 131

Expanded Results

Melrose Highlands - Malden Ctr Station
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	64	18.8%	4.4
Pay-per-ride CharlieTicket (paper)	6	1.7%	4.0
Monthly pass	249	73.1%	4.8
Full cash fare on-board bus	3	0.9%	4.0
Reduced fare	16	4.7%	5.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	16	4.7%	5.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	3	0.9%	5.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	341	100.0%	4.7

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	217	63.7%	4.8
Student	0	0.0%	0.0
Senior	3	0.9%	2.0
Disability	0	0.0%	0.0
Inner Express Bus	3	0.9%	5.0
Outer Express Bus	0	0.0%	0.0
Zone	20	6.0%	4.0
Boat	0	0.0%	0.0
Local Bus	6	1.7%	6.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	249	73.1%	4.8

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	15	4.3%	4.0
2	3	0.9%	5.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	3	0.9%	3.0
Total Riders Using Zone Passes	20	6.0%	4.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 132

Expanded Results

Redstone Shopping Ctr - Malden Ctr Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	12	3.6%	3.6%
One Day	0	0.0%	3.6%
Two Days	8	2.5%	6.0%
Three Days	29	8.5%	14.6%
Four Days	17	4.9%	19.5%
Five Days	189	56.3%	75.8%
Six Days	44	13.2%	89.0%
Seven Days	37	11.0%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	336	100.0%	100.0%
No Answer	25		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	12 4.9%	8 3.4%	0 0.0%	90	20 8.2%
Occasionally	0 0.0%	42 16.9%	57 23.2%	17	99 40.1%
Not at all	0 0.0%	0 0.0%	127 51.7%	0	127 51.7%
No Answer	0	0	0	8	
Sunday Total	12 4.9%	50 20.2%	185 74.9%		247 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 132

Expanded Results

Redstone Shopping Ctr - Malden Ctr Station

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	50	14.6%	4.8
Pay-per-ride CharlieTicket (paper)	8	2.4%	7.0
Monthly pass	213	62.6%	4.5
Full cash fare on-board bus	12	3.5%	7.0
Reduced fare	29	8.4%	5.6
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	17	4.9%	5.0
<i>Disability</i>	12	3.5%	6.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	8	2.4%	7.0
7-Day LinkPass	20	6.0%	5.8
Other	0	0.0%	0.0
No Fare Payment Type Selected	20		
All Payment Types	341	100.0%	4.9

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	131	38.5%	4.8
Student	0	0.0%	0.0
Senior	8	2.4%	5.0
Disability	12	3.5%	0.5
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	42	12.2%	4.0
Boat	0	0.0%	0.0
Local Bus	20	6.0%	6.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	213	62.6%	4.5

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	17	4.9%	5.0
1	17	4.9%	3.5
2	8	2.4%	3.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	42	12.2%	4.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 134

Expanded Results

North Woburn - Wellington

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	163	14.6%	14.6%
One Day	47	4.2%	18.8%
Two Days	144	12.9%	31.7%
Three Days	90	8.1%	39.8%
Four Days	116	10.4%	50.2%
Five Days	369	33.0%	83.2%
Six Days	72	6.5%	89.6%
Seven Days	116	10.4%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	1,117	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	141 15.2%	94 10.1%	22 2.4%	47	256 27.7%
Occasionally	47 5.1%	322 34.8%	94 10.1%	119	462 50.0%
Not at all	0 0.0%	0 0.0%	206 22.3%	0	206 22.3%
No Answer	0	0	25	0	
Sunday Total	188 20.3%	416 44.9%	322 34.8%		925 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 134

Expanded Results

North Woburn - Wellington

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	528	47.3%	3.1
Pay-per-ride CharlieTicket (paper)	25	2.3%	7.0
Monthly pass	282	25.2%	4.2
Full cash fare on-board bus	90	8.1%	4.7
Reduced fare	90	8.1%	3.9
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	22	2.0%	0.5
<i>Disability</i>	69	6.2%	5.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	101	9.0%	4.5
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	1,116	100.0%	3.8

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	188	16.8%	4.3
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	22	2.0%	5.0
Boat	0	0.0%	0.0
Local Bus	72	6.5%	3.8
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	282	25.2%	4.2

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	22	2.0%	5.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	22	2.0%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 136

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	39	5.6%	5.6%
One Day	25	3.6%	9.2%
Two Days	39	5.6%	14.8%
Three Days	60	8.5%	23.2%
Four Days	60	8.5%	31.7%
Five Days	366	52.0%	83.7%
Six Days	34	4.8%	88.6%
Seven Days	75	10.7%	99.3%
Only Visiting	5	0.7%	100.0%
TOTAL	703	100.0%	100.0%
No Answer	5		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	56 9.7%	0 0.0%	29 5.0%	15	86 14.7%
Occasionally	0 0.0%	70 12.0%	110 19.0%	101	180 30.9%
Not at all	0 0.0%	0 0.0%	317 54.4%	5	317 54.4%
No Answer	0	0	0	5	
Sunday Total	56 9.7%	70 12.0%	456 78.3%		582 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 136

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	205	28.9%	4.2
Pay-per-ride CharlieTicket (paper)	19	2.7%	5.9
Monthly pass	423	59.8%	4.6
Full cash fare on-board bus	10	1.4%	0.5
Reduced fare	38	5.3%	2.9
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	14	1.9%	0.5
<i>Disability</i>	24	3.4%	4.3
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	14	1.9%	7.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	708	100.0%	4.4

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	287	40.5%	4.5
Student	5	0.7%	5.0
Senior	41	5.8%	4.3
Disability	20	2.9%	4.9
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	41	5.7%	4.4
Boat	0	0.0%	0.0
Local Bus	29	4.1%	5.9
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	423	59.8%	4.6

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	5	0.7%	5.0
1	15	2.2%	4.3
2	20	2.9%	4.3
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	41	5.7%	4.4



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 137

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	10	2.2%	2.2%
One Day	10	2.2%	4.4%
Two Days	20	4.4%	8.8%
Three Days	43	9.3%	18.1%
Four Days	70	15.2%	33.4%
Five Days	216	47.0%	80.3%
Six Days	67	14.5%	94.8%
Seven Days	10	2.2%	97.0%
Only Visiting	14	3.0%	100.0%
TOTAL	460	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	0 0.0%	5 1.2%	109 24.9%	5	115 26.0%
Occasionally	0 0.0%	10 2.3%	130 29.5%	10	140 31.8%
Not at all	0 0.0%	0 0.0%	186 42.2%	0	186 42.2%
No Answer	0	0	0	5	
Sunday Total	0 0.0%	15 3.5%	425 96.5%		440 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 137

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	167	36.4%	4.4
Pay-per-ride CharlieTicket (paper)	27	6.0%	3.0
Monthly pass	242	52.5%	4.7
Full cash fare on-board bus	5	1.1%	5.0
Reduced fare	19	4.1%	4.3
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	19	4.1%	4.3
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	461	100.0%	4.5

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	150	32.5%	4.5
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	19	4.1%	5.3
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	44	9.6%	5.2
Boat	0	0.0%	0.0
Local Bus	29	6.3%	4.8
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	242	52.5%	4.7

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	0	0.0%	0.0
2	44	9.6%	5.2
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	44	9.6%	5.2



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 325

Expanded Results

Elm St - Haymarket Station

Inbound

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	0	0.0%	0.0%
One Day	0	0.0%	0.0%
Two Days	0	0.0%	0.0%
Three Days	17	10.0%	10.0%
Four Days	10	6.0%	16.0%
Five Days	139	84.0%	100.0%
Six Days	0	0.0%	100.0%
Seven Days	0	0.0%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	166	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	0 0.0%	0 0.0%	0 0.0%	0	0 0.0%
Occasionally	0 0.0%	3 2.0%	3 2.0%	0	7 4.0%
Not at all	0 0.0%	0 0.0%	159 96.0%	0	159 96.0%
No Answer	0	0	0	0	
Sunday Total	0 0.0%	3 2.0%	163 98.0%		166 *

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

Fare Types and Pass Usage
Route: 325

Expanded Results

Elm St - Haymarket Station
Inbound
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	30	18.0%	4.1
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	133	80.0%	4.9
Full cash fare on-board bus	3	2.0%	3.0
Reduced fare	0	0.0%	0.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	166	100.0%	4.7

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	10	6.0%	5.0
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
Inner Express Bus	120	72.0%	4.9
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	3	2.0%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	133	80.0%	4.9

Zones Reported by Users of Zone Passes:

(No zones reported)



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 326

Expanded Results

West Medford - Haymarket Station

Inbound

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	0	0.0%	0.0%
One Day	4	2.1%	2.1%
Two Days	0	0.0%	2.1%
Three Days	8	4.1%	6.2%
Four Days	12	6.2%	12.4%
Five Days	172	87.6%	100.0%
Six Days	0	0.0%	100.0%
Seven Days	0	0.0%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	196	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	0 0.0%	0 0.0%	0 0.0%	2	0 0.0%
Occasionally	0 0.0%	4 2.1%	0 0.0%	0	4 2.1%
Not at all	0 0.0%	0 0.0%	186 97.9%	2	186 97.9%
No Answer	0	0	0	2	
Sunday Total	0 0.0%	4 2.1%	186 97.9%		190 *

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

Fare Types and Pass Usage
Route: 326

Expanded Results

West Medford - Haymarket Station
Inbound
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	34	17.5%	4.4
Pay-per-ride CharlieTicket (paper)	2	1.0%	5.0
Monthly pass	158	80.4%	4.8
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	2	1.0%	5.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	2	1.0%	5.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	196	100.0%	4.8

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	2	1.0%	5.0
Student	0	0.0%	0.0
Senior	2	1.0%	5.0
Disability	0	0.0%	0.0
Inner Express Bus	137	70.1%	4.9
Outer Express Bus	0	0.0%	0.0
Zone	4	2.1%	3.0
Boat	0	0.0%	0.0
Local Bus	12	6.2%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	158	80.4%	4.8

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	2	1.0%	1.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	2	1.0%	5.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	4	2.1%	3.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 352

Expanded Results

Burlington - State St Boston

Inbound

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	9	5.8%	5.8%
One Day	0	0.0%	5.8%
Two Days	2	1.4%	7.2%
Three Days	9	5.8%	13.0%
Four Days	19	11.6%	24.6%
Five Days	122	75.4%	100.0%
Six Days	0	0.0%	100.0%
Seven Days	0	0.0%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	161	100.0%	100.0%
No Answer	2		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	2 1.6%	0 0.0%	0 0.0%	0	2 1.6%
Occasionally	0 0.0%	5 3.3%	9 6.6%	7	14 9.8%
Not at all	0 0.0%	0 0.0%	127 88.5%	9	127 88.5%
No Answer	0	0	0	5	
Sunday Total	2 1.6%	5 3.3%	136 95.1%		143 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 352

Expanded Results

Burlington - State St Boston

Inbound

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	30	18.6%	3.4
Pay-per-ride CharlieTicket (paper)	2	1.4%	5.0
Monthly pass	127	77.1%	4.8
Full cash fare on-board bus	2	1.4%	0.5
Reduced fare	2	1.4%	5.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	2	1.4%	5.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	164	100.0%	4.5

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	9	5.7%	5.0
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	91	55.7%	4.9
Zone	7	4.3%	5.0
Boat	0	0.0%	0.0
Local Bus	19	11.4%	4.1
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	127	77.1%	4.8

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	0	0.0%	0.0
2	5	2.9%	5.0
3	2	1.4%	5.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	7	4.3%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 354

Expanded Results

Woburn Line - State St Boston

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	16	3.8%	3.8%
One Day	10	2.3%	6.0%
Two Days	6	1.3%	7.3%
Three Days	16	3.8%	11.1%
Four Days	34	8.0%	19.1%
Five Days	335	78.3%	97.4%
Six Days	0	0.0%	97.4%
Seven Days	0	0.0%	97.4%
Only Visiting	11	2.6%	100.0%
TOTAL	428	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	0 0.0%	0 0.0%	0 0.0%	0	0 0.0%
Occasionally	0 0.0%	17 4.0%	36 8.5%	0	52 12.5%
Not at all	0 0.0%	0 0.0%	365 87.5%	0	365 87.5%
No Answer	0	0	0	10	
Sunday Total	0 0.0%	17 4.0%	401 96.0%		418 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 354

Expanded Results

Woburn Line - State St Boston

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	56	13.2%	3.9
Pay-per-ride CharlieTicket (paper)	11	2.6%	0.0
Monthly pass	334	78.1%	4.7
Full cash fare on-board bus	10	2.4%	3.1
Reduced fare	10	2.4%	3.9
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	5	1.1%	5.0
<i>Disability</i>	6	1.3%	3.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	5	1.1%	4.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	428	100.0%	4.5

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	25	5.9%	3.9
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	10	2.3%	3.0
Inner Express Bus	10	2.3%	5.0
Outer Express Bus	205	47.9%	5.0
Zone	36	8.5%	3.9
Boat	0	0.0%	0.0
Local Bus	49	11.4%	4.9
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	334	78.1%	4.7

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	10	2.3%	5.0
2	21	4.9%	4.3
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	6	1.3%	0.5
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	36	8.5%	3.9



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 411

Expanded Results

Malden Ctr Station - Jack Satter House Revere

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	20	3.6%	3.6%
One Day	0	0.0%	3.6%
Two Days	20	3.6%	7.2%
Three Days	10	1.8%	9.0%
Four Days	111	20.3%	29.3%
Five Days	228	42.0%	71.3%
Six Days	72	13.2%	84.4%
Seven Days	85	15.6%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	546	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	72 16.8%	0 0.0%	94 22.1%	42	166 38.9%
Occasionally	0 0.0%	39 9.2%	114 26.7%	52	153 35.9%
Not at all	0 0.0%	0 0.0%	108 25.2%	0	108 25.2%
No Answer	0	0	0	23	
Sunday Total	72 16.8%	39 9.2%	316 74.0%		427 *

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

Fare Types and Pass Usage
Route: 411

Expanded Results

Malden Ctr Station - Jack Satter House Revere
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	114	21.3%	4.5
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	368	68.9%	5.0
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	23	4.3%	4.0
<i>Student</i>	23	4.3%	4.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	29	5.5%	5.7
Other	0	0.0%	0.0
No Fare Payment Type Selected	10		
All Payment Types	534	100.0%	4.9

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	228	42.7%	4.8
Student	10	1.8%	5.0
Senior	46	8.5%	6.5
Disability	23	4.3%	4.0
Inner Express Bus	20	3.7%	5.0
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	42	7.9%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	368	68.9%	5.0

Zones Reported by Users of Zone Passes:

(No zones reported)



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 430

Expanded Results

Saugus Ctr - Malden Ctr Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	31	5.5%	5.5%
One Day	31	5.5%	11.0%
Two Days	0	0.0%	11.0%
Three Days	106	18.7%	29.7%
Four Days	73	12.9%	42.6%
Five Days	216	38.3%	81.0%
Six Days	107	19.0%	100.0%
Seven Days	0	0.0%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	564	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	0 0.0%	0 0.0%	64 16.6%	53	64 16.6%
Occasionally	0 0.0%	11 2.8%	191 49.8%	106	202 52.6%
Not at all	0 0.0%	0 0.0%	118 30.8%	22	118 30.8%
No Answer	0	0	0	0	
Sunday Total	0 0.0%	11 2.8%	373 97.2%		384 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 430

Expanded Results

Saugus Ctr - Malden Ctr Station

Both Directions

Usage Rates by Fare Type:

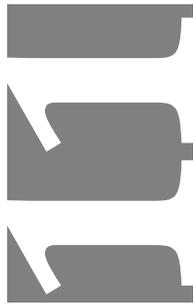
Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	116	20.7%	3.4
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	382	67.8%	4.4
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	22	3.9%	3.5
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	11	1.9%	3.0
<i>Disability</i>	11	1.9%	4.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	44	7.7%	5.5
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	564	100.0%	4.2

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	224	39.7%	4.7
Student	0	0.0%	0.0
Senior	31	5.5%	0.5
Disability	11	1.9%	5.0
Inner Express Bus	33	5.8%	4.3
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	84	14.9%	4.9
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	382	67.8%	4.4

Zones Reported by Users of Zone Passes:

(No zones reported)



Vehicle Availability

The four types of data presented in this chapter describe the potential for riders on Charlestown and Fellsway Garage bus routes to have used personal vehicles (autos, trucks, or motorcycles) as alternatives to the trips they were making when surveyed. More specifically, the survey asked whether or not riders were licensed to drive, how many vehicles were owned by the riders' households, and whether these vehicles were available for use by the riders. Per capita vehicle ownership was calculated from the answers to the household vehicle ownership question and the household size question (for the latter, see Chapter 9).

Tables (at the end of the chapter) present these data by bus route. For each route, four tables presenting the four respective types of data are grouped on a single page. The data for each route are based on the survey responses from passengers who rode some portion of that route. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Charlestown and Fellsway Garages as a whole. It includes tables and discussion.

11.1 LICENSED DRIVERS

11.1.1 DESCRIPTION OF TABLE

Each bus route's table on licensed drivers shows both the numbers and percentages of the route's riders who are licensed and not licensed to drive a vehicle. Also shown is the number of survey respondents who did not answer the question; however, the percentages in the table exclude riders who did not respond.

11.1.2 OVERVIEW OF RESULTS

For all Charlestown and Fellsway Garage bus routes combined, 72% of survey respondents were licensed to drive. The lowest percentages of riders with licenses were on Routes 112 (52%), 109 (57%), and 411 (58%). The highest percentages were on Routes 352 (99%), 131 (98%), and 326 (97%).

11.2 USABLE VEHICLES PER HOUSEHOLD

11.2.1 DESCRIPTION OF TABLE

Each bus route's table showing usable vehicles per household summarizes the results of survey question 15a, which asked how many usable vehicles (including autos, trucks, and motorcycles) riders' households had. Respondents could check one of four boxes that corresponded to zero, one, two, and three or more vehicles. The table shows the number and percentage of riders who checked each choice. Riders who did not answer this question are not counted in the percentages.

11.2.2 OVERVIEW OF RESULTS

The number of vehicles owned per household generally correlates with each bus route's respective rate of licensed drivers. The highest percentages of riders with two or more household vehicles were on Routes 352 (80%), 326 (53%), and 325 (48%). The bus routes with the highest percentages of riders with no household vehicle were Routes 112 (58%), 134 (50%), and 137 (49%).

11.3 RIDERS WITH A HOUSEHOLD VEHICLE AVAILABLE FOR THE TRIP

11.3.1 DESCRIPTION OF TABLE

Each bus route's table on vehicle availability for the surveyed trip summarizes the results for question 15b, which asked if the rider could have used a household vehicle instead of riding the surveyed bus route on the day of the survey. The numbers and percentages of riders who responded "yes" and "no" to the question are shown in the table. Riders who did not answer the question were not counted in the percentages.

11.3.2 OVERVIEW OF RESULTS

The bus routes with the highest percentages of riders with an available vehicle were Routes 325 (76%), 326 (66%), and 352 (65%). These riders most likely used the surveyed bus route by choice, since they did not use their available vehicles instead. The bus routes with the lowest percentages of vehicle availability were Routes 90 (16%), 112 (17%), and 137 (20%).

11.4 VEHICLES OWNED PER CAPITA

11.4.1 DESCRIPTION OF TABLE

For each bus route's table on per capita vehicle ownership in the survey respondents' households, that rate was calculated by dividing the number of usable household vehicles reported in question 15a by the household size reported in question 18. The table presents six ownership ranges: no vehicles, 0.01 to 0.49 vehicles, 0.50 to 0.99 vehicles, 1.00 to 1.49 vehicles, 1.5 to 1.99

vehicles, and 2 or more vehicles. For each range, the table shows the number and percent of riders; it also gives the cumulative percentages that result as one adds each category of user to the ones preceding it in the table. Riders who did not answer both question 15a and question 18a were not included in the calculations.

11.4.2 OVERVIEW OF RESULTS

The highest percentages of riders from households with 1.0 or more vehicles per capita were Routes 325 (48%), 326 (45%), and 131 (40%). The highest percentages of riders from households with no vehicles were Routes 137 (49%), 91 (50%), and 112 (54%).

Although households with no vehicles would also have no vehicles per capita, the latter value in this table differs slightly from the value for the former (in a preceding table), because some riders who reported that their household had no vehicles did not answer the household size question (and therefore are not included in the present table, as has been explained).

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 89

Expanded Results

Davis Sq or Clarendon Hill - Sullivan Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,604	77.3%
Not Licensed	471	22.7%
TOTAL	2,075	100.0%
No Answer	47	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	883	43.2%
1 vehicle	825	40.3%
2 vehicles	178	8.7%
3 or more vehicles	160	7.8%
TOTAL	2,045	100.0%
No Answer	77	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	672	32.9%
No	1,372	67.1%
TOTAL	2,045	100.0%
No Answer	77	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	868	42.8%	42.8%
0.01 to 0.49 vehicles	317	15.6%	58.4%
0.50 to 0.99 vehicles	557	27.4%	85.8%
1.00 to 1.49 vehicles	240	11.8%	97.6%
1.50 to 1.99 vehicles	32	1.6%	99.2%
2 or more vehicles	16	0.8%	100.0%
TOTAL RESPONSES	2,029		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 90

Expanded Results

Davis Station - Wellington via Sullivan Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	349	57.6%
Not Licensed	257	42.4%
TOTAL	606	100.0%
No Answer	18	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	275	44.5%
1 vehicle	264	42.9%
2 vehicles	64	10.3%
3 or more vehicles	14	2.3%
TOTAL	617	100.0%
No Answer	7	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	99	16.2%
No	511	83.8%
TOTAL	610	100.0%
No Answer	14	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	268	46.0%	46.0%
0.01 to 0.49 vehicles	113	19.4%	65.4%
0.50 to 0.99 vehicles	138	23.7%	89.1%
1.00 to 1.49 vehicles	64	10.9%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	582		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 91

Expanded Results

Central Sq Cambridge - Sullivan Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	697	80.0%
Not Licensed	174	20.0%
TOTAL	871	100.0%
No Answer	72	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	428	49.1%
1 vehicle	299	34.3%
2 vehicles	130	14.9%
3 or more vehicles	15	1.7%
TOTAL	871	100.0%
No Answer	72	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	245	28.1%
No	627	71.9%
TOTAL	871	100.0%
No Answer	72	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	414	49.9%	49.9%
0.01 to 0.49 vehicles	69	8.3%	58.3%
0.50 to 0.99 vehicles	227	27.4%	85.7%
1.00 to 1.49 vehicles	119	14.3%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	829		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 92

Expanded Results

Sullivan Station - Haymarket via Main St

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	481	73.8%
Not Licensed	171	26.2%
TOTAL	653	100.0%
No Answer	12	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	197	32.1%
1 vehicle	314	51.1%
2 vehicles	78	12.6%
3 or more vehicles	26	4.2%
TOTAL	614	100.0%
No Answer	51	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	283	42.5%
No	382	57.5%
TOTAL	665	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	178	29.9%	29.9%
0.01 to 0.49 vehicles	114	19.2%	49.2%
0.50 to 0.99 vehicles	199	33.5%	82.6%
1.00 to 1.49 vehicles	97	16.3%	98.9%
1.50 to 1.99 vehicles	0	0.0%	98.9%
2 or more vehicles	6	1.1%	100.0%
TOTAL RESPONSES	595		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 93

Expanded Results

Sullivan Station - Haymarket via Bunker Hill

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,556	85.3%
Not Licensed	441	14.7%
TOTAL	2,997	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	1,431	48.5%
1 vehicle	1,212	41.0%
2 vehicles	310	10.5%
3 or more vehicles	0	0.0%
TOTAL	2,953	100.0%
No Answer	44	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,090	36.4%
No	1,907	63.6%
TOTAL	2,997	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,386	47.7%	47.7%
0.01 to 0.49 vehicles	283	9.7%	57.4%
0.50 to 0.99 vehicles	602	20.7%	78.1%
1.00 to 1.49 vehicles	638	21.9%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	2,908		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 94

Expanded Results

Medford Sq - Davis Sq

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	521	79.2%
Not Licensed	137	20.8%
TOTAL	658	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	274	43.1%
1 vehicle	181	28.5%
2 vehicles	137	21.6%
3 or more vehicles	44	6.9%
TOTAL	636	100.0%
No Answer	22	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	225	34.2%
No	433	65.8%
TOTAL	658	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	186	35.4%	35.4%
0.01 to 0.49 vehicles	82	15.6%	51.0%
0.50 to 0.99 vehicles	148	28.1%	79.2%
1.00 to 1.49 vehicles	110	20.8%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	526		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 95

Expanded Results

West Medford - Sullivan Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	467	60.9%
Not Licensed	300	39.1%
TOTAL	767	100.0%
No Answer	15	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	312	40.7%
1 vehicle	308	40.2%
2 vehicles	101	13.1%
3 or more vehicles	46	6.0%
TOTAL	767	100.0%
No Answer	15	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	166	21.6%
No	601	78.4%
TOTAL	767	100.0%
No Answer	15	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	302	41.0%	41.0%
0.01 to 0.49 vehicles	143	19.4%	60.3%
0.50 to 0.99 vehicles	208	28.2%	88.6%
1.00 to 1.49 vehicles	84	11.4%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	736		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 96

Expanded Results

Medford Sq - Harvard Sq

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	617	80.4%
Not Licensed	150	19.6%
TOTAL	768	100.0%
No Answer	14	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	250	32.5%
1 vehicle	407	53.0%
2 vehicles	97	12.6%
3 or more vehicles	14	1.9%
TOTAL	768	100.0%
No Answer	14	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	307	40.0%
No	460	60.0%
TOTAL	768	100.0%
No Answer	14	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	235	31.2%	31.2%
0.01 to 0.49 vehicles	160	21.3%	52.5%
0.50 to 0.99 vehicles	240	31.8%	84.3%
1.00 to 1.49 vehicles	111	14.8%	99.0%
1.50 to 1.99 vehicles	7	1.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	753		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 97

Expanded Results

Malden Ctr Station - Wellington

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	261	64.0%
Not Licensed	147	36.0%
TOTAL	408	100.0%
No Answer	14	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	165	41.9%
1 vehicle	146	37.0%
2 vehicles	69	17.6%
3 or more vehicles	14	3.5%
TOTAL	394	100.0%
No Answer	28	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	137	33.7%
No	271	66.3%
TOTAL	408	100.0%
No Answer	14	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	165	43.4%	43.4%
0.01 to 0.49 vehicles	54	14.3%	57.7%
0.50 to 0.99 vehicles	115	30.2%	88.0%
1.00 to 1.49 vehicles	46	12.0%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	380		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 99

Expanded Results

Boston Reg Med Ctr - Wellington

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	458	72.8%
Not Licensed	172	27.2%
TOTAL	630	100.0%
No Answer	40	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	255	38.8%
1 vehicle	251	38.2%
2 vehicles	112	17.0%
3 or more vehicles	40	6.1%
TOTAL	658	100.0%
No Answer	12	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	211	31.5%
No	459	68.5%
TOTAL	670	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	212	34.4%	34.4%
0.01 to 0.49 vehicles	155	25.3%	59.7%
0.50 to 0.99 vehicles	143	23.4%	83.1%
1.00 to 1.49 vehicles	104	16.9%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	614		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 100

Expanded Results

Elm St - Wellington via Fellsway

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	263	78.8%
Not Licensed	71	21.2%
TOTAL	334	100.0%
No Answer	12	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	52	15.2%
1 vehicle	164	47.4%
2 vehicles	95	27.6%
3 or more vehicles	34	9.8%
TOTAL	346	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	201	58.1%
No	145	41.9%
TOTAL	346	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	52	16.0%	16.0%
0.01 to 0.49 vehicles	81	24.6%	40.6%
0.50 to 0.99 vehicles	102	31.0%	71.6%
1.00 to 1.49 vehicles	87	26.5%	98.1%
1.50 to 1.99 vehicles	0	0.0%	98.1%
2 or more vehicles	6	1.9%	100.0%
TOTAL RESPONSES	328		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 101

Expanded Results

Malden Ctr Station - Sullivan Sq via Winter Hill

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,826	73.3%
Not Licensed	665	26.7%
TOTAL	2,491	100.0%
No Answer	26	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	806	32.6%
1 vehicle	1,096	44.3%
2 vehicles	448	18.1%
3 or more vehicles	124	5.0%
TOTAL	2,474	100.0%
No Answer	43	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	977	40.5%
No	1,433	59.5%
TOTAL	2,410	100.0%
No Answer	107	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	764	32.2%	32.2%
0.01 to 0.49 vehicles	422	17.8%	50.0%
0.50 to 0.99 vehicles	614	25.9%	75.9%
1.00 to 1.49 vehicles	546	23.0%	98.9%
1.50 to 1.99 vehicles	13	0.5%	99.5%
2 or more vehicles	13	0.5%	100.0%
TOTAL RESPONSES	2,372		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 104

Expanded Results

Malden Ctr Station - Sullivan Sq via Ferry

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,443	72.6%
Not Licensed	544	27.4%
TOTAL	1,988	100.0%
No Answer	56	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	744	38.0%
1 vehicle	895	45.7%
2 vehicles	173	8.8%
3 or more vehicles	147	7.5%
TOTAL	1,959	100.0%
No Answer	85	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	693	34.9%
No	1,295	65.1%
TOTAL	1,988	100.0%
No Answer	56	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	744	41.1%	41.1%
0.01 to 0.49 vehicles	405	22.3%	63.4%
0.50 to 0.99 vehicles	547	30.2%	93.6%
1.00 to 1.49 vehicles	117	6.4%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,812		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 105

Expanded Results

Malden Ctr Station - Sullivan Sq via Newland St Housing

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	349	61.1%
Not Licensed	222	38.9%
TOTAL	571	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	209	38.7%
1 vehicle	256	47.4%
2 vehicles	52	9.7%
3 or more vehicles	23	4.2%
TOTAL	541	100.0%
No Answer	30	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	155	27.7%
No	404	72.3%
TOTAL	559	100.0%
No Answer	12	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	191	37.8%	37.8%
0.01 to 0.49 vehicles	149	29.5%	67.3%
0.50 to 0.99 vehicles	135	26.7%	94.0%
1.00 to 1.49 vehicles	30	6.0%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	505		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 106

Expanded Results

Lebanon St/Franklin St - Wellington Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,004	75.9%
Not Licensed	318	24.1%
TOTAL	1,323	100.0%
No Answer	58	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	560	41.8%
1 vehicle	569	42.5%
2 vehicles	161	12.0%
3 or more vehicles	49	3.7%
TOTAL	1,341	100.0%
No Answer	40	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	448	32.5%
No	933	67.5%
TOTAL	1,381	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	547	42.1%	42.1%
0.01 to 0.49 vehicles	202	15.5%	57.6%
0.50 to 0.99 vehicles	287	22.1%	79.6%
1.00 to 1.49 vehicles	265	20.4%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,300		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 108

Expanded Results

Linden Sq - Wellington Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,010	58.2%
Not Licensed	726	41.8%
TOTAL	1,736	100.0%
No Answer	34	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	752	44.4%
1 vehicle	635	37.5%
2 vehicles	272	16.1%
3 or more vehicles	34	2.0%
TOTAL	1,694	100.0%
No Answer	76	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	577	33.7%
No	1,134	66.3%
TOTAL	1,711	100.0%
No Answer	59	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	710	43.0%	43.0%
0.01 to 0.49 vehicles	339	20.5%	63.5%
0.50 to 0.99 vehicles	289	17.5%	81.0%
1.00 to 1.49 vehicles	314	19.0%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,651		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 109

Expanded Results

Linden Sq - Sullivan Sq

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	903	57.2%
Not Licensed	675	42.8%
TOTAL	1,578	100.0%
No Answer	63	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	662	43.0%
1 vehicle	688	44.6%
2 vehicles	97	6.3%
3 or more vehicles	94	6.1%
TOTAL	1,541	100.0%
No Answer	100	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	411	26.7%
No	1,130	73.3%
TOTAL	1,541	100.0%
No Answer	100	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	620	42.4%	42.4%
0.01 to 0.49 vehicles	403	27.5%	70.0%
0.50 to 0.99 vehicles	282	19.3%	89.3%
1.00 to 1.49 vehicles	157	10.7%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,463		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 110

Expanded Results

Wonderland - Wellington

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	632	61.0%
Not Licensed	404	39.0%
TOTAL	1,036	100.0%
No Answer	42	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	284	28.4%
1 vehicle	464	46.3%
2 vehicles	181	18.0%
3 or more vehicles	74	7.3%
TOTAL	1,003	100.0%
No Answer	75	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	353	34.1%
No	682	65.9%
TOTAL	1,034	100.0%
No Answer	44	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	275	28.3%	28.3%
0.01 to 0.49 vehicles	186	19.2%	47.5%
0.50 to 0.99 vehicles	348	35.9%	83.3%
1.00 to 1.49 vehicles	162	16.7%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	972		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 111

Expanded Results

Woodlawn - Haymarket

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,958	71.8%
Not Licensed	1,164	28.2%
TOTAL	4,122	100.0%
No Answer	200	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	967	24.4%
1 vehicle	1,998	50.4%
2 vehicles	680	17.1%
3 or more vehicles	318	8.0%
TOTAL	3,963	100.0%
No Answer	359	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,563	39.8%
No	2,360	60.2%
TOTAL	3,923	100.0%
No Answer	399	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	845	23.2%	23.2%
0.01 to 0.49 vehicles	1,039	28.5%	51.7%
0.50 to 0.99 vehicles	1,357	37.3%	89.0%
1.00 to 1.49 vehicles	359	9.9%	98.9%
1.50 to 1.99 vehicles	41	1.1%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	3,642		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 112

Expanded Results

Wellington - Wood Island

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	428	52.4%
Not Licensed	389	47.6%
TOTAL	817	100.0%
No Answer	66	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	460	57.9%
1 vehicle	219	27.6%
2 vehicles	115	14.5%
3 or more vehicles	0	0.0%
TOTAL	795	100.0%
No Answer	88	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	132	16.6%
No	663	83.4%
TOTAL	795	100.0%
No Answer	88	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	373	54.0%	54.0%
0.01 to 0.49 vehicles	148	21.4%	75.4%
0.50 to 0.99 vehicles	49	7.1%	82.5%
1.00 to 1.49 vehicles	105	15.2%	97.6%
1.50 to 1.99 vehicles	0	0.0%	97.6%
2 or more vehicles	16	2.4%	100.0%
TOTAL RESPONSES	691		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 131

Expanded Results

Melrose Highlands - Malden Ctr Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	332	98.3%
Not Licensed	6	1.7%
TOTAL	338	100.0%
No Answer	3	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	66	19.4%
1 vehicle	149	44.0%
2 vehicles	104	30.6%
3 or more vehicles	20	6.0%
TOTAL	338	100.0%
No Answer	3	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	200	59.1%
No	138	40.9%
TOTAL	338	100.0%
No Answer	3	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	50	15.8%	15.8%
0.01 to 0.49 vehicles	50	15.8%	31.6%
0.50 to 0.99 vehicles	89	28.4%	60.0%
1.00 to 1.49 vehicles	120	38.1%	98.1%
1.50 to 1.99 vehicles	3	0.9%	99.1%
2 or more vehicles	3	0.9%	100.0%
TOTAL RESPONSES	313		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 132

Expanded Results

Redstone Shopping Ctr - Malden Ctr Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	271	79.7%
Not Licensed	69	20.3%
TOTAL	341	100.0%
No Answer	20	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	94	26.7%
1 vehicle	152	43.2%
2 vehicles	98	27.7%
3 or more vehicles	8	2.4%
TOTAL	353	100.0%
No Answer	8	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	197	57.1%
No	148	42.9%
TOTAL	344	100.0%
No Answer	17	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	94	26.7%	26.7%
0.01 to 0.49 vehicles	37	10.5%	37.2%
0.50 to 0.99 vehicles	90	25.7%	62.8%
1.00 to 1.49 vehicles	123	34.8%	97.6%
1.50 to 1.99 vehicles	8	2.4%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	353		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 134

Expanded Results

North Woburn - Wellington

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	697	62.5%
Not Licensed	419	37.5%
TOTAL	1,116	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	560	50.2%
1 vehicle	328	29.4%
2 vehicles	116	10.4%
3 or more vehicles	112	10.1%
TOTAL	1,116	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	278	25.5%
No	813	74.5%
TOTAL	1,091	100.0%
No Answer	25	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	494	49.1%	49.1%
0.01 to 0.49 vehicles	216	21.5%	70.6%
0.50 to 0.99 vehicles	203	20.1%	90.7%
1.00 to 1.49 vehicles	94	9.3%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,007		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 136

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	570	81.7%
Not Licensed	128	18.3%
TOTAL	698	100.0%
No Answer	10	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	149	21.0%
1 vehicle	313	44.2%
2 vehicles	174	24.5%
3 or more vehicles	73	10.3%
TOTAL	708	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	323	45.9%
No	381	54.1%
TOTAL	703	100.0%
No Answer	5	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	144	20.7%	20.7%
0.01 to 0.49 vehicles	110	15.9%	36.6%
0.50 to 0.99 vehicles	291	42.0%	78.6%
1.00 to 1.49 vehicles	124	17.9%	96.5%
1.50 to 1.99 vehicles	5	0.7%	97.3%
2 or more vehicles	19	2.7%	100.0%
TOTAL RESPONSES	693		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 137

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	377	81.9%
Not Licensed	83	18.1%
TOTAL	461	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	227	49.4%
1 vehicle	147	31.8%
2 vehicles	61	13.3%
3 or more vehicles	25	5.5%
TOTAL	461	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	92	20.1%
No	364	79.9%
TOTAL	455	100.0%
No Answer	5	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	227	49.4%	49.4%
0.01 to 0.49 vehicles	73	15.9%	65.3%
0.50 to 0.99 vehicles	78	17.0%	82.3%
1.00 to 1.49 vehicles	81	17.7%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	461		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 325

Expanded Results

Elm St - Haymarket Station

Inbound

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	156	94.0%
Not Licensed	10	6.0%
TOTAL	166	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	3	2.0%
1 vehicle	83	50.0%
2 vehicles	60	36.0%
3 or more vehicles	20	12.0%
TOTAL	166	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	126	76.0%
No	40	24.0%
TOTAL	166	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	3	2.0%	2.0%
0.01 to 0.49 vehicles	33	20.0%	22.0%
0.50 to 0.99 vehicles	50	30.0%	52.0%
1.00 to 1.49 vehicles	73	44.0%	96.0%
1.50 to 1.99 vehicles	7	4.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	166		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 326

Expanded Results

West Medford - Haymarket Station

Inbound

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	190	96.9%
Not Licensed	6	3.1%
TOTAL	196	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	4	2.1%
1 vehicle	89	45.4%
2 vehicles	85	43.3%
3 or more vehicles	18	9.3%
TOTAL	196	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	123	66.3%
No	63	33.7%
TOTAL	186	100.0%
No Answer	10	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	4	2.1%	2.1%
0.01 to 0.49 vehicles	32	16.5%	18.6%
0.50 to 0.99 vehicles	71	36.1%	54.6%
1.00 to 1.49 vehicles	79	40.2%	94.8%
1.50 to 1.99 vehicles	8	4.1%	99.0%
2 or more vehicles	2	1.0%	100.0%
TOTAL RESPONSES	196		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 352
 Burlington - State St Boston

Expanded Results

Inbound

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	159	98.6%
Not Licensed	2	1.4%
TOTAL	162	100.0%
No Answer	2	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	0	0.0%
1 vehicle	33	20.0%
2 vehicles	103	62.9%
3 or more vehicles	28	17.1%
TOTAL	164	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	105	65.2%
No	56	34.8%
TOTAL	162	100.0%
No Answer	2	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	0	0.0%	0.0%
0.01 to 0.49 vehicles	16	10.6%	10.6%
0.50 to 0.99 vehicles	91	59.1%	69.7%
1.00 to 1.49 vehicles	47	30.3%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	155		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 354

Expanded Results

Woburn Line - State St Boston

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	347	82.0%
Not Licensed	76	18.0%
TOTAL	423	100.0%
No Answer	5	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	80	18.9%
1 vehicle	153	36.3%
2 vehicles	154	36.4%
3 or more vehicles	36	8.4%
TOTAL	422	100.0%
No Answer	6	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	225	52.6%
No	203	47.4%
TOTAL	428	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	75	18.3%	18.3%
0.01 to 0.49 vehicles	45	11.1%	29.4%
0.50 to 0.99 vehicles	140	34.2%	63.7%
1.00 to 1.49 vehicles	148	36.3%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	408		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 411

Expanded Results

Malden Ctr Station - Jack Satter House Revere

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	313	57.5%
Not Licensed	231	42.5%
TOTAL	544	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	199	38.1%
1 vehicle	248	47.5%
2 vehicles	65	12.5%
3 or more vehicles	10	1.9%
TOTAL	521	100.0%
No Answer	23	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	140	26.2%
No	394	73.8%
TOTAL	534	100.0%
No Answer	10	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	199	38.1%	38.1%
0.01 to 0.49 vehicles	101	19.4%	57.5%
0.50 to 0.99 vehicles	163	31.3%	88.7%
1.00 to 1.49 vehicles	59	11.3%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	521		

T **MBTA Surveys: 2008-09**
Bus Survey

Vehicle Availability

Route: 430

Expanded Results

Saugus Ctr - Malden Ctr Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	353	62.6%
Not Licensed	211	37.4%
TOTAL	564	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	264	46.8%
1 vehicle	182	32.2%
2 vehicles	85	15.2%
3 or more vehicles	33	5.8%
TOTAL	564	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	140	24.8%
No	424	75.2%
TOTAL	564	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	264	46.8%	46.8%
0.01 to 0.49 vehicles	95	16.8%	63.6%
0.50 to 0.99 vehicles	184	32.5%	96.1%
1.00 to 1.49 vehicles	22	3.9%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	564		



Service Quality

The data presented in this chapter summarize the ratings that riders on each Charlestown and Fellsway Garage bus route gave to MBTA service quality in terms of 12 measures that were listed in question 24 on the survey form. The question asked for the riders' feelings "about MBTA bus service," as opposed to service on the surveyed bus route in particular. This question differed from the others on the form in that it dealt with subjective opinions rather than objective characteristics of riders and their trips.

There may be some bias in the results, for two reasons. Riders with strong positive or negative opinions of service may have been more inclined to complete question 24 than those without strong opinions. Also, the survey did not capture opinions of potential riders who do not use the surveyed bus route because of strong negative perceptions of one or more service attributes.

After rating the 12 listed service attributes, respondents were asked to indicate which three were most important to them. Based on the weighted number of survey forms on which each attribute was marked as one of the most important, one of the following importance levels was assigned to each attribute: very low (first quartile), low (second quartile), moderate (third quartile), and high (fourth quartile). The results vary from route to route; significant variations are noted in the text. It should be noted that these are *relative* importance levels. Each rider indicated only which three attributes were most important. It does not necessarily follow that the other attributes were unimportant to that rider—they were simply not as important as the top three.

The 12 attributes and the ratings they received are discussed below in the order in which they appeared on the survey form. The importance level of each attribute is given in its section heading. Tables (at the end of the chapter) present the service quality data by bus route. For each route, one table presents both the ratings and data on importance rankings for each of the service quality measures. The data for each route are based on the survey responses from riders who rode some portion of that route.

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

12.1 DESCRIPTION OF TABLE

Respondents ranked the quality of 12 attributes of MBTA bus service on a scale from poor (1) to excellent (5) and also indicated which three of the 12 attributes were most important to them. The table for each surveyed bus route gives, for each attribute, the percent of respondents on that route who checked each of the ratings (excluding those who gave no ratings), and it also gives the average rating. The final column in the table shows the number of riders who checked each attribute as one of the three most important.

12.2 OVERVIEW OF RESULTS

Reliability (On-Time Performance) *Relative Importance: High*

The bus routes on which riders gave the highest average ratings for “reliability (on-time performance)” to MBTA bus service were Routes 325 (3.6) and 352 and 326 (both 3.4). The lowest average ratings were given by the riders of Routes 104 (2.2), 110 (2.4), and 108 (2.6). The average rating for reliability across all Charlestown and Fellsway Garage bus routes was 2.8.

Reliability ranked as the most important service quality among the riders of each bus route except Route 97.

Safety and Security *Relative Importance: High*

The bus routes on which riders gave the highest average ratings for “safety and security” to MBTA bus service were Routes 91, 325, and 99 (all 4.1). The lowest average ratings were given by the riders of Routes 111 (3.4) and 108 and 105 (both 3.6). The average rating for safety/security across all Charlestown and Fellsway Garage bus routes was 3.7.

Safety/security ranked as the third-most-important service quality, based on the overall response of all riders on Charlestown and Fellsway Garage bus routes, and as high as the second-most important, based on the responses of riders by route (Route 97).

Cleanliness/Condition of Vehicles *Relative Importance: Medium*

The bus routes on which riders gave the highest average ratings for “cleanliness/condition of vehicles” to MBTA bus service were Routes 91 (3.5) and 131 and 411 (both 3.4). The lowest average ratings were given by the riders of Routes 104, 111, and 110 (all 2.9). The average rating for cleanliness/condition of vehicles across all Charlestown and Fellsway Garage bus routes was 3.1.

Cleanliness/condition of vehicles ranked as the sixth-most-important service quality, based on the overall response of all riders on Charlestown and Fellsway Garage bus routes, and as high as the third-most-important, based on the responses of riders by route (Route 105).

Courtesy of Drivers *Relative Importance: Medium*

The bus routes on which riders gave the highest average ratings for “courtesy of drivers” to MBTA bus service were Routes 132 and 94 (both 4.0) and 354 (3.9). The lowest average ratings were given by the riders of Routes 105 (3.1) and 110 and 111 (both 3.2). The average rating for courtesy across all Charlestown and Fellsway Garage bus routes was 3.4.

Courtesy ranked as the fifth-most-important service quality, based on the overall response of all riders on Charlestown and Fellsway Garage bus routes, and as high as the second-most-important, based on the responses of riders by route (Route 134).

Announcement of Stops *Relative Importance: Low*

The bus routes on which riders gave the highest average ratings for “announcement of stops” to MBTA bus service were Routes 90, 131, and 354 (all 4.0). The lowest average ratings were given by the riders of Routes 92, 111, and 325 (all 3.5). The average rating for stop announcements across all Charlestown and Fellsway Garage bus routes was 3.7.

Stop announcements ranked as the ninth-most-important service quality, based on the overall response of all riders on Charlestown and Fellsway Garage bus routes, and as high as the sixth-most-important, based on the responses of riders by route (Routes 96, 97, and 111).

Availability of Seating on Buses *Relative Importance: Low*

The bus routes on which riders gave the highest average ratings for “availability of seating on buses” to MBTA bus service were Routes 325 (4.2) and 99 and 326 (both 4.0). The lowest average ratings were given by the riders of Routes 111 (2.4), 104 (2.9), and 136 (3.0). The average rating for seating availability across all Charlestown and Fellsway Garage bus routes was 3.3.

Seating availability on buses ranked as the seventh-most-important service quality, based on the overall response of all riders on Charlestown and Fellsway Garage bus routes, and as high as the third-most-important, based on the responses of riders by route (Routes 104, 105, and 354).

Frequency of Service *Relative Importance: High*

The bus routes on which riders gave the highest average ratings for “frequency of service” to MBTA bus service were Routes 325 (3.5) and 326 and 354 (both 3.4). The lowest average ratings were given by the riders of Routes 430 and 104 (both 2.4) and 96 (2.5). The average rating for frequency of service across all Charlestown and Fellsway Garage bus routes was 2.9.

Frequency ranked as the second-most-important service quality, based on the overall response of all riders on Charlestown and Fellsway Garage bus routes, and as high as tied for the most important, based on the responses of riders by route (Route 97).

Travel Time/Speed *Relative Importance: Medium*

The bus routes on which riders gave the highest average ratings for “travel time/speed” to MBTA bus service were Routes 325 (4.0) and 94 and 326 (both 3.9). The lowest average ratings were given by the riders of Routes 104 (2.8) and 430 and 110 (both 3.0). The average rating for travel time/speed across all Charlestown and Fellsway Garage bus routes was 3.3.

Travel time/speed ranked as the fourth-most-important service quality, based on the overall response of all riders on Charlestown and Fellsway Garage bus routes, and as high as the second-most-important, based on the responses of riders by route (Route 97).

Parking Availability *Relative Importance: Very Low*

The bus routes on which riders gave the highest average ratings for “parking availability” to MBTA bus service were Routes 94 (3.8), 99 (3.7), and 109 (3.5). The lowest average ratings were given by the riders of Routes 96 (2.5) and 131 and 108 (both 2.8). The average rating for parking availability across all Charlestown and Fellsway Garage bus routes was 3.2.

Parking availability ranked as the twelfth-most-important service quality, based on the overall response of all riders on Charlestown and Fellsway Garage bus routes, and as high as the sixth-most-important, based on the responses of riders by route (Routes 96 and 97).

Stop Amenities *Relative Importance: Low*

The bus routes on which riders gave the highest average ratings for “stop amenities” to MBTA bus service were Routes 91, 411, and 90 (all 3.0). The lowest average ratings were given by the riders of Routes 325, 132, and 326 (all 2.2). The average rating for stop amenities across all Charlestown and Fellsway Garage bus routes was 2.6.

Stop amenities ranked as the eighth-most-important service quality, based on the overall response of all riders on Charlestown and Fellsway Garage bus routes, and as high as the fifth-most-important, based on the responses of riders by route (Routes 94 and 132).

It is worth noting that, as “amenities” is subject to interpretation, there were presumably some variations among riders’ ideas of what they were rating.

Fare Collection System *Relative Importance: Very Low*

The bus routes on which riders gave the highest average ratings for “fare collection system” to MBTA bus service were Routes 411 (4.2) and 94 and 91 (both 4.0). The lowest average ratings were given by the riders of Routes 110 and 108 (both 3.2) and 111 (3.4). The average rating for the fare collection system across all Charlestown and Fellsway Garage bus routes was 3.6.

The fare collection system ranked as the tenth-most-important service quality, based on the overall response of all riders on Charlestown and Fellsway

Garage bus routes, and as high as the sixth-most-important, based on the responses of riders by route (Routes 97, 108, and 136).

Signage *Relative Importance: Very Low*

The bus routes on which riders gave the highest average ratings for “signage on vehicles” to MBTA bus service were Routes 411 (4.1) and 90 and 137 (both 4.0). The lowest average ratings were given by the riders of Routes 96, 326, and 93 (all 3.4). The average rating for signage across all Charlestown and Fellsway Garage bus routes was 3.6.

Signage ranked as the eleventh-most-important service quality, based on the overall response of all riders on Charlestown and Fellsway Garage bus routes, and as high as the fifth-most-important, based on the responses of riders by route (Route 94).



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 89

Davis Sq or Clarendon Hill - Sullivan Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	11.5%	20.3%	41.6%	21.9%	4.7%	2,028	94	889
Safety and security	3.9	0.0%	2.4%	22.8%	53.9%	20.9%	1,964	158	255
Cleanliness/condition of vehicles	3.2	3.9%	16.0%	43.8%	29.2%	7.1%	1,997	125	112
Courtesy of drivers	3.5	3.2%	9.6%	32.1%	42.2%	12.8%	1,981	141	206
Announcement of stops	3.7	4.0%	7.9%	27.7%	33.8%	26.6%	1,965	157	64
Availability of seating on buses	3.5	2.5%	12.3%	35.0%	36.6%	13.6%	1,949	173	63
Frequency of service	2.8	9.4%	26.8%	43.8%	17.6%	2.3%	1,998	124	716
Travel time/speed	3.4	2.4%	8.8%	43.4%	33.6%	11.8%	1,982	140	286
Parking availability	3.3	7.4%	5.5%	50.3%	25.9%	10.9%	858	1,264	0
Stop amenities	2.9	7.6%	20.6%	47.8%	18.8%	5.1%	1,855	267	32
Fare collection system	3.8	2.4%	4.9%	30.1%	36.2%	26.5%	1,964	158	16
Signage on vehicles	3.7	0.0%	8.6%	38.1%	30.1%	23.2%	1,838	284	32

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 90

Davis Station - Wellington via Sullivan Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	11.1%	22.7%	30.1%	26.4%	9.8%	575	49	310
Safety and security	3.9	0.0%	2.5%	34.8%	32.3%	30.4%	567	57	113
Cleanliness/condition of vehicles	3.4	5.7%	9.5%	41.8%	28.5%	14.5%	557	67	32
Courtesy of drivers	3.7	0.0%	15.5%	18.6%	44.7%	21.1%	567	57	99
Announcement of stops	4.0	1.3%	5.7%	22.0%	34.0%	37.1%	560	64	18
Availability of seating on buses	3.9	2.6%	7.1%	19.9%	35.3%	35.2%	550	74	81
Frequency of service	3.0	12.0%	18.9%	36.5%	24.4%	8.2%	560	64	204
Travel time/speed	3.6	2.6%	8.3%	35.2%	37.2%	16.6%	550	74	57
Parking availability	3.4	5.7%	8.6%	51.3%	12.9%	21.4%	247	377	0
Stop amenities	3.0	9.0%	27.6%	29.0%	22.7%	11.7%	511	113	11
Fare collection system	3.9	1.3%	12.5%	16.4%	31.0%	38.7%	536	88	7
Signage on vehicles	4.0	0.0%	4.9%	25.7%	38.2%	31.2%	508	116	7

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 91

Central Sq Cambridge - Sullivan Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	10.1%	6.6%	34.8%	40.1%	8.3%	859	84	303
Safety and security	4.1	3.4%	3.3%	10.6%	41.1%	41.6%	829	114	58
Cleanliness/condition of vehicles	3.5	1.7%	8.2%	32.0%	51.3%	6.8%	858	85	30
Courtesy of drivers	3.6	4.9%	5.2%	27.8%	47.4%	14.7%	858	85	70
Announcement of stops	3.9	0.0%	9.9%	24.5%	33.4%	32.1%	873	70	28
Availability of seating on buses	3.9	1.7%	3.3%	21.9%	49.8%	23.3%	859	84	15
Frequency of service	3.1	6.6%	21.7%	31.5%	31.9%	8.2%	859	84	245
Travel time/speed	3.7	1.8%	5.0%	28.7%	46.0%	18.6%	844	99	130
Parking availability	3.4	7.4%	11.5%	33.3%	25.6%	22.1%	386	557	0
Stop amenities	3.0	5.6%	18.7%	49.9%	18.4%	7.4%	772	171	28
Fare collection system	4.0	1.8%	5.2%	19.6%	39.7%	33.7%	814	129	0
Signage on vehicles	3.8	2.0%	4.0%	28.6%	44.4%	21.0%	743	200	15

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 92

Sullivan Station - Haymarket via Main St

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	8.9%	18.2%	39.9%	28.1%	5.0%	640	25	212
Safety and security	3.8	1.0%	3.9%	28.5%	43.2%	23.4%	653	12	65
Cleanliness/condition of vehicles	3.1	6.0%	19.2%	42.5%	22.4%	10.0%	634	31	58
Courtesy of drivers	3.7	1.9%	11.0%	29.1%	34.0%	24.0%	640	25	51
Announcement of stops	3.5	2.2%	13.9%	36.7%	30.1%	17.2%	595	70	0
Availability of seating on buses	3.3	10.0%	10.0%	31.1%	34.1%	14.8%	640	25	52
Frequency of service	3.0	5.0%	24.3%	46.4%	16.3%	7.9%	634	31	160
Travel time/speed	3.6	0.0%	6.4%	39.8%	38.8%	15.0%	596	69	64
Parking availability	3.0	18.6%	15.5%	34.3%	13.3%	18.4%	244	421	6
Stop amenities	2.7	15.4%	31.4%	28.3%	17.4%	7.5%	589	76	6
Fare collection system	3.6	4.4%	12.0%	22.9%	40.3%	20.4%	589	76	6
Signage on vehicles	3.7	2.1%	6.4%	37.3%	32.0%	22.2%	602	63	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 93

Sullivan Station - Haymarket via Bunker Hill

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.7	15.1%	28.0%	32.7%	19.4%	4.7%	2,997	0	893
Safety and security	3.6	1.5%	4.4%	33.9%	49.0%	11.2%	2,997	0	408
Cleanliness/condition of vehicles	2.9	7.7%	17.4%	51.6%	19.8%	3.5%	2,997	0	89
Courtesy of drivers	3.3	6.2%	8.0%	43.9%	29.2%	12.7%	2,997	0	291
Announcement of stops	3.6	4.9%	6.2%	34.6%	31.5%	22.8%	2,864	133	44
Availability of seating on buses	3.2	9.4%	14.3%	34.0%	30.7%	11.5%	2,908	89	133
Frequency of service	3.1	9.3%	14.1%	38.9%	31.5%	6.3%	2,953	44	610
Travel time/speed	3.4	4.5%	7.8%	42.5%	35.0%	10.1%	2,953	44	291
Parking availability	3.2	19.2%	7.8%	26.9%	22.7%	23.4%	1,245	1,752	0
Stop amenities	2.5	24.9%	18.7%	36.7%	18.0%	1.7%	2,598	399	0
Fare collection system	3.8	4.9%	4.9%	24.9%	38.9%	26.5%	2,908	89	53
Signage on vehicles	3.4	3.1%	11.2%	41.7%	29.4%	14.6%	2,856	141	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 94

Medford Sq - Davis Sq

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.8	21.2%	10.6%	35.4%	29.2%	3.5%	620	38	187
Safety and security	4.0	1.8%	1.8%	22.1%	39.8%	34.5%	620	38	55
Cleanliness/condition of vehicles	3.4	3.6%	8.1%	45.0%	30.6%	12.6%	609	49	0
Courtesy of drivers	4.0	1.8%	3.6%	26.1%	32.4%	36.0%	609	49	22
Announcement of stops	3.8	3.6%	13.5%	10.8%	44.1%	27.9%	609	49	22
Availability of seating on buses	3.9	0.0%	3.6%	38.8%	26.1%	31.5%	609	49	0
Frequency of service	2.7	21.6%	9.0%	46.9%	18.9%	3.6%	609	49	165
Travel time/speed	3.9	0.0%	5.4%	21.6%	47.7%	25.2%	609	49	66
Parking availability	3.8	8.7%	0.0%	34.8%	19.5%	36.9%	252	406	11
Stop amenities	3.0	11.1%	32.2%	17.8%	26.7%	12.2%	494	164	22
Fare collection system	4.0	0.0%	5.7%	18.1%	43.8%	32.4%	576	82	0
Signage on vehicles	3.8	1.9%	3.9%	38.8%	26.2%	29.1%	565	93	22

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 95

West Medford - Sullivan Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	8.4%	14.5%	41.7%	24.1%	11.2%	757	25	231
Safety and security	3.7	1.3%	5.6%	31.4%	40.8%	20.9%	775	7	79
Cleanliness/condition of vehicles	3.1	11.9%	9.9%	41.0%	29.1%	8.1%	749	33	30
Courtesy of drivers	3.3	5.9%	13.4%	33.1%	35.1%	12.5%	775	7	33
Announcement of stops	3.8	1.4%	5.8%	27.4%	38.5%	26.9%	746	36	0
Availability of seating on buses	3.5	5.1%	7.8%	30.8%	41.4%	14.9%	760	22	53
Frequency of service	3.0	8.0%	20.8%	40.6%	24.5%	6.1%	757	25	148
Travel time/speed	3.3	3.3%	10.3%	45.3%	33.4%	7.8%	764	18	62
Parking availability	3.1	4.2%	20.3%	51.2%	10.9%	13.4%	423	359	7
Stop amenities	2.6	17.6%	27.2%	42.1%	8.7%	4.5%	702	80	28
Fare collection system	3.6	7.2%	3.8%	33.6%	32.0%	23.5%	746	36	15
Signage on vehicles	3.5	5.2%	8.2%	34.4%	36.1%	16.0%	686	96	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 96

Medford Sq - Harvard Sq

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.7	14.2%	28.0%	33.1%	22.8%	1.9%	753	29	230
Safety and security	3.9	0.0%	2.1%	28.0%	48.1%	21.8%	700	82	111
Cleanliness/condition of vehicles	3.0	10.1%	16.2%	39.3%	28.2%	6.2%	746	36	36
Courtesy of drivers	3.3	5.1%	16.9%	30.9%	36.3%	10.8%	760	22	75
Announcement of stops	3.7	0.0%	10.3%	36.2%	30.4%	23.1%	661	121	39
Availability of seating on buses	3.7	1.0%	5.9%	33.8%	44.9%	14.4%	739	43	7
Frequency of service	2.5	27.9%	15.0%	42.0%	13.1%	2.0%	739	43	225
Travel time/speed	3.6	1.0%	12.7%	34.1%	33.1%	19.1%	724	58	43
Parking availability	2.5	8.4%	38.7%	47.2%	2.8%	2.8%	257	525	39
Stop amenities	2.7	5.2%	35.6%	45.8%	13.3%	0.0%	693	89	7
Fare collection system	3.8	1.0%	3.0%	34.5%	41.0%	20.5%	731	51	14
Signage on vehicles	3.4	2.1%	4.2%	53.9%	32.5%	7.3%	693	89	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 97

Malden Ctr Station - Wellington

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	6.6%	9.8%	53.3%	22.7%	7.6%	422	0	14
Safety and security	3.7	0.0%	3.4%	31.6%	61.6%	3.4%	408	14	18
Cleanliness/condition of vehicles	3.1	3.6%	22.4%	39.9%	30.6%	3.6%	390	32	0
Courtesy of drivers	3.7	3.3%	9.8%	16.4%	56.3%	14.1%	422	0	14
Announcement of stops	3.6	7.6%	9.8%	14.1%	47.7%	20.7%	422	0	0
Availability of seating on buses	3.8	0.0%	7.6%	24.0%	48.7%	19.7%	422	0	0
Frequency of service	2.9	13.6%	14.6%	41.5%	25.8%	4.4%	408	14	32
Travel time/speed	3.3	0.0%	16.4%	44.4%	31.6%	7.6%	422	0	18
Parking availability	3.3	0.0%	5.0%	66.7%	23.3%	5.0%	275	147	0
Stop amenities	2.8	14.1%	31.4%	29.2%	12.7%	12.7%	394	28	0
Fare collection system	3.8	3.4%	6.9%	13.7%	55.7%	20.3%	404	18	0
Signage on vehicles	3.8	0.0%	3.4%	35.0%	42.6%	19.1%	408	14	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 99

Boston Reg Med Ctr - Wellington

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	6.3%	12.0%	38.0%	34.2%	9.5%	630	40	251
Safety and security	4.1	0.0%	2.6%	20.0%	47.1%	30.3%	618	52	72
Cleanliness/condition of vehicles	3.2	6.8%	9.3%	46.0%	30.4%	7.5%	642	28	24
Courtesy of drivers	3.7	4.4%	10.8%	24.0%	31.0%	29.8%	630	40	92
Announcement of stops	3.9	5.1%	6.5%	19.4%	32.9%	36.1%	618	52	28
Availability of seating on buses	4.0	5.1%	5.1%	14.7%	31.8%	43.4%	626	44	28
Frequency of service	3.2	10.8%	22.1%	21.5%	26.6%	19.0%	630	40	104
Travel time/speed	3.8	1.9%	9.7%	24.5%	33.6%	30.3%	618	52	80
Parking availability	3.7	3.4%	4.5%	35.3%	34.0%	22.7%	351	319	0
Stop amenities	2.7	20.9%	28.4%	22.4%	19.4%	9.0%	534	136	56
Fare collection system	3.8	0.0%	17.3%	20.7%	24.6%	37.4%	598	72	0
Signage on vehicles	3.8	0.0%	6.7%	38.0%	26.0%	29.3%	598	72	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 100

Elm St - Wellington via Fellsway

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	9.8%	21.4%	44.7%	16.9%	7.1%	346	0	130
Safety and security	3.7	2.8%	4.6%	23.6%	55.4%	13.6%	340	6	28
Cleanliness/condition of vehicles	3.0	1.8%	25.1%	46.4%	20.5%	6.3%	346	0	18
Courtesy of drivers	3.5	4.5%	8.0%	38.5%	27.6%	21.4%	346	0	31
Announcement of stops	3.6	0.0%	16.4%	30.0%	28.2%	25.4%	340	6	9
Availability of seating on buses	3.8	1.8%	3.6%	27.7%	43.8%	23.2%	346	0	6
Frequency of service	2.9	15.3%	13.4%	43.8%	20.5%	7.1%	346	0	90
Travel time/speed	3.4	4.5%	9.8%	40.1%	30.4%	15.2%	346	0	22
Parking availability	2.8	21.6%	15.3%	27.7%	27.7%	7.7%	201	145	9
Stop amenities	2.5	23.8%	25.8%	34.0%	12.3%	4.1%	300	46	12
Fare collection system	3.5	4.9%	8.7%	39.9%	29.1%	17.4%	318	28	9
Signage on vehicles	3.5	2.0%	6.0%	44.6%	30.3%	17.1%	306	40	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 101

Malden Ctr Station - Sullivan Sq via Winter Hill

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.7	18.5%	19.5%	42.1%	13.7%	6.2%	2,423	94	943
Safety and security	3.6	2.3%	9.0%	26.7%	46.3%	15.7%	2,368	149	397
Cleanliness/condition of vehicles	3.0	8.5%	18.2%	45.5%	22.9%	4.9%	2,363	154	154
Courtesy of drivers	3.5	8.8%	7.2%	27.1%	39.5%	17.4%	2,376	141	209
Announcement of stops	3.6	4.5%	11.4%	28.5%	35.3%	20.3%	2,393	124	38
Availability of seating on buses	3.5	2.8%	11.8%	32.8%	36.6%	15.9%	2,248	269	98
Frequency of service	2.7	18.5%	20.7%	37.4%	20.2%	3.3%	2,351	166	687
Travel time/speed	3.2	6.3%	6.1%	51.4%	30.9%	5.2%	2,363	154	269
Parking availability	2.9	13.1%	14.2%	47.6%	18.2%	6.9%	1,173	1,344	0
Stop amenities	2.3	27.1%	28.2%	32.9%	10.6%	1.2%	2,137	380	55
Fare collection system	3.7	5.6%	9.5%	19.4%	43.9%	21.6%	2,197	320	26
Signage on vehicles	3.5	3.3%	4.5%	42.5%	37.4%	12.3%	2,189	328	43

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 104

Malden Ctr Station - Sullivan Sq via Ferry

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.2	37.4%	21.6%	22.7%	18.3%	0.0%	2,015	29	604
Safety and security	3.6	1.5%	2.9%	39.8%	41.0%	14.7%	1,957	87	145
Cleanliness/condition of vehicles	2.9	6.0%	27.0%	44.7%	17.9%	4.5%	1,929	115	146
Courtesy of drivers	3.2	10.0%	10.0%	39.9%	28.7%	11.3%	2,015	29	56
Announcement of stops	3.5	5.9%	7.6%	28.3%	43.3%	14.9%	1,930	114	56
Availability of seating on buses	2.9	7.4%	19.1%	46.9%	25.2%	1.4%	1,958	86	201
Frequency of service	2.4	25.7%	27.0%	31.1%	14.7%	1.5%	1,929	115	375
Travel time/speed	2.8	13.3%	21.8%	37.4%	24.6%	2.9%	1,986	58	174
Parking availability	2.9	21.1%	10.7%	39.5%	18.4%	10.3%	1,092	952	0
Stop amenities	2.6	24.5%	24.1%	28.7%	15.1%	7.6%	1,899	145	28
Fare collection system	3.5	1.4%	11.8%	35.3%	36.9%	14.5%	1,957	87	0
Signage on vehicles	3.4	3.2%	8.0%	39.9%	41.0%	8.0%	1,815	229	28

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 105

Malden Ctr Station - Sullivan Sq via Newland St Housing

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	9.6%	17.9%	41.1%	24.9%	6.5%	554	17	108
Safety and security	3.6	2.2%	9.7%	30.8%	41.1%	16.1%	548	23	30
Cleanliness/condition of vehicles	2.9	9.2%	20.9%	42.5%	25.2%	2.1%	536	35	43
Courtesy of drivers	3.1	13.3%	7.4%	38.0%	35.0%	6.3%	542	29	29
Announcement of stops	3.7	1.1%	11.2%	25.2%	38.8%	23.7%	524	47	6
Availability of seating on buses	3.6	4.5%	7.5%	25.4%	52.9%	9.6%	542	29	43
Frequency of service	3.1	8.9%	15.8%	41.1%	26.4%	7.8%	524	47	98
Travel time/speed	3.3	4.5%	13.3%	39.3%	34.0%	9.0%	530	41	36
Parking availability	3.2	4.1%	10.6%	53.9%	25.3%	6.2%	278	293	6
Stop amenities	2.8	16.9%	20.7%	37.2%	20.5%	4.6%	495	76	11
Fare collection system	3.5	1.1%	11.9%	38.6%	30.2%	18.2%	512	59	24
Signage on vehicles	3.6	0.0%	7.6%	36.2%	39.8%	16.4%	464	107	6

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 106

Lebanon St/Franklin St - Wellington Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	11.3%	21.3%	36.8%	22.0%	8.6%	1,305	76	480
Safety and security	3.8	0.0%	7.6%	28.2%	38.1%	26.1%	1,305	76	184
Cleanliness/condition of vehicles	3.1	11.3%	13.4%	42.6%	22.0%	10.7%	1,305	76	157
Courtesy of drivers	3.5	7.6%	10.0%	32.0%	26.5%	24.1%	1,305	76	27
Announcement of stops	3.8	3.1%	8.6%	24.0%	31.9%	32.5%	1,309	72	13
Availability of seating on buses	3.5	4.5%	10.4%	36.5%	26.7%	21.9%	1,291	90	112
Frequency of service	2.9	6.5%	31.3%	35.7%	16.2%	10.3%	1,305	76	336
Travel time/speed	3.5	3.9%	13.9%	29.3%	38.6%	14.3%	1,255	126	126
Parking availability	3.2	10.6%	13.5%	40.6%	18.2%	17.1%	762	619	22
Stop amenities	2.5	31.0%	23.0%	24.1%	12.8%	9.1%	1,229	152	36
Fare collection system	3.7	10.1%	5.8%	20.6%	34.7%	28.9%	1,242	139	0
Signage on vehicles	3.7	4.5%	4.1%	30.8%	34.6%	25.9%	1,193	188	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Route: 108

Expanded Results

Linden Sq - Wellington Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.6	16.7%	28.7%	34.4%	18.7%	1.5%	1,677	93	635
Safety and security	3.6	3.7%	8.3%	33.6%	35.6%	18.9%	1,617	153	204
Cleanliness/condition of vehicles	2.9	7.3%	21.4%	46.6%	22.5%	2.1%	1,617	153	93
Courtesy of drivers	3.3	6.0%	17.6%	34.7%	28.6%	13.1%	1,686	84	229
Announcement of stops	3.7	2.6%	7.7%	33.8%	25.1%	30.8%	1,651	119	0
Availability of seating on buses	3.1	11.3%	16.3%	33.7%	29.1%	9.7%	1,660	110	84
Frequency of service	2.6	18.4%	27.1%	36.7%	16.8%	1.0%	1,660	110	398
Travel time/speed	3.1	11.2%	9.6%	46.9%	26.3%	6.1%	1,677	93	152
Parking availability	2.8	15.4%	15.4%	46.1%	18.8%	4.3%	992	778	34
Stop amenities	2.6	18.6%	35.1%	22.9%	16.2%	7.3%	1,517	253	59
Fare collection system	3.2	13.8%	10.1%	28.6%	33.1%	14.4%	1,593	177	111
Signage on vehicles	3.6	2.3%	2.3%	50.5%	27.0%	18.0%	1,509	261	59

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 109

Linden Sq - Sullivan Sq

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	12.1%	18.0%	44.7%	15.4%	9.8%	1,599	42	364
Safety and security	3.7	1.2%	5.2%	37.4%	32.0%	24.3%	1,562	79	175
Cleanliness/condition of vehicles	3.0	11.1%	24.4%	32.8%	21.6%	10.1%	1,557	84	136
Courtesy of drivers	3.2	8.7%	16.9%	35.0%	22.6%	16.9%	1,599	42	79
Announcement of stops	3.7	2.5%	8.9%	31.9%	28.4%	28.2%	1,557	84	0
Availability of seating on buses	3.3	7.6%	7.5%	44.6%	25.7%	14.6%	1,578	63	18
Frequency of service	3.0	12.1%	17.7%	36.5%	23.9%	9.8%	1,599	42	230
Travel time/speed	3.4	2.3%	11.6%	43.5%	26.9%	15.7%	1,599	42	76
Parking availability	3.5	2.0%	3.8%	47.5%	31.8%	14.9%	1,037	604	18
Stop amenities	3.0	15.7%	15.1%	37.0%	18.0%	14.2%	1,384	257	18
Fare collection system	3.5	3.7%	16.5%	30.1%	24.6%	25.1%	1,541	100	18
Signage on vehicles	3.5	5.0%	7.8%	35.8%	31.1%	20.3%	1,520	121	39

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 110

Wonderland - Wellington

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.4	34.3%	16.1%	29.8%	15.7%	4.1%	1,056	22	404
Safety and security	3.7	0.9%	8.1%	31.6%	43.6%	15.9%	1,047	31	159
Cleanliness/condition of vehicles	2.9	9.2%	23.9%	38.5%	25.3%	3.2%	1,026	52	52
Courtesy of drivers	3.2	9.3%	16.6%	35.9%	25.9%	12.2%	1,034	44	171
Announcement of stops	3.6	7.4%	8.9%	27.4%	32.3%	24.0%	1,037	41	22
Availability of seating on buses	3.3	7.0%	17.0%	32.9%	27.3%	15.7%	1,047	31	52
Frequency of service	2.6	22.9%	24.7%	31.3%	16.8%	4.3%	1,004	74	188
Travel time/speed	3.0	14.5%	10.1%	42.6%	26.6%	6.2%	1,025	53	72
Parking availability	3.1	11.3%	8.3%	41.3%	32.6%	6.6%	640	438	11
Stop amenities	2.6	21.1%	27.9%	29.9%	15.5%	5.6%	950	128	44
Fare collection system	3.2	15.7%	8.4%	35.8%	21.3%	18.8%	1,004	74	31
Signage on vehicles	3.5	4.9%	8.2%	39.1%	32.3%	15.5%	894	184	10

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 111

Woodlawn - Haymarket

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.7	25.1%	14.5%	30.3%	21.9%	8.3%	3,841	481	918
Safety and security	3.4	7.0%	12.0%	29.1%	34.0%	17.9%	3,999	323	556
Cleanliness/condition of vehicles	2.9	8.9%	21.9%	47.4%	14.9%	6.9%	4,041	281	315
Courtesy of drivers	3.2	10.2%	10.1%	45.4%	18.2%	16.1%	3,959	363	79
Announcement of stops	3.5	3.0%	14.0%	31.8%	32.2%	18.9%	4,002	320	79
Availability of seating on buses	2.4	32.2%	18.3%	31.4%	13.1%	5.0%	3,963	359	79
Frequency of service	2.9	20.2%	13.1%	31.5%	27.2%	8.0%	3,961	361	561
Travel time/speed	3.1	12.9%	16.0%	30.2%	34.9%	5.9%	4,002	320	245
Parking availability	3.4	7.8%	9.6%	38.6%	22.9%	21.1%	2,081	2,241	39
Stop amenities	2.6	27.5%	13.8%	32.3%	19.5%	6.8%	3,487	835	0
Fare collection system	3.4	10.4%	10.4%	26.4%	32.8%	19.9%	3,803	519	39
Signage on vehicles	3.5	4.7%	6.9%	38.5%	34.9%	15.0%	3,444	878	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 112

Wellington - Wood Island

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.8	15.4%	19.8%	46.5%	7.0%	11.2%	778	105	197
Safety and security	3.9	0.0%	6.9%	32.4%	28.3%	32.4%	795	88	148
Cleanliness/condition of vehicles	3.2	9.2%	16.3%	40.4%	14.2%	19.9%	772	111	49
Courtesy of drivers	3.4	6.5%	19.6%	26.8%	21.7%	25.4%	756	127	71
Announcement of stops	3.9	2.2%	12.7%	14.1%	32.2%	38.7%	734	149	0
Availability of seating on buses	3.8	2.8%	11.7%	23.5%	24.1%	38.0%	795	88	16
Frequency of service	2.9	12.7%	29.8%	25.4%	17.1%	14.9%	734	149	55
Travel time/speed	3.7	4.2%	0.0%	47.3%	18.9%	29.6%	778	105	16
Parking availability	3.0	13.4%	24.8%	24.8%	19.5%	17.5%	531	352	0
Stop amenities	2.8	17.8%	30.3%	23.4%	6.9%	21.6%	707	176	16
Fare collection system	3.7	7.7%	10.0%	23.1%	27.0%	32.3%	712	171	0
Signage on vehicles	3.5	6.8%	9.8%	37.2%	20.5%	25.8%	723	159	16

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 131

Melrose Highlands - Malden Ctr Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	18.2%	12.2%	31.8%	30.9%	7.0%	335	6	101
Safety and security	3.9	0.0%	1.7%	30.6%	42.2%	25.4%	338	3	29
Cleanliness/condition of vehicles	3.4	1.7%	6.1%	45.2%	40.0%	7.0%	335	6	20
Courtesy of drivers	3.7	0.9%	2.7%	34.9%	44.3%	17.3%	329	12	18
Announcement of stops	4.0	1.8%	4.4%	22.1%	39.8%	31.9%	329	12	0
Availability of seating on buses	3.8	1.7%	3.5%	24.3%	56.5%	13.9%	335	6	6
Frequency of service	3.1	8.3%	26.3%	16.7%	42.5%	6.1%	332	9	63
Travel time/speed	3.7	1.8%	6.5%	30.0%	43.8%	18.0%	316	25	41
Parking availability	2.8	18.1%	26.3%	22.6%	24.0%	9.0%	194	147	3
Stop amenities	2.4	28.6%	22.6%	29.7%	17.1%	2.0%	290	51	0
Fare collection system	3.8	2.8%	1.8%	27.6%	45.2%	22.6%	316	25	9
Signage on vehicles	3.6	7.2%	1.9%	36.8%	32.6%	21.5%	305	36	16

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 132

Redstone Shopping Ctr - Malden Ctr Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	14.3%	10.6%	30.7%	27.0%	17.5%	349	12	127
Safety and security	3.8	2.4%	4.8%	34.1%	32.8%	25.9%	349	12	78
Cleanliness/condition of vehicles	3.2	6.0%	13.3%	44.4%	25.5%	10.8%	341	20	29
Courtesy of drivers	4.0	4.8%	2.4%	21.2%	29.4%	42.3%	349	12	8
Announcement of stops	4.0	3.5%	12.2%	10.8%	32.5%	40.9%	341	20	0
Availability of seating on buses	3.7	4.8%	11.9%	20.1%	31.5%	31.7%	349	12	17
Frequency of service	2.7	18.2%	24.1%	33.9%	16.5%	7.3%	341	20	114
Travel time/speed	3.4	5.8%	16.7%	28.3%	32.8%	16.4%	349	12	17
Parking availability	3.3	9.4%	11.5%	37.2%	23.0%	18.9%	176	185	0
Stop amenities	2.2	43.5%	14.9%	28.3%	6.7%	6.7%	304	57	17
Fare collection system	3.8	2.4%	11.6%	24.9%	24.6%	36.5%	349	12	0
Signage on vehicles	3.9	2.5%	2.5%	23.9%	41.0%	30.1%	329	32	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Route: 134

Expanded Results

North Woburn - Wellington

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	12.9%	14.9%	24.6%	33.3%	14.3%	1,116	0	379
Safety and security	3.8	6.4%	2.0%	21.6%	48.6%	21.3%	1,069	47	94
Cleanliness/condition of vehicles	3.2	12.3%	6.5%	41.7%	31.1%	8.4%	1,116	0	25
Courtesy of drivers	3.6	8.3%	10.6%	21.4%	34.3%	25.4%	1,094	22	216
Announcement of stops	3.7	8.4%	2.0%	27.5%	33.3%	28.8%	1,116	0	0
Availability of seating on buses	3.6	8.7%	4.5%	26.6%	42.3%	17.9%	1,116	0	72
Frequency of service	3.0	15.2%	13.2%	38.9%	20.2%	12.5%	1,069	47	184
Travel time/speed	3.5	6.6%	2.0%	36.6%	44.9%	10.0%	1,094	22	116
Parking availability	3.3	14.3%	0.0%	42.0%	27.2%	16.5%	679	437	0
Stop amenities	2.7	26.9%	17.7%	25.7%	21.2%	8.5%	1,022	94	22
Fare collection system	3.9	6.6%	0.0%	24.6%	38.4%	30.5%	1,044	72	22
Signage on vehicles	3.7	4.7%	0.0%	37.3%	34.8%	23.2%	997	119	22

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 136

Reading Depot - Malden Ctr Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	12.0%	20.9%	40.3%	18.4%	8.4%	693	15	262
Safety and security	3.9	0.0%	3.0%	28.5%	45.8%	22.6%	679	29	99
Cleanliness/condition of vehicles	3.2	9.6%	8.6%	43.2%	30.2%	8.4%	693	15	25
Courtesy of drivers	3.7	2.7%	4.9%	28.9%	42.3%	21.1%	693	15	54
Announcement of stops	4.0	2.2%	1.5%	24.7%	42.1%	29.5%	683	25	15
Availability of seating on buses	3.0	11.3%	18.4%	44.9%	14.2%	11.1%	693	15	43
Frequency of service	2.8	17.5%	23.2%	29.7%	20.9%	8.6%	659	49	168
Travel time/speed	3.2	6.3%	13.8%	39.0%	33.9%	7.0%	679	29	121
Parking availability	2.9	16.1%	12.0%	47.7%	11.6%	12.6%	339	369	5
Stop amenities	2.3	34.8%	21.3%	31.3%	5.2%	7.3%	582	126	34
Fare collection system	3.6	4.8%	0.7%	42.4%	36.6%	15.5%	683	25	43
Signage on vehicles	3.5	0.8%	8.2%	44.3%	34.0%	12.7%	645	63	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Route: 137

Expanded Results

Reading Depot - Malden Ctr Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.4	3.4%	16.3%	33.3%	34.9%	12.1%	450	10	126
Safety and security	3.9	0.0%	3.6%	27.8%	47.7%	20.9%	423	38	53
Cleanliness/condition of vehicles	3.2	3.4%	21.1%	40.2%	26.4%	8.8%	445	15	25
Courtesy of drivers	3.8	1.1%	2.2%	36.8%	35.5%	24.4%	455	5	19
Announcement of stops	3.8	6.7%	4.5%	18.3%	41.7%	28.8%	455	5	5
Availability of seating on buses	3.3	8.9%	12.0%	33.0%	29.3%	16.9%	455	5	15
Frequency of service	3.2	6.7%	15.0%	41.2%	27.4%	9.7%	455	5	53
Travel time/speed	3.5	5.8%	3.5%	43.5%	32.1%	15.1%	440	20	39
Parking availability	3.1	15.2%	8.7%	35.1%	34.4%	6.5%	234	227	15
Stop amenities	2.4	31.5%	20.7%	28.9%	17.6%	1.3%	379	82	19
Fare collection system	3.8	1.1%	8.8%	22.6%	45.3%	22.2%	445	15	0
Signage on vehicles	4.0	0.0%	2.4%	27.2%	42.9%	27.5%	421	39	14

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 325

Elm St - Haymarket Station

Inbound

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.6	2.1%	12.5%	31.3%	35.4%	18.8%	159	7	80
Safety and security	4.1	0.0%	0.0%	25.5%	42.6%	31.9%	156	10	30
Cleanliness/condition of vehicles	3.3	2.0%	12.2%	51.0%	26.5%	8.2%	163	3	23
Courtesy of drivers	3.8	2.0%	4.1%	30.6%	40.8%	22.4%	163	3	10
Announcement of stops	3.5	4.4%	6.7%	33.3%	44.4%	11.1%	149	17	7
Availability of seating on buses	4.2	0.0%	2.0%	16.3%	38.8%	42.9%	163	3	23
Frequency of service	3.5	0.0%	16.7%	31.3%	39.6%	12.5%	159	7	37
Travel time/speed	4.0	0.0%	2.1%	29.2%	37.5%	31.3%	159	7	23
Parking availability	3.1	9.5%	4.8%	57.1%	23.8%	4.8%	70	96	0
Stop amenities	2.2	38.6%	20.5%	27.3%	13.6%	0.0%	146	20	7
Fare collection system	3.6	4.3%	12.8%	21.3%	42.6%	19.1%	156	10	0
Signage on vehicles	3.6	4.5%	6.8%	27.3%	45.5%	15.9%	146	20	3

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 326

West Medford - Haymarket Station

Inbound

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.4	7.3%	10.4%	29.2%	41.7%	11.5%	194	2	85
Safety and security	4.0	1.1%	2.1%	18.1%	56.4%	22.3%	190	6	24
Cleanliness/condition of vehicles	3.0	9.5%	16.8%	40.0%	31.6%	2.1%	192	4	14
Courtesy of drivers	3.8	1.0%	7.3%	26.0%	44.8%	20.8%	194	2	16
Announcement of stops	3.5	4.3%	11.8%	30.1%	32.3%	21.5%	188	8	2
Availability of seating on buses	4.0	1.1%	3.2%	20.0%	46.3%	29.5%	192	4	14
Frequency of service	3.4	6.3%	7.3%	35.4%	38.5%	12.5%	194	2	59
Travel time/speed	3.9	2.1%	5.2%	19.8%	51.0%	21.9%	194	2	30
Parking availability	3.4	13.3%	6.7%	33.3%	22.2%	24.4%	91	105	6
Stop amenities	2.2	32.5%	27.3%	29.9%	7.8%	2.6%	156	40	2
Fare collection system	3.6	2.2%	9.8%	28.3%	44.6%	15.2%	186	10	6
Signage on vehicles	3.4	2.2%	11.1%	41.1%	34.4%	11.1%	182	14	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 352

Burlington - State St Boston

Inbound

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.4	1.4%	10.1%	43.5%	34.8%	10.1%	162	2	52
Safety and security	4.0	1.5%	5.9%	17.6%	45.6%	29.4%	159	5	19
Cleanliness/condition of vehicles	3.0	8.6%	17.1%	47.1%	22.9%	4.3%	164	0	12
Courtesy of drivers	3.8	4.3%	2.9%	25.7%	40.0%	27.1%	164	0	2
Announcement of stops	3.8	6.0%	6.0%	17.9%	41.8%	28.4%	157	7	2
Availability of seating on buses	3.8	1.4%	5.7%	27.1%	44.3%	21.4%	164	0	14
Frequency of service	3.2	7.7%	16.9%	32.3%	30.8%	12.3%	152	12	33
Travel time/speed	3.2	2.9%	23.5%	32.4%	29.4%	11.8%	159	5	28
Parking availability	2.8	16.3%	24.5%	26.5%	24.5%	8.2%	115	49	5
Stop amenities	2.8	9.8%	23.0%	44.3%	19.7%	3.3%	143	21	0
Fare collection system	3.6	1.5%	10.3%	35.3%	27.9%	25.0%	159	5	2
Signage on vehicles	3.8	0.0%	3.3%	36.7%	41.7%	18.3%	141	23	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 354

Woburn Line - State St Boston

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.4	7.4%	12.5%	30.9%	33.3%	15.9%	413	15	183
Safety and security	4.0	1.2%	1.5%	20.8%	44.6%	31.9%	413	15	42
Cleanliness/condition of vehicles	3.3	2.8%	15.4%	40.8%	27.3%	13.7%	408	20	39
Courtesy of drivers	3.9	1.2%	2.4%	25.3%	43.8%	27.3%	408	20	39
Announcement of stops	4.0	0.0%	3.8%	27.6%	38.1%	30.5%	386	42	10
Availability of seating on buses	3.7	4.7%	10.8%	22.6%	31.1%	30.8%	413	15	59
Frequency of service	3.4	6.7%	10.6%	34.1%	33.4%	15.3%	397	31	82
Travel time/speed	3.7	1.2%	5.8%	31.2%	42.1%	19.7%	418	10	50
Parking availability	3.4	3.9%	11.8%	45.2%	18.1%	20.9%	247	181	0
Stop amenities	2.5	24.7%	29.1%	24.5%	14.9%	6.8%	367	61	16
Fare collection system	3.6	1.8%	11.0%	33.9%	32.7%	20.6%	403	25	10
Signage on vehicles	3.8	2.7%	0.4%	37.0%	32.8%	27.1%	393	35	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 411

Malden Ctr Station - Jack Satter House Revere

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.8	13.1%	21.3%	48.1%	11.9%	5.6%	521	23	244
Safety and security	3.7	6.7%	6.0%	23.3%	36.7%	27.3%	489	55	94
Cleanliness/condition of vehicles	3.4	4.0%	6.0%	46.6%	28.7%	14.7%	489	55	10
Courtesy of drivers	3.8	1.9%	5.6%	33.7%	31.3%	27.5%	521	23	81
Announcement of stops	3.8	4.7%	6.0%	18.0%	48.6%	22.7%	489	55	0
Availability of seating on buses	3.1	21.0%	3.8%	33.8%	23.0%	18.5%	511	33	39
Frequency of service	2.6	23.0%	35.1%	12.7%	21.0%	8.3%	511	33	150
Travel time/speed	3.5	3.8%	11.3%	29.4%	45.6%	10.0%	521	23	81
Parking availability	3.5	14.5%	3.6%	30.1%	21.7%	30.1%	271	273	0
Stop amenities	3.0	16.4%	18.7%	29.9%	15.7%	19.4%	437	107	10
Fare collection system	4.2	0.0%	2.2%	21.9%	34.3%	41.6%	446	98	23
Signage on vehicles	4.1	2.3%	0.0%	22.9%	35.9%	38.9%	427	117	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 430

Saugus Ctr - Malden Ctr Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.8	19.7%	9.5%	47.7%	13.5%	9.5%	553	11	98
Safety and security	3.6	0.0%	2.0%	44.4%	45.8%	7.9%	553	11	44
Cleanliness/condition of vehicles	3.2	3.9%	13.5%	42.4%	36.2%	3.9%	553	11	11
Courtesy of drivers	3.4	17.1%	7.9%	25.3%	21.1%	28.6%	553	11	22
Announcement of stops	3.8	2.0%	10.0%	17.8%	43.0%	27.2%	542	22	0
Availability of seating on buses	3.4	6.0%	14.1%	35.2%	25.2%	19.5%	542	22	22
Frequency of service	2.4	24.0%	27.6%	37.9%	8.4%	2.2%	500	64	76
Travel time/speed	3.0	12.1%	21.2%	29.8%	32.9%	4.0%	542	22	22
Parking availability	3.2	16.0%	3.3%	32.6%	38.2%	9.9%	329	235	11
Stop amenities	2.4	36.3%	19.9%	16.1%	21.6%	6.2%	531	33	11
Fare collection system	3.5	10.3%	6.4%	35.6%	14.6%	33.1%	511	53	0
Signage on vehicles	3.9	0.0%	4.1%	32.5%	30.1%	33.3%	531	33	0

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

APPENDIX A

Survey Distribution, Response, Processing, and Expansion

A.1 SURVEY DISTRIBUTION STRATEGIES

A.1.1 TIME SPAN OF SURVEY DISTRIBUTION

The first step in designing the distribution strategy was determining the time span of the survey distribution. Except for the commuter rail system, the time spans used in the 2008–09 surveys were the same as those used in the most recent previous surveys on each mode. In the 1994 rail rapid transit, 1995 bus, and 2000 water transportation surveys, forms were distributed between approximately 6:00 AM and 3:00 or 3:30 PM to passengers traveling in either direction. This strategy was based on experience from a systemwide survey conducted in 1978, when forms were distributed over the entire service day. Response rates to that survey showed sharp declines after 3:30 PM. In devising the distribution plan for the 1994 survey and subsequent surveys, CTPS examined patterns in MBTA ridership counts and concluded that close to 85% of the passengers who used most services on a given day traveled in at least one direction before 3:30 PM. Consequently, with thorough coverage before 3:30, the majority of riders boarding after 3:30 would already have had an opportunity to receive survey forms earlier in the day.

The strategy for the 1993 commuter survey had been developed earlier, and consisted of distributing surveys on all inbound trains scheduled to arrive in Boston on each line between approximately 6:00 AM and midnight, but no distribution on outbound trains. For consistency, the 1998 Old Colony commuter rail surveys used the same distribution strategy as the 1993 surveys. However, in planning the 2008–09 commuter rail surveys, CTPS concluded that distribution on trains in both directions between about 6:00 AM and 3:30 PM, similar to the strategy to be used on other modes, would be more efficient and would produce satisfactory results.

The strategy used on all modes in 2008–09 did not reach riders whose entire trips were made after 3:30 PM. Some common purposes for trips beginning after that time would include travel to night-shift jobs, to evening classes, to

theaters, and to sporting events. The last two trip purposes are nonrepetitive, at least on a daily basis. Experience has shown that people that do not use the system frequently are less likely than regular riders to accept survey forms because infrequent riders often assume that the survey would not apply to them.

A.1.2 SURVEY DISTRIBUTION METHODS BY MODE

After determining the span of hours in which surveys were to be distributed, the next step was to determine the methods for survey distribution on each mode. Passengers entering each heavy rail rapid transit station and each Green Line Central Subway station have to pass through fare gates at limited numbers of locations. At such stations, survey distributors were positioned either just inside or just outside the faregates, and instructed to offer survey forms to as many entering passengers as possible. At most stations, only one distributor was assigned to each fare collection area at any given time, but at stations where heavy passenger volumes were anticipated, two distributors were assigned at some times.

Passengers boarding Green Line trains at all surface stops on the B, C, D, and E Branches, except Riverside on the D Branch, either pay fares or display passes when boarding. In 1994, survey forms were distributed to passengers waiting on platforms on the D Branch, but were distributed by surveyors on-board trains on the other lines. However, because of crowding on peak-period trains, it was increasingly difficult to distribute surveys to passengers boarding at stops closer to the subway portals. Therefore, at all stops on all four branches, surveys in 2008–09 were distributed to passengers waiting on the platforms. Depending on the platform configuration and expected ridership volumes, either one distributor offered surveys to both inbound and outbound riders, or separate distributors were assigned to the inbound and outbound platforms.

The Mattapan High-Speed Trolley Line also has on-board fare collection, but the expected average trip loads were low enough that the survey distribution was done, at all times of the day, by one distributor riding on-board each inbound and outbound trip from one end of the route to the other, between approximately 6:00 AM and 3:30 PM. All of the survey distribution on the bus system was done by distributors on-board buses. The distribution plan called for coverage of every route in the system except for the Silver Line routes (which had been surveyed in 2005 and 2006), and routes that operated only outside of the survey hours. For efficiency, the set of trips to be covered in each distributor's assignment was to be based on trip sequences in bus operator assignments (runs). The amount of the project budget allocated for bus surveys allowed for only about half of all operator runs during the survey hours to be covered. However, by selecting runs that included above-average numbers of trips, the percentage of trips covered was greater than the percentage of runs covered. An attempt was made to survey approximately the same percentages of operator runs at each garage, but to maximize the statistical validity of the

results, the routes with lower ridership were surveyed at higher percentages (in some cases up to 100% of the scheduled trips) than routes with higher ridership. After completing the initial round of surveys, supplemental distribution was done on some routes that had low return totals in the initial round.

For each commuter rail line, the more efficient of two potential survey distribution strategies was used. One strategy called for surveys to be distributed at all times to passengers waiting at stations. The other strategy called for surveys to be distributed on-board all trains, either over the length of the route or on the inner half. (Very few commuter rail riders make trips entirely between stations on the outer halves of routes.) Depending on route length, number of stations, service frequency, train length, and expected ridership, on some routes on-board distribution was the most efficient strategy during AM peak hours, but on other routes, on-platform distribution was more efficient. Most survey distribution for outbound and off-peak trains on all lines was done on-board.

On the rapid transit, bus, and commuter rail systems, it was not feasible to have vehicle operators or in-station MBTA personnel distribute survey forms, so distribution was done by CTPS employees or temporary help hired specifically for the project. However, on the commuter boats and the Inner Harbor Ferry, it was expected that during the relatively long times between docks, surveys could be distributed by boat crew members, as they were in the 2000 surveys. This strategy worked satisfactorily on most trips, but it was necessary to have CTPS distributors re-survey some trips.

A.2 SURVEY RESPONSE

For purposes of discussion here, the survey response rate for each mode is defined as the number of usable surveys returned divided by the number of surveys distributed. The sampling rate is defined as the number of usable surveys returned divided by the estimated total number of riders boarding a given line or entering a given station during the survey span. The sampling rate was always lower than the response rate, because some riders who were offered survey forms did not take them, and because it was not feasible to contact every rider to offer a survey form. The response rate figures are understated to the extent that survey forms provided to distributors were left over at the end of assignments but not returned to inventory.

As in past surveys, response rates to the 2008/2009 surveys varied both between modes, and between services within each mode. The table below summarizes the number of surveys distributed, number of usable surveys returned, response rates, estimated total ridership, and sample rates for each of the modes surveyed.

TABLE A-1
2008-2009 Survey Distribution and Response by Mode

Mode	Surveys Distributed	Surveys Returned	Response Rate	Ridership	Sample Rate
Rapid Transit	122,000	22,767	18.7%	296,200	7.7%
Bus	72,000	12,313	17.1%	209,700	5.9%
Commuter Rail	42,000	12,440	29.6%	55,550	22.4%
Greenbush CRR	1,475	526	35.7%	2,075	25.3%
Commuter Boat	1,500	693	46.2%	2,035	34.1%
Inner Harbor Ferry	300	178	59.3%	525	33.9%
Total	239,275	48,917	20.4%	566,085	8.6%

Results for the Greenbush commuter rail line are shown separately from those of the rest of the commuter rail system, because the Greenbush surveys included some questions pertaining only to the line, and the results are in a separate database. It should be noted that from a statistical standpoint, the absolute number of surveys returned may be more important than the percent sample rate, depending on the size of the population being surveyed.

Each survey form included a web address that respondents could use to fill out forms on-line instead of returning the paper form, but only small percentages of riders on each mode used the on-line option. On-line responses are included in the response and sampling rate calculations in the table above.

Passengers who made trips involving more than one of the modes in the table above would be included in the ridership totals for each of the modes they used, but if they received survey forms for more than one of these modes, they probably only completed one of them. To the extent that this occurred, the sample rate shown for the system as a whole understates the percentage of distinct individuals who were surveyed.

A.3 PROCESSING THE SURVEY FORMS

Before being entered in the databases, each survey form was checked for completeness. Forms which did not include responses to enough of the questions to be useful were either included only in the written comments databases, if applicable, or discarded completely. Likewise, forms on which most of the responses were evidently facetious were discarded. Forms that were mostly complete but were missing entries such as boarding station or stop that could be deduced from answers to other questions were corrected as needed.

The survey instructions called for passengers to describe one-way trips that they were making, but some described round trips and reported the same boarding and alighting station. If the correct alighting station could be determined from answers to other questions, it was used in place of the round-trip alighting station. For example, many of the surveys that reported the same boarding and alighting station nevertheless gave different addresses for origin and destination. If the alighting station could not be determined, it was changed to “unspecified.” If the reported origin and destination addresses were the

same, the destination was changed to “unspecified.” Other editing changes included correcting transposition of lines in multi-line entries, such as town name on line for street address and vice-versa.

After the records were entered in the databases, additional checks were made for errors missed in the earlier editing process, and for data-entry errors. Missing boarding or station entry times were filled in based on the times reported on surveys from the same route or stations with serial numbers similar to the ones on the forms with the missing numbers. On surveys with origin or destination addresses in Boston, Cambridge, Somerville, or Brookline, standard neighborhood designations used by CTPS were added to the city or town based on the rest of the reported address or other information on the survey.

A.4 EXPANSION METHODS

To prevent differences in sampling rates among stations or routes from skewing the overall results, it was necessary to apply a weight factor to each survey record. These factors were calculated using the best available ridership data for each mode and line or station. The project budget did not allow for special control counts of ridership to be conducted. However, since the surveys were, to the extent possible, distributed on “representative” weekdays, any ridership count that is also supposed to be for a “representative” weekday should be acceptable for purposes of survey expansion.

As in the case of past surveys, separate weight factors were used for different times of day if enough surveys were returned from different time periods. In the 2008/2009 surveys, the maximum breakdown of time periods used for most modes was 6:00 to 8:29 AM and 8:30 AM or later. Separate weight factors were calculated for inbound and outbound travel unless there were too few responses from one of the directions to use separately.

For the rapid transit system, station entry totals by time period were calculated from the averages of Automated Fare Collection (AFC) data from several days in the Spring of 2009. At most stations, inbound and outbound riders use the same faregates. The AFC totals were split by direction on the basis of past CTPS counts. Similarly, at stations such as Downtown Crossing where faregates are shared by riders going to more than one route, past CTPS counts were used to split AFC totals by route as well as by direction.

Boarding totals for surface Green Line stops were estimated from the most recent CTPS counts at each stop, with adjustments for elimination of outbound free fares in 2007. (Boarding counts at about half of the stops had been done in the fall of 2006.) Boarding totals for stations on the Mattapan High Speed Line were based on counts conducted by CTPS in 2005.

For each bus route, ridership totals by direction and time period were based on the trip summaries from the most recent CTPS ridecheck. In several cases, two or more bus routes overlap for substantial portions of their routes, and riders who could make their trips interchangeably on any of them often listed all or

none of them as the route they were riding when surveyed. For such routes, composite weight factors were usually calculated for the combined routes and applied to all of them.

For the commuter rail system, peak loads by train were taken from the latest figures used by the MBTA's contract operator, Massachusetts Bay Commuter Railroad (MBCR) for purposes of equipment assignment. For inbound trains, boardings by station were estimated by applying factors from MBCR Train Audit reports to the peak load totals. These figures were then grouped to provide one weight factor for peak trains and one for off-peak trains for each station. During the survey hours, commuter rail ridership was much lower outbound than inbound, and no breakdowns of boardings by station were available. Therefore, weight factors were based on peak loads and survey responses, with separate factors at most for peak and off-peak trains but not for different boarding stations.

For the commuter boat and Inner Harbor Ferry services, ridership figures for each boat trip on each day in the week when surveys were distributed were obtained from the MBTA's contract operators of the boats. Ridership totals for the trip with each scheduled departure time on the three mid-week days (July 29, 30, and 31, 2008) were averaged and divided by the number of returned surveys from passengers who were surveyed on a boat departing at that time. In most cases, the ratio calculated for each trip in this manner was used as the weight factor for the records from surveys for that trip. However, when large differences in sampling in a sequence of trips would have resulted in large variations in the weights given to their records, composite factors based on the total ridership and returns for these trips were used instead.

A.5 POTENTIAL PROBLEMS WITH EXIT STATION TABLES

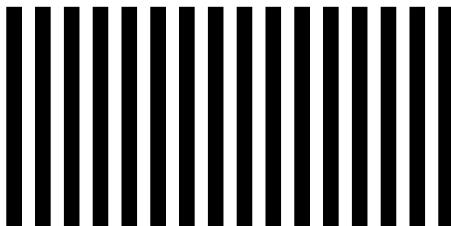
Because the surveys were expanded only to boarding counts, the summaries of data for exit stations for the rapid transit and commuter rail lines and exit docks for the boat lines, may not be well calibrated to the actual number of exits at each location. To the extent that there was bias in the response rates with respect to the exit station or dock, the total passengers shown exiting at that station or dock will vary from the number one would get through a passenger count. For example, suppose that during a certain time interval, 100 passengers enter Station A, and that of these, 50 are going to Station B and 50 are going to Station C. Further suppose that for whatever reason (amount of time on the train, general propensity to fill out surveys, ease of turning in completed surveys at stations), 20% of the riders going to Station C, but only 10% of those going to Station B return surveys. Ten surveys will be received from riders going to Station C, and 5 surveys from riders going to Station B, or a total of 15. Using a weight factor based only on the entry totals at Station A, each survey will be given a weight of $100/15 = 6.67$. The summary tables will therefore show 33 passengers going from Station A to Station B and 67 from Station A to Station C instead of 50 to each.

Calculation of weight factors adjusted both for entry totals at boarding stations and exit totals at alighting stations would require a complex iterative procedure using data that cannot be readily obtained at present. Even then, because of the many different boarding and alighting station combinations and large differences in the actual numbers of riders traveling between each pair, survey samples much larger than those obtained either in 2008/2009 or in past MBTA surveys would be needed in order to obtain highly reliable data on station-to-station travel. When station-to-station totals from the 2008/2009 survey are further divided into origin-destination pairs by city, town, or neighborhood or to even finer levels of detail, very few have sufficient numbers of responses needed for high confidence levels and narrow confidence intervals.

APPENDIX B

Survey Form

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 2521 BOSTON MA

POSTAGE WILL BE PAID BY ADDRESSEE

**CENTRAL TRANSPORTATION PLANNING STAFF
10 PARK PLAZA STE 2150
BOSTON MA 02116-9776**



MBTA Bus Passenger Survey

This survey is being conducted to help determine how MBTA bus service can be improved. Please help us by answering as many questions as you can. After completing this survey, please either hand it to a survey distributor on the bus or to a Customer Service Agent at a rapid transit station, or drop it in the mail (no stamp is needed). You may fill out the survey online or get more information about the survey at www.ctps.org/survey/bus/. All answers are confidential. You will not be put on any mailing lists.

THANK YOU!

1. **What bus route were you boarding/riding when you got this survey form?**
Route number _____ and/or Route name _____
2. **At what stop did you board the bus on that route?**

(stop name, or nearest street intersection, or landmark)
3. **About what time did you board that bus?**
 : AM PM
- 4a. **Where were you before starting this entire one-way trip?**
 At work At a doctor or other personal business
 At school At a work-related errand or meeting
 At home At a restaurant, or social or recreational activity
 At a store Other _____
- 4b. **Where is the place in question 4a located?**

(address or nearest street intersection or landmark)

(city/town/neighborhood) (state) (zip code)
- 5a. **Where did you first board a public transit vehicle on this one-way trip?**
 At the stop reported in question 2
 At the _____ rapid transit or commuter rail station
 At a bus or Silver Line stop at _____
on Route (number or name) _____
 At _____ boat dock Other _____
- 5b. **How did you get to the station or stop reported in question 5a?**
 Walked directly (from work, school, home, etc.)
 Drove or rode in a personal vehicle and parked at or near station/stop
 Dropped off by personal vehicle that did not park Taxi THE RIDE
 Private shuttle van/shuttle bus Bicycle Other _____
6. **How long did it take to get from where this trip started to the first place where you boarded a public transit vehicle on this trip?** _____ minutes
7. **What type of fare did you pay for this bus trip?**
 Pay-per-ride CharlieCard (plastic) Pay-per-ride CharlieTicket (paper)
 Monthly pass (circle one): Link (Subway + Bus); Student; Senior; Disability; Inner Express Bus; Outer Express Bus; Zone _____; Boat
 Full cash fare on-board bus
 Reduced fare (circle one): Student; Senior; Disability
 Child under age 12 free fare Blind Access Card
 1-day Link Pass 7-day Link Pass Other _____
- 8a. **At what stop will you/did you leave the bus you were boarding/riding when you got the survey?** _____

Please seal with tape—do not staple.

MORE QUESTIONS INSIDE →

- 8b. Where will you/did you last leave a public transit vehicle on this one-way trip?** At the stop reported in question 8a
 At the _____ rapid transit or commuter rail station
 At a bus or Silver Line stop at _____ on Route (number or name)
 At _____ boat dock Other _____

- 9a. Where will/did this one-way trip end?**
 At work At a doctor or other personal business
 At school At a work-related errand or meeting
 At home At a restaurant, or social or recreational activity
 At a store Other _____

- 9b. Where is the place in question 9a located?**

 (address or nearest street intersection or landmark)

 (city/town/neighborhood) (state) (zip code)

- 9c. How will you/did you get there from the station/stop in question 8b?**
 Walk directly (to work, school, home, etc.)
 Drive or ride in personal vehicle parked at or near station/stop
 Met at station/stop by car or other personal vehicle Taxi THE RIDE
 Private shuttle van/shuttle bus Bicycle Other _____

- 10. How long will it/did it take to get to your destination (in question 9a/9b) from your last station/stop (in question 8b)?** _____ minutes

- 11. How many days a week do you ride the bus line reported in question 1?**
 Less than 1 day 3 days 6 days
 1 day 4 days 7 days
 2 days 5 days I'm only visiting Boston

- 12. Do you ride that bus line on . . .**
Saturdays? Yes, regularly Yes, occasionally No, not at all
Sundays? Yes, regularly Yes, occasionally No, not at all

- 13a. On days when you use that bus line, how many one-way trips do you usually make on it?** _____

- 13b. On days when you do not use that bus line, do you make the same trip by other means?** Yes No **If yes, check all that apply:**
 Drive alone Carpool/vanpool Other MBTA service
 Non-MBTA bus Bicycle Other _____

- 14. Do you have a valid driver's license?** Yes No

- 15a. How many usable vehicles (autos, trucks, or motorcycles) does your household have?** 0 1 2 3 or more

- 15b. Could you have used one of these vehicles instead of riding the bus route on the day you got this survey?** Yes No

- 16. What is your age?**
 18 or under 25–34 45–64
 19–24 35–44 65 or over

- 17. What is your primary occupation?**
 Construction Trades/Manufacturing Professional/Business Services
 Retail/Sales Student Homemaker Retired/Unemployed
 Other _____

- 18. How many people are in your household, including yourself?** (the number of people living in your house or apartment) _____

- 19. What is your annual combined household income?**
 Under \$20,000 \$40,000–\$49,999 \$75,000–\$99,999
 \$20,000–\$29,999 \$50,000–\$59,999 \$100,000 or more
 \$30,000–\$39,999 \$60,000–\$74,999

- 20. What is your gender?** (For example: Male, Female) _____

- 21a. How do you self-identify by race? (check all that apply)**
 American Indian or Alaska Native Asian
 Black or African American White
 Native Hawaiian or other Pacific Islander Other _____

- 21b. Are you Hispanic/Latino?** Yes No

- 22. What are your main reasons for using MBTA bus service? (check all that apply)**
 Convenience Environmentally responsible
 Speed/travel time Less expensive than other choices
 Avoid driving/traffic Can read or do work on the bus
 Avoid parking at destination Only transportation available
 Other _____

- 23a. How do you obtain information about MBTA service? (check all that apply)**
 By phone From MBTA website From SmarTraveler
 Get printed material at: _____ station _____ information booth _____ on vehicle
 _____ store _____ library Other _____

- 23b. Do you carry a cell phone when riding the MBTA?** Yes No

- 24. Several measures of service quality are listed below. Please circle a number after each measure to indicate how you feel about MBTA bus service.** (Leave blank any measures that don't apply.) **Then place a check mark beside the three measures most important to you.**

	Poor	Average	Excellent	✓		
Reliability (on-time performance)	1	2	3	4	5	_____
Safety and security	1	2	3	4	5	_____
Cleanliness/condition of vehicles	1	2	3	4	5	_____
Courtesy of drivers	1	2	3	4	5	_____
Announcement of stops	1	2	3	4	5	_____
Availability of seating on buses	1	2	3	4	5	_____
Frequency of service	1	2	3	4	5	_____
Travel time/speed	1	2	3	4	5	_____
Parking availability	1	2	3	4	5	_____
Stop amenities (shelters, benches)	1	2	3	4	5	_____
Fare collection system	1	2	3	4	5	_____
Signage on vehicles	1	2	3	4	5	_____

Comments/Suggestions: