3 Identify Transit Markets

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

3.1 MBTA Ridership Trends

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

3.1.1 Red Line

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

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

Table 30
Red Line Station Entries (Typical Weekday)

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

3.1.2 Orange Line

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

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

Table 31
Orange Line Station Entries (Typical Weekday)

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

3.1.3 Blue Line

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

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

Table 32
Blue Line Station Entries (Typical Weekday)

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

3.1.4 Green Line Central Subway

Figure 13 presents a map of the rail rapid transit system, including the subway portion of the Green Line. [21] Table 33 shows the average

[21] The Green Line "central subway" includes 13 stations: Lechmere, Science Park, North Station, Haymarket, Government Center, Park

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

Table 33
Green Line Subway Station Entries (Typical Weekday)

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

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

3.1.5 Surface Light Rail

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

Table 34
Surface Green Line Boardings (Typical Weekday)

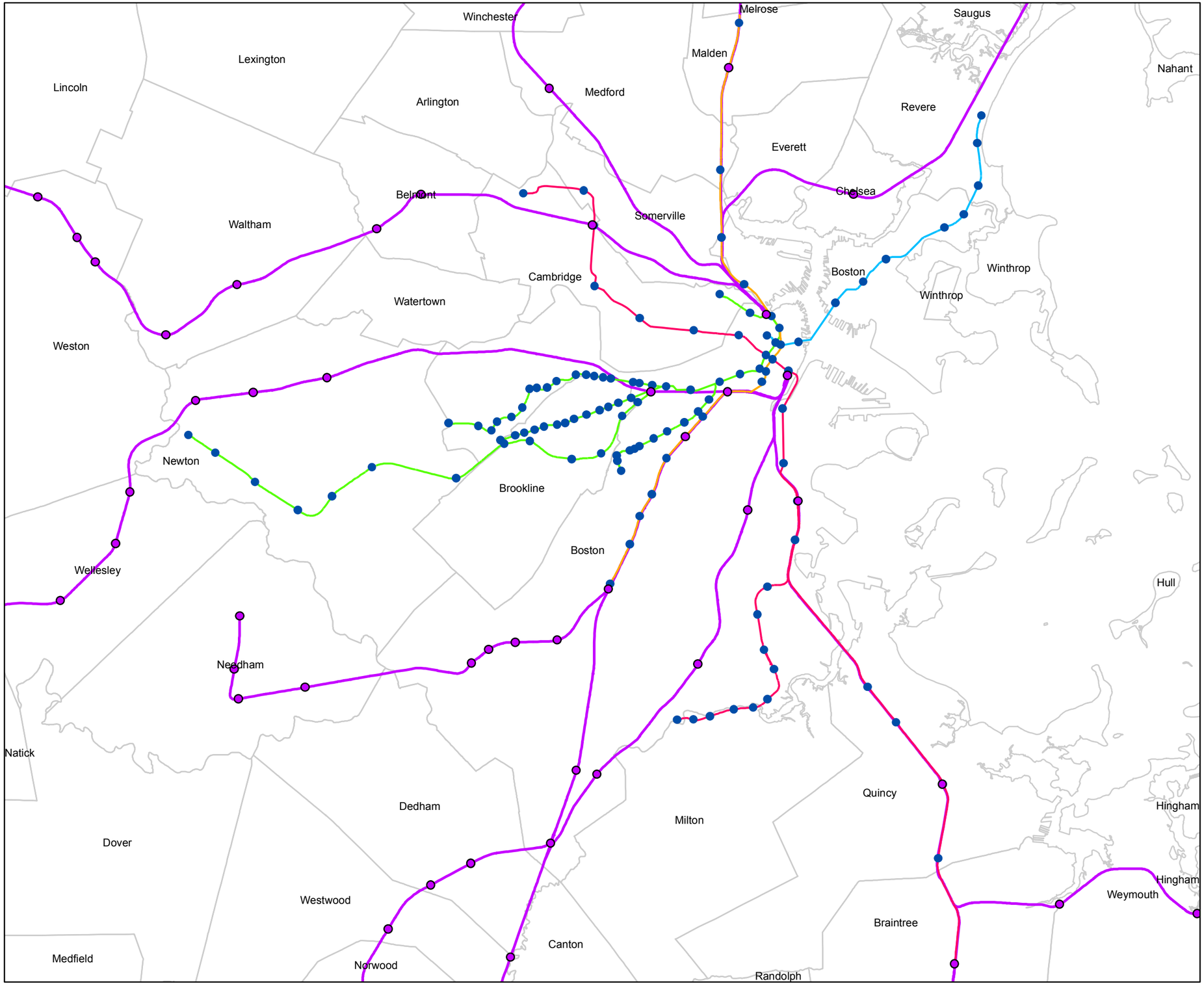
Station	1997	2009	1997-2009 % Change	Projected 2030	2009-2030 % Change
B (Boston College)	30,745	28,486	-7%	37,210	+31%
C (Cleveland Circle)	14,522	14,718	+1%	20,907	+42%
D (Riverside)	20,960	22,922	+9%	29,420	+28%
E (Heath Street)	14,647	19,149	+31%	30,813	+61%
Mattapan High-Speed Trolley	7,104	6,684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

3.1.5 Directly-Operated Bus Routes

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

[22] "Directly-operated" refers to bus routes that the MBTA operates; that is, routes for which the MBTA does not contract with a private carrier to operate the service.

FIGURE 13
Rail Rapid Transit System



Legend

- Commuter rail stations
- Commuter rail lines
- Rapid transit stations

Rapid Transit Lines

- Blue
- Green
- Orange
- Red
- Town boundary

N

0 1.25 2.5 5 Miles

Core Efficiencies Study

BOSTON REGION MPO

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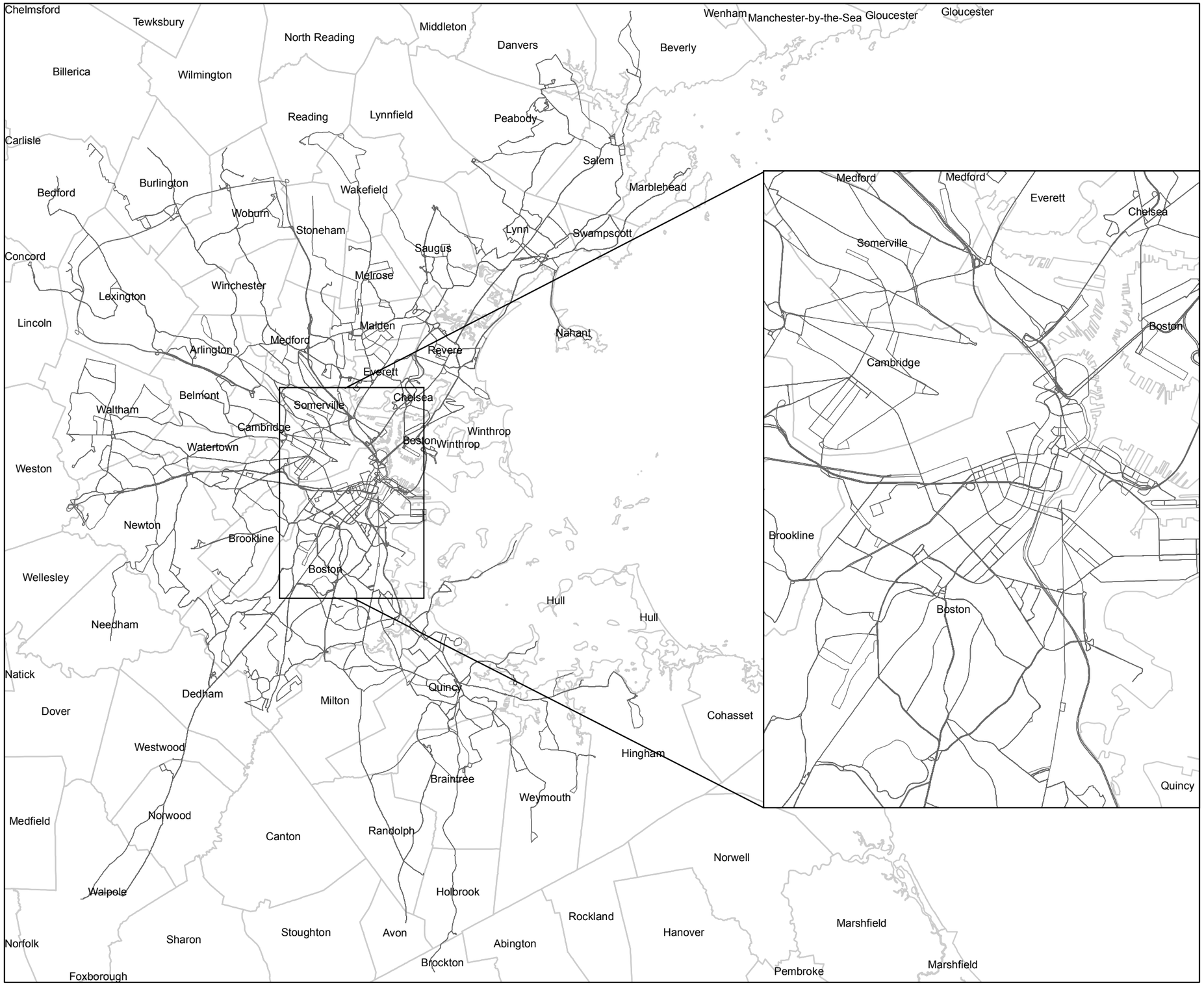


FIGURE 14
Directly-Operated Bus System

Legend

Bus routes

Town boundary

N

0 2.5 5 10 Miles

Core Efficiencies Study

BOSTON REGION MPO

TABLE 35

Bus Route Boardings (Typical Weekday)

Pre-2000, Pre-2010, and 2030 and Percent Change 2000-2010 and 2010-2030

Route	Pre-2000	2000 to 2010 Pre-2010	2000 to 2010 Per. Chg.	2010 to 2030 2030	2010 to 2030 Per. Chg.
1: Harvard Sq. - Dudley Sta. via Mass. Ave	12,557	12,325	-2%	14,726	+19%
4: North Sta. - World Trade Ctr.	148	314	+112%	572	+82%
5: City Point - McCormack Housing	173	138	-20%	275	+99%
7: City Point - Otis & Summer Sts.	2,227	2,674	+20%	3,900	+46%
8: Harbor Point/UMass - Kenmore Sta.	5,270	3,217	-39%	3,727	+16%
9: City Point - Copley Sq. via Broadway Sta	4,116	4,245	+3%	4,840	+14%
10: City Point - Copley Sq. via B.C.H	3,546	2,936	-17%	3,395	+16%
11: City Point - Downtown	3,682	2,529	-31%	2,968	+17%
14: Roslindale Sq. - Heath St. Loop	964	1,291	+34%	1,708	+32%
15: Kane Sq. - Ruggles Sta.	6,995	6,951	-1%	8,367	+20%
16: Forest Hills Sta. - UMass	4,333	4,350	<+1%	5,093	+17%
17: Fields Corner Sta. - Andrew Sta	3,741	2,781	-26%	3,131	+13%
18: Ashmont Sta. - Andrew Sta.	688	740	+8%	866	+17%
19: Fields Corner Sta. - Ruggles or Kenmore Sta	1,903	3,376	+77%	3,719	+10%
21: Ashmont Sta. - Forest Hills Sta.	3,739	4,444	+19%	5,637	+27%
22: Ashmont Sta. - Ruggles Sta. via Talbot Ave	8,334	7,047	-15%	8,238	+17%
23: Ashmont Sta. - Ruggles Sta. via Washington St	11,701	11,142	-5%	12,819	+15%
24: Wakefield Ave. - Mattapan Sta.	1,629	1,461	-10%	1,704	+17%
26: Ashmont Sta. - Norfolk & Morton Belt Line	1829	1336	-27%	1,534	+15%
27: Mattapan Sta. - Ashmont Sta.	578	451	-22%	544	+21%
28: Mattapan Sta. - Ruggles Sta.	11,683	10,607	-9%	11,960	+13%
29: Mattapan Sta. - Jackson Sq. Sta.	2,237	2,072	-7%	2,328	+12%
30: Mattapan Sta. - Roslindale Sq.	1,888	2,033	8%	2,186	+8%
31: Mattapan Sta. - Forest Hills Sta.	5,231	4,134	-21%	4,803	+16%
32: Wolcott Sq./Cleary Sq. - Forest Hills Sta.	7,741	7,733	>1%	8,749	+13%
33: River & Milton Sts. - Mattapan Sta.	871	1,091	+25%	1,253	+15%
34: Dedham Line - Forest Hills Sta	6,280	7,095	+13%	8,102	+14%
35: Dedham Mall - Forest Hills Sta.	2,082	2,188	+5%	2,875	+31%
36: VA Hosp. - Forest Hills Sta. via Chas. River Loop	3,255	2,984	-8%	3,395	+14%
37: Baker & Vermont Sts. - Forest Hills Sta.	1,633	1,361	-17%	1,537	+13%
38: Wren St. - Forest Hills Sta.	783	1,051	+34%	1,160	+10%
39: Forest Hills Sta. - Back Bay Sta.	17,405	14,405	-17%	16,830	+17%
40: Georgetowne - Forest Hills Sta.	1,099	1,239	+13%	1,343	+8%
41: Centre & Eliot Sts. - JFK/UMass Sta.	1,027	2,234	+118%	2,684	+20%
42: Forest Hills Sta. - Ruggles Sta.	3,783	2,818	-26%	3,074	+9%
43: Ruggles Sta. - Park & Tremont Sts.	3,741	2,217	-41%	3,236	+46%
44: Jackson Sq. Sta. - Ruggles Sta.	4,046	3,791	-6%	4,213	+11%
45: Franklin Park - Ruggles Sta.	3,876	3,600	-7%	4,009	+11%
47: Central Sq., Cambridge - Broadway Sta	3625	4341	+20%	5,211	+20%
48: Centre & Eliot Sts. - Jamaica Plain Loop	203	85	-58%	111	+31%
50: Cleary Sq. - Forest Hills Sta. via Metropolitan	991	1,062	+7%	1,132	+7%
51: Cleveland Circle - Forest Hills Sta	1836	2087	+14%	2,441	+17%
52: Dedham Mall - Watertown Yard	828	653	-21%	797	+22%
55: Queensberry St. - Park & Tremont Sts.	916	847	-8%	945	+12%
57: Watertown Yard - Kenmore Sta	8,850	11,504	30%	13,259	+15%
59: Needham Junction - Watertown Sq	1,383	1,172	-15%	1,301	+11%
60: Chestnut Hill - Kenmore Sta	1,619	1,350	-17%	1,437	+6%
62: Bedford V.A. Hosp. - Alewife Sta	1,193	1,122	-6%	1,240	+11%
64: Oak Sq. - University Pk. Cambridge	1,608	1,268	-21%	1,428	+13%
65: Brighton Center - Kenmore Sta	1,683	2,088	+24%	3,014	+44%
66: Harvard Sq. - Dudley Sta. via Brookline	10676	14676	+37%	18,790	+28%
67: Turkey Hill - Alewife Sta	493	517	+5%	747	+44%
68: Harvard Sq. - Kendall/MIT Sta.	286	520	+82%	1,011	+94%
69: Harvard Sq. - Lechmere Sta.	3,371	2,985	-11%	3,443	+15%
70: Cedarwood - Central Sq., Cambridge	5,069	4,654	-8%	5,498	+18%
70A: No. Waltham - University Pk. Cambridge	1,790	2,032	+14%	2,325	+14%
71: Watertown Sq. - Harvard Sta.	5456	5483	<+1%	6,552	+19%
72: Aberdeen & Mt. Auburn - Harvard Sta	953	797	-16%	946	+19%
73: Waverley Sq. - Harvard Sta.	6,919	6,396	-8%	7,416	+16%
74: Belmont Ctr. - Harvard Sta. via Concord Ave	1239	981	-21%	1,062	+8%
75: Belmont Ctr. - Harvard Sta via Fresh Pond Pkwy	420	487	+16%	525	+8%
76: Hanscom Air Force Base - Alewife Sta	857	626	-27%	695	+11%
77: Arlington Heights - Harvard Sta.	6,710	6,718	0%	7,727	+15%
78: Arlmont Village - Harvard Sta.	1,547	1,149	-26%	1,212	+5%
79: Arlington Heights - Alewife Sta	1,579	1,095	-31%	1,226	+12%
80: Arlington Center - Lechmere Sta	2,095	1,872	-11%	2,245	+20%
83: Rindge Ave. - Central Sq., Cambridge	2840	2154	-24%	2,387	+11%
84: Arlmont Loop - Alewife Sta	199	211	+6%	261	+24%
85: Spring Hill - Kendall/MIT Sta.	392	397	+1%	467	+18%
86: Sullivan Sta. - Cleveland Circle	4,757	5,139	+8%	6,033	+17%
87: Clarendon Hill - Lechmere Sta. via Somerville Ave	3,720	3,373	-9%	3,841	+14%
88: Clarendon Hill - Lechmere Sta. via Highland Ave	4,299	3,785	-12%	4,216	+11%
89: Clarendon Hill - Sullivan Sta	3,638	3,431	-6%	3,825	+11%
90: Davis Sq. Sta. - Wellington Sta.	1,280	920	-28%	1,086	+18%
91: Sullivan Sta. - Central Sq., Cambridge	1,970	1,482	-25%	1,612	+9%
92: Assembly Sq. Mall - Downtown via Main St	1,506	1,055	-30%	1,161	+10%
93: Sullivan Sta. - Downtown via Bunker Hil	4,629	4,210	-9%	5,255	+25%
94: Medford Sq. - Davis Sq. Sta.	1,197	1,336	+12%	1,493	+12%
95: West Medford - Sullivan Sta.	1,679	1,751	+4%	2,033	+16%
96: Medford Sq. - Harvard Sta.	1719	1781	+4%	1,957	+10%
97: Malden Sta. - Wellington Sta.	535	742	+39%	965	+30%
99: Boston Reg. Med. Ctr. Stoneham - Wellington Sta	1,681	1,259	-25%	1,478	+17%
100: Elm St. - Wellington Sta.	955	884	-7%	1,160	+31%
101: Malden Sta. - Sullivan Sta. via Medford Sq	4,217	4,116	-2%	4,858	+18%
104: Malden Sta. - Sullivan Sta. via Ferry St	3,310	3,360	2%	3,702	+10%
105: Malden Sta. - Sullivan Sta. via Main St.	975	926	-5%	1,009	+9%
106: Franklin Sq./Lebanon St. Loop - Wellington Sta	2,504	2,317	-7%	2,722	+17%
108: Linden Sq. - Wellington Sta.	2,708	2,600	-4%	3,031	+17%
109: Linden Sq. - Sullivan Sta.	2,680	2,988	+11%	3,278	+10%
110: Wonderland Sta. - Wellington Sta.	2,513	2,392	-5%	2,863	+20%
111: Woodlawn/Broadway & Park - Haymarket Sta.	7,459	8,692	+17%	9,940	+14%
112: Wellington Sta. - Wood Island Sta.	1,338	1,213	-9%	1,328	+9%
114: Bellingham Sq. - Maverick Sta.	530	969	+83%	1,048	+8%
116: Wonderland Sta. - Maverick Sta. via Revere	4,678	4,388	-6%	5,198	+18%
117: Wonderland Sta. - Maverick Sta. via Beach	4,287	4,058	-5%	4,798	+18%
119: Northgate Shopping Ctr. - Beachmont Sta.	1072	784	-27%	921	+17%
120: Orient Heights Sta. - Maverick Sta.	2,919	2,718	-7%	3,043	+12%
121: Wood Island Sta. - Maverick Sta.	318	384	+21%	494	+29%
131: Melrose Highlands - Malden Sta.	541	629	+16%	743	+18%
132: Redstone Shopping Ctr. - Malden Sta.	482	658	+37%	764	+16%
134: North Woburn - Wellington Sta.	1,605	2,164	+35%	2,453	+13%
136: Reading Depot - Malden Sta. via Lakeside	949	1,072	+13%	1,205	+12%
137: Reading Depot - Malden Sta. via North Ave.	966	975	+1%	1,060	+9%
170: Oak Park - Dudley Sta.	58	42	-28%	67	+59%
171: Logan Airport - Dudley Sta.	n/a	38	n/a	61	+59%
201: Fields Corner Sta. – Fields Corner Sta. via Neponset Ave.	n/a	877	n/a	402	-13%
202: Fields Corner Sta. - Fields Corner Sta. via Adams St.	862	686	n/a	506	+22%
210: Quincy Ctr. Sta. - No. Quincy Sta./Fields Corner Sta.	613	725	-20%	776	+13%
211: Quincy Ctr. Sta. - Squantum	222	291	+18%	826	+14%
212: Quincy Ctr. Sta. - No. Quincy Sta.	1434	1187	+31%	358	+23%
214: Quincy Ctr. Sta. - Germantown	1,681	1,393	-17%	1,307	+10%
215: Quincy Ctr. Sta. - Ashmont Sta.	1,279	974	-17%	1,533	+10%
216: Quincy Ctr. Sta. - Houghs Neck	207	223	-24%	1,020	+5%
217: Wollaston Sta. - Ashmont Sta. via Wollaston Beach	1669	1410	+8%	302	+35%
220: Quincy Ctr. Sta. - Hingham	136	96	-16%	862	-39%
221: Quincy Ctr. Sta. - Fort Point	1573	1326	-29%	110	+15%
222: Quincy Ctr. Sta - East Weymouth	2166	2557	-16%	770	-42%
225: Quincy Ctr. Sta. - Weymouth Landing	1,061	1,305	+18%	2,831	+11%
230: Quincy Ctr. Sta. - Montello Sta.	435	486	+23%	1,397	+7%
236: Quincy Ctr. Sta. - South Shore Plaza	1518	1518	+12%	501	+3%
238: Quincy Ctr. Sta. - Holbrook/Randolph Comm. Rail Sta.	2,194	2,408	0%	1,687	+11%
240: Avon Line - Ashmont Sta.	501	395	+10%	2,460	+2%
245: Quincy Ctr. Sta. - Mattapan Sta.	n/a	235	-21%	446	+13%
275: Downtown Boston - Long Island Health Campus	n/a	598	n/a	270	+15%
276: Boston City Hosp. - Long Island Health Campus	629	320	n/a	664	+11%
325: Elm St. - Haymarket Sta.	708	434	-49%	359	+12%
326: West Medford - Haymarket Sta.	1537	1344	-39%	480	+11%
350: North Burlington - Alewife Sta.	238	145	-13%	1,526	+14%
351: Oak Park - Alewife Sta.	484	377	-39%	163	+12%
352: Burlington - State Street	819	792	-22%	471	+25%
354: Woburn Line - State Street	13	17	-3%	860	+9%
355: Mishawum Sta. - State Street	816	1074	+31%	29	+71%
411: Malden Sta. - Revere/Jack Satter House	n/a	94	+32%	1,129	+5%
424: Eastern & Essex - Haymarket Sta.	n/a	93	n/a	104	+10%
424W: Eastern & Essex - Wonderland Sta.	1389	1466	n/a	110	+18%
426: Central Sq., Lynn - Haymarket Sta. via Cliftondale Sq.	n/a	143	+6%	1,638	+12%
426W: Central Sq., Lynn - Wonderland Sta. via Cliftondale Sq.	101	193	n/a	157	+10%
428: Oaklandvale - Haymarket Sta. via Granada Highlands	1013	1245	+91%	58	-70%
429: Northgate Shopping Ctr. - Central Sq., Lynn	820	1,136	+23%	1,369	+10%
430: Appleton St., Saugus - Malden Sta.	65	64	+39%	1,300	+14%
431: Neptune Towers - Central Sq., Lynn	615	58	-2%	79	+24%
434: Peabody - Haymarket Sta.	n/a	n/a	n/a	80	+39%
435: Liberty Tree Mall - Central Sq., Lynn	217	686	+2%	599	+16%
436: Danvers Sq. - Central Sq., Lynn	n/a	n/a	n/a	774	+13%
439: Bass Point, Nahant - Central Sq., Lynn	1180	1076	-70%	10	-81%
441: Marblehead - Haymarket Sta. via Paradise Rd.	n/a	135	-9%	1,229	+14%
441W: Marblehead - Wonderland Sta. via Paradise Rd.	1297	1405	n/a	142	+5%
442: Marblehead - Haymarket Sta. via Humphrey St.	n/a	108	+8%	1,609	+15%
442W: Marblehead - Wonderland Sta. via Humphrey St.	156	130	n/a	115	+7%
448: Marblehead - Downtown Crossing	218	177	-17%	141	+8%
449: Marblehead - Downtown Crossing	1713	1342	-19%	192	+9%
450: Salem Depot - Haymarket Sta. via Western Ave.	n/a	0	-22%	1,563	+17%
451: No. Beverly - Salem Depot	333	253	-24%	90	-64%
455: Salem Depot - Haymarket Sta.	1,722	1,211	-30%	1,318	+9%
455W: Salem Depot - Wonderland Sta.	n/a	238	n/a	285	+20%
456: Salem Depot - Central Sq., Lynn	n/a	237	n/a	343	+45%
459: Salem Depot - Downtown Crossing	1,093	948	-13%	1,167	+23%
465: Liberty Tree Mall - Salem Depot	n/a	222	n/a	263	+18%
468: Danvers Sq. - Salem Depot	91	14	-85%	22	+59%
500: Riverside Sta. - Federal & Franklin Sts.	746	95	-87%	122	+29%
501: Brighton Ctr. - Federal & Franklin Sts.	2,268	1,794	-21%	1,957	+9%
502: Watertown Yard - Copley Sq.	1,445	1,212	-16%	1,353	+12%
503: Brighton Center - Copley Sq.	n/a	454	n/a	576	+27%
504: Watertown Yard - Federal & Franklin Sts.	1,984	1,568	-21%	1,712	+9%
505: Waltham Ctr. - Federal & Franklin Sts.	1317	912	-31%	990	+9%
553: Roberts - Federal & Franklin Sts.	791	695	-12%	745	+7%
554: Waverley Sq. - Federal & Franklin Sts.	738	667	-10%	799	+20%
555: Riverside Sta. - Federal & Franklin Sts. via Newton	n/a	120	n/a	155	+29%
556: Waltham Highlands - Federal & Franklin Sts.	486	462	-5%	497	+8%
558: Riverside - Federal & Franklin Sts.	391	365	-7%	400	+10%
701 CT1: Central Sq., Cambridge - So. End Med. Area	2,507	2,014	-20%	2,573	+28%
708 CT3: Beth Israel Deaconess – Andrew Sta.	1,017	1,086	+7%	1,460	+34%
741 Silver Line 1: Logan Airport - South Sta.	n/a	6,409	n/a	10,190	+59%
742 Silver Line 2: Boston Marine Industrial Park - South Sta.	n/a	5,218	n/a	8,297	+59%
746 Silver Line Waterfront: Silver Line Way - South Sta.	n/a	3,313	n/a	5,268	+59%
747 CT2: Sullivan Sta. - Ruggles Sta.	1,192	2,110	+77%	2,607	+24%
749 Silver Line Washington St.: Dudley Sta. - Downtown	n/a	14,709	n/a	16,992	+16%
Total	**364,494**	**386,202**	**+6%**	**454,749**	**+18%**

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

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

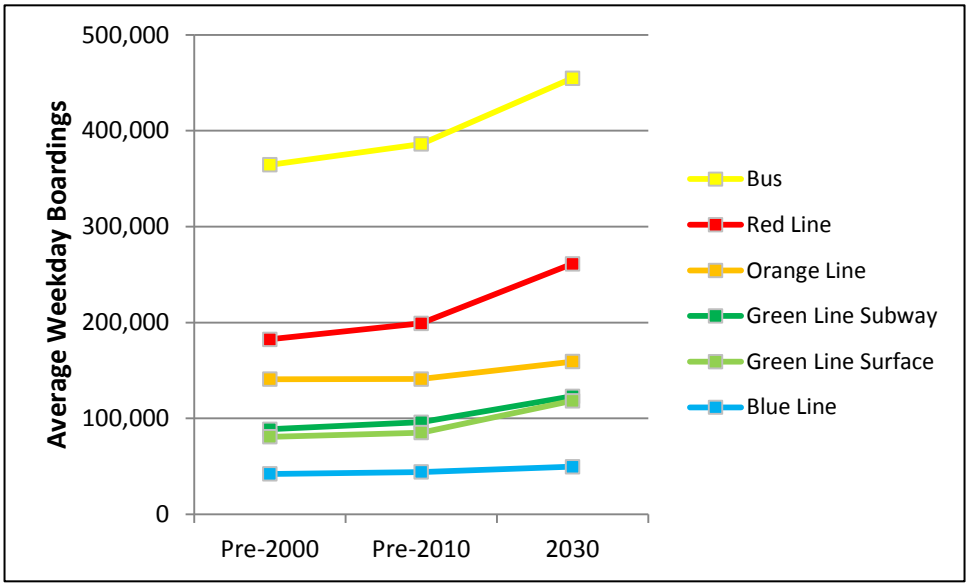
Most bus routes are projected to experience ridership growth by 2030. The three largest percentage increases are projected for Routes 5 (City Point – McCormack Housing), 68 (Harvard Square – Kendall/MIT), and 4 (North Sta. – World Trade Center), while the three largest absolute increases are projected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

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

3.1.6 Line Ridership Summary

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

Figure 15
Modal Ridership Trends



3.2 Description of Study Area

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

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

3.3 Transit Use Indicators

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

3.3.1 Population Density

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

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

Table 37
Existing Population Density by Neighborhood (Top 20)

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

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

Table 36
Study Area Towns and Neighborhoods

Town	Neighborhood
Abington	Abington
Arlington	East Arlington
	West Arlington
Avon	Avon
Bedford	Bedford
Belmont	North Belmont
	South Belmont
Beverly	East Beverly
	West Beverly
Billerica	Billerica
Boston	Back Bay
	Beacon Hill
	BU
	Charlestown
	Chinatown
	Downtown
	East Boston
	Fenway
	Harbor Islands
	Hyde Park
	Jamaica Plain
	Logan Airport
	Longwood
	Mattapan
	Mission Hill
	North Allston
	North Brighton
	North Dorchester
	North End
	North Roxbury
	Roslindale
	South Allston
	South Boston
	South Brighton
	South Dorchester
	South End
	South Roxbury
	Waterfront
	West End
	West Roxbury
Winthrop	Winthrop
Braintree	North Braintree
	South Braintree
Brockton	Brockton
Brookline	Chestnut Hill
	North Brookline
	South Brookline
Burlington	Burlington
Cambridge	Central Square
	East Cambridge
	Fresh Pond
	Harvard Square
	Kendall/MIT
	North Cambridge
Canton	Canton
Chelsea	Chelsea
Concord	Concord
Danvers	North Danvers
	South Danvers
Dedham	East Dedham
	West Dedham
Dover	Dover
Everett	East Everett
	West Everett
Hingham	Hingham
Holbrook	Holbrook
Hull	Hull
Lexington	East Lexington
	West Lexington
Lincoln	Lincoln
Lynn	East Lynn
	West Lynn
Lynnfield	Lynnfield
Malden	East Malden
	West Malden
Marblehead	Marblehead
Medfield	Medfield
Medford	East Medford
	Medford Hillside
	North Medford
	South Medford
	West Medford/Medford Square
Melrose	Melrose
Milton	North Milton
	South Milton
Nahant	Nahant
Needham	Needham
Newton	North Newton
	South Newton
Norwood	Norwood
Peabody	North Peabody
	South Peabody
Quincy	North Quincy
	South Quincy
Randolph	Randolph
Reading	Reading
Revere	East Revere
	West Revere
Salem	North Salem
	West Salem
Saugus	North Saugus
	South Saugus
Sharon	Sharon
Somerville	Davis Square
	East Somerville
	Spring Hill
	Winter Hill
Stoneham	Stoneham
Stoughton	Stoughton
Swampscott	Swampscott
Wakefield	Wakefield
Walpole	Walpole
Waltham	North Waltham
	South Waltham
Watertown	East Watertown
	West Watertown
Wellesley	Wellesley
Wenham	Wenham
Weston	Weston
Westwood	Westwood
Weymouth	North Weymouth
	South Weymouth
Wilmington	Wilmington
Winchester	Winchester
Winthrop	Winthrop
Woburn	East Woburn
	West Woburn
Holbrook	Holbrook
Hull	Hull
Lexington	East Lexington

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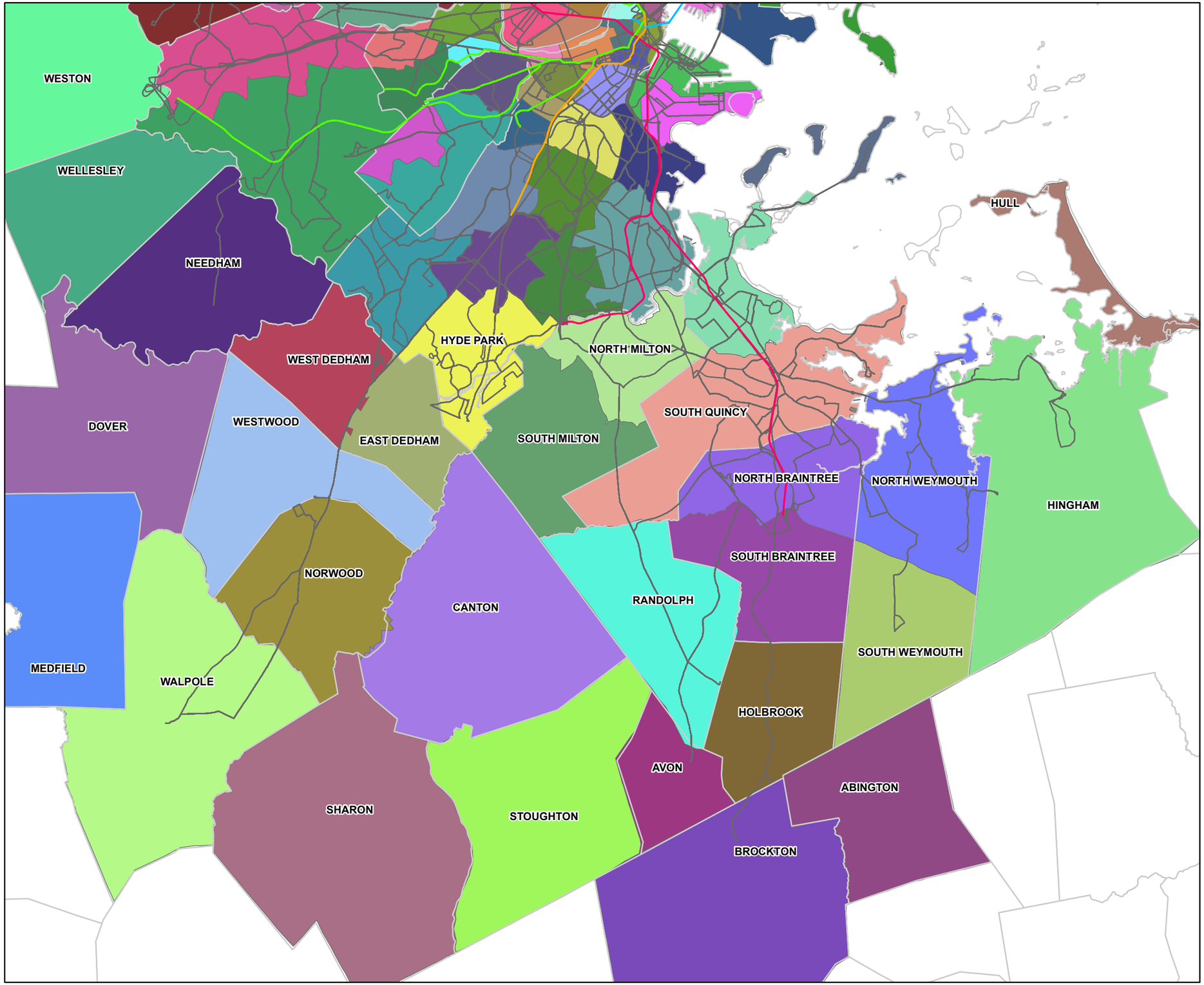

FIGURE 16
Study Area Neighborhooods
Suburban South

Legend

- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red
- Town boundary
- Study area neighborhoods

N

0 1.5 3 6 Miles

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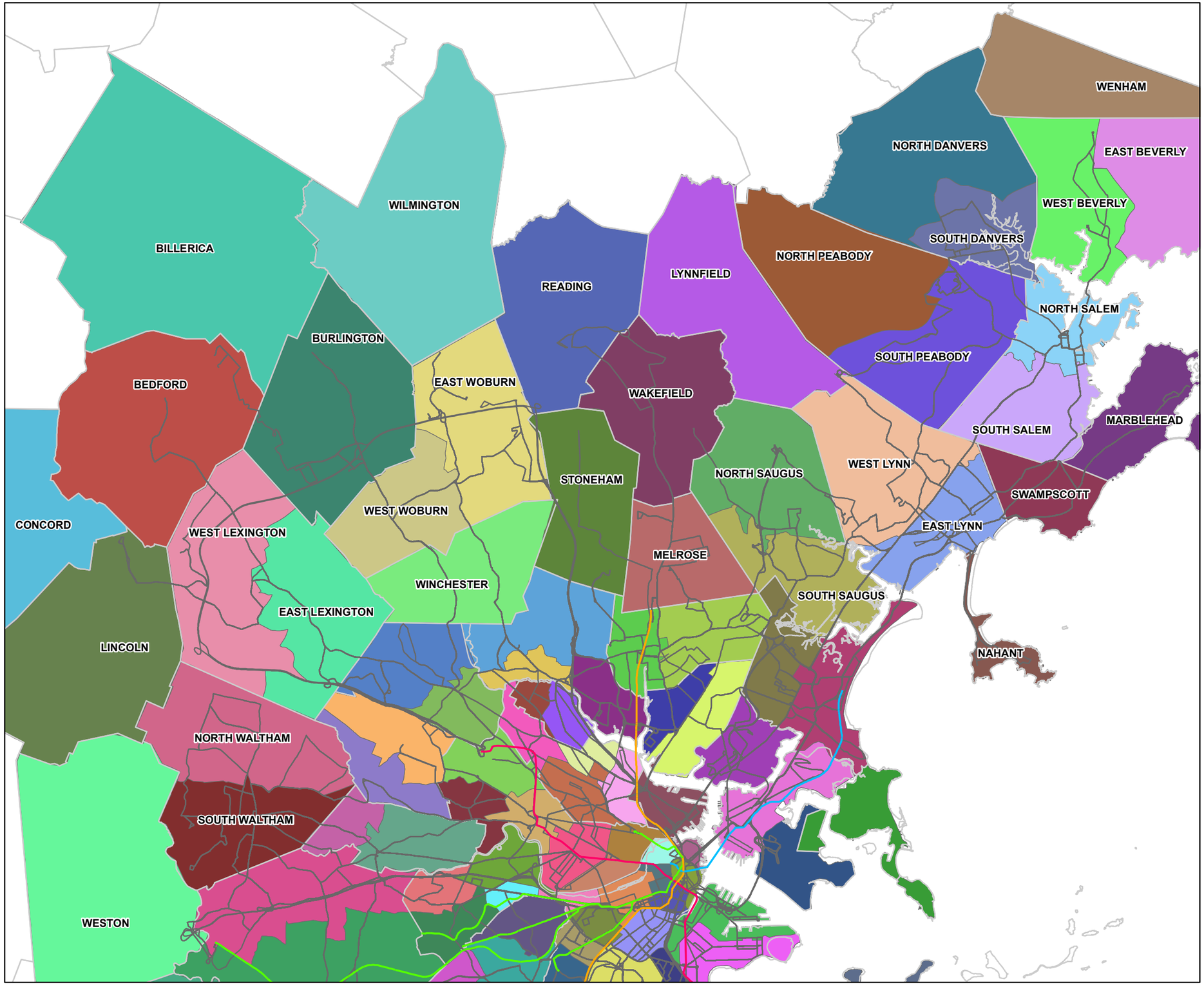
FIGURE 17
Study Area Neighborhooods
Suburban North



Legend

- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red
- Town boundary
- Study area neighborhoods

N

0 1.5 3 6 Miles

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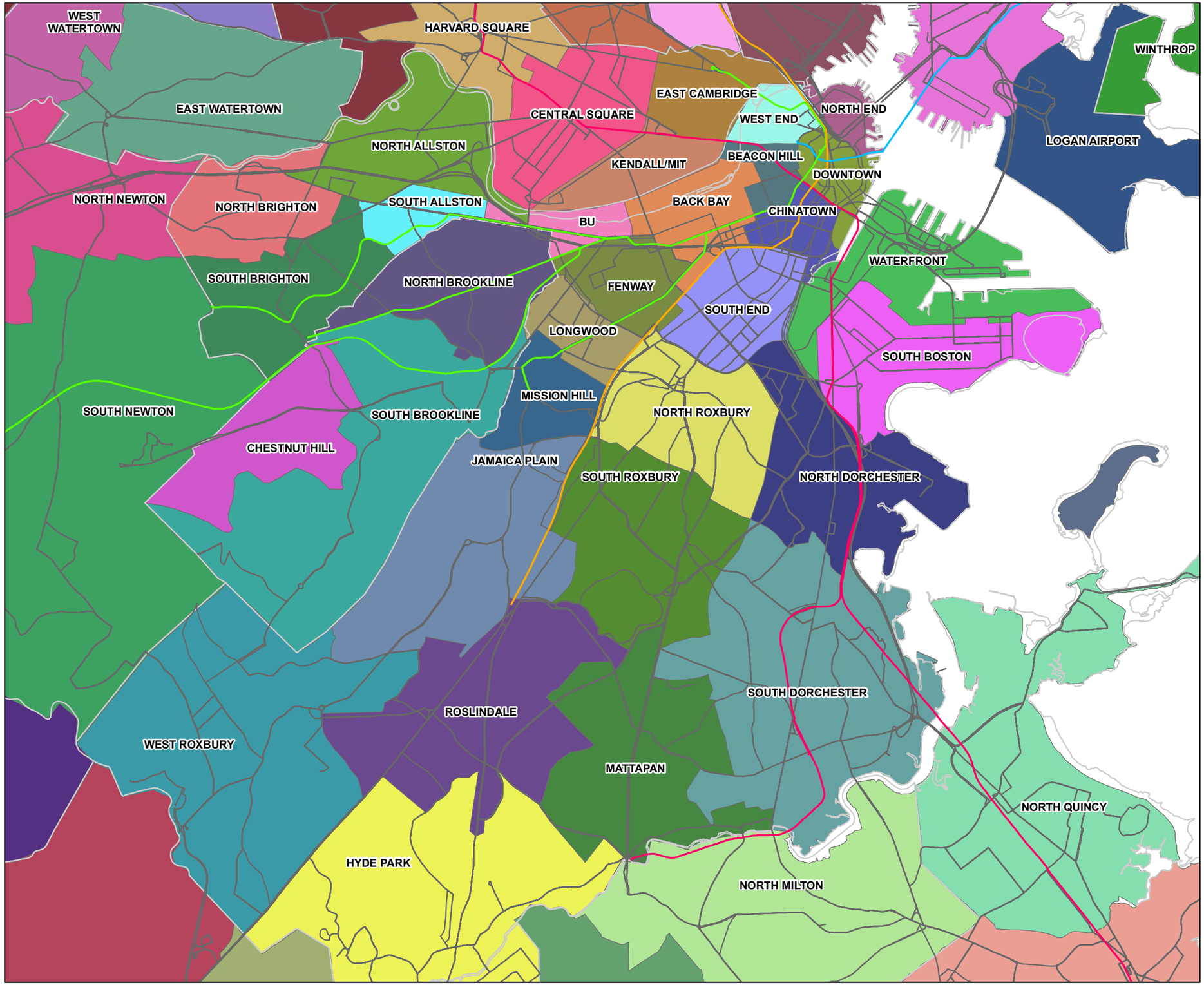

FIGURE 18
Study Area Neighborhooods
Urban Core South

Legend

- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red
- Town boundary
- Study area neighborhoods

N

0 0.5 1 2 Miles

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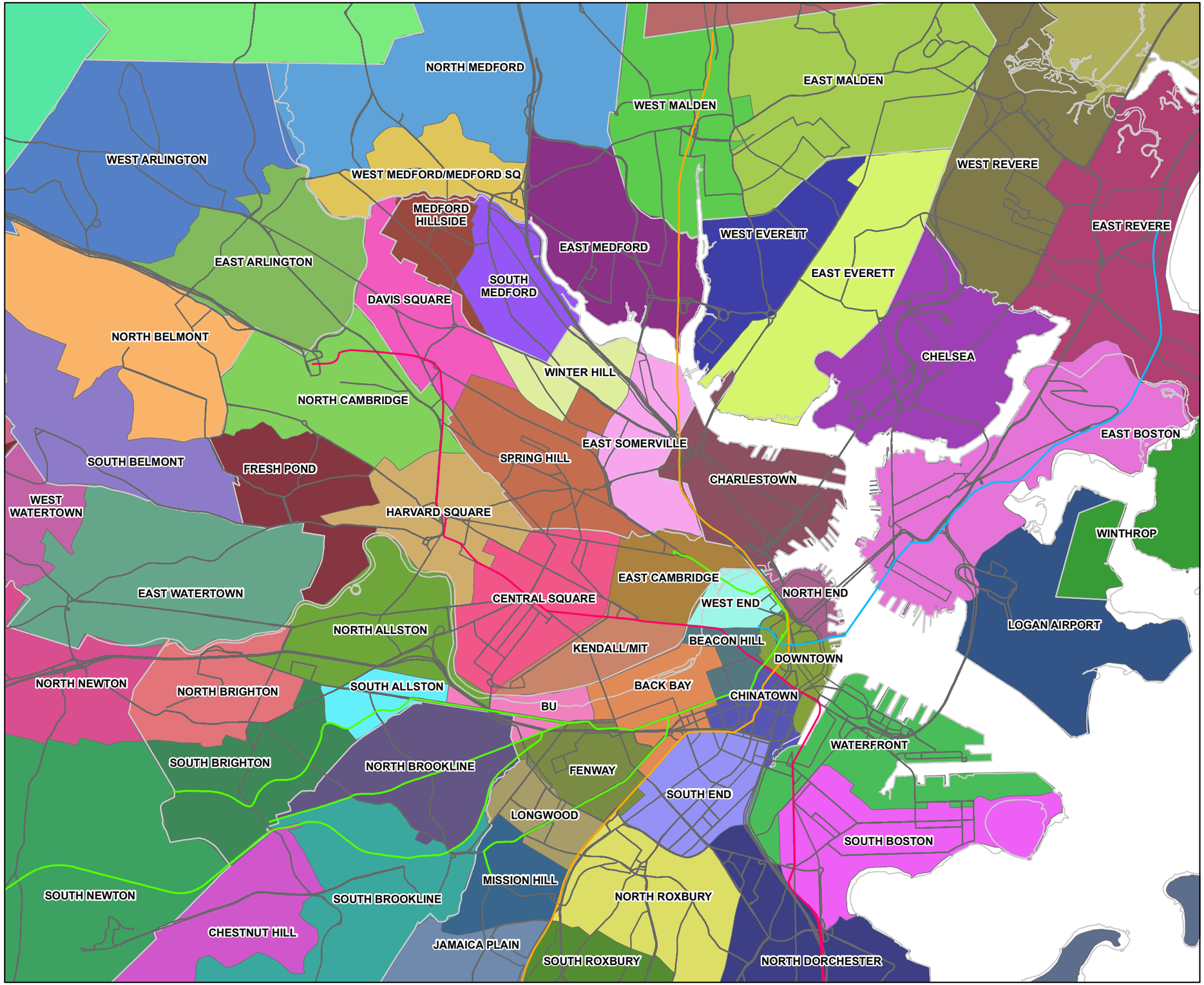

FIGURE 19
Study Area Neighborhooods
Urban Core North

Legend

Bus routes

Rapid Transit Lines

Blue

Green

Orange

Red

Town boundary

Study area neighborhoods

N

0 0.5 1 2 Miles

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FIGURE 20
Study Area Existing Population Density by Study Area TAZ

Legend

Bus routes

Rapid Transit Lines

Blue

Green

Orange

Red

Town boundary

Persons per Square Mile

Under 2,500

2,500 - 4,999

5,000 - 9,999

10,000 - 19,999

20,000 and over

N

0 3 6 12 Miles

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

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

Table 38
Projected Population Increases by Neighborhood (Top 20)

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

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

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

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

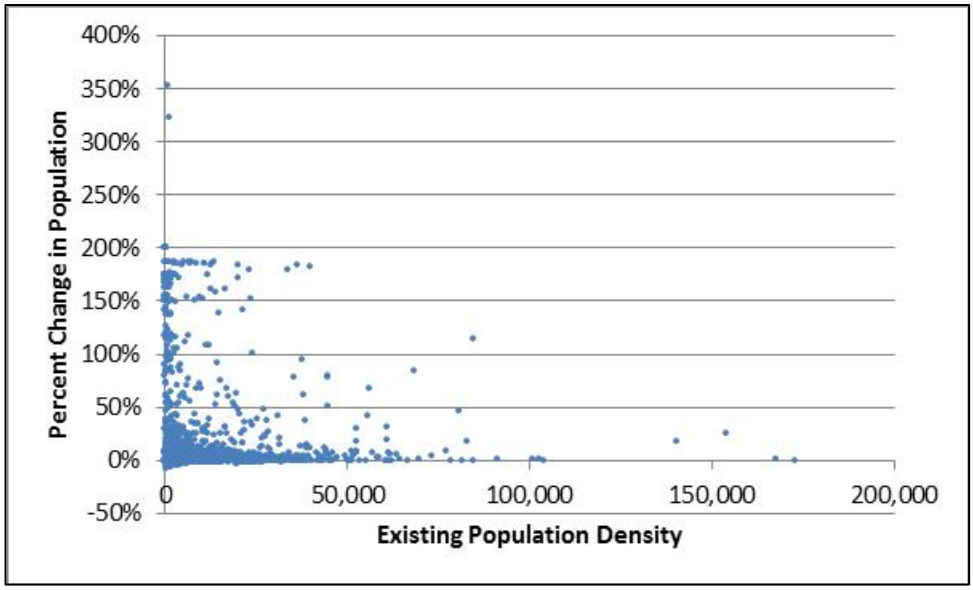

FIGURE 21
Projected Percent Change in Population by 2030 by Study Area TAZ

Legend

Bus routes

Rapid Transit Lines

Blue

Green

Orange

Red

Town boundary

Percent Change in Population

Under 0%

0% - 9%

10% - 24%

25% - 49%

50% - 99%

100% and over

N

0 3 6 12 Miles

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

3.3.2 Employment Density

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

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

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

Table 39
Existing Employment Density by Neighborhood (Top 20)

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

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

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

FIGURE 23
Study Area Existing Employment Density by Study Area TAZ

Legend

Bus routes

Rapid Transit Lines

Blue

Green

Orange

Red

Town boundary

Jobs per Square Mile

Under 1,000

1,000 - 1,999

2,000 - 4,999

5,000 - 19,999

20,000 - 99,999

100,000 and over

N

0 3 6 12 Miles

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FIGURE 24
Projected Percent Change in Employment by 2030 by Study Area TAZ

Legend

Bus routes

Rapid Transit Lines

Blue

Green

Orange

Red

Town boundary

Percent Change in Jobs

Under 0%

0% - 9%

10% - 24%

25% - 49%

50% - 99%

100% and over

N

0 3 6 12 Miles

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

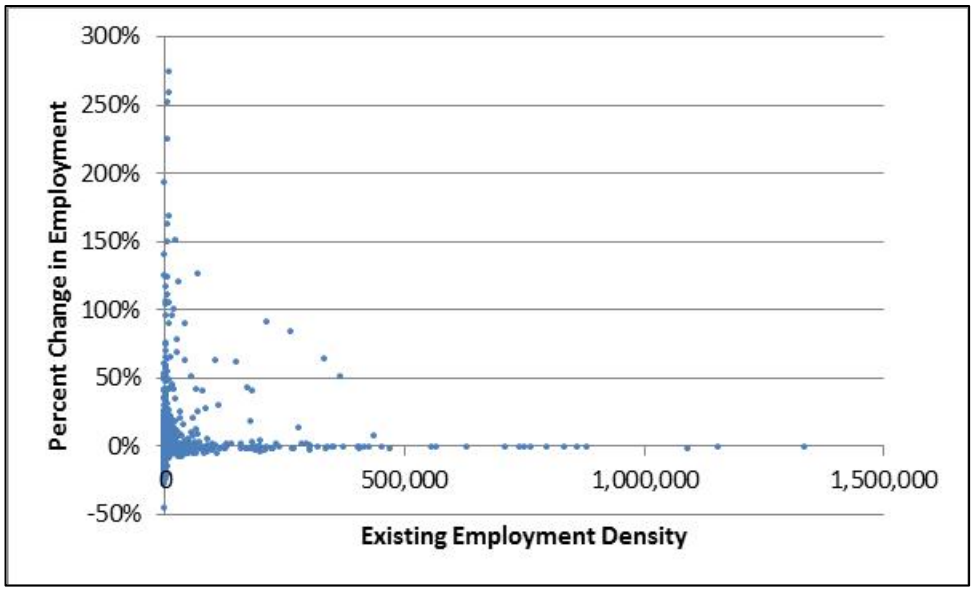
Table 40
Projected Employment Increases by Neighborhood (Top 20)

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

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

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

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



3.3.3 Zero-Vehicle Households

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

FIGURE 26
Existing Number of Households that Own No Vehicles by Study Area TAZ

Legend

Bus routes

Rapid Transit Lines

Blue

Green

Orange

Red

Town boundary

Number Zero-Vehicle Households

None

1 - 99

100 - 199

200 - 349

350 - 599

600 and over

N

0 3 6 12 Miles

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FIGURE 27
Existing Percent of Households that Own No Vehicles by Study Area TAZ

Legend

Bus routes

Rapid Transit Lines

Blue

Green

Orange

Red

Town boundary

Percent Zero-Vehicle Households

0%

0.1% - 9.9%

10.0% - 19.9%

20.0% - 39.9%

40.0% - 66.9%

67.0% and over

N

0 3 6 12 Miles

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

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

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

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

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

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

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

FIGURE 28
Projected Percent Change in Number of Households that Own No Vehicles by 2030 by Study Area TAZ

Legend

Bus routes

Rapid Transit Lines

Blue

Green

Orange

Red

Town boundary

Percent Change in 0-Vehicle Households

Under 0%

0% - 19%

20% - 49%

50% - 99%

100% - 199%

200% - 449%

N

0 3 6 12 Miles

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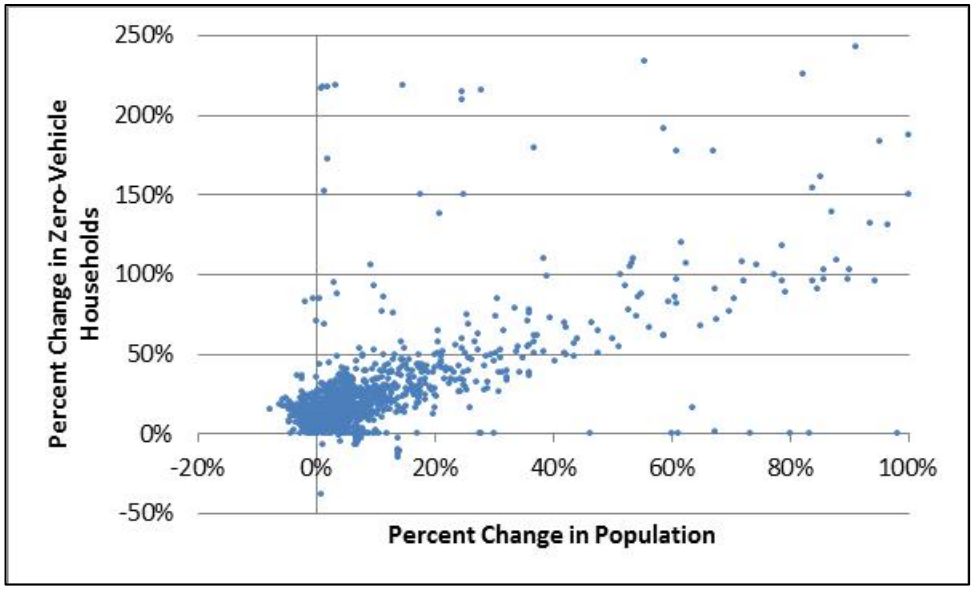
Figure 29 presents a scatter plot of the projected percentage changes in population and zero-vehicle households, omitting outliers. As shown in the figure, the larger percentage increases in zero-vehicle households tend to occur in TAZs with larger percentage increases in population.

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



3.3.4 Trip Generators

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

3.3.5 Summary

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

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

3.4 Modeled Trips

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

3.4.1 Existing Trips

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

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

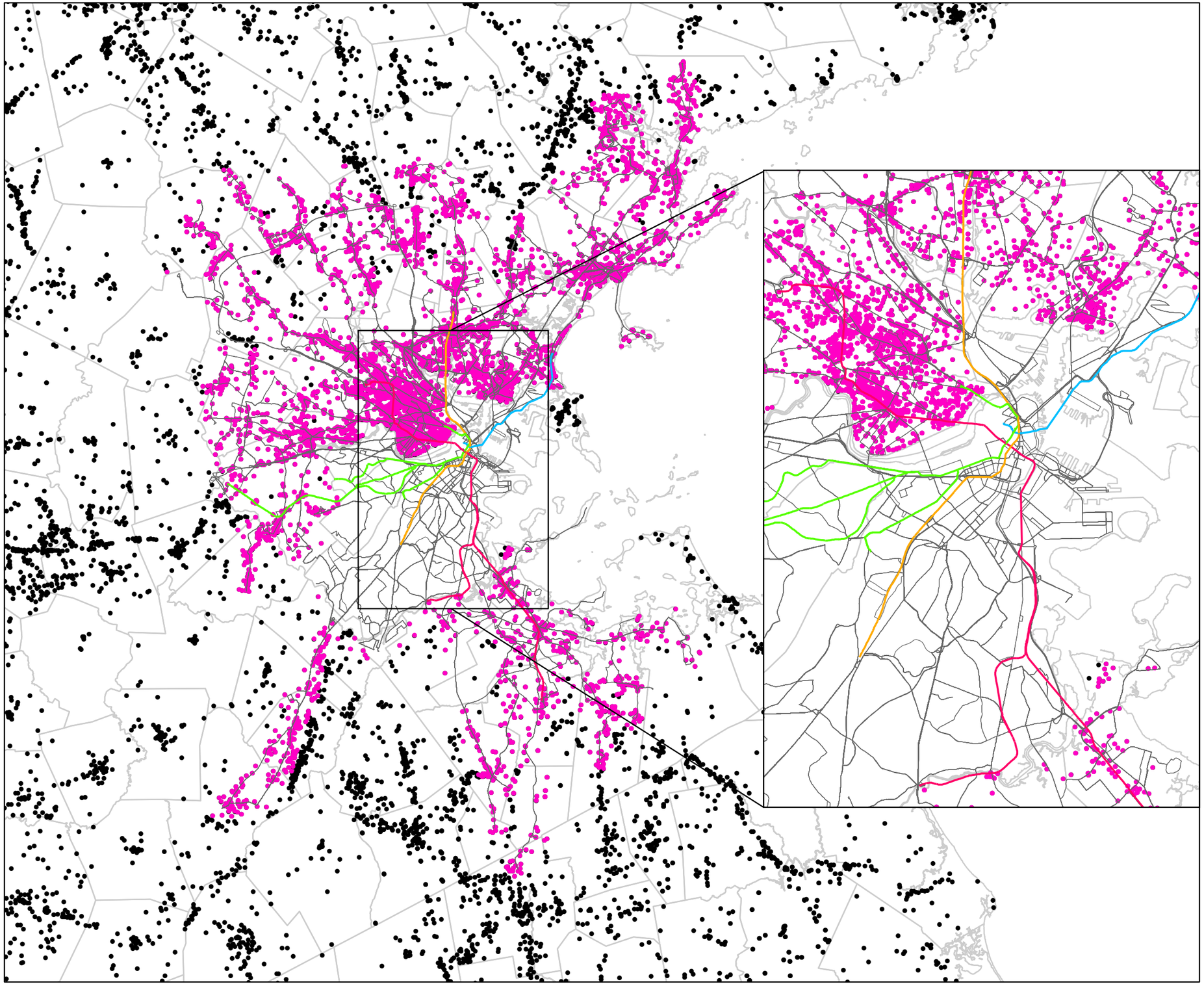


FIGURE 30
Trip Generators within Half Mile of Transit (excluding Boston and Brookline)

Legend

- <=0.5 miles from transit
- >0.5 miles from transit
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red
- Town boundary

N

0 3 6 12 Miles

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FIGURE 31
Existing Trip Origins by Neighborhood

Legend

Bus routes

Rapid Transit Lines

Blue

Green

Orange

Red

Existing Trip Origins

Under 50,000

50,000 - 74,999

75,000 - 99,999

100,000 - 149,999

150,000 and over

N

0 3 6 12 Miles

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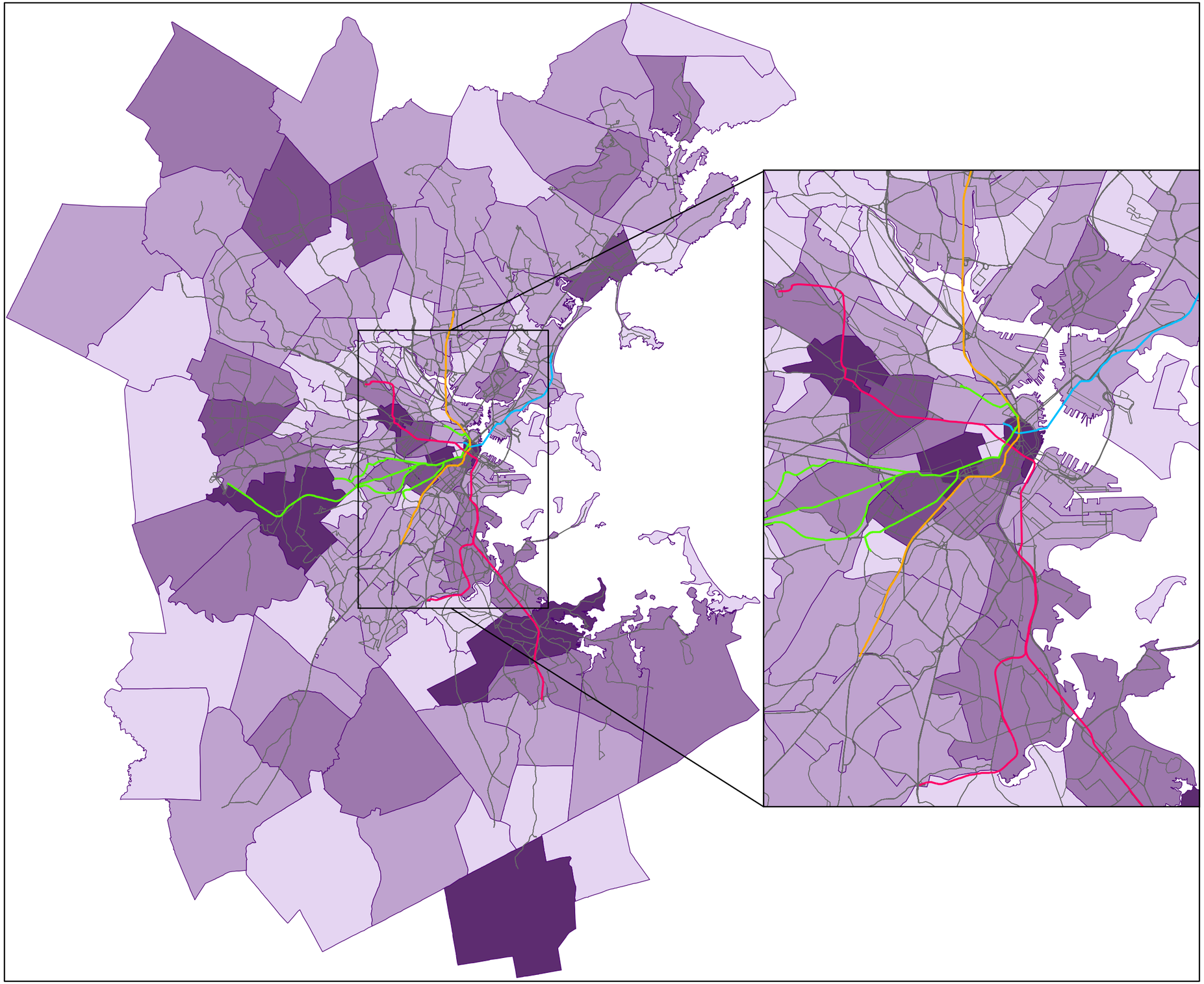
FIGURE 32
Existing Trip Destinations by Neighborhood



Legend

Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Existing Trip Destinations

- Under 50,000
- 50,000 - 99,999
- 100,000 - 149,999
- 150,000 - 1999,999
- 200,000 and over

N

0 3 6 12 Miles

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

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

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

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

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

** Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin*
*** Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination*

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

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

Table 45
Existing Non-Intra-Neighborhood Origin-Destination Trip Pairs by Pair (Top 20)
Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination

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

** Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin*
*** Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination*

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

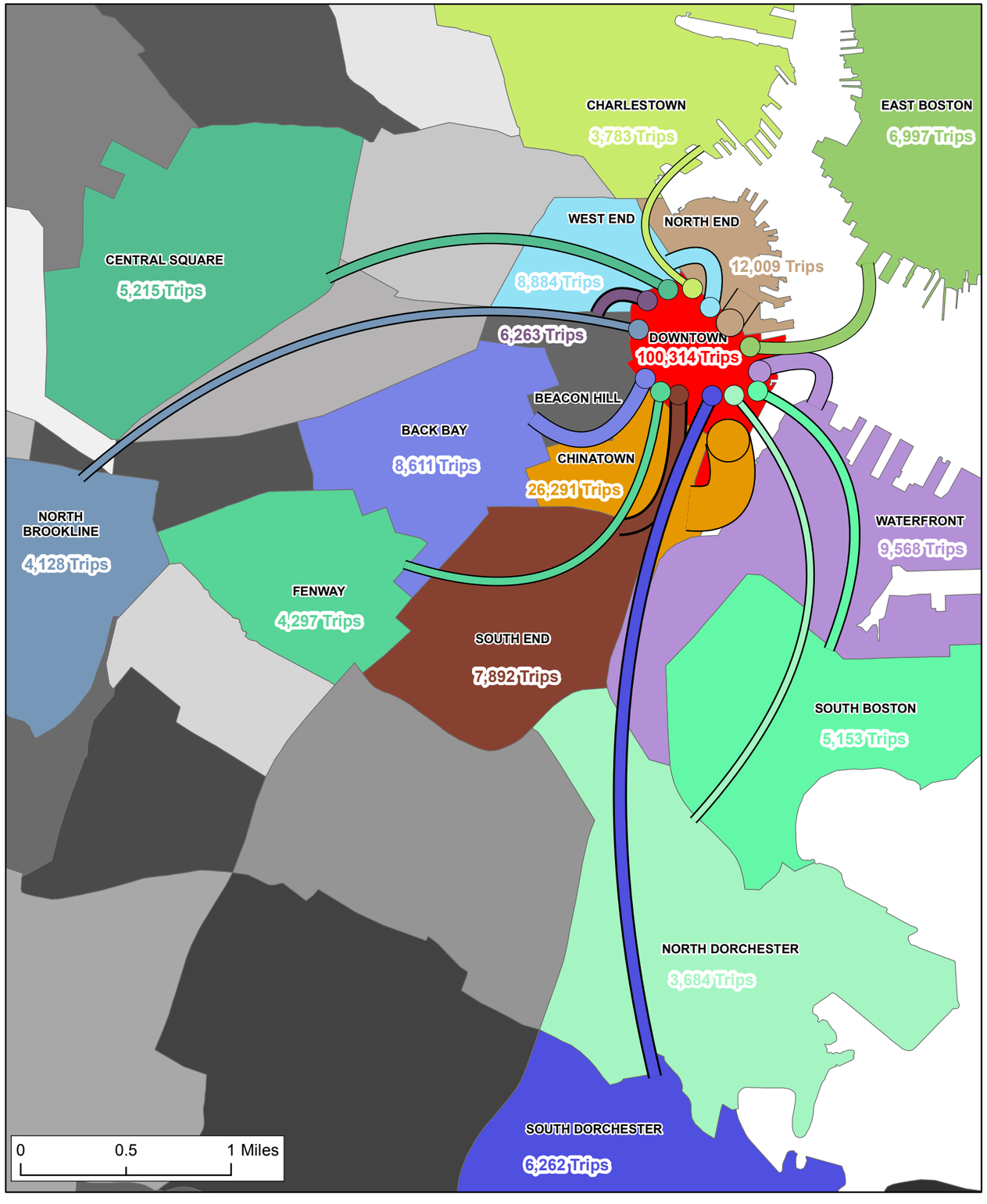
The percentages presented in Tables 46 and 47 give some indication as to the relative distribution of origins and destinations for each listed neighborhood. For instance, in Table 46, Downtown is listed as the 4th most frequent origin among all neighborhoods, and intra-Downtown trips represent 52.9 percent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

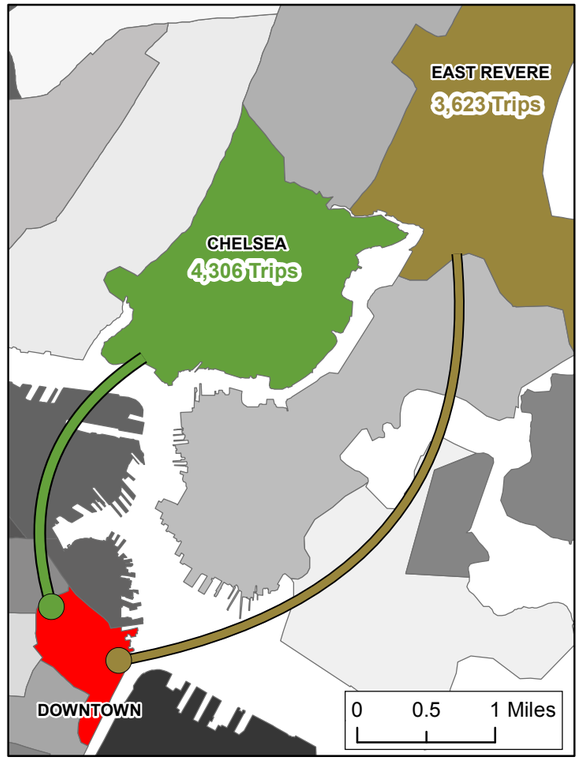
Figures 33 and 34 present example trip flow diagrams. The flows presented in Figure 33 are for the top 20 origin neighborhoods with a destination of the Downtown neighborhood. As shown in the figure, in general, neighborhoods with a greater proximity to Downtown have greater trip flows to Downtown. There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

3.4.2 Summary of Existing Trips

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

FIGURE 33
Top 20 Origin Trip Flows to Downtown Destination





Legend

- Top 20 origin neighborhoods
- Number of trips
- Other neighborhoods

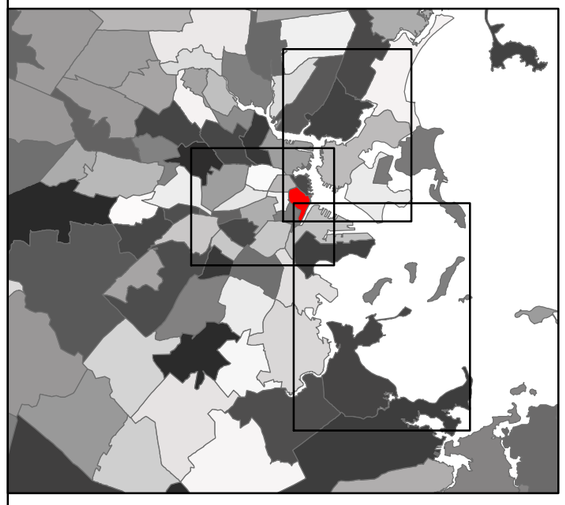


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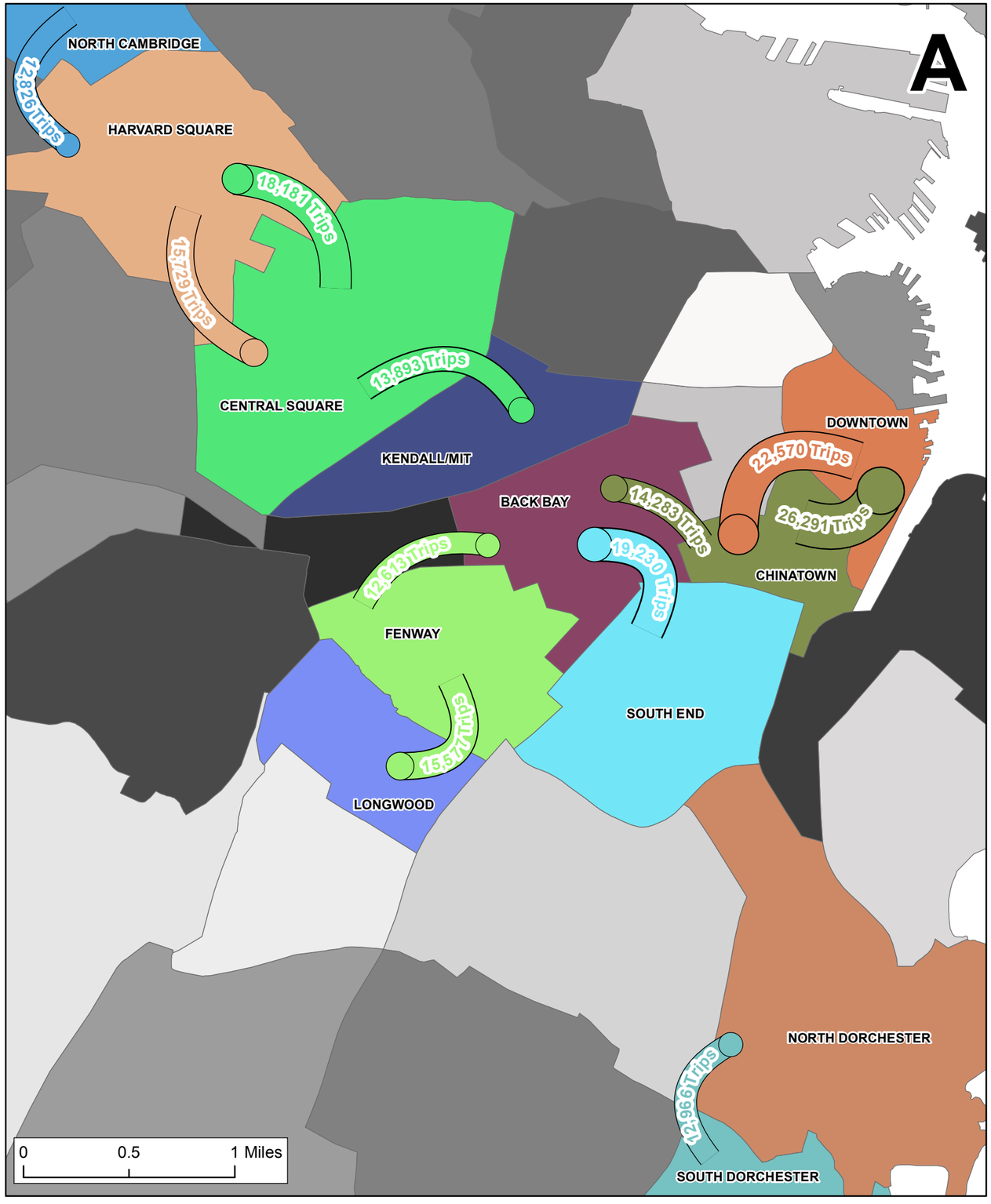
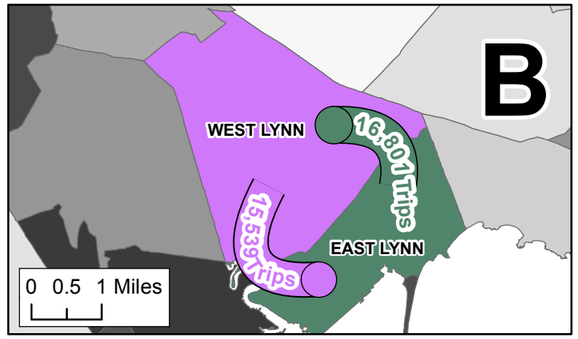
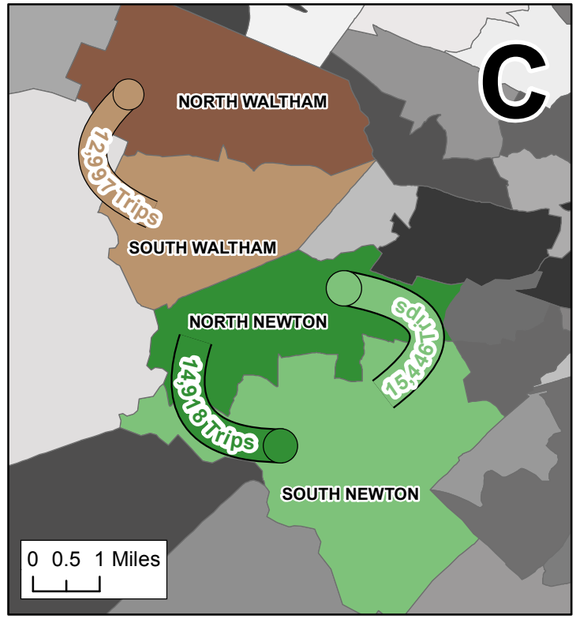
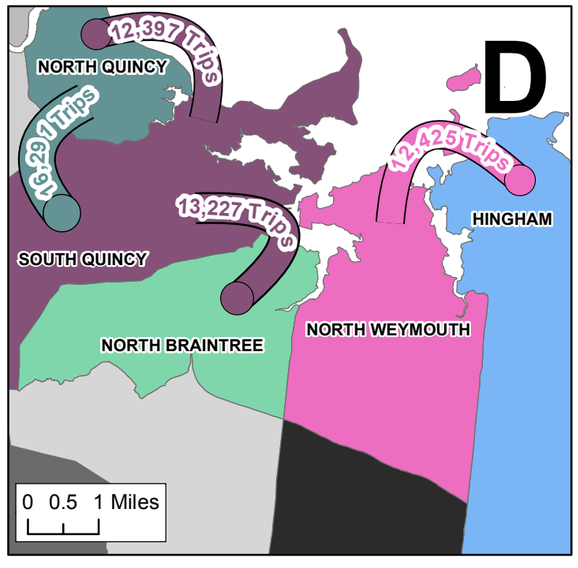
FIGURE 34
Top 20 Inter-Neighborhood Trip Origin-Destination Pairs









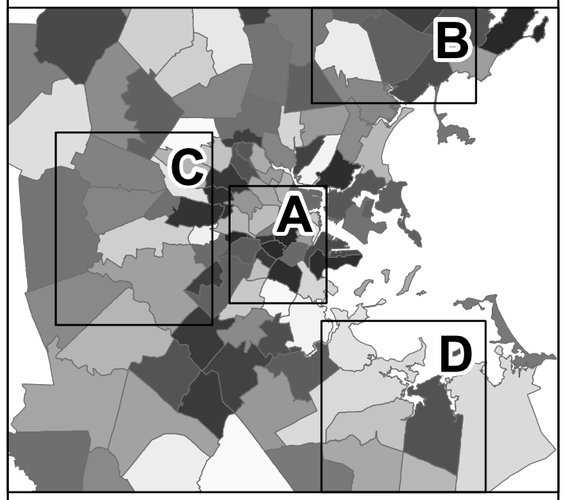


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TABLE 46
Top 20 Existing Origin-Destination Trip Pairs for Top 20 Trip Origins
Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination

Origin (Orig.): Brockton

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Brockton	156,109	64.8%	73.4%
Stoughton	10,313	4.3%	13.5%
Avon	7,445	3.1%	27.7%
Abington	6,969	2.9%	24.5%
Randolph	5,850	2.4%	7.9%
Holbrook	4,605	1.9%	19.9%
Canton	4,520	1.9%	5.5%
South Quincy	3,043	1.3%	1.6%
North Braintree	3,037	1.3%	2.7%
South Weymouth	2,858	1.2%	5.6%
South Braintree	2,784	1.2%	5.3%
Downtown	2,691	1.1%	0.8%
North Weymouth	1,799	0.7%	2.0%
Norwood	1,649	0.7%	1.5%
Hingham	1,646	0.7%	2.1%
Chinatown	1,250	0.5%	0.7%
North Quincy	1,151	0.5%	1.0%
Back Bay	1,122	0.5%	0.5%
Sharon	1,099	0.5%	4.6%
Waterfront	982	0.4%	1.4%

Origin (Orig.): South Dorchester

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
South Dorchester	49,159	24.9%	36.9%
North Dorchester	12,966	6.6%	12.0%
South Roxbury	9,379	4.7%	14.2%
Mattapan	7,892	4.0%	14.4%
South Quincy	7,580	3.8%	4.1%
North Quincy	7,482	3.8%	6.7%
Downtown	6,262	3.2%	1.8%
North Roxbury	5,373	2.7%	8.7%
North Milton	4,760	2.4%	11.7%
South Newton	4,328	2.2%	2.1%
South End	4,107	2.1%	3.0%
Fenway	3,830	1.9%	2.3%
Hyde Park	3,642	1.8%	4.6%
Back Bay	3,414	1.7%	1.4%
Chinatown	3,169	1.6%	1.9%
North Braintree	3,081	1.6%	2.7%
Jamaica Plain	2,736	1.4%	4.8%
Roslindale	2,708	1.4%	4.7%
Longwood	2,613	1.3%	1.8%
West Roxbury	2,183	1.1%	2.8%

Origin (Orig.): South Quincy

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
South Quincy	81,324	42.0%	43.6%
North Braintree	13,227	6.8%	11.6%
North Quincy	12,397	6.4%	11.1%
North Weymouth	6,211	3.2%	7.0%
Downtown	5,225	2.7%	1.5%
South Dorchester	4,622	2.4%	3.5%
Hingham	4,323	2.2%	5.6%
North Milton	3,683	1.9%	9.0%
South Braintree	3,660	1.9%	6.9%
Back Bay	2,770	1.4%	1.2%
North Dorchester	2,587	1.3%	2.4%
Randolph	2,376	1.2%	3.2%
South Newton	2,340	1.2%	1.1%
Chinatown	2,126	1.1%	1.2%
Canton	1,839	1.0%	2.2%
South Weymouth	1,765	0.9%	3.5%
Brockton	1,729	0.9%	0.8%
Hyde Park	1,616	0.8%	2.0%
Fenway	1,562	0.8%	0.9%
South End	1,492	0.8%	1.1%

Origin (Orig.): Downtown

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Downtown	100,314	52.9%	28.5%
Chinatown	22,570	11.9%	13.2%
West End	8,946	4.7%	11.1%
North End	7,138	3.8%	15.6%
Back Bay	6,716	3.5%	2.8%
Waterfront	6,179	3.3%	8.5%
Beacon Hill	3,960	2.1%	12.8%
South End	3,078	1.6%	2.2%
East Cambridge	2,184	1.2%	2.8%
Kendall/MIT	1,865	1.0%	1.6%
Charlestown	1,660	0.9%	2.7%
Fenway	1,523	0.8%	0.9%
Central Square	1,294	0.7%	0.9%
Harvard Square	1,198	0.6%	0.6%
South Boston	996	0.5%	1.5%
North Dorchester	962	0.5%	0.9%
South Quincy	857	0.5%	0.5%
North Quincy	785	0.4%	0.7%
South Newton	614	0.3%	0.3%
North Braintree	603	0.3%	0.5%

Origin (Orig.): South Newton

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
South Newton	66,458	36.0%	31.5%
North Newton	15,446	8.4%	12.8%
West Roxbury	5,875	3.2%	7.6%
Needham	5,334	2.9%	5.4%
South Brighton	5,173	2.8%	6.5%
South Brookline	4,240	2.3%	6.6%
South Waltham	3,827	2.1%	2.6%
Wellesley	3,820	2.1%	4.4%
North Brookline	3,372	1.8%	3.3%
North Brighton	2,656	1.4%	7.4%
Downtown	2,617	1.4%	0.7%
East Watertown	2,607	1.4%	3.0%
Hyde Park	2,427	1.3%	3.1%
North Allston	2,295	1.2%	3.6%
East Dedham	2,266	1.2%	3.7%
North Waltham	2,100	1.1%	2.1%
Chestnut Hill	2,095	1.1%	18.1%
Jamaica Plain	2,073	1.1%	3.6%
Fenway	1,928	1.0%	1.2%
Roslindale	1,918	1.0%	3.4%

Origin (Orig.): East Lynn

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
East Lynn	86,899	52.7%	59.4%
West Lynn	16,801	10.2%	22.4%
Swampscott	3,861	2.3%	9.2%
East Revere	3,780	2.3%	5.1%
South Salem	3,382	2.1%	4.6%
South Peabody	3,181	1.9%	2.8%
North Saugus	2,906	1.8%	4.8%
South Saugus	2,802	1.7%	4.8%
Downtown	2,656	1.6%	0.8%
West Revere	1,990	1.2%	4.1%
Marblehead	1,986	1.2%	3.8%
North Salem	1,951	1.2%	2.8%
Chelsea	1,333	0.8%	1.3%
West Beverly	1,332	0.8%	1.5%
Nahant	1,300	0.8%	16.4%
Back Bay	1,294	0.8%	0.5%
Wakefield	1,254	0.8%	1.5%
East Malden	1,172	0.7%	1.5%
East Boston	1,127	0.7%	1.3%
South Danvers	1,077	0.7%	1.7%

Origin (Orig.): Harvard Square

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Harvard Square	75,209	47.4%	35.7%
Central Square	15,729	9.9%	10.6%
North Cambridge	9,824	6.2%	10.4%
Spring Hill	4,865	3.1%	5.9%
Davis Square	3,372	2.1%	5.6%
Fresh Pond	3,318	2.1%	11.7%
Downtown	3,157	2.0%	0.9%
Kendall/MIT	3,053	1.9%	2.5%
East Watertown	2,367	1.5%	2.7%
Back Bay	2,361	1.5%	1.0%
East Cambridge	2,119	1.3%	2.7%
North Allston	1,580	1.0%	2.5%
Chinatown	1,440	0.9%	0.8%
East Somerville	1,182	0.7%	2.9%
Fenway	1,089	0.7%	0.7%
South End	1,001	0.6%	0.7%
West End	991	0.6%	1.2%
East Arlington	933	0.6%	2.0%
West Arlington	832	0.5%	1.3%
Waterfront	824	0.5%	1.1%

Origin (Orig.): South Waltham

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
South Waltham	70,583	47.2%	47.4%
North Waltham	12,997	8.7%	13.0%
East Watertown	5,123	3.4%	5.8%
North Newton	4,355	2.9%	3.6%
West Watertown	4,135	2.8%	12.1%
South Newton	2,944	2.0%	1.4%
West Lexington	2,747	1.8%	5.1%
South Belmont	2,407	1.6%	6.4%
East Lexington	2,227	1.5%	4.3%
Burlington	1,935	1.3%	1.3%
Wellesley	1,807	1.2%	2.1%
Downtown	1,659	1.1%	0.5%
Needham	1,616	1.1%	1.6%
Weston	1,558	1.0%	5.7%
North Belmont	1,508	1.0%	5.4%
West Arlington	1,436	1.0%	2.3%
North Cambridge	1,429	1.0%	1.5%
East Woburn	1,150	0.8%	0.9%
Harvard Square	1,083	0.7%	0.5%
Back Bay	1,033	0.7%	0.4%

Origin (Orig.): Central Square

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Central Square	42,994	29.4%	28.9%
Harvard Square	18,181	12.4%	8.6%
Kendall/MIT	13,893	9.5%	11.6%
East Cambridge	6,536	4.5%	8.3%
Downtown	5,215	3.6%	1.5%
Back Bay	4,846	3.3%	2.0%
Spring Hill	4,221	2.9%	5.1%
North Cambridge	3,119	2.1%	3.3%
Fenway	2,733	1.9%	1.6%
Chinatown	2,388	1.6%	1.4%
West End	1,882	1.3%	2.3%
North Allston	1,812	1.2%	2.8%
Davis Square	1,648	1.1%	2.7%
South End	1,611	1.1%	1.2%
Longwood	1,481	1.0%	1.0%
East Watertown	1,281	0.9%	1.5%
BU	1,260	0.9%	2.2%
North Brookline	1,229	0.8%	1.2%
South Newton	1,121	0.8%	0.5%
East Somerville	1,060	0.7%	2.6%

Origin (Orig.): Back Bay

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Back Bay	67,918	20.6%	28.5%
Chinatown	12,384	6.9%	7.2%
South End	9,581	5.6%	7.0%
Fenway	9,360	5.4%	5.6%
Downtown	8,611	5.1%	2.4%
Kendall/MIT	3,500	4.5%	2.9%
BU	2,757	4.2%	4.8%
Longwood	2,481	3.8%	1.7%
West End	2,078	3.7%	2.6%
Central Square	2,062	3.0%	1.4%
Beacon Hill	1,511	2.6%	4.9%
Harvard Square	1,398	2.0%	0.7%
East Cambridge	1,318	1.7%	1.7%
North Brookline	1,212	1.6%	1.2%
Waterfront	1,101	1.5%	1.5%
South Newton	823	1.4%	0.4%
North End	817	1.4%	1.8%
North Dorchester	809	1.3%	0.7%
South Allston	754	1.1%	1.2%
South Boston	582	1.1%	0.9%

** Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin*
*** Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination*

TABLE 46 - Continued
Top 20 Existing Origin-Destination Trip Pairs for Top 20 Trip Origins
Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination

Origin (Orig.)

Origin: Fenway

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Fenway	38,793	27.9%	23.3%
Longwood	15,577	11.2%	10.4%
Back Bay	12,613	9.1%	5.3%
BU	6,966	5.0%	12.0%
South End	5,108	3.7%	3.7%
North Brookline	4,482	3.2%	4.3%
Downtown	4,297	3.1%	1.2%
Chinatown	3,048	2.2%	1.8%
Mission Hill	2,997	2.2%	7.6%
Central Square	2,831	2.0%	1.9%
Kendall/MIT	2,797	2.0%	2.3%
South Allston	2,391	1.7%	3.8%
South Brookline	2,373	1.7%	3.7%
North Roxbury	2,270	1.6%	3.7%
North Dorchester	2,208	1.6%	2.0%
South Brighton	1,872	1.3%	2.4%
Harvard Square	1,866	1.3%	0.9%
Jamaica Plain	1,698	1.2%	3.0%
South Newton	1,679	1.2%	0.8%
South Roxbury	1,438	1.0%	2.2%

Origin: Chelsea

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Chelsea	38,636	29.8%	38.1%
East Revere	7,073	5.5%	9.5%
East Everett	6,253	4.8%	10.0%
East Boston	6,184	4.8%	7.0%
West Revere	4,702	3.6%	9.7%
Downtown	4,306	3.3%	1.2%
Harvard Square	3,429	2.6%	1.6%
East Malden	3,179	2.5%	4.1%
West Everett	2,632	2.0%	6.6%
East Medford	2,303	1.8%	3.7%
Back Bay	2,086	1.6%	0.9%
West Malden	1,946	1.5%	2.9%
Central Square	1,924	1.5%	1.3%
Chinatown	1,799	1.4%	1.1%
Charlestown	1,698	1.3%	2.8%
Kendall/MIT	1,675	1.3%	1.4%
East Lynn	1,457	1.1%	1.0%
Logan Airport	1,438	1.1%	4.3%
Spring Hill	1,419	1.1%	1.7%
South Saugus	1,390	1.1%	2.4%

Origin: North Quincy

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
North Quincy	46,155	35.7%	41.2%
South Quincy	16,291	12.6%	8.7%
South Dorchester	5,903	4.6%	4.4%
North Braintree	4,572	3.5%	4.0%
Downtown	4,175	3.2%	1.2%
North Milton	2,861	2.2%	7.0%
North Dorchester	2,856	2.2%	2.6%
Back Bay	2,270	1.8%	1.0%
North Weymouth	2,091	1.6%	2.3%
South Newton	1,737	1.3%	0.8%
Chinatown	1,731	1.3%	1.0%
Hingham	1,629	1.3%	2.1%
Fenway	1,368	1.1%	0.8%
Hyde Park	1,343	1.0%	1.7%
South Braintree	1,296	1.0%	2.4%
Waterfront	1,252	1.0%	1.7%
South End	1,226	0.9%	0.9%
Mattapan	1,194	0.9%	2.2%
Kendall/MIT	1,118	0.9%	0.9%
West End	956	0.7%	1.2%

Origin: East Boston

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
East Boston	42,877	34.0%	48.7%
Downtown	6,997	5.6%	2.0%
Chelsea	5,887	4.7%	5.8%
Kendall/MIT	3,841	3.0%	3.2%
East Revere	3,251	2.6%	4.4%
Back Bay	2,901	2.3%	1.2%
Chinatown	2,870	2.3%	1.7%
Fenway	2,749	2.2%	1.7%
Harvard Square	2,024	1.6%	1.0%
Logan Airport	1,934	1.5%	5.8%
South End	1,904	1.5%	1.4%
Central Square	1,778	1.4%	1.2%
Longwood	1,629	1.3%	1.1%
East Everett	1,508	1.2%	2.4%
North Dorchester	1,378	1.1%	1.3%
East Lynn	1,365	1.1%	0.9%
North Brookline	1,245	1.0%	1.2%
Winthrop	1,192	0.9%	2.9%
South Newton	1,159	0.9%	0.5%
North End	1,145	0.9%	2.5%

Origin: South End

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
South End	41,867	33.4%	30.5%
Back Bay	19,230	15.3%	8.1%
Chinatown	11,057	8.8%	6.5%
Downtown	7,892	6.3%	2.2%
Fenway	7,826	6.2%	4.7%
Longwood	3,076	2.5%	2.1%
North Dorchester	2,838	2.3%	2.6%
North Roxbury	1,991	1.6%	3.2%
Central Square	1,606	1.3%	1.1%
Waterfront	1,573	1.3%	2.2%
Kendall/MIT	1,432	1.1%	1.2%
Harvard Square	1,401	1.1%	0.7%
West End	1,300	1.0%	1.6%
South Boston	1,202	1.0%	1.9%
North Brookline	961	0.8%	0.9%
South Roxbury	919	0.7%	1.4%
South Dorchester	877	0.7%	0.7%
BU	864	0.7%	1.5%
South Newton	733	0.6%	0.3%
North End	717	0.6%	1.6%

Origin (Orig.)

Origin: North Newton

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
North Newton	38,589	31.4%	31.9%
South Newton	14,918	12.2%	7.1%
South Waltham	6,721	5.5%	4.5%
East Watertown	3,701	3.0%	4.2%
North Brighton	2,877	2.3%	8.0%
Downtown	2,546	2.1%	0.7%
North Waltham	2,434	2.0%	2.4%
South Brighton	2,396	2.0%	3.0%
North Allston	2,260	1.8%	3.6%
Wellesley	2,071	1.7%	2.4%
Needham	1,978	1.6%	2.0%
North Brookline	1,756	1.4%	1.7%
Back Bay	1,598	1.3%	0.7%
West Watertown	1,581	1.3%	4.6%
West Roxbury	1,499	1.2%	1.9%
South Brookline	1,345	1.1%	2.1%
Fenway	1,225	1.0%	0.7%
Harvard Square	1,032	0.8%	0.5%
Chinatown	1,012	0.8%	0.6%
South Allston	970	0.8%	1.6%

Origin: Chinatown

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Chinatown	32,520	28.1%	19.0%
Downtown	26,291	22.8%	7.5%
Back Bay	14,283	12.4%	6.0%
South End	6,564	5.7%	4.8%
Waterfront	2,818	2.4%	3.9%
West End	2,487	2.2%	3.1%
Fenway	2,475	2.1%	1.5%
Beacon Hill	1,996	1.7%	6.5%
North End	1,605	1.4%	3.5%
Longwood	1,523	1.3%	1.0%
Kendall/MIT	1,511	1.3%	1.3%
North Brookline	1,407	1.2%	1.4%
East Cambridge	1,154	1.0%	1.5%
Harvard Square	1,106	1.0%	0.5%
Central Square	1,082	0.9%	0.7%
South Boston	951	0.8%	1.5%
North Dorchester	881	0.8%	0.8%
BU	692	0.6%	1.2%
Charlestown	553	0.5%	0.9%
South Newton	535	0.5%	0.3%

Origin: Hyde Park

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Hyde Park	23,824	20.9%	30.0%
West Roxbury	6,326	5.6%	8.2%
Roslindale	5,923	5.2%	10.3%
East Dedham	5,835	5.1%	9.6%
South Newton	5,591	4.9%	2.7%
Mattapan	4,119	3.6%	7.5%
South Dorchester	3,543	3.1%	2.7%
South Quincy	2,708	2.4%	1.5%
Downtown	2,672	2.3%	0.8%
North Milton	2,519	2.2%	6.2%
South Milton	2,399	2.1%	11.6%
Norwood	2,371	2.1%	2.1%
West Dedham	2,297	2.0%	7.8%
Jamaica Plain	2,168	1.9%	3.8%
North Newton	1,901	1.7%	1.6%
Back Bay	1,855	1.6%	0.8%
North Quincy	1,845	1.6%	1.6%
Canton	1,836	1.6%	2.2%
Westwood	1,736	1.5%	3.6%
South Roxbury	1,612	1.4%	2.4%

Origin: Burlington

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Burlington	57,601	51.6%	38.4%
Billerica	8,623	7.7%	11.6%
East Woburn	4,610	4.1%	3.5%
Wilmington	4,445	4.0%	9.1%
Bedford	3,771	3.4%	5.3%
Reading	2,452	2.2%	4.3%
West Lexington	1,724	1.5%	3.2%
West Woburn	1,537	1.4%	3.9%
North Waltham	1,511	1.4%	1.5%
East Lexington	1,392	1.2%	2.7%
Wakefield	1,204	1.1%	1.4%
Winchester	1,158	1.0%	2.1%
Stoneham	1,075	1.0%	1.6%
South Waltham	992	0.9%	0.7%
West Arlington	859	0.8%	1.4%
Concord	689	0.6%	1.6%
South Peabody	647	0.6%	0.6%
South Newton	632	0.6%	0.3%
Lynnfield	590	0.5%	1.9%
Downtown	583	0.5%	0.2%

Origin: North Brookline

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
North Brookline	22,726	20.6%	22.0%
South Allston	7,631	6.9%	12.2%
South Brighton	6,206	5.6%	7.8%
Longwood	5,947	5.4%	4.0%
Fenway	5,581	5.1%	3.4%
South Brookline	4,931	4.5%	7.7%
Back Bay	4,621	4.2%	1.9%
BU	4,238	3.8%	7.3%
Downtown	4,128	3.7%	1.2%
South Newton	3,303	3.0%	1.6%
North Allston	2,843	2.6%	4.5%
Chinatown	2,193	2.0%	1.3%
Central Square	1,899	1.7%	1.3%
Harvard Square	1,729	1.6%	0.8%
South End	1,651	1.5%	1.2%
Kendall/MIT	1,583	1.4%	1.3%
North Brighton	1,532	1.4%	4.3%
North Newton	1,412	1.3%	1.2%
Mission Hill	1,246	1.1%	3.1%
North Dorchester	1,187	1.1%	1.1%

** Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin*
*** Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination*

TABLE 47
Top 20 Existing Origin-Destination Trip Pairs for Top 20 Trip Destinations
Number of Trips in the Origin-Destination Pair, Percent of All Trips to the Destination, and Percent of All Trips from the Origin

Destination (Dest.)

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

Destination (Dest.)

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

** Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination*
*** Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin*

TABLE 47 - Continued
Top 20 Existing Origin-Destination Trip Pairs for Top 20 Trip Destinations
Number of Trips in the Origin-Destination Pair, Percent of All Trips to the Destination, and Percent of All Trips from the Origin

Destination (Dest.)

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

Destination (Dest.)

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

** Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination*
*** Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin*

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

3.4.3 Projected Change in Trips

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

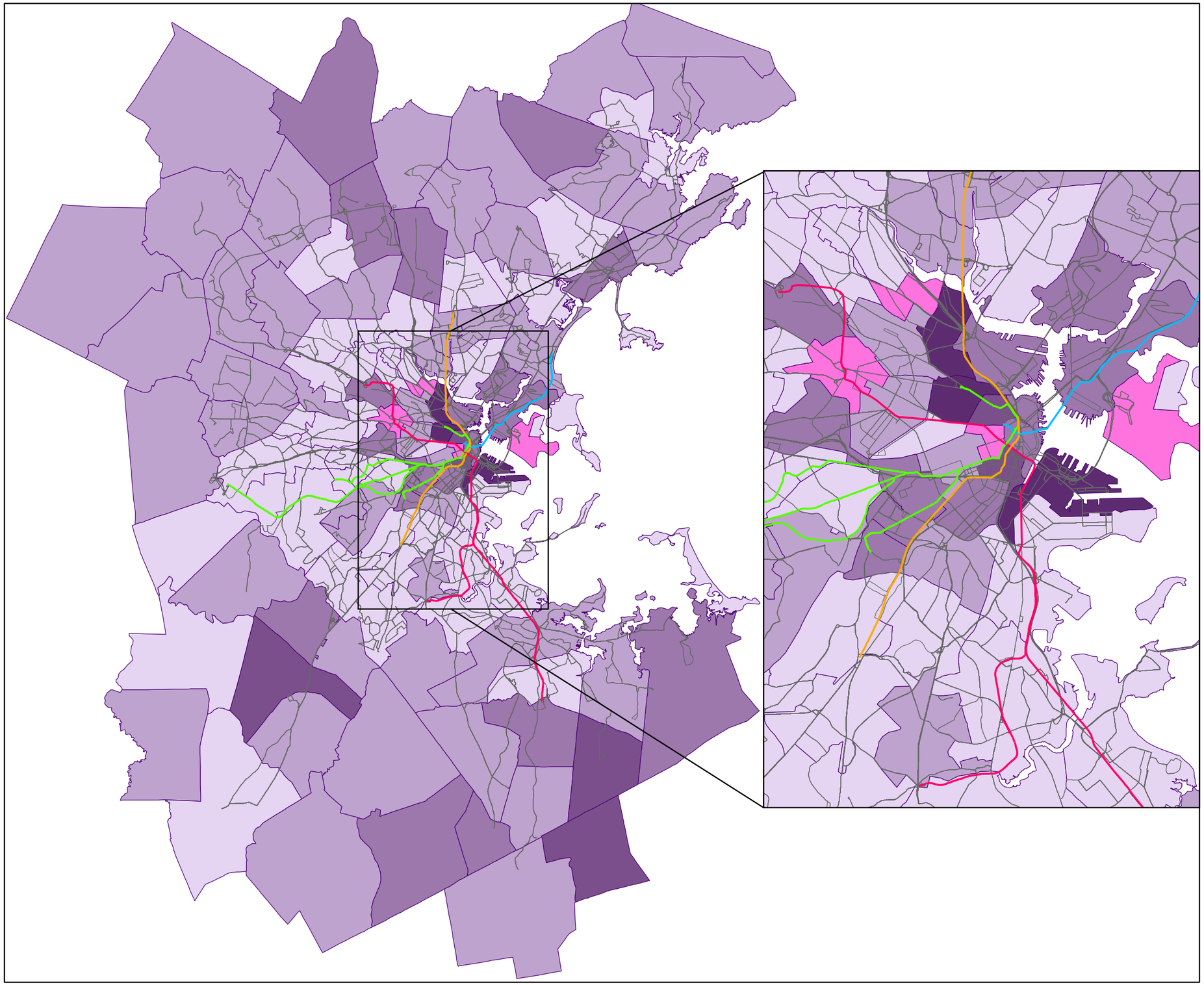
Figure 36 shows the projected 2030 percentage change in destination trips by neighborhood across the study area and Table 49 shows the 20 neighborhoods with the greatest projected percentage and absolute changes in destination trips as well as the projected average changes across the entire study area.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

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

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

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

FIGURE 35
Projected Percent Change in Origin Trips by 2030 by Neighborhood



Legend

Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Percent Change in Origins

- Under 0%
- 0% - 4%
- 5% - 9%
- 10% - 14%
- 15% - 25%
- 25% and over

N

0 3 6 12 Miles

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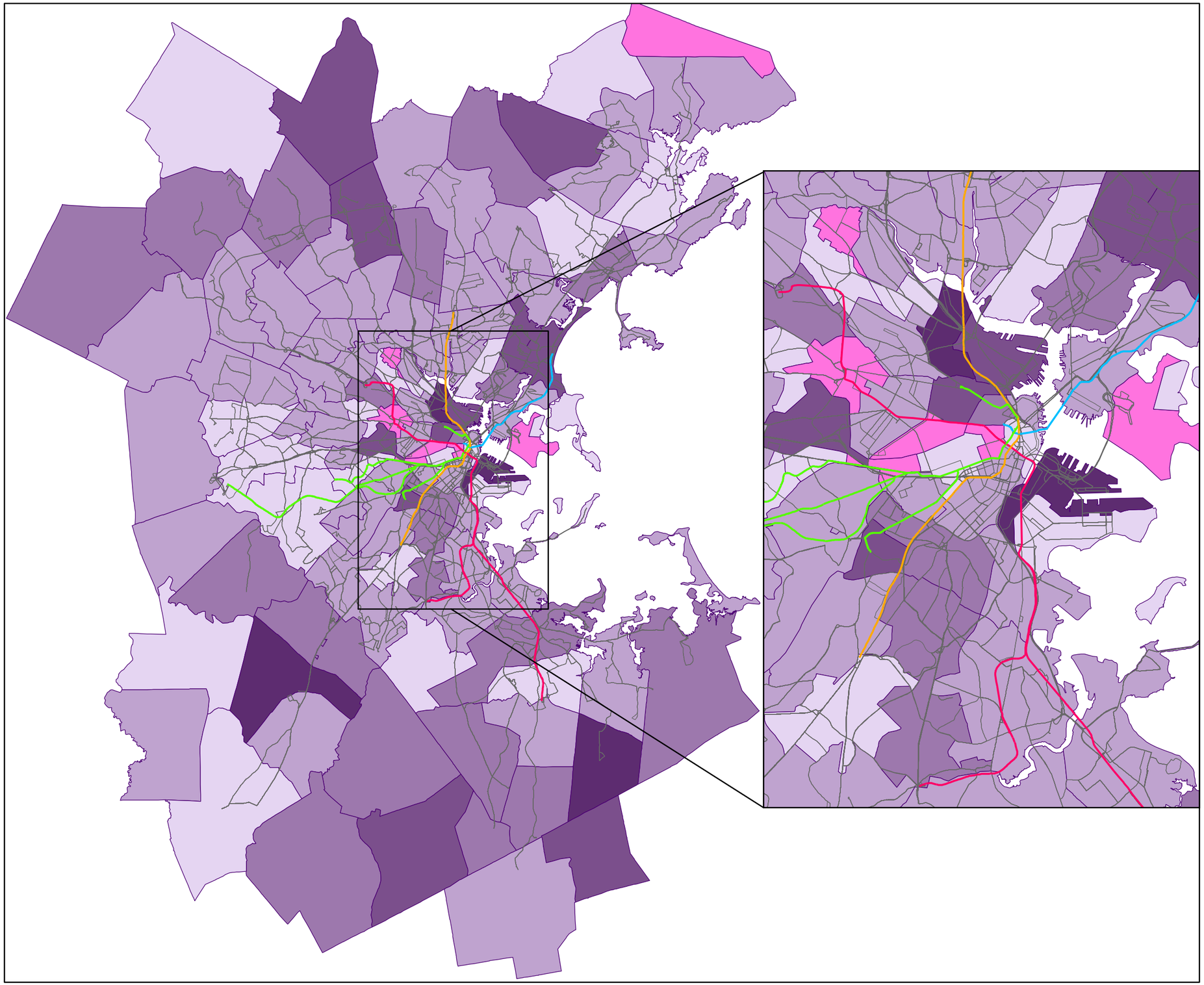
FIGURE 36
Projected Percent Change in DestinationTrips by 2030 by Neighborhood



Legend

Bus routes

Rapid Transit Lines

Blue

Green

Orange

Red

Percent Change in Destinations

Under 0%

0% - 4%

5% - 9%

10% - 14%

15% - 24%

25% and over

N

0 3 6 12 Miles

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

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

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

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

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

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

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

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

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

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

3.4.4 Summary of Projected Trips

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

TABLE 51
Top 20 Projected Origin-Destination Trip Pairs for Top 20 Trip Origins
Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination

Origin (Orig.)

Origin: Brockton

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Brockton	164,143	63.6%	76.6%
Stoughton	12,042	4.7%	13.4%
Avon	8,090	3.1%	28.3%
Abington	7,869	3.0%	23.7%
Randolph	6,264	2.4%	7.7%
Holbrook	5,107	2.0%	20.3%
Canton	4,982	1.9%	5.6%
South Weymouth	3,571	1.4%	5.5%
Downtown	3,479	1.3%	0.9%
South Quincy	3,473	1.3%	1.7%
South Braintree	2,882	1.1%	5.0%
North Braintree	2,848	1.1%	2.4%
North Weymouth	1,841	0.7%	1.9%
Hingham	1,636	0.6%	1.9%
Chinatown	1,617	0.6%	0.9%
Norwood	1,584	0.6%	1.3%
Waterfront	1,571	0.6%	1.2%
North Quincy	1,299	0.5%	1.1%
Back Bay	1,197	0.5%	0.5%
Sharon	1,118	0.4%	4.4%

Origin: Downtown

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Downtown	102,207	49.0%	27.7%
Chinatown	27,540	13.2%	14.7%
Waterfront	10,841	5.2%	8.5%
West End	10,543	5.1%	11.9%
North End	7,455	3.6%	15.2%
Back Bay	7,420	3.6%	3.0%
Beacon Hill	3,948	1.9%	12.9%
South End	3,726	1.8%	2.5%
East Cambridge	2,470	1.2%	2.5%
Kendall/MIT	2,373	1.1%	2.0%
Fenway	2,066	1.0%	1.2%
Charlestown	1,896	0.9%	2.7%
Central Square	1,499	0.7%	1.0%
Harvard Square	1,290	0.6%	0.6%
South Boston	1,188	0.6%	1.8%
North Dorchester	1,169	0.6%	1.0%
North Quincy	899	0.4%	0.8%
East Somerville	860	0.4%	1.1%
South Quincy	841	0.4%	0.4%
North Braintree	804	0.4%	0.7%

Origin: South Quincy

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
South Quincy	88,629	43.2%	43.9%
North Braintree	14,987	7.3%	12.7%
North Quincy	13,396	6.5%	11.6%
North Weymouth	6,998	3.4%	7.4%
Hingham	4,815	2.3%	5.5%
South Dorchester	4,672	2.3%	3.3%
Downtown	4,535	2.2%	1.2%
South Braintree	4,304	2.1%	7.5%
North Milton	3,640	1.8%	8.4%
Randolph	2,582	1.3%	3.2%
North Dorchester	2,543	1.2%	2.3%
South Weymouth	2,204	1.1%	3.4%
South Newton	2,144	1.0%	1.0%
Back Bay	2,134	1.0%	0.9%
Waterfront	2,094	1.0%	1.7%
Chinatown	1,988	1.0%	1.1%
Canton	1,963	1.0%	2.2%
Hyde Park	1,741	0.8%	2.1%
Brockton	1,486	0.7%	0.7%
Fenway	1,445	0.7%	0.8%

Origin: South Dorchester

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
South Dorchester	54,112	27.1%	38.7%
North Dorchester	13,114	6.6%	11.6%
South Roxbury	10,135	5.1%	13.7%
Mattapan	9,533	4.8%	15.7%
North Quincy	7,681	3.8%	6.6%
South Quincy	7,446	3.7%	3.7%
Downtown	6,507	3.3%	1.8%
North Milton	4,960	2.5%	11.5%
North Roxbury	4,669	2.3%	6.9%
Hyde Park	4,016	2.0%	4.8%
South Newton	3,891	1.9%	1.8%
South End	3,769	1.9%	2.5%
Chinatown	3,226	1.6%	1.7%
Back Bay	3,076	1.5%	1.2%
North Braintree	2,874	1.4%	2.4%
Fenway	2,857	1.4%	1.6%
Roslindale	2,797	1.4%	4.7%
Waterfront	2,723	1.4%	2.1%
Jamaica Plain	2,400	1.2%	4.0%
West Roxbury	2,210	1.1%	2.7%

Origin: South Newton

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
South Newton	67,599	36.2%	31.6%
North Newton	15,393	8.2%	12.5%
West Roxbury	6,076	3.3%	7.5%
Needham	5,984	3.2%	5.6%
South Brighton	5,166	2.8%	6.3%
South Waltham	4,296	2.3%	2.8%
Wellesley	4,153	2.2%	4.5%
South Brookline	4,087	2.2%	5.9%
East Watertown	3,143	1.7%	3.4%
North Brookline	3,014	1.6%	2.8%
North Brighton	2,920	1.6%	7.9%
Hyde Park	2,625	1.4%	3.1%
North Allston	2,445	1.3%	3.2%
North Waltham	2,291	1.2%	2.2%
East Dedham	2,267	1.2%	3.5%
Jamaica Plain	2,138	1.1%	3.6%
Roslindale	2,072	1.1%	3.5%
West Dedham	2,053	1.1%	6.2%
Chestnut Hill	1,854	1.0%	15.4%
Downtown	1,852	1.0%	0.5%

Origin (Orig.)

Origin: East Lynn

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
East Lynn	101,015	54.5%	61.3%
West Lynn	18,459	10.0%	23.4%
Swampscott	4,456	2.4%	10.0%
East Revere	4,307	2.3%	4.7%
South Salem	3,865	2.1%	5.0%
South Peabody	3,632	2.0%	2.9%
North Saugus	3,536	1.9%	5.3%
South Saugus	3,315	1.8%	5.4%
Downtown	2,341	1.3%	0.6%
West Revere	2,314	1.2%	4.2%
North Salem	2,226	1.2%	3.1%
Marblehead	2,203	1.2%	4.0%
Nahant	1,612	0.9%	18.6%
West Beverly	1,551	0.8%	1.6%
Wakefield	1,408	0.8%	1.6%
East Boston	1,230	0.7%	1.3%
Chelsea	1,215	0.7%	1.1%
South Danvers	1,214	0.7%	1.8%
East Malden	1,201	0.6%	1.5%
Back Bay	1,121	0.6%	0.5%

Origin: Harvard Square

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Harvard Square	75,878	48.6%	37.9%
Central Square	17,920	11.5%	11.5%
North Cambridge	8,482	5.4%	8.2%
Spring Hill	5,726	3.7%	6.5%
Downtown	3,070	2.0%	0.8%
Fresh Pond	3,041	1.9%	10.5%
Kendall/MIT	2,806	1.8%	2.4%
North Allston	2,616	1.7%	3.5%
East Watertown	2,122	1.4%	2.3%
Back Bay	2,051	1.3%	0.8%
Davis Square	2,049	1.3%	3.4%
East Cambridge	2,049	1.3%	2.1%
Chinatown	1,338	0.9%	0.7%
East Somerville	1,214	0.8%	1.6%
Waterfront	1,102	0.7%	0.9%
West End	1,018	0.7%	1.1%
Fenway	943	0.6%	0.5%
South Newton	897	0.6%	0.4%
South End	878	0.6%	0.6%
East Arlington	812	0.5%	1.7%

Origin: Central Square

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Central Square	49,813	47.2%	32.0%
Harvard Square	21,284	8.7%	10.6%
Kendall/MIT	12,496	3.4%	10.6%
East Cambridge	6,457	2.9%	6.6%
Spring Hill	5,530	2.8%	6.3%
Downtown	5,141	2.0%	1.4%
Back Bay	4,619	1.8%	1.9%
North Allston	3,156	1.6%	4.2%
Fenway	2,927	1.5%	1.6%
Chinatown	2,413	1.3%	1.3%
North Cambridge	2,187	1.2%	2.1%
West End	1,933	1.1%	2.2%
BU	1,852	1.1%	3.2%
South End	1,726	1.0%	1.2%
Longwood	1,618	1.0%	1.0%
East Somerville	1,604	1.0%	2.1%
North Brookline	1,416	1.0%	1.3%
Waterfront	1,236	0.8%	1.0%
South Newton	1,164	0.7%	0.5%
East Watertown	1,162	0.7%	1.3%

Origin: South Waltham

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
South Waltham	72,592	46.9%	48.1%
North Waltham	13,226	8.6%	13.0%
East Watertown	5,343	3.5%	5.8%
North Newton	4,628	3.0%	3.8%
West Watertown	4,570	3.0%	12.5%
South Newton	3,229	2.1%	1.5%
West Lexington	2,933	1.9%	5.3%
South Belmont	2,768	1.8%	7.0%
East Lexington	2,514	1.6%	4.6%
Wellesley	1,995	1.3%	2.2%
Burlington	1,956	1.3%	1.2%
Weston	1,843	1.2%	6.4%
Needham	1,806	1.2%	1.7%
North Belmont	1,572	1.0%	5.4%
West Arlington	1,550	1.0%	2.3%
Downtown	1,421	0.9%	0.4%
North Cambridge	1,386	0.9%	1.3%
East Woburn	1,101	0.7%	0.7%
Bedford	963	0.6%	1.3%
North Allston	939	0.6%	1.2%

Origin: Back Bay

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Back Bay	71,090	46.1%	28.8%
Chinatown	12,677	8.2%	6.8%
Fenway	12,315	8.0%	6.9%
South End	10,145	6.6%	6.8%
Downtown	9,157	5.9%	2.5%
BU	3,398	2.2%	6.0%
Longwood	2,954	1.9%	1.8%
Kendall/MIT	2,877	1.9%	2.4%
West End	2,297	1.5%	2.6%
Central Square	1,935	1.3%	1.2%
Waterfront	1,724	1.1%	1.4%
East Cambridge	1,416	0.9%	1.4%
Beacon Hill	1,269	0.8%	4.1%
North Brookline	1,263	0.8%	1.2%
Harvard Square	1,119	0.7%	0.6%
North End	844	0.5%	1.7%
South Newton	806	0.5%	0.4%
North Dorchester	781	0.5%	0.7%
North Roxbury	722	0.5%	1.1%
South Allston	678	0.4%	1.1%

** Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin*
*** Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination*

TABLE 51 - Continued
Top 20 Projected Origin-Destination Trip Pairs for Top 20 Trip Origins
Number of Trips in the Origin-Destination Pair, Percent of All Trips from the Origin, and Percent of All Trips to the Destination

Origin (Orig.)

Origin: Fenway

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Fenway	45,887	29.9%	25.7%
Longwood	18,923	12.3%	11.5%
Back Bay	13,048	8.5%	5.3%
BU	7,154	4.7%	12.6%
South End	6,169	4.0%	4.1%
Downtown	4,898	3.2%	1.3%
North Brookline	4,243	2.8%	3.9%
Chinatown	3,311	2.2%	1.8%
Central Square	3,119	2.0%	2.0%
North Roxbury	3,091	2.0%	4.6%
Mission Hill	2,980	1.9%	6.5%
Kendall/MIT	2,968	1.9%	2.5%
South Brookline	1,986	1.3%	2.9%
North Dorchester	1,931	1.3%	1.7%
South Allston	1,817	1.2%	2.9%
Harvard Square	1,782	1.2%	0.9%
South Newton	1,765	1.2%	0.8%
Waterfront	1,739	1.1%	1.4%
East Cambridge	1,547	1.0%	1.6%
Jamaica Plain	1,447	0.9%	2.4%

Origin: Chelsea

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Chelsea	48,609	33.4%	42.4%
East Everett	7,562	5.2%	11.7%
East Boston	7,471	5.1%	7.7%
East Revere	7,129	4.9%	7.9%
Downtown	4,984	3.4%	1.4%
West Revere	4,943	3.4%	8.9%
East Malden	3,207	2.2%	3.9%
Harvard Square	2,737	1.9%	1.4%
West Everett	2,544	1.7%	6.1%
Back Bay	2,404	1.7%	1.0%
Chinatown	2,141	1.5%	1.1%
East Medford	2,125	1.5%	3.2%
Charlestown	1,917	1.3%	2.7%
Kendall/MIT	1,862	1.3%	1.6%
East Somerville	1,728	1.2%	2.3%
East Lynn	1,649	1.1%	1.0%
Central Square	1,647	1.1%	1.1%
West Malden	1,592	1.1%	2.2%
West End	1,520	1.0%	1.7%
South Saugus	1,515	1.0%	2.5%

Origin: Chinatown

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Chinatown	37,221	26.4%	19.9%
Downtown	32,253	22.9%	8.7%
Back Bay	17,870	12.7%	7.2%
South End	8,548	6.1%	5.7%
Waterfront	5,219	3.7%	4.1%
Fenway	4,781	3.4%	2.7%
West End	3,298	2.3%	3.7%
Beacon Hill	2,332	1.7%	7.6%
North End	1,841	1.3%	3.7%
Kendall/MIT	1,505	1.1%	1.3%
East Cambridge	1,455	1.0%	1.5%
North Dorchester	1,355	1.0%	1.2%
BU	1,304	0.9%	2.3%
Longwood	1,236	0.9%	0.8%
Central Square	1,116	0.8%	0.7%
South Boston	1,075	0.8%	1.6%
South Brookline	978	0.7%	1.4%
Harvard Square	970	0.7%	0.5%
North Roxbury	801	0.6%	1.2%
Charlestown	753	0.5%	1.1%

Origin: East Boston

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
East Boston	48,192	34.4%	50.0%
Chelsea	9,460	6.8%	8.2%
Downtown	7,503	5.4%	2.0%
East Revere	5,239	3.7%	5.8%
Kendall/MIT	4,714	3.4%	4.0%
Chinatown	3,309	2.4%	1.8%
Back Bay	3,162	2.3%	1.3%
Winthrop	2,331	1.7%	5.5%
South End	2,259	1.6%	1.5%
Fenway	1,969	1.4%	1.1%
West Revere	1,911	1.4%	3.4%
Logan Airport	1,734	1.2%	5.6%
Longwood	1,701	1.2%	1.0%
East Everett	1,641	1.2%	2.5%
Harvard Square	1,527	1.1%	0.8%
Central Square	1,515	1.1%	1.0%
East Lynn	1,507	1.1%	0.9%
North Dorchester	1,383	1.0%	1.2%
North End	1,247	0.9%	2.5%
West End	1,241	0.9%	1.4%

Origin: South End

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
South End	45,893	33.2%	30.9%
Back Bay	19,489	14.1%	7.9%
Chinatown	11,322	8.2%	6.0%
Fenway	11,126	8.1%	6.2%
Downtown	8,735	6.3%	2.4%
Longwood	4,634	3.4%	2.8%
North Roxbury	3,531	2.6%	5.2%
North Dorchester	2,720	2.0%	2.4%
Waterfront	2,554	1.8%	2.0%
West End	1,523	1.1%	1.7%
Kendall/MIT	1,433	1.0%	1.2%
South Boston	1,326	1.0%	2.0%
Central Square	1,306	0.9%	0.8%
BU	1,049	0.8%	1.8%
Harvard Square	1,039	0.8%	0.5%
South Roxbury	949	0.7%	1.3%
East Cambridge	835	0.6%	0.8%
North Brookline	817	0.6%	0.8%
Mission Hill	816	0.6%	1.8%
North End	785	0.6%	1.6%

Origin (Orig.)

Origin: North Quincy

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
North Quincy	47,373	36.1%	40.9%
South Quincy	17,324	13.2%	8.6%
South Dorchester	6,416	4.9%	4.6%
North Braintree	4,694	3.6%	4.0%
Downtown	4,099	3.1%	1.1%
North Milton	2,816	2.1%	6.5%
North Dorchester	2,707	2.1%	2.4%
North Weymouth	2,145	1.6%	2.3%
Back Bay	1,934	1.5%	0.8%
Waterfront	1,738	1.3%	1.4%
Chinatown	1,730	1.3%	0.9%
Hingham	1,622	1.2%	1.9%
South Newton	1,538	1.2%	0.7%
Hyde Park	1,460	1.1%	1.7%
South Braintree	1,402	1.1%	2.5%
Mattapan	1,327	1.0%	2.2%
South End	1,196	0.9%	0.8%
Fenway	1,181	0.9%	0.7%
Kendall/MIT	931	0.7%	0.8%
West End	909	0.7%	1.0%

Origin: Burlington

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Burlington	64,719	52.9%	39.7%
Billerica	8,560	7.0%	11.1%
East Woburn	5,574	4.6%	3.8%
Wilmington	4,850	4.0%	8.4%
Bedford	4,140	3.4%	5.5%
Reading	2,309	1.9%	3.7%
West Woburn	1,931	1.6%	4.5%
West Lexington	1,913	1.6%	3.5%
East Lexington	1,563	1.3%	2.9%
North Waltham	1,508	1.2%	1.5%
Winchester	1,371	1.1%	2.3%
Wakefield	1,306	1.1%	1.5%
Stoneham	1,219	1.0%	1.6%
West Arlington	910	0.7%	1.4%
South Waltham	879	0.7%	0.6%
South Newton	719	0.6%	0.3%
Concord	690	0.6%	1.5%
North Newton	626	0.5%	0.5%
Downtown	621	0.5%	0.2%
Lynnfield	583	0.5%	1.7%

Origin: North Newton

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
North Newton	36,798	30.2%	29.8%
South Newton	14,396	11.8%	6.7%
South Waltham	7,576	6.2%	5.0%
East Watertown	4,421	3.6%	4.8%
North Brighton	2,979	2.4%	8.0%
North Waltham	2,778	2.3%	2.7%
South Brighton	2,400	2.0%	2.9%
North Allston	2,297	1.9%	3.0%
Wellesley	2,132	1.7%	2.3%
Needham	2,036	1.7%	1.9%
West Watertown	1,969	1.6%	5.4%
Downtown	1,919	1.6%	0.5%
West Roxbury	1,569	1.3%	1.9%
North Brookline	1,478	1.2%	1.4%
South Brookline	1,384	1.1%	2.0%
Back Bay	1,333	1.1%	0.5%
South Belmont	1,125	0.9%	2.8%
North Cambridge	1,051	0.9%	1.0%
Fenway	1,043	0.9%	0.6%
Harvard Square	982	0.8%	0.5%

Origin: East Revere

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
East Revere	30,697	25.6%	33.8%
West Revere	7,344	6.1%	13.2%
Chelsea	7,178	6.0%	6.3%
East Lynn	6,382	5.3%	3.9%
Winthrop	4,039	3.4%	9.5%
East Boston	3,910	3.3%	4.1%
Downtown	3,867	3.2%	1.0%
West Lynn	3,370	2.8%	4.3%
East Malden	2,917	2.4%	3.5%
East Everett	2,884	2.4%	4.5%
South Saugus	2,821	2.4%	4.6%
North Saugus	2,316	1.9%	3.5%
Logan Airport	1,767	1.5%	5.7%
Back Bay	1,620	1.4%	0.7%
Harvard Square	1,487	1.2%	0.7%
Chinatown	1,434	1.2%	0.8%
Kendall/MIT	1,360	1.1%	1.2%
Melrose	1,325	1.1%	1.9%
Wakefield	1,262	1.1%	1.4%
East Medford	1,167	1.0%	1.7%

Origin: Hyde Park

Destination (Dest.)	Number of Trips	Percent of Trips *from Orig.	Percent of Trips **to Dest.
Hyde Park	23,760	20.5%	28.4%
West Roxbury	6,823	5.9%	8.5%
Roslindale	6,416	5.5%	10.8%
East Dedham	5,801	5.0%	8.9%
South Newton	5,737	5.0%	2.7%
Mattapan	4,639	4.0%	7.7%
South Dorchester	3,528	3.0%	2.5%
North Milton	2,774	2.4%	6.4%
South Quincy	2,734	2.4%	1.4%
West Dedham	2,624	2.3%	7.9%
Norwood	2,587	2.2%	2.2%
Westwood	2,349	2.0%	3.7%
South Milton	2,289	2.0%	10.9%
Jamaica Plain	2,227	1.9%	3.7%
Downtown	2,014	1.7%	0.5%
North Newton	1,945	1.7%	1.6%
North Quincy	1,919	1.7%	1.7%
Canton	1,918	1.7%	2.2%
Back Bay	1,634	1.4%	0.7%
South Brookline	1,531	1.3%	2.2%

** Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin*
*** Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination*

TABLE 52
Top 20 Projected Origin-Destination Trip Pairs for Top 20 Trip Destinations
Number of Trips in the Origin-Destination Pair, Percent of All Trips to the Destination, and Percent of All Trips from the Origin

Destination (Dest.)

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

Destination (Dest.)

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

** Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination*
*** Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin*

TABLE 52 - Continued
Top 20 Projected Origin-Destination Trip Pairs for Top 20 Trip Destinations
Number of Trips in the Origin-Destination Pair, Percent of All Trips to the Destination, and Percent of All Trips from the Origin

Destination (Dest.)

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

Destination (Dest.)

Destination: South Dorchester				Destination: Waterfront				Destination: South Peabody				Destination: North Newton				Destination: Norwood			
	Number	Percent of Trips			Number	Percent of Trips			Number	Percent of Trips			Number	Percent of Trips			Number	Percent of Trips	
Origin (Orig.)	of Trips	*to Dest.	**from Orig.	Origin (Orig.)	of Trips	*to Dest.	**from Orig.	Origin (Orig.)	of Trips	*to Dest.	**from Orig.	Origin (Orig.)	of Trips	*to Dest.	**from Orig.	Origin (Orig.)	of Trips	*to Dest.	**from Orig.
South Dorchester	54,112	38.7%	27.1%	Waterfront	34,237	27.0%	31.5%	South Peabody	46,149	37.4%	41.3%	North Newton	36,798	29.8%	30.2%	Norwood	50,510	42.5%	46.8%
Mattapan	11,942	8.5%	11.7%	Downtown	10,841	8.5%	5.2%	North Peabody	9,094	7.4%	14.4%	South Newton	15,393	12.5%	8.2%	Walpole	10,596	8.9%	17.1%
North Dorchester	7,891	5.6%	7.5%	South Boston	6,144	4.8%	6.7%	North Salem	6,944	5.6%	9.1%	South Waltham	4,628	3.8%	3.0%	Westwood	7,843	6.6%	13.4%
South Roxbury	7,339	5.2%	7.3%	Chinatown	5,219	4.1%	3.7%	South Danvers	6,100	4.9%	12.3%	North Brighton	4,014	3.3%	8.1%	Canton	5,523	4.6%	6.7%
North Quincy	6,416	4.6%	4.9%	South Dorchester	2,723	2.1%	1.4%	South Salem	6,049	4.9%	7.8%	South Brighton	3,029	2.5%	2.9%	East Dedham	3,761	3.2%	6.0%
South Quincy	4,672	3.3%	2.3%	South End	2,554	2.0%	1.8%	North Danvers	4,924	4.0%	9.2%	Needham	2,505	2.0%	2.4%	Sharon	3,428	2.9%	8.2%
North Milton	3,972	2.8%	7.4%	North Dorchester	2,232	1.8%	2.1%	West Lynn	4,761	3.9%	4.9%	Wellesley	2,446	2.0%	2.8%	Stoughton	2,796	2.4%	3.0%
Hyde Park	3,528	2.5%	3.0%	South Quincy	2,094	1.7%	1.0%	West Beverly	4,644	3.8%	5.2%	West Roxbury	2,106	1.7%	2.5%	Hyde Park	2,587	2.2%	2.2%
North Roxbury	3,256	2.3%	4.0%	Fenway	1,739	1.4%	1.1%	East Lynn	3,632	2.9%	2.0%	East Watertown	2,096	1.7%	2.7%	West Roxbury	1,980	1.7%	2.4%
Roslindale	2,201	1.6%	2.8%	North Quincy	1,738	1.4%	1.3%	Lynnfield	2,995	2.4%	8.2%	Hyde Park	1,945	1.6%	1.7%	West Dedham	1,784	1.5%	6.0%
South Boston	1,857	1.3%	2.0%	Back Bay	1,724	1.4%	1.1%	East Beverly	2,529	2.0%	5.8%	South Brookline	1,702	1.4%	2.3%	South Newton	1,757	1.5%	0.9%
Jamaica Plain	1,409	1.0%	2.0%	Brockton	1,571	1.2%	0.6%	Marblehead	2,288	1.9%	3.6%	South Dorchester	1,688	1.4%	0.8%	Medfield	1,671	1.4%	6.2%
North Braintree	1,320	0.9%	1.5%	Chelsea	1,269	1.0%	0.9%	Swampscott	2,079	1.7%	4.4%	North Allston	1,567	1.3%	2.8%	Needham	1,653	1.4%	1.6%
South Milton	1,269	0.9%	4.2%	North Brookline	1,260	1.0%	1.1%	Wakefield	1,849	1.5%	2.1%	Weston	1,532	1.2%	4.9%	Brockton	1,584	1.3%	0.6%
Randolph	1,247	0.9%	1.3%	Central Square	1,236	1.0%	0.8%	North Saugus	1,404	1.1%	2.8%	North Waltham	1,483	1.2%	1.6%	South Quincy	1,413	1.2%	0.7%
West Roxbury	1,237	0.9%	1.5%	South Roxbury	1,177	0.9%	1.2%	Reading	1,341	1.1%	1.9%	Roslindale	1,361	1.1%	1.7%	Randolph	1,096	0.9%	1.1%
South Newton	1,185	0.8%	0.6%	Mattapan	1,149	0.9%	1.1%	South Saugus	894	0.7%	1.7%	Mattapan	1,271	1.0%	1.2%	Roslindale	1,085	0.9%	1.4%
Waterfront	1,057	0.8%	1.0%	Harvard Square	1,102	0.9%	0.7%	East Revere	891	0.7%	0.7%	North Brookline	1,215	1.0%	1.1%	South Dorchester	796	0.7%	0.4%
North Weymouth	1,057	0.8%	1.0%	North Weymouth	1,018	0.8%	1.0%	Melrose	869	0.7%	1.0%	West Watertown	1,188	1.0%	3.0%	Wellesley	786	0.7%	0.9%
Brockton	984	0.7%	0.4%	East Boston	1,013	0.8%	0.7%	Wenham	833	0.7%	6.0%	South Quincy	1,109	0.9%	0.5%	Mattapan	720	0.6%	0.7%

** Percent of trips to destination represents the number of trips in each origin-destination pair divided by all trips to the destination*
*** Percent of trips from origin represents the number of trips in each origin-destination pair divided by all trips from the origin*

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

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

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

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

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

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

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

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

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

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

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

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

FIGURE 37
Top 20 Projected Absolute Increases in Trips between Neighborhoods

Legend

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

WEST MALDEN
EAST MALDEN
3,965 Trips
WEST EVERETT
EAST EVERETT
4,279 Trips
CHELSEA
3,165 Trips
4,566 Trips
DAVIS SQUARE
NORTH CAMBRIDGE
4,073 Trips
SPRING HILL
3,672 Trips
EAST SOMERVILLE
4,860 Trips
EAST BOSTON
HARVARD SQUARE
CHARLESTOWN
5,293 Trips
CENTRAL SQUARE
10,931 Trips
DOWNTOWN
12,941 Trips
BACK BAY
CHINATOWN
6,505 Trips
3,880 Trips
5,503 Trips
FENWAY
3,391 Trips
SOUTH END
WATERFRONT
LONGWOOD
4,361 Trips
3,177 Trips
3,370 Trips
MISSION HILL
3,643 Trips
MATTAPAN
SOUTH DORCHESTER
0 0.5 1 Miles

WEST LYNN
3,110 Trips
EAST LYNN
0 0.5 1 Miles

3,676 Trips
SOUTH QUINCY
NORTH BRAINTREE
0 0.5 1 Miles

N

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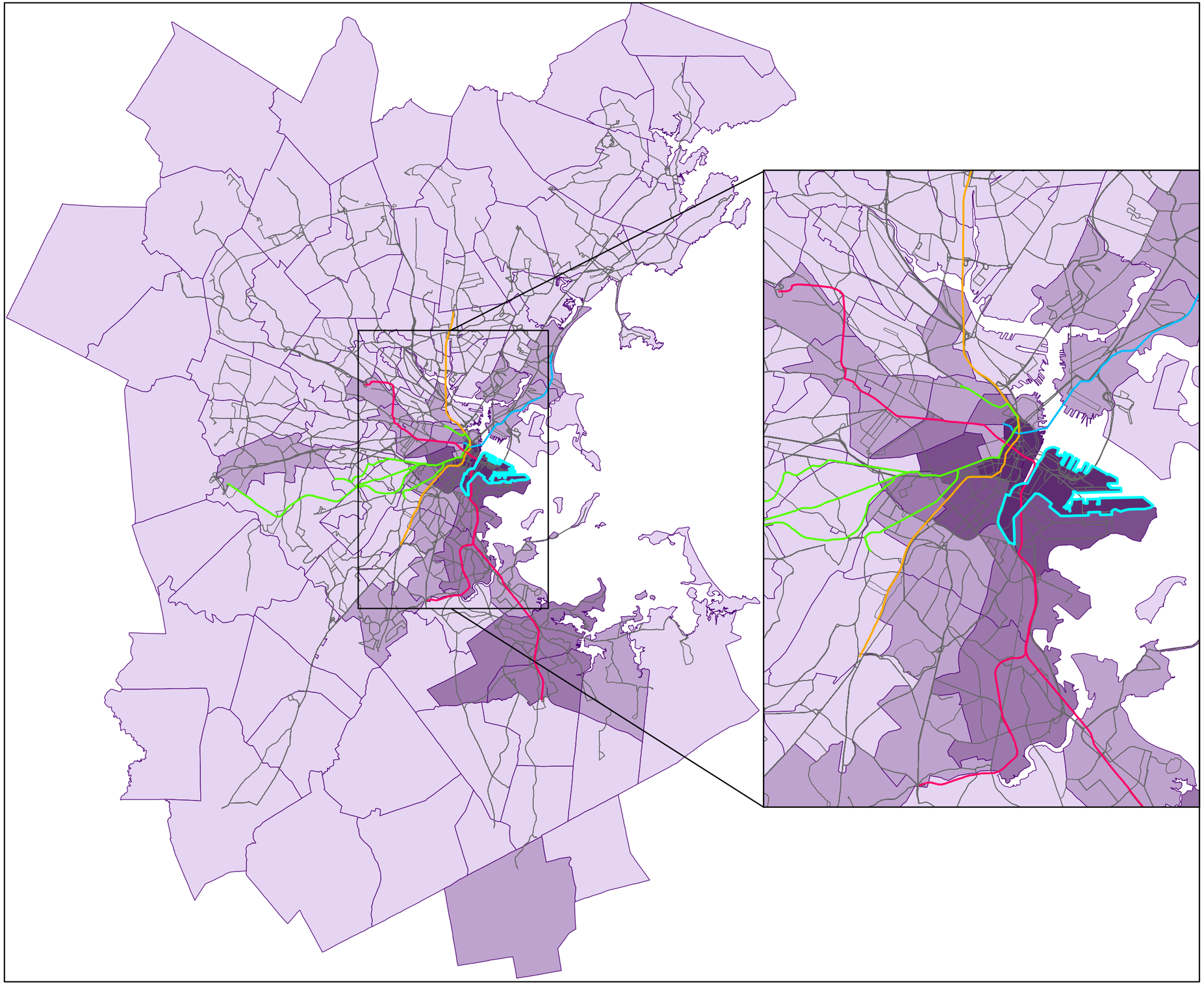
FIGURE 38
Projected Absolute Change in Trips to and from Waterfront by Neighborhood



Legend

- Waterfront
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From Waterfront

- 1 - 499
- 500 - 1,000
- 1,000 - 1,999
- 2,000 - 4,999
- 5,000 and over

N

0 3 6 12 Miles

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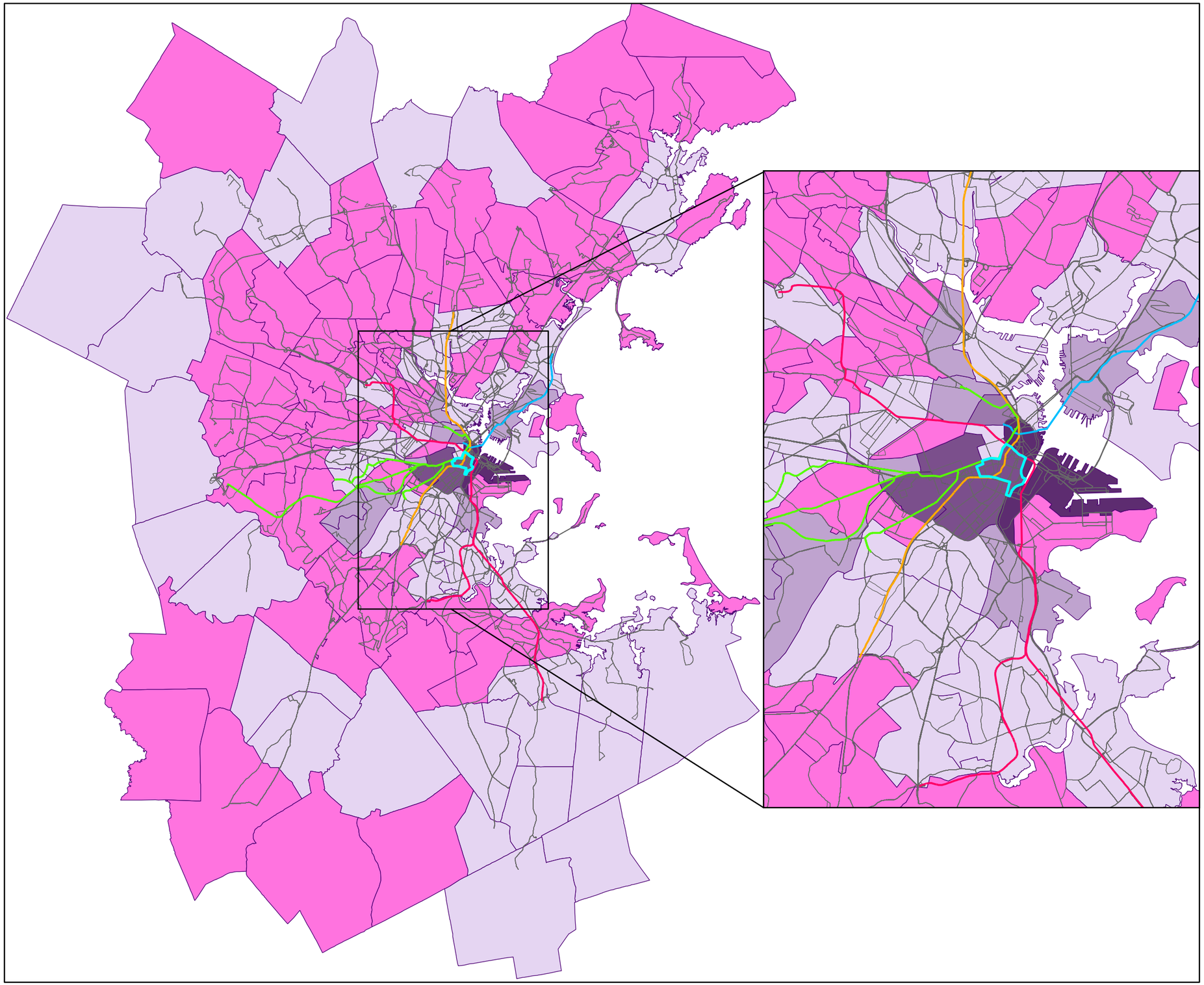
FIGURE 39
Projected Absolute Change in Trips to and from Chinatown by Neighborhood



Legend

- Chinatown
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From Chinatown

- Under 0
- 0 - 499
- 500 - 999
- 1,000 - 1,999
- 2,000 - 4,999
- 5,000 and over

N

0 3 6 12 Miles

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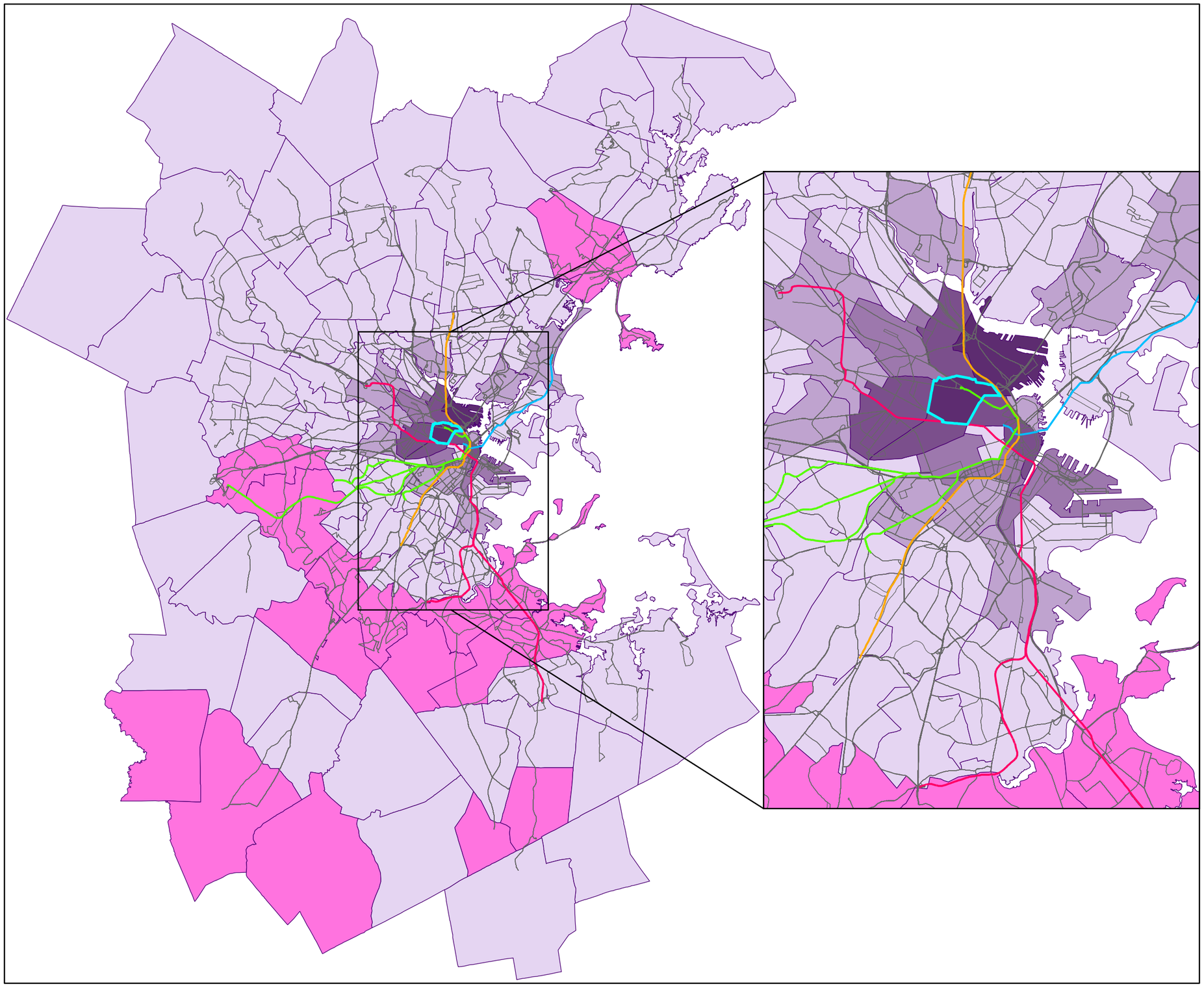
FIGURE 40
Projected Absolute Change in Trips to and from East Cambridge by Neighborhood



Legend

- East Cambridge
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From E. Camb.

- Under 0
- 0 - 149
- 150 - 499
- 500 - 999
- 1,000 - 1,999
- 2,000 and over

N

0 3 6 12 Miles

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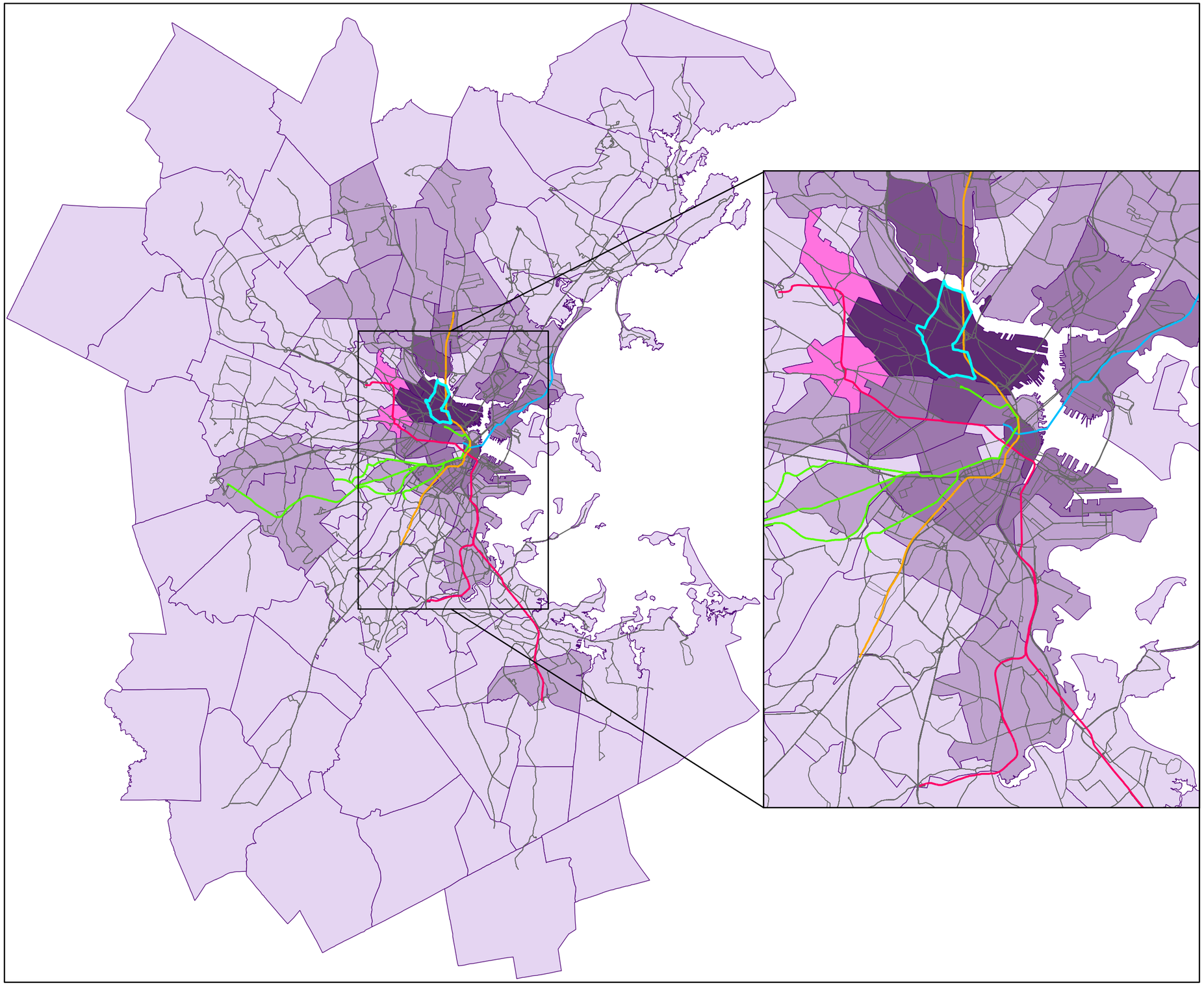
FIGURE 41
Projected Absolute Change in Trips to and from East Somerville by Neighborhood



Legend

- East Somerville
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From E. Somer.

- Under 0
- 0 - 199
- 200 - 499
- 500 - 999
- 1,000 - 1,999
- 2,000 and over

N

0 3 6 12 Miles

Core Efficiencies Study

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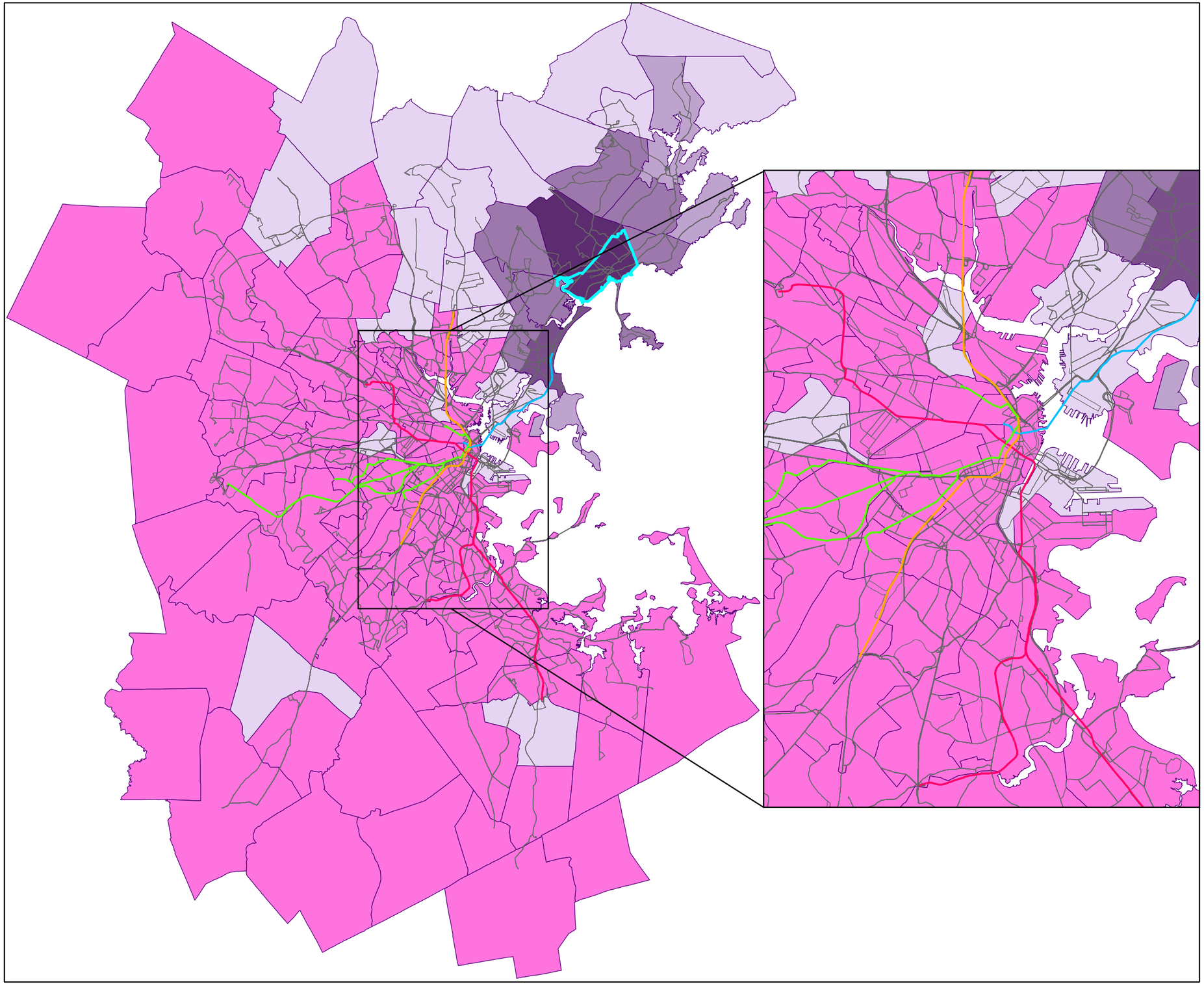
FIGURE 42
Projected Absolute Change in Trips to and from East Lynn by Neighborhood



Legend

East Lynn

Bus routes

Rapid Transit Lines

Blue

Green

Orange

Red

Origins To + Destinations From East Lynn

Under 0

0 - 249

250 - 499

500 - 999

1,000 - 1,999

2,000 and over

N

0 3 6 12 Miles

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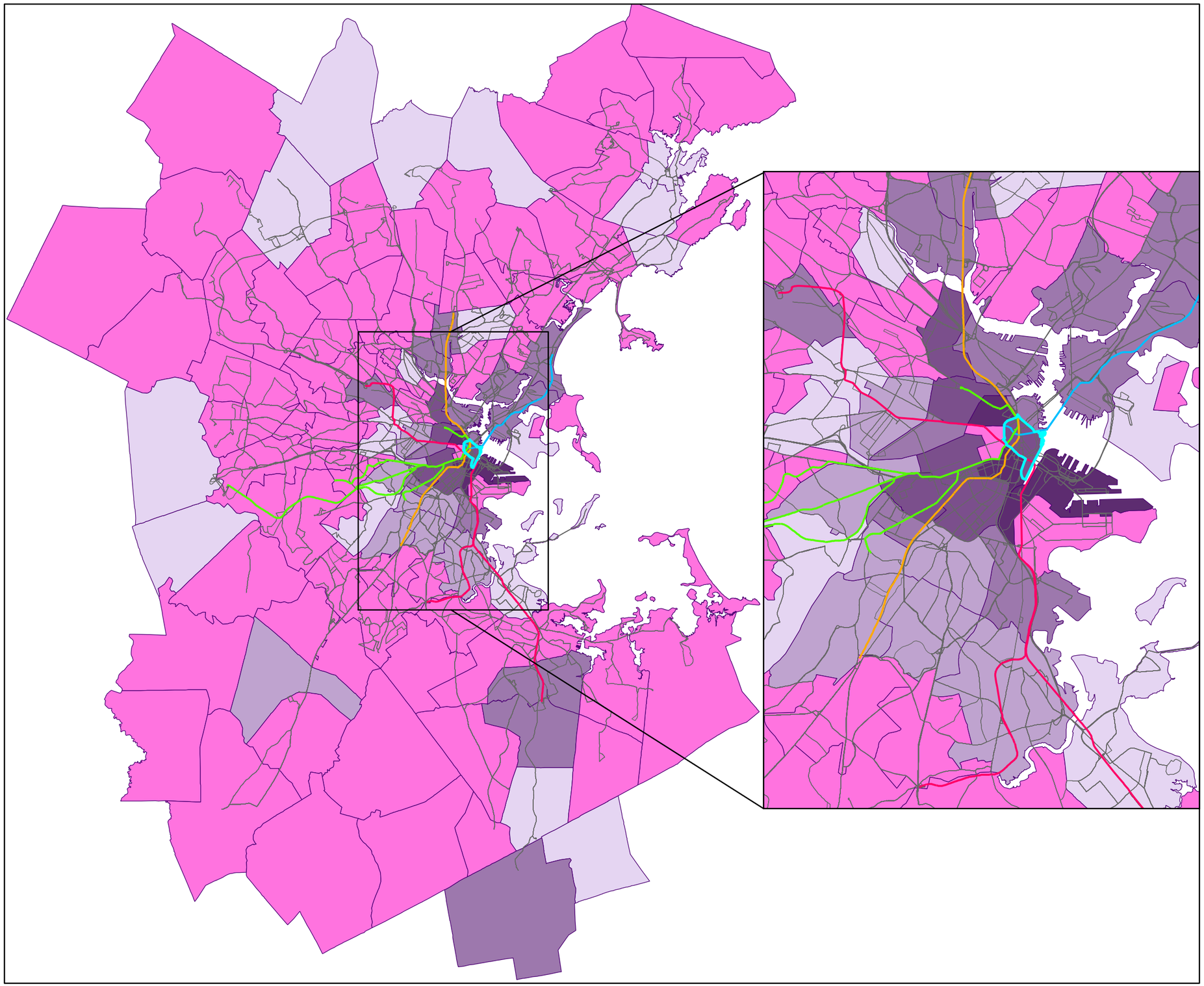
FIGURE 42
Projected Absolute Change in Trips to and from Downtown by Neighborhood



Legend

- Downtown
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From Downtown

- Under 0
- 0 - 99
- 100 - 299
- 300 - 999
- 1,000 - 1,999
- 2,000 and over

N

0 3 6 12 Miles

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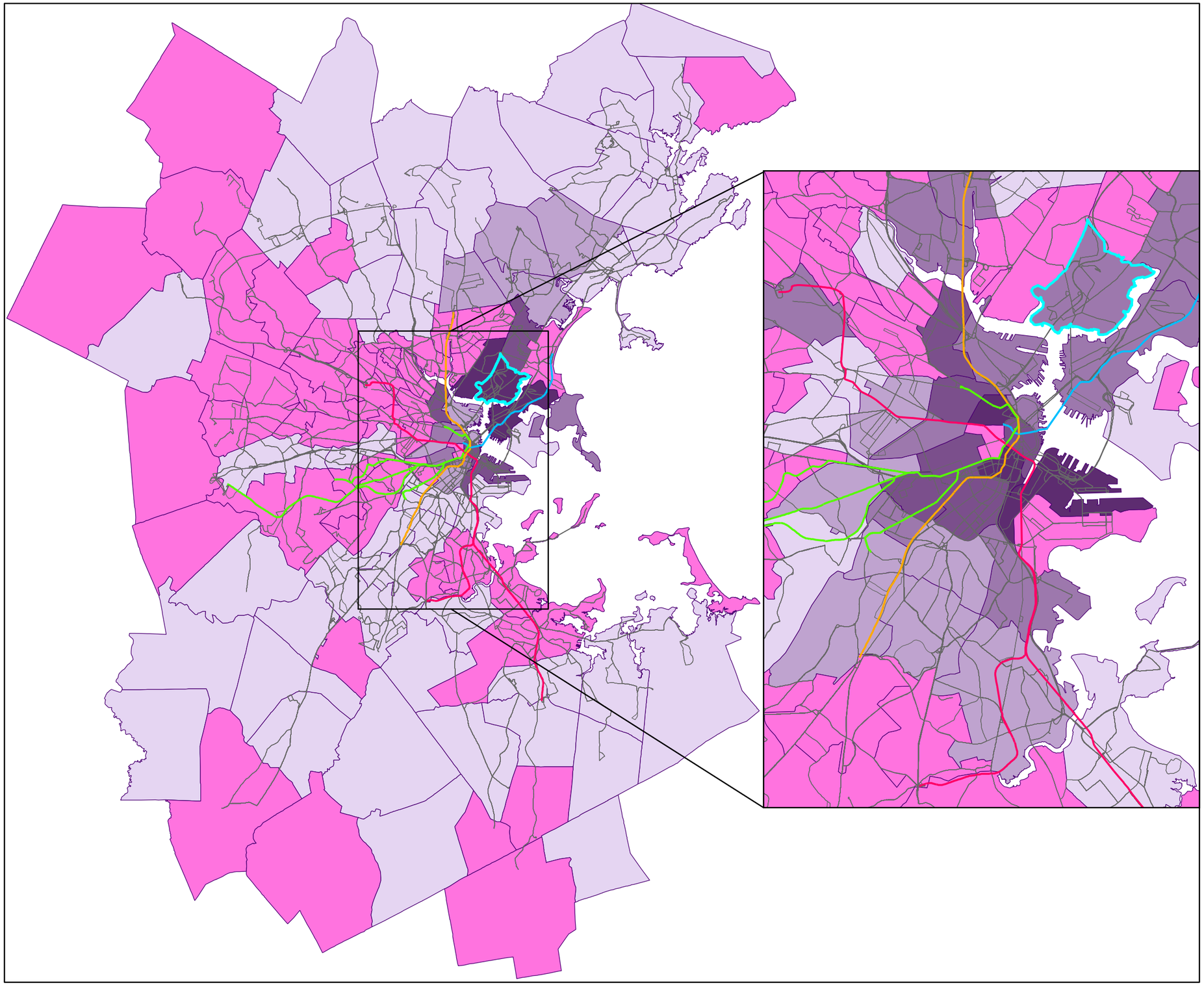
FIGURE 44
Projected Absolute Change in Trips to and from Chelsea by Neighborhood



Legend

- Chelsea
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From Chelsea

- Under 0
- 0 - 99
- 100 - 249
- 250 - 499
- 500 - 999
- 1,000 and over

N

0 3 6 12 Miles

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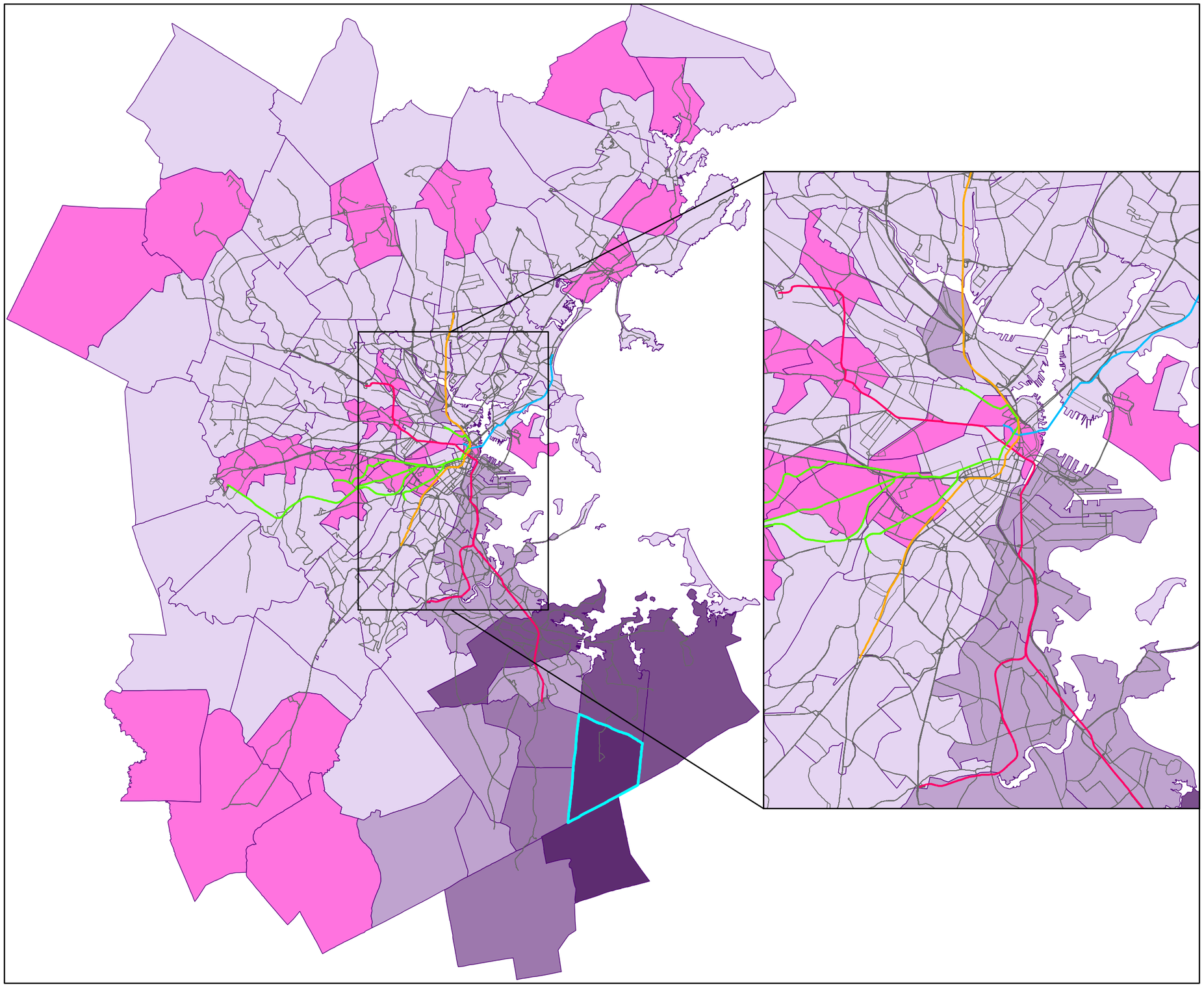
FIGURE 45
Projected Absolute Change in Trips to and from South Weymouth by Neighborhood



Legend

- South Weymouth
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From S. Weym.

- Under 0
- 0 - 99
- 100 - 499
- 500 - 999
- 1,000 - 1,999
- 2,000 and over

N

0 3 6 12 Miles

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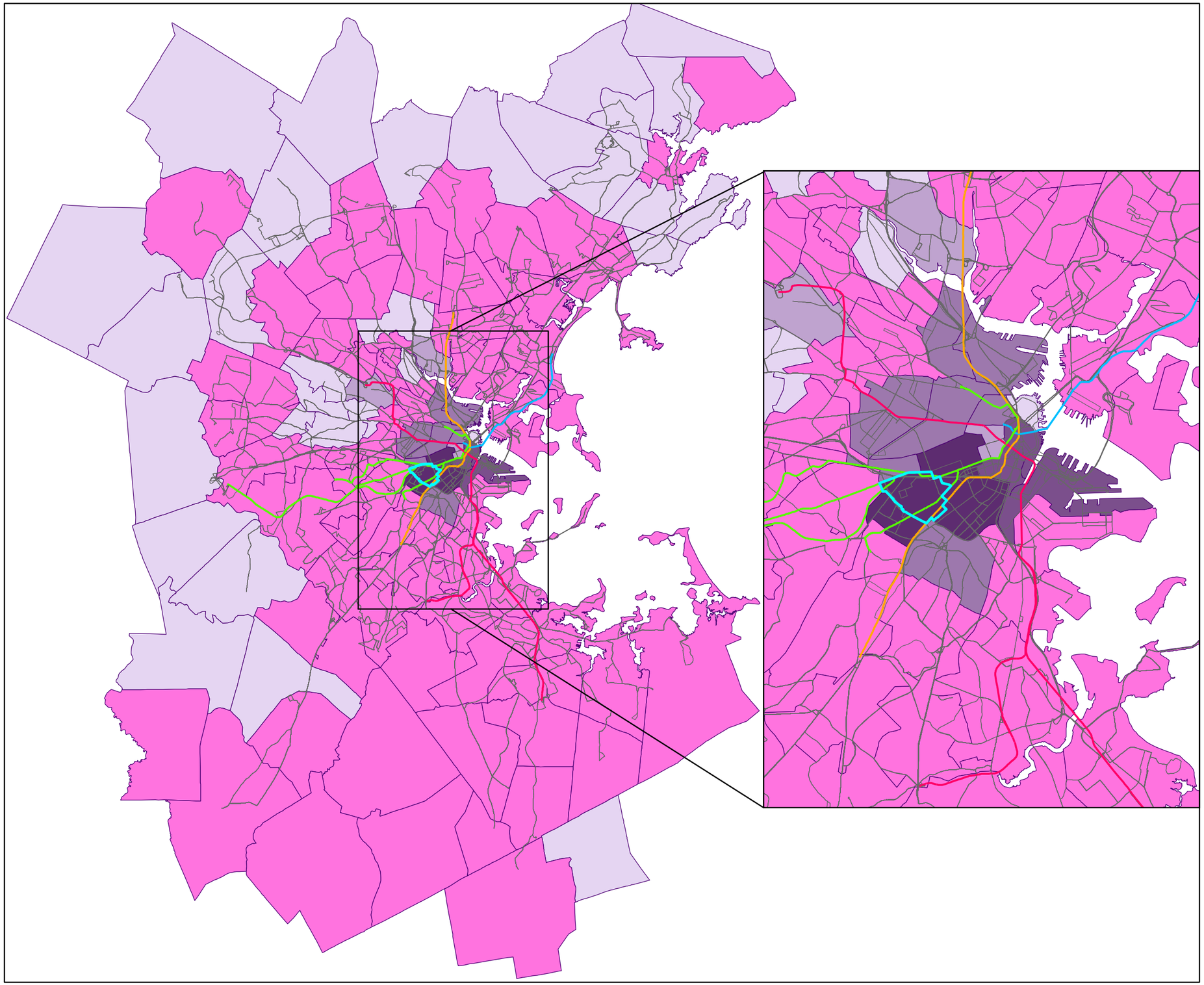
FIGURE 46
Projected Absolute Change in Trips to and from Fenway by Neighborhood



Legend

- Fenway
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From Fenway

- Under 0
- 0 - 99
- 100 - 199
- 200 - 999
- 1,000 - 2,999
- 3,000 and over

N

0 3 6 12 Miles

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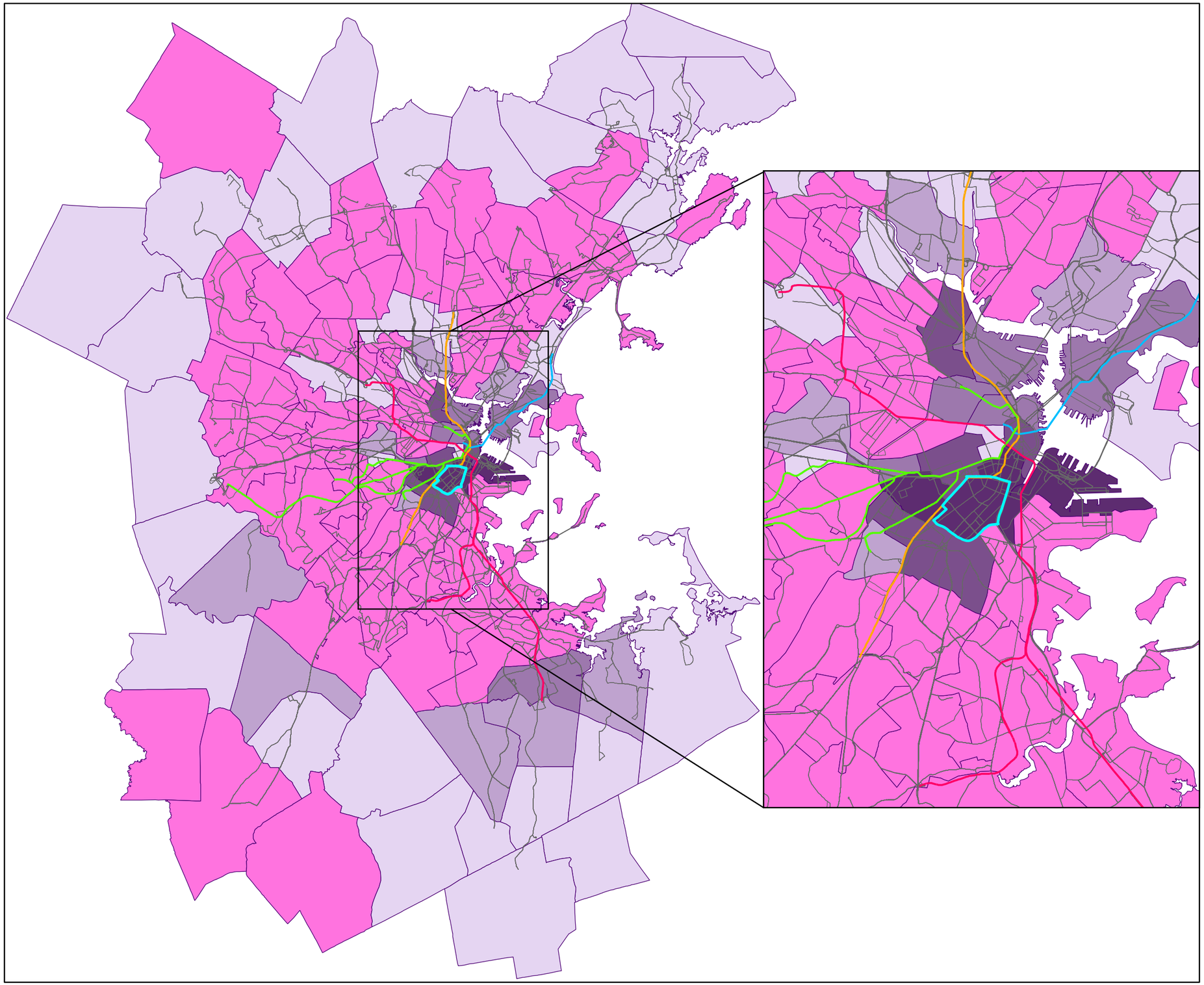
FIGURE 47
Projected Absolute Change in Trips to and from South End by Neighborhood



Legend

- South End
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From South End

- Under 0
- 0 - 99
- 100 - 199
- 200 - 499
- 500 - 1,999
- 2,000 and over

N

0 3 6 12 Miles

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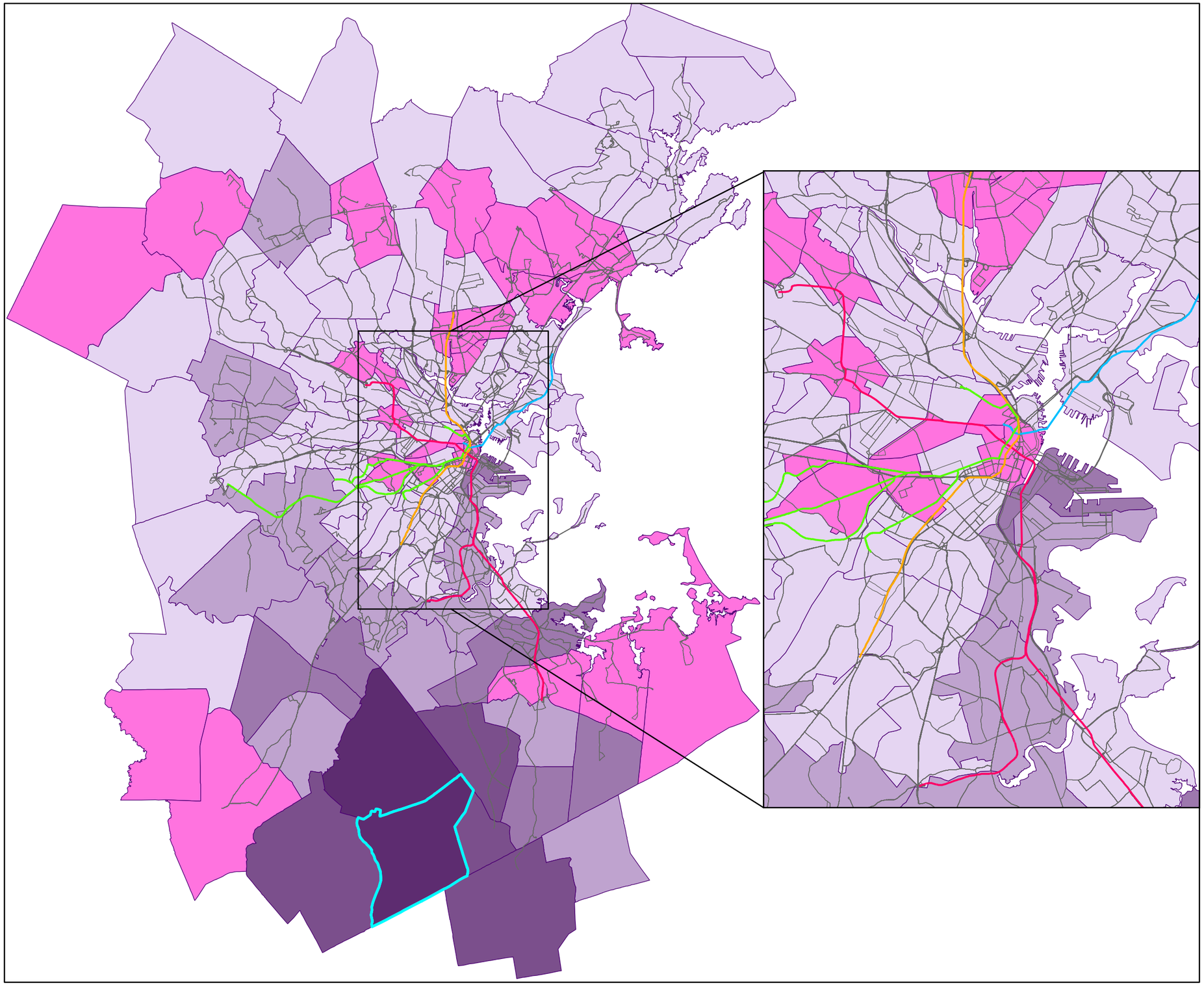
FIGURE 48
Projected Absolute Change in Trips to and from Stoughton by Neighborhood



Legend

- Stoughton
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From Stoughton

- Under 0
- 0 - 99
- 100 - 199
- 200 - 499
- 500 - 1,999
- 2,000 and over

N

0 3 6 12 Miles

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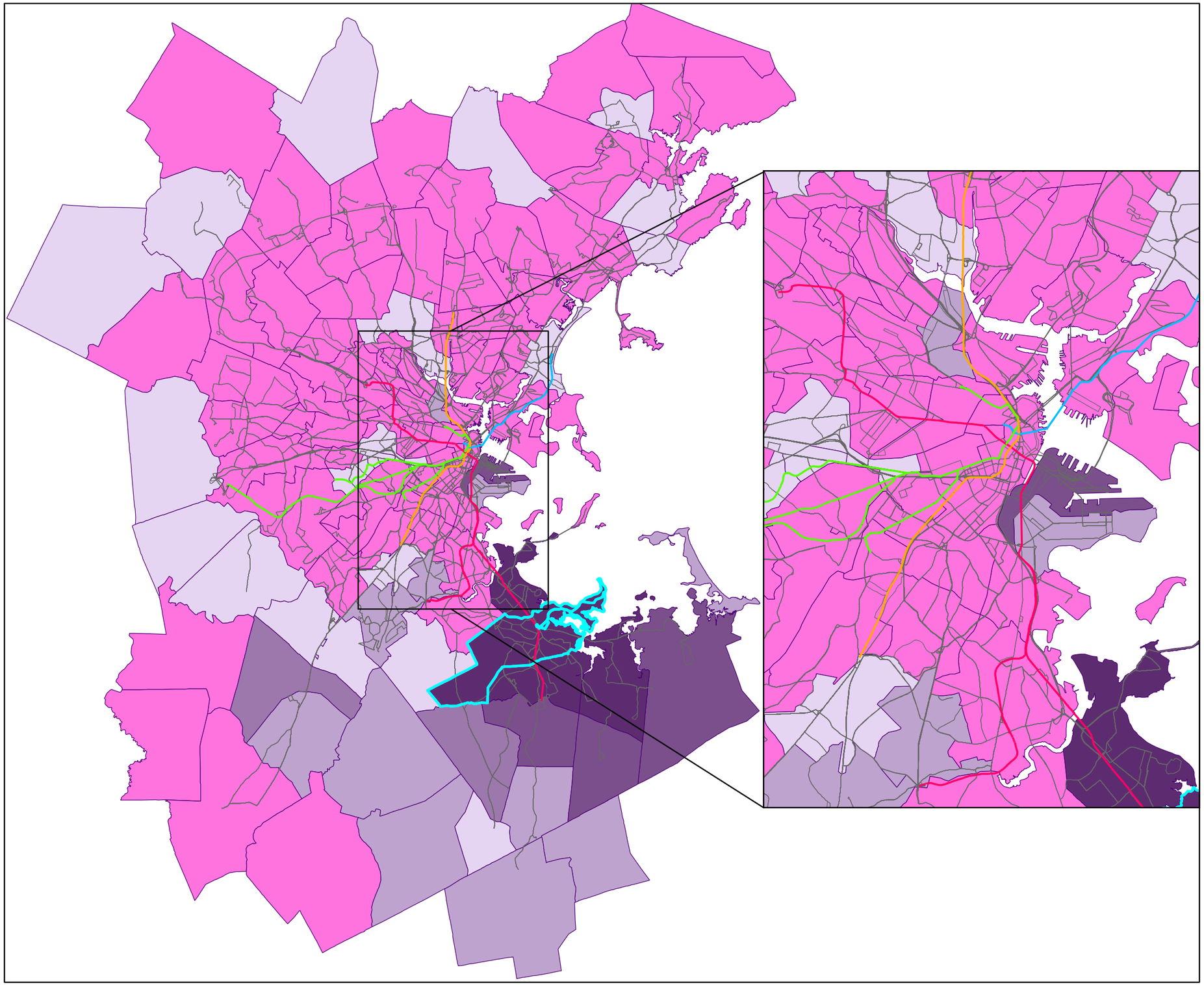
FIGURE 49
Projected Absolute Change in Trips to and from South Quincy by Neighborhood



Legend

- South Quincy
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From S. Quincy

- Under 0
- 0 - 99
- 100 - 499
- 500 - 999
- 1,000 - 1,999
- 2,000 and over

N

0 3 6 12 Miles

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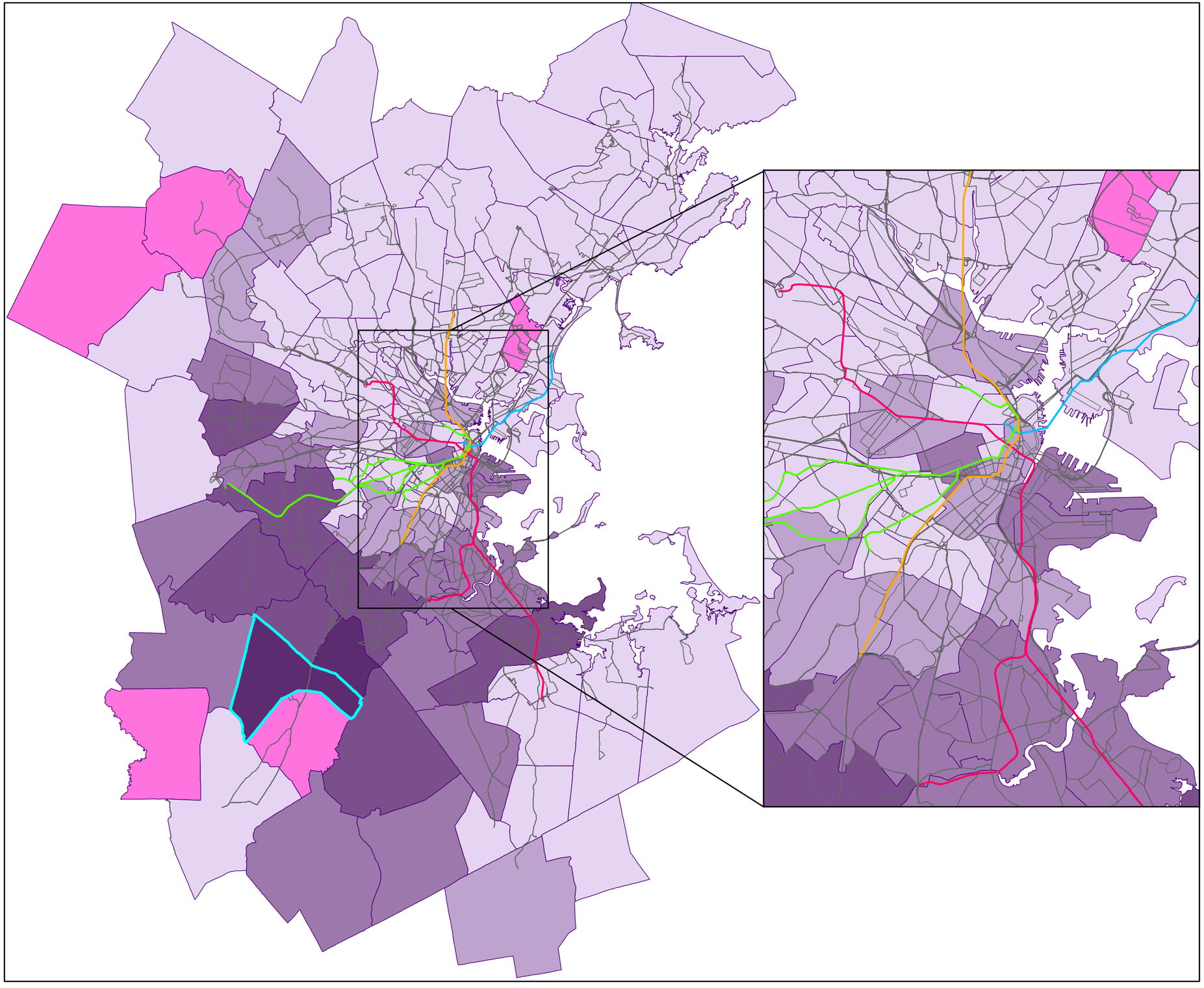
FIGURE 50
Projected Absolute Change in Trips to and from Westwood by Neighborhood



Legend

- Westwood
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From Westwood

- Under 0
- 0 - 99
- 100 - 199
- 200 - 499
- 500 - 999
- 1,000 and over

N

0 3 6 12 Miles

Core Efficiencies Study

BOSTON REGION MPO

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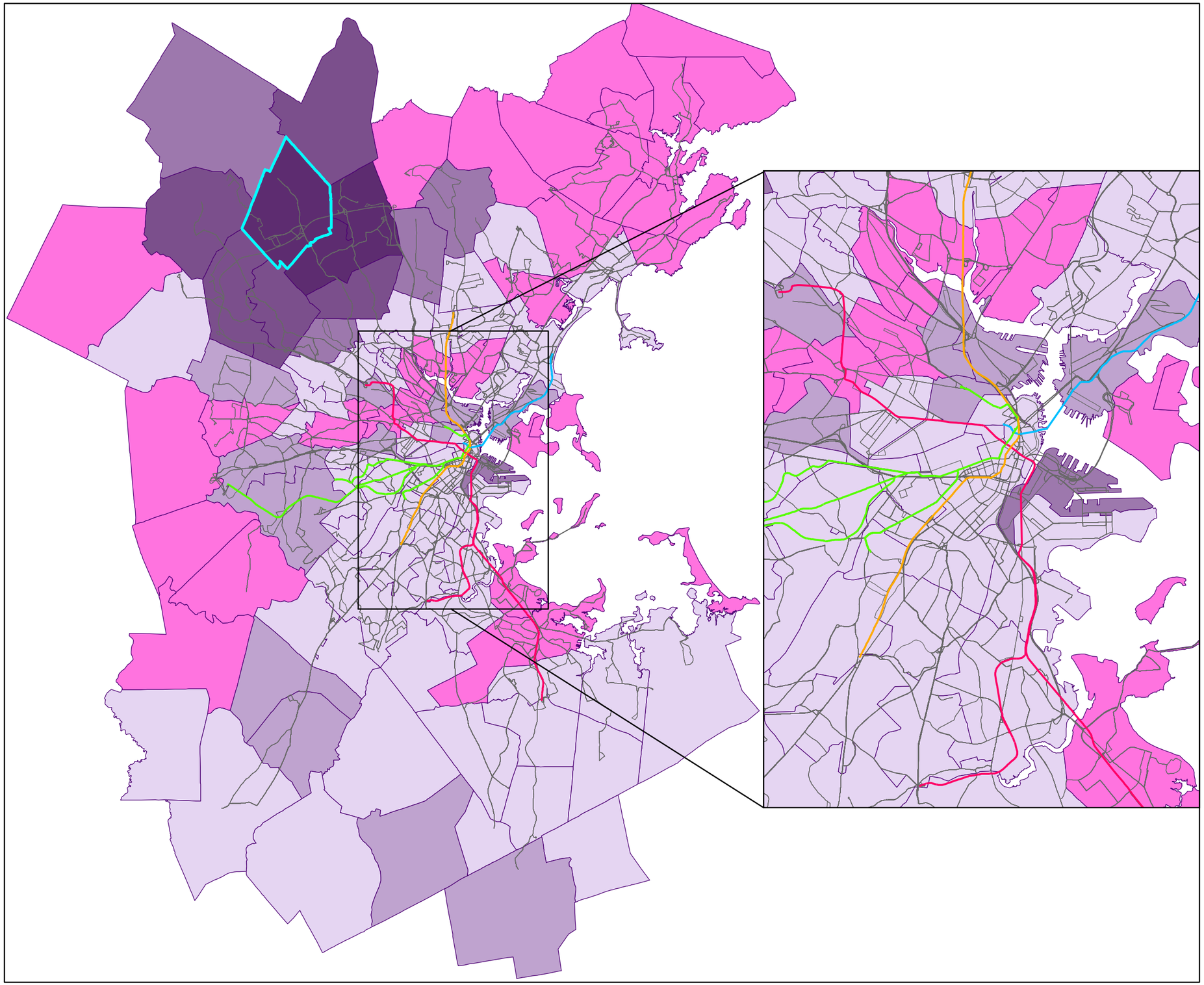
FIGURE 51
Projected Absolute Change in Trips to and from Burlington by Neighborhood



Legend

- Burlington
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From Burlington

- Under 0
- 0 - 99
- 100 - 199
- 200 - 499
- 500 - 999
- 1,000 and over

N

0 3 6 12 Miles

Core Efficiencies Study

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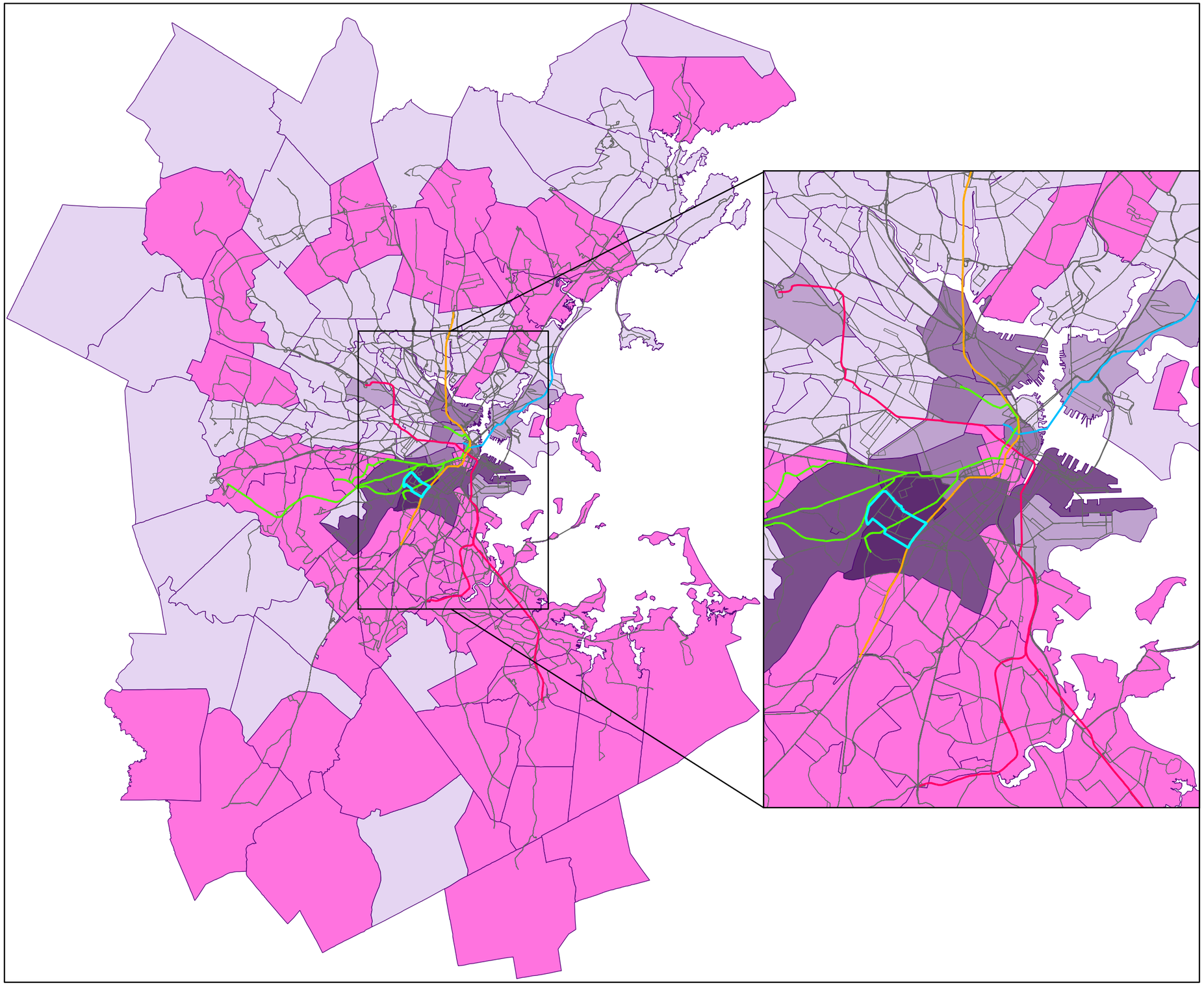
FIGURE 52
Projected Absolute Change in Trips to and from Longwood by Neighborhood



Legend

- Longwood
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From Longwood

- Under 0
- 0 - 99
- 100 - 199
- 200 - 499
- 500 - 1,999
- 2,000 and over

N

0 3 6 12 Miles

Core Efficiencies Study

BOSTON REGION MPO

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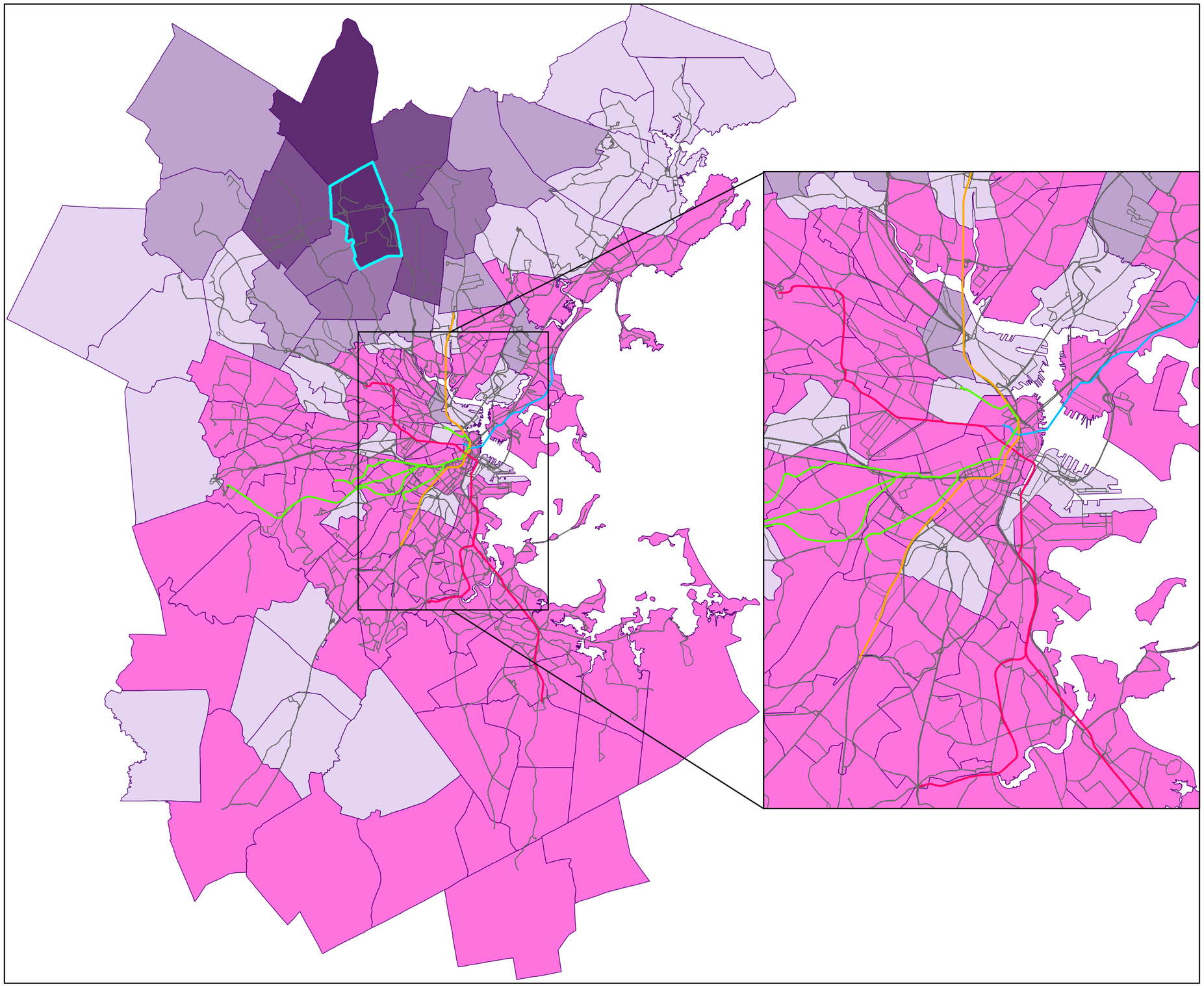
FIGURE 53
Projected Absolute Change in Trips to and from East Woburn by Neighborhood



Legend

- East Woburn
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Origins To + Destinations From E. Woburn

- Under 0
- 0 - 99
- 100 - 499
- 500 - 999
- 1,000 - 1,999
- 2,000 and over

N

0 3 6 12 Miles

Core Efficiencies Study

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TABLE 55
Top 20 Projected Absolute Increases in Trips between Neighborhoods for Neighborhoods with the Top Projected Absolute Increases Number and Percent Change in Trips (Origins plus Destinations)

Trips between	Waterfront # Chg.	Waterfront % Chg.
Waterfront	22,762	198.4%
Downtown	12,941	82.2%
Chinatown	5,503	82.5%
Back Bay	3,177	122.0%
South End	2,701	81.3%
South Boston	2,335	30.5%
North Dorchester	1,912	68.5%
West End	1,454	121.5%
Kendall/MIT	1,436	126.5%
Fenway	1,383	79.9%
South Dorchester	1,245	49.1%
South Quincy	1,055	51.8%
North Braintree	1,022	112.7%
North Quincy	995	55.3%
East Cambridge	877	169.7%
Longwood	868	96.5%
Central Square	824	51.3%
North End	738	77.9%
East Somerville	713	147.0%
North Roxbury	699	72.8%

Trips between	Chinatown # Chg.	Chinatown % Chg.
Downtown	10,931	82.2%
Waterfront	5,503	198.4%
Chinatown	4,701	82.5%
Back Bay	3,880	122.0%
Fenway	2,568	79.9%
South End	2,248	81.3%
West End	1,189	121.5%
East Cambridge	781	169.7%
BU	781	86.3%
East Somerville	706	147.0%
North Dorchester	602	68.5%
East Boston	599	51.4%
South Brookline	577	55.2%
Chestnut Hill	505	38.5%
North End	463	77.9%
North Roxbury	449	72.8%
North Braintree	367	112.7%
Brockton	350	51.1%
Charlestown	349	66.6%
Logan Airport	343	133.5%

Trips between	East Cambridge # Chg.	East Cambridge % Chg.
East Cambridge	11,416	64.0%
Charlestown	2,102	55.1%
West End	1,882	30.5%
Kendall/MIT	1,795	15.7%
East Somerville	1,626	92.8%
Downtown	1,251	23.0%
Central Square	1,152	11.7%
Waterfront	877	169.7%
Spring Hill	826	17.5%
Chinatown	781	30.3%
Back Bay	644	20.1%
Fenway	419	19.7%
South End	404	35.5%
North Cambridge	333	33.3%
Chelsea	318	25.8%
Longwood	292	26.9%
North Allston	265	41.7%
East Medford	234	46.2%
North End	232	14.8%
Harvard Square	201	5.7%

Trips between	East Somerville # Chg.	East Somerville % Chg.
East Somerville	10,034	187.2%
Spring Hill	4,073	63.2%
Charlestown	3,672	126.4%
Winter Hill	2,247	70.0%
East Cambridge	1,626	92.8%
East Medford	1,589	78.1%
Downtown	1,338	71.2%
West Malden	939	43.3%
Central Square	765	28.4%
Waterfront	713	147.0%
Chinatown	706	79.6%
Back Bay	653	68.0%
East Boston	626	67.0%
West End	591	82.1%
Chelsea	585	31.6%
South End	556	87.5%
Kendall/MIT	543	52.3%
Fenway	522	66.4%
North End	421	73.9%
Melrose	420	56.9%

Trips between	East Lynn # Chg.	East Lynn % Chg.
East Lynn	14,116	16.2%
West Lynn	3,110	9.6%
East Revere	1,548	16.9%
Swampscott	953	15.1%
North Saugus	945	19.0%
West Revere	903	20.7%
South Salem	822	15.2%
South Saugus	774	14.4%
Nahant	592	21.2%
South Peabody	564	11.4%
North Salem	378	12.0%
Winthrop	363	18.5%
Marblehead	339	9.1%
West Beverly	267	12.6%
Melrose	247	12.8%
East Boston	245	9.8%
Waterfront	209	24.0%
North Peabody	208	16.2%
Wakefield	203	9.3%
Lynnfield	138	12.0%

Trips between	Downtown # Chg.	Downtown % Chg.
Waterfront	12,941	82.2%
Chinatown	10,931	22.4%
West End	2,895	16.2%
Downtown	1,894	1.9%
South End	1,492	13.6%
East Somerville	1,338	71.2%
East Cambridge	1,251	23.0%
Back Bay	1,249	8.1%
Fenway	1,143	19.6%
North Braintree	856	42.6%
Brockton	765	26.5%
Chelsea	714	14.9%
East Boston	652	8.8%
Kendall/MIT	520	12.5%
West Malden	495	18.1%
Longwood	474	19.4%
North End	453	2.4%
North Dorchester	448	9.6%
East Medford	369	26.0%
East Revere	364	9.3%

Trips between	Chelsea # Chg.	Chelsea % Chg.
Chelsea	9,972	25.8%
East Boston	4,860	40.3%
East Everett	3,165	25.6%
Downtown	714	14.9%
Waterfront	642	57.2%
East Somerville	585	31.6%
West Revere	585	5.6%
West End	373	26.3%
East Cambridge	318	25.8%
Chinatown	296	13.8%
Back Bay	291	11.9%
Winthrop	264	8.5%
North End	239	15.5%
Charlestown	235	8.7%
South End	164	11.3%
North Saugus	147	7.9%
Kendall/MIT	135	6.3%
South Saugus	131	5.5%
Melrose	119	6.6%
West Lynn	100	5.7%

Trips between	South Weymouth # Chg.	South Weymouth % Chg.
South Weymouth	7,916	41.4%
Abington	2,730	44.5%
Hingham	1,678	20.3%
North Weymouth	1,408	10.6%
South Quincy	1,315	31.5%
South Braintree	901	14.7%
Brockton	714	14.1%
Holbrook	582	20.5%
Randolph	356	12.4%
Waterfront	346	81.6%
North Quincy	285	20.2%
North Braintree	235	4.5%
Stoughton	226	21.8%
South Boston	163	59.8%
South Dorchester	143	15.4%
North Dorchester	131	27.0%
Avon	120	17.1%
North Milton	112	20.4%
East Somerville	106	113.0%
South End	83	26.3%

Trips between	Fenway # Chg.	Fenway % Chg.
Fenway	7,094	18.3%
Longwood	6,505	24.1%
South End	4,361	33.7%
Back Bay	3,391	15.4%
Chinatown	2,568	46.5%
Waterfront	1,383	79.9%
Downtown	1,143	19.6%
BU	830	5.2%
North Roxbury	751	9.0%
Kendall/MIT	595	13.7%
East Somerville	522	66.4%
Central Square	481	8.7%
East Cambridge	419	19.7%
West End	294	18.0%
Charlestown	200	11.1%
North Cambridge	123	13.5%
Beacon Hill	115	11.2%
East Medford	102	20.6%
East Watertown	66	8.8%
Wellesley	55	13.0%

Trips between	South End # Chg.	South End % Chg.
Fenway	4,361	33.7%
South End	4,026	9.6%
Waterfront	2,701	81.3%
Chinatown	2,248	12.8%
Longwood	1,941	39.3%
North Roxbury	1,635	23.8%
Downtown	1,492	13.6%
Back Bay	822	2.9%
East Somerville	556	87.5%
East Boston	449	20.4%
West End	418	21.4%
East Cambridge	404	35.5%
BU	361	21.2%
Charlestown	296	31.0%
North Braintree	245	29.7%
North End	222	16.7%
Westwood	171	75.0%
Chelsea	164	11.3%
Mission Hill	146	7.2%
Randolph	139	33.1%

Trips between	Stoughton # Chg.	Stoughton % Chg.
Stoughton	7,552	25.9%
Canton	2,050	11.2%
Randolph	1,224	17.7%
Brockton	1,145	6.0%
Avon	914	16.0%
Sharon	894	10.9%
Westwood	475	30.2%
South Quincy	329	14.0%
Waterfront	240	63.4%
Holbrook	233	12.7%
South Weymouth	226	21.8%
East Dedham	213	18.1%
Hyde Park	186	14.7%
South Waltham	182	46.1%
Abington	162	12.9%
Norwood	151	3.5%
South Milton	137	20.3%
North Dorchester	137	33.0%
South Boston	128	51.6%

Trips between	South Quincy # Chg.	South Quincy % Chg.
South Quincy	7,306	9.0%
North Braintree	3,676	16.5%
North Weymouth	3,016	23.0%
North Quincy	2,033	7.1%
South Braintree	1,756	26.5%
Hingham	1,508	19.7%
South Weymouth	1,315	31.5%
Waterfront	1,055	51.8%
Randolph	952	17.1%
Westwood	637	45.3%
Abington	380	25.5%
Stoughton	329	14.0%
Mattapan	323	7.7%
Canton	250	7.2%
Holbrook	242	14.9%
Brockton	187	3.9%
Norwood	180	8.4%
East Somerville	166	41.6%
Hyde Park	151	3.5%
Hull	113	9.2%

Trips between	Westwood # Chg.	Westwood % Chg.
Westwood	5,739	53.2%
East Dedham	1,701	40.3%
Hyde Park	886	32.4%
Needham	869	26.5%
West Dedham	843	42.3%
Canton	750	16.5%
South Newton	682	22.9%
West Roxbury	654	26.3%
South Quincy	637	45.3%
South Waltham	539	96.8%
Stoughton	475	30.2%
North Waltham	343	65.8%
South Milton	326	48.5%
Wellesley	303	22.1%
Back Bay	284	72.3%
Randolph	284	21.6%
Mattapan	275	42.3%
Waterfront	266	134.3%
Sharon	257	22.7%
Roslindale	240	21.2%

Trips between	Burlington # Chg.	Burlington % Chg.
Burlington	7,118	12.4%
East Woburn	1,700	16.4%
West Woburn	1,221	19.7%
East Lexington	799	17.0%
Wilmington	747	7.1%
Winchester	678	15.9%
West Lexington	669	13.6%
Bedford	556	7.5%
Stoneham	319	10.7%
Billerica	249	1.2%
West Arlington	245	6.8%
Wakefield	227	6.9%
Waterfront	222	50.1%
East Somerville	182	51.4%
North Cambridge	181	13.5%
North Newton	180	15.8%
North Allston	166	39.5%
South Newton	159	12.5%
Norwood	156	44.8%
Charlestown	148	28.4%

Trips between	Longwood # Chg.	Longwood % Chg.
Fenway	6,505	24.1%
Longwood	4,593	9.5%
Mission Hill	3,370	31.0%
South End	1,941	39.3%
South Brookline	1,309	24.3%
North Brookline	1,039	11.3%
North Roxbury	990	14.2%
Waterfront	868	96.5%
BU	762	8.8%
Downtown	474	19.4%
East Somerville	301	65.7%
East Cambridge	292	26.9%
Back Bay	261	4.4%
Charlestown	213	19.7%
Kendall/MIT	172	9.2%
East Boston	129	5.9%
West End	124	15.3%
South Boston	124	8.6%
North Cambridge	115	20.8%
Spring Hill	88	10.4%

Trips between	East Woburn # Chg.	East Woburn % Chg.
East Woburn	7,787	21.9%
Wilmington	2,064	42.3%
Stoneham	1,953	17.0%
Burlington	1,700	16.4%
Reading	1,284	21.0%
Wakefield	993	11.0%
Winchester	936	7.9%
West Woburn	794	6.3%
Billerica	464	13.1%
Melrose	418	9.4%
Bedford	364	15.5%
East Somerville	274	36.2%
Lynnfield	272	18.2%
East Lexington	216	6.4%
North Peabody	159	12.7%
West Arlington	152	4.7%
North Medford	127	5.0%
West Revere	103	10.6%
North Saugus	93	3.9%
Waterfront	84	13.5%

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3.5 Level-of-Service Characteristics

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

3.5.1 Transit Vehicle Frequency

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

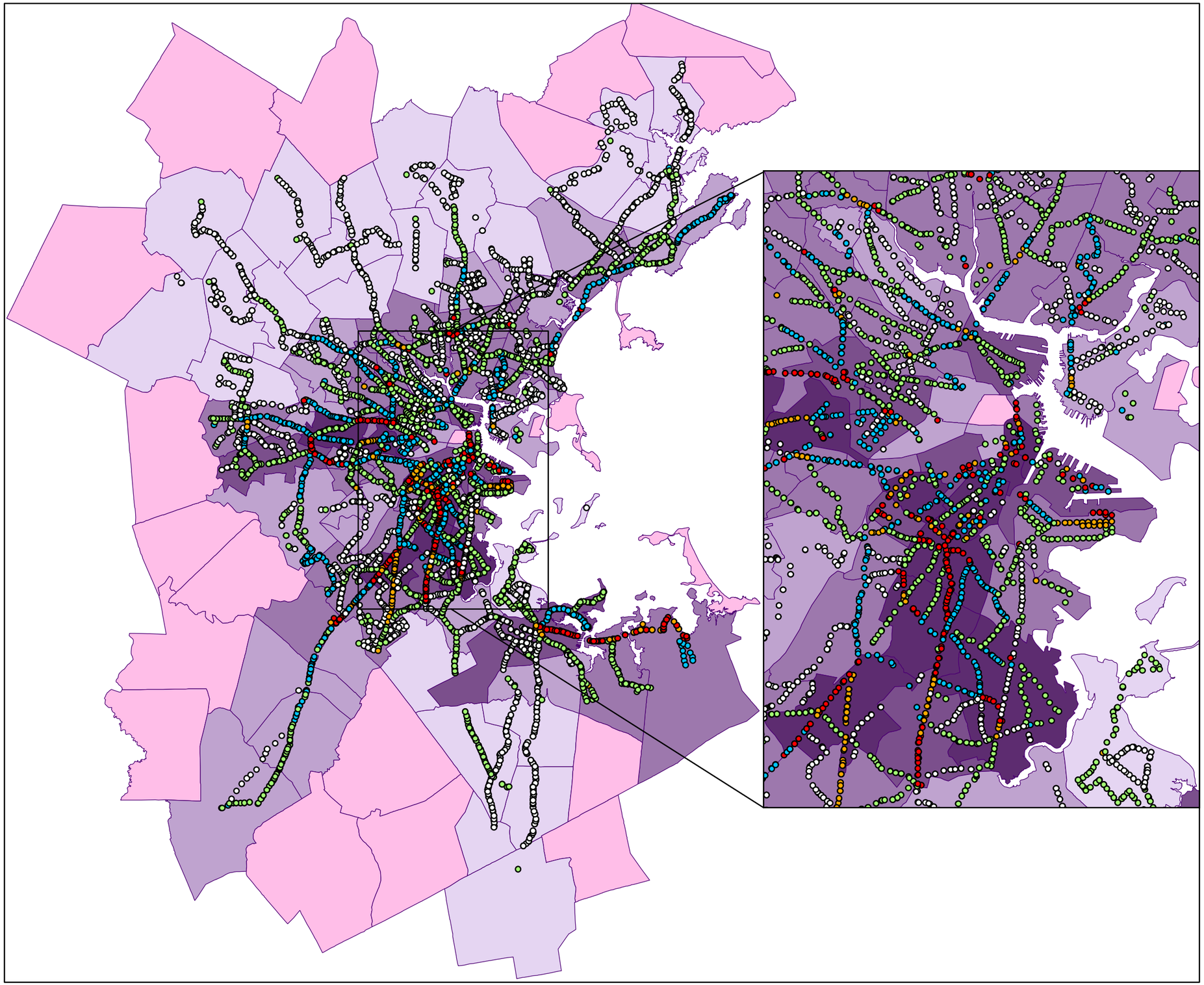
Figure 55 shows the hourly frequency of MBTA rapid transit service by neighborhood and station in the AM Peak period. Table 59 shows the top 20 neighborhoods in terms of service frequency along with the rapid transit stations that serve each respective neighborhood, and Table 60 shows the service frequency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

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

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

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

FIGURE 54
Existing Bus Frequency by Stop and Neighborhood



Legend

Buses Per Hour in the AM Peak Period

- 1 - 3
- 4 - 9
- 10 - 14
- 15 - 19
- 20 and over

Buses Per Hour in the AM Peak Period

- 0
- 0.1 - 19
- 20 - 49
- 50 - 99
- 100 - 149
- 150 and over

N

0 3 6 12 Miles

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FIGURE 55
Existing Rapid Transit Vehicle Frequency by Station and Neighborhood

Legend

Rapid Transit Stations

Vehicles per Hour in the AM Peak Period

- 16 - 19
- 20 - 39
- 40 - 69
- 70 - 99
- 100 and over

Neighborhoods

Vehicles per Hour in the AM Peak Period

- 0
- 1 - 19
- 20 - 39
- 40 - 69
- 70 - 99
- 100 and over

N

0 3 6 12 Miles

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FIGURE 56
Existing Commuter Rail Vehicle Frequency by Station and Neighborhood

Legend

Vehicles per Hour in the AM Peak Period

- 0.3 - 0.9
- 1.0 - 1.9
- 2.0 - 2.9
- 3.0 - 4.9
- 5.0 and over

Neighborhoods

Vehicles per Hour in the AM Peak Period

- 0
- 0.1 - 2.9
- 3.0 - 4.9
- 5.0 - 6.9
- 7.0 - 11.9
- 12.0 and over

N

0 3 6 12 Miles

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

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

**The ranking percentile represents the percentage of all neighborhood frequencies that the individual neighborhood's frequency exceeds.*

3.5.2 Transit Fare

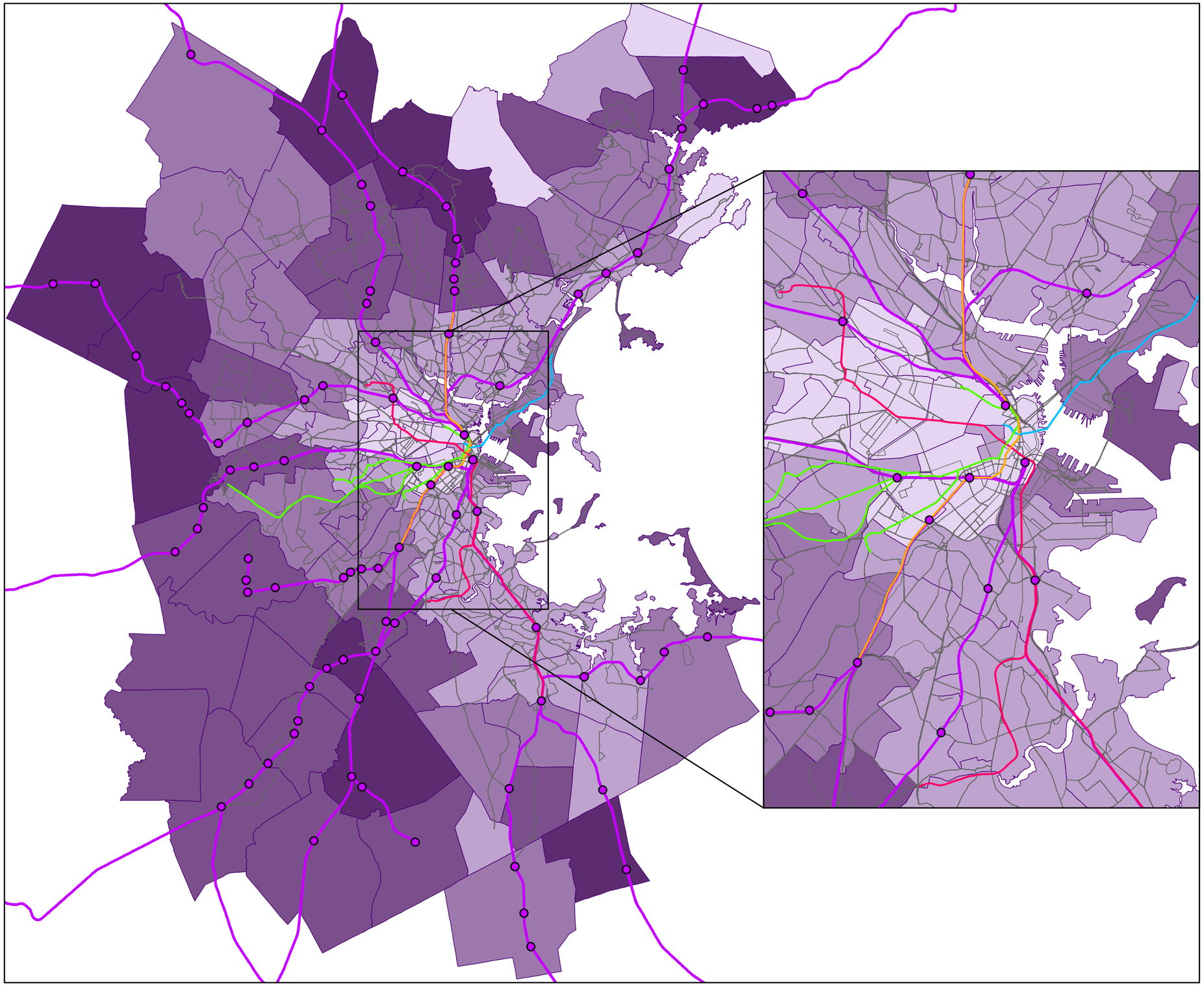
Transit fares are modeled by the Boston Region MPO travel demand model set as one of the "costs" incurred by a rider when taking a transit trip. Higher costs reduce the estimated number of trips. An average fare represents a trip cost (measured in terms of the transit fare) of all trips averaged over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

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

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

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

FIGURE 57
Existing Average AM Peak Transit Fares by Origin Neighborhood



Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Average Fare

- Under $0.60
- $0.60 - $0.79
- $0.80 - $0.99
- $1.00 - $1.49
- $1.50 and over

N

0 3 6 12 Miles

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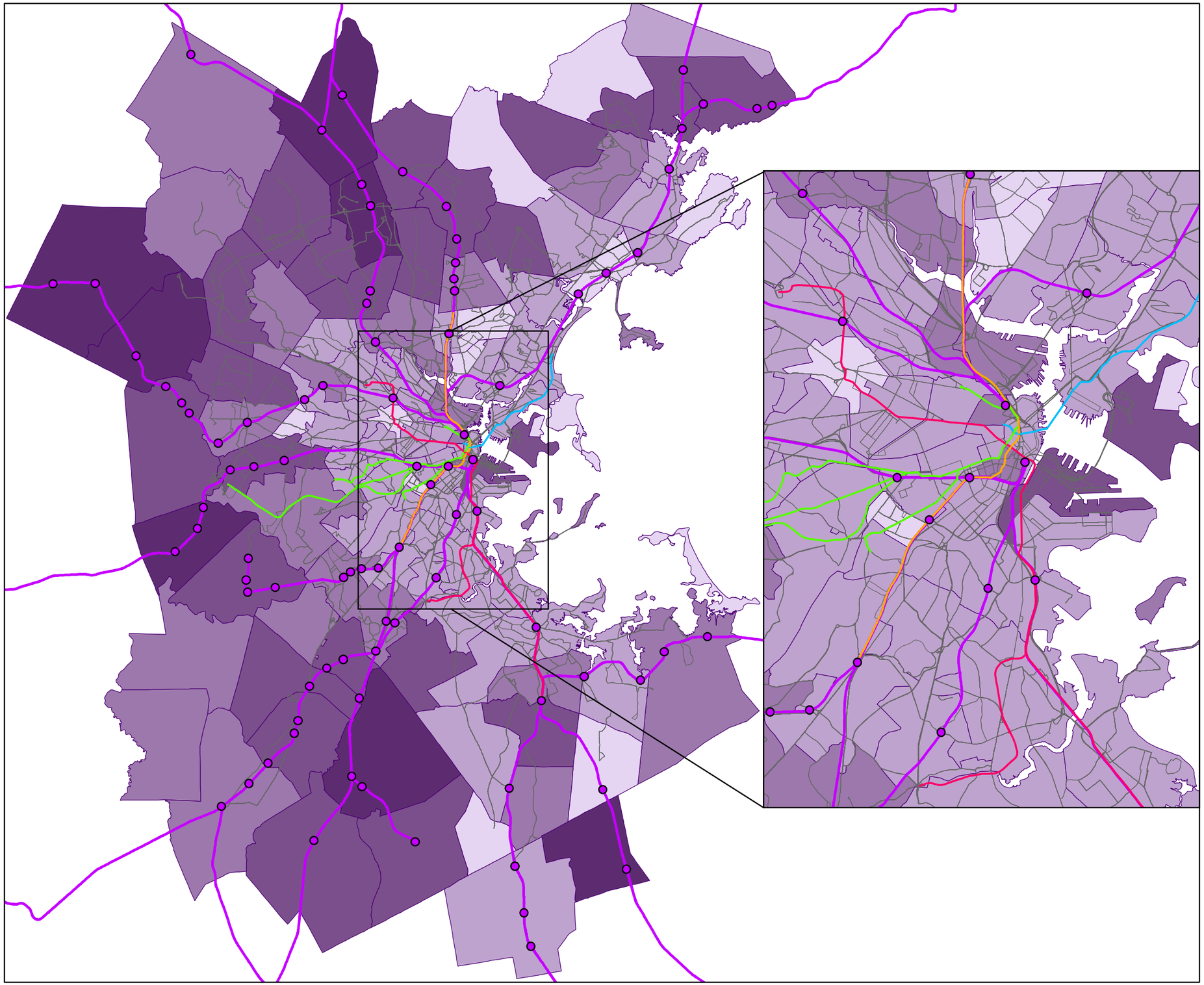

FIGURE 58
Existing Average AM Peak Transit Fares by Destination Neighborhood

Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Average Fare

- Under $0.60
- $0.60 - $0.79
- $0.80 - $0.99
- $1.00 - $1.49
- $1.50 and over

N

0 3 6 12 Miles

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

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

**The ranking percentile represents the percentage of all neighborhood average fares that the individual neighborhood's average fare exceeds.*

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

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

3.5.3 Access, Egress, and Transfer Walk Time

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

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

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

	Waterfront			Chinatown			East Cambridge			East Somerville	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Waterfront	$0.14	0%	Downtown	$0.34	2%	East Cambridge	$0.01	1%	East Somerville	$0.01	0%
Downtown	$0.47	4%	Waterfront	$0.72	5%	Charlestown	$0.24	2%	Spring Hill	$0.16	1%
Chinatown	$0.72	6%	Chinatown	$0.04	0%	West End	$0.46	5%	Charlestown	$0.26	2%
Back Bay	$1.09	31%	Back Bay	$0.74	6%	Kendall/MIT	<$0.01	0%	Winter Hill	$0.24	2%
South End	$0.66	5%	Fenway	$0.97	19%	East Somerville	$0.54	6%	East Cambridge	$0.54	5%
South Boston	$0.41	2%	South End	$0.49	3%	Downtown	$1.05	33%	East Medford	$0.51	4%
North Dorchester	$1.04	17%	West End	$1.03	38%	Central Square	$0.28	2%	Downtown	$1.03	29%
West End	$1.03	17%	East Cambridge	$1.00	27%	Waterfront	$1.07	36%	West Malden	$0.98	22%
Kendall/MIT	$1.07	26%	BU	$0.98	22%	Spring Hill	$0.44	4%	Central Square	$0.61	6%
Fenway	$1.13	38%	East Somerville	$1.00	29%	Chinatown	$1.00	22%	Waterfront	$1.15	51%
South Dorchester	$1.10	35%	North Dorchester	$1.00	31%	Back Bay	$1.02	27%	Chinatown	$1.00	23%
South Quincy	$1.09	29%	East Boston	$1.16	50%	Fenway	$1.01	25%	Back Bay	$1.04	33%
North Braintree	$1.14	40%	South Brookline	$1.13	48%	South End	$0.99	21%	East Boston	$1.38	61%
North Quincy	$0.92	6%	Chestnut Hill	$1.08	44%	North Cambridge	$0.94	16%	West End	$1.03	29%
East Cambridge	$1.07	25%	North End	$0.94	10%	Chelsea	$1.03	29%	Chelsea	$1.04	33%
Longwood	$1.08	28%	North Roxbury	$0.85	7%	Longwood	$1.00	23%	South End	$1.03	30%
Central Square	$0.98	10%	North Braintree	$1.06	43%	North Allston	$0.88	13%	Kendall/MIT	$0.80	14%
North End	$0.46	3%	Brockton	$3.78	94%	East Medford	$1.10	43%	Fenway	$1.06	38%
East Somerville	$1.15	42%	Charlestown	$1.06	42%	North End	$1.07	35%	North End	$1.04	31%
North Roxbury	$1.09	34%	Logan Airport	$1.00	30%	Harvard Square	$0.88	12%	Melrose	$1.18	55%
Average	$1.73	67%	Average	$1.71	66%	Average	$1.78	63%	Average	$1.70	68%
Maximum	$5.15	100%	Maximum	$5.13	100%	Maximum	$5.09	100%	Maximum	$5.15	100%
Minimum	$0.14	0%	Minimum	$0.04	0%	Minimum	<$0.01	0%	Minimum	$0.01	0%

	East Lynn			Downtown			Chelsea			South Weymouth	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
East Lynn	$0.07	0%	Waterfront	$0.47	6%	Chelsea	$0.10	0%	South Weymouth	$0.05	0%
West Lynn	$0.26	1%	Chinatown	$0.34	4%	East Boston	$0.68	5%	Abington	$0.83	13%
East Revere	$0.75	8%	West End	$0.45	5%	East Everett	$0.18	1%	Hingham	$0.77	11%
Swampscott	$0.57	2%	Downtown	$0.02	0%	Downtown	$0.88	10%	North Weymouth	$0.46	1%
North Saugus	$0.72	5%	South End	$0.95	11%	Waterfront	$1.06	28%	South Quincy	$0.67	5%
West Revere	$0.73	7%	East Somerville	$1.03	29%	East Somerville	$1.04	22%	South Braintree	$0.63	4%
South Salem	$0.72	6%	East Cambridge	$1.05	35%	West Revere	$0.38	2%	Brockton	$1.32	73%
South Saugus	$0.63	4%	Back Bay	$1.07	38%	West End	$0.82	8%	Holbrook	$0.97	20%
Nahant	$0.76	10%	Fenway	$1.03	30%	East Cambridge	$1.03	21%	Randolph	$0.99	21%
South Peabody	$0.75	9%	North Braintree	$1.09	43%	Chinatown	$1.02	20%	Waterfront	$1.06	40%
North Salem	$1.08	13%	Brockton	$3.77	94%	Back Bay	$0.99	17%	North Quincy	$0.75	10%
Winthrop	$1.19	15%	Chelsea	$0.88	6%	Winthrop	$0.68	4%	North Braintree	$0.62	3%
Marblehead	$0.72	6%	East Boston	$1.13	48%	North End	$0.74	6%	Stoughton	$1.91	97%
West Beverly	$1.95	22%	Kendall/MIT	$1.03	28%	Charlestown	$0.74	6%	South Boston	$0.87	15%
Melrose	$3.21	67%	West Malden	$1.02	26%	South End	$1.09	35%	South Dorchester	$0.97	21%
East Boston	$1.12	14%	Longwood	$1.05	34%	North Saugus	$2.48	75%	North Dorchester	$1.02	29%
Waterfront	$1.70	20%	North End	$0.23	2%	Kendall/MIT	$0.94	12%	Avon	$0.89	16%
North Peabody	$1.35	17%	North Dorchester	$1.10	45%	South Saugus	$1.72	62%	North Milton	$0.75	9%
Wakefield	$3.74	81%	East Medford	$1.13	48%	Melrose	$1.55	56%	East Somerville	$1.13	52%
Lynnfield	$0.43	2%	East Revere	$1.03	29%	West Lynn	$2.97	83%	South End	$1.04	35%
Average	$2.71	52%	Average	$1.65	68%	Average	$1.76	63%	Average	$1.17	60%
Maximum	$6.09	100%	Maximum	$4.94	100%	Maximum	$4.76	100%	Maximum	$2.37	100%
Minimum	$0.07	0%	Minimum	$0.02	0%	Minimum	$0.10	0%	Minimum	$0.05	0%

	Fenway			South End			Stoughton			South Quincy	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Fenway	$0.06	0%	Fenway	$0.30	3%	Stoughton	$0.06	0%	South Quincy	$0.15	0%
Longwood	$0.58	6%	South End	$0.06	0%	Canton	$0.92	4%	North Braintree	$0.60	2%
South End	$0.30	2%	Waterfront	$0.66	7%	Randolph	$0.66	2%	North Weymouth	$0.72	5%
Back Bay	$0.43	3%	Chinatown	$0.49	5%	Brockton	$0.43	2%	North Quincy	$0.65	3%
Chinatown	$0.97	21%	Longwood	$0.77	9%	Avon	$0.24	1%	South Braintree	$0.90	6%
Waterfront	$1.13	50%	North Roxbury	$0.30	2%	Sharon	$0.68	3%	Hingham	$0.92	8%
Downtown	$1.03	34%	Downtown	$0.95	19%	Westwood	$2.37	9%	South Weymouth	$0.67	4%
BU	$0.58	6%	Back Bay	$0.19	1%	South Quincy	$3.46	19%	Waterfront	$1.09	43%
North Roxbury	$0.42	2%	East Somerville	$1.03	37%	Waterfront	$3.96	39%	Randolph	$1.15	49%
Kendall/MIT	$0.55	5%	East Boston	$1.23	56%	Holbrook	$1.88	6%	Westwood	$3.05	87%
East Somerville	$1.06	39%	West End	$1.07	40%	South Weymouth	$1.91	6%	Abington	$2.51	80%
Central Square	$0.73	7%	East Cambridge	$0.99	27%	East Dedham	$3.61	23%	Stoughton	$3.46	92%
East Cambridge	$1.01	29%	BU	$0.97	23%	Hyde Park	$3.19	15%	Mattapan	$0.91	7%
West End	$1.06	40%	Charlestown	$1.07	44%	South Waltham	$5.26	87%	Canton	$2.61	83%
Charlestown	$1.07	43%	North Braintree	$1.07	43%	Abington	$2.84	13%	Holbrook	$1.41	63%
North Cambridge	$1.00	26%	North End	$1.03	33%	Norwood	$4.66	80%	Brockton	$2.53	81%
Beacon Hill	$1.01	28%	Westwood	$2.13	73%	Needham	$4.67	82%	Norwood	$4.18	96%
East Medford	$1.06	40%	Chelsea	$1.09	44%	South Milton	$2.47	10%	East Somerville	$1.02	35%
East Watertown	$1.03	35%	Mission Hill	$0.94	18%	North Dorchester	$3.74	25%	Hyde Park	$1.88	69%
Wellesley	$3.24	89%	Randolph	$1.38	63%	South Boston	$3.94	36%	Hull	$2.61	84%
Average	$1.66	66%	Average	$1.67	67%	Average	$4.03	40%	Average	$1.66	67%
Maximum	$5.14	100%	Maximum	$5.17	100%	Maximum	$7.57	100%	Maximum	$5.13	100%
Minimum	$0.06	0%	Minimum	$0.06	0%	Minimum	$0.06	0%	Minimum	$0.15	0%

	Westwood			Burlington			Longwood			East Woburn	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Westwood	$0.12	0%	Burlington	$0.20	0%	Fenway	$0.58	5%	East Woburn	$0.23	0%
East Dedham	$0.76	5%	East Woburn	$0.93	14%	Longwood	$0.01	0%	Wilmington	$2.77	32%
Hyde Park	$1.18	8%	West Woburn	$0.59	2%	Mission Hill	$0.21	2%	Stoneham	$1.58	8%
Needham	$2.16	28%	East Lexington	$0.78	6%	South End	$0.77	10%	Burlington	$0.93	2%
West Dedham	$0.62	4%	Wilmington	$1.74	43%	South Brookline	$0.71	6%	Reading	$3.44	69%
Canton	$1.53	12%	Winchester	$0.76	6%	North Brookline	$0.16	1%	Wakefield	$3.53	71%
South Newton	$1.64	16%	West Lexington	$0.94	15%	North Roxbury	$0.47	4%	Winchester	$0.94	3%
West Roxbury	$0.91	6%	Bedford	$0.69	2%	Waterfront	$1.08	50%	West Woburn	$0.59	1%
South Quincy	$3.05	79%	Stoneham	$1.62	33%	BU	$0.71	6%	Billerica	$1.90	13%
South Waltham	$2.84	71%	Billerica	$0.47	1%	Downtown	$1.05	39%	Melrose	$3.00	37%
Stoughton	$2.37	35%	West Arlington	$0.72	4%	East Somerville	$1.05	40%	Bedford	$1.65	9%
North Waltham	$3.21	81%	Wakefield	$3.32	83%	East Cambridge	$1.00	33%	East Somerville	$2.89	33%
South Milton	$1.63	15%	Waterfront	$1.64	36%	Back Bay	$0.99	30%	Lynnfield	$1.28	4%
Wellesley	$2.47	43%	East Somerville	$1.41	25%	Charlestown	$1.06	47%	East Lexington	$1.48	6%
Back Bay	$2.04	23%	North Cambridge	$0.90	11%	Kendall/MIT	$0.83	16%	North Peabody	$3.06	40%
Randolph	$2.57	50%	North Newton	$1.70	41%	East Boston	$1.09	52%	West Arlington	$1.45	5%
Mattapan	$1.36	10%	North Allston	$1.03	19%	West End	$1.06	46%	North Medford	$1.89	13%
Waterfront	$2.40	37%	South Newton	$1.85	48%	South Boston	$1.01	35%	West Revere	$3.02	38%
Sharon	$1.57	14%	Norwood	$4.33	92%	North Cambridge	$0.96	28%	North Saugus	$3.56	72%
Roslindale	$0.97	7%	Charlestown	$2.04	59%	Spring Hill	$0.92	24%	Waterfront	$2.96	35%
Average	$2.53	49%	Average	$2.15	65%	Average	$1.66	67%	Average	$3.25	55%
Maximum	$5.27	100%	Maximum	$6.59	100%	Maximum	$5.13	100%	Maximum	$6.67	100%
Minimum	$0.12	0%	Minimum	$0.20	0%	Minimum	$0.01	0%	Minimum	$0.23	0%

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

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FIGURE 59
Existing Average AM Peak Walk Time (Access + Egress, in Minutes) by Origin Neighborhood

Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Walk Time (Access + Egress, in Minutes)

- Under 10.0
- 10.0 - 12.4
- 12.5 - 14.9
- 15.0 - 17.9
- 18.0 and over

N

0 3 6 12 Miles

Core Efficiencies Study

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FIGURE 60
Existing Average AM Peak Walk Time (Access + Egress, in Minutes) by Destination Neighborhood

Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Walk Time (Access + Egress, in Minutes)

- Under 10.0
- 10.0 - 12.4
- 12.5 - 14.9
- 15.0 - 17.9
- 18.0 and over

N

0 3 6 12 Miles

Core Efficiencies Study

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

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

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

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

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

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

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

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

	Waterfront			Chinatown			East Cambridge			East Somerville	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Waterfront	1.40	0%	Downtown	2.50	1%	East Cambridge	0.10	1%	East Somerville	0.10	0%
Downtown	4.39	2%	Waterfront	7.19	7%	Charlestown	3.52	2%	Spring Hill	3.13	1%
Chinatown	7.19	4%	Chinatown	0.25	0%	West End	4.65	3%	Charlestown	5.52	2%
Back Bay	13.74	11%	Back Bay	6.12	4%	Kendall/MIT	0.03	0%	Winter Hill	3.76	2%
South End	9.79	9%	Fenway	10.10	15%	East Somerville	10.08	9%	East Cambridge	10.08	5%
South Boston	5.57	2%	South End	5.35	3%	Downtown	12.47	13%	East Medford	11.32	7%
North Dorchester	15.54	19%	West End	7.99	8%	Central Square	4.93	4%	Downtown	14.98	15%
West End	11.78	10%	East Cambridge	11.88	19%	Waterfront	17.23	31%	West Malden	19.95	36%
Kendall/MIT	15.09	15%	BU	8.13	9%	Spring Hill	7.30	6%	Central Square	12.39	9%
Fenway	16.76	24%	East Somerville	14.71	41%	Chinatown	11.88	12%	Waterfront	22.25	52%
South Dorchester	19.50	41%	North Dorchester	12.21	21%	Back Bay	12.19	13%	Chinatown	14.71	13%
South Quincy	18.45	33%	East Boston	12.91	29%	Fenway	13.79	19%	Back Bay	16.01	19%
North Braintree	19.16	37%	South Brookline	14.41	40%	South End	14.69	21%	East Boston	21.41	44%
North Quincy	14.60	14%	Chestnut Hill	15.75	52%	North Cambridge	18.51	38%	West End	14.51	12%
East Cambridge	17.23	28%	North End	8.85	11%	Chelsea	17.40	32%	Chelsea	21.45	45%
Longwood	15.51	18%	North Roxbury	12.67	25%	Longwood	13.12	15%	South End	17.15	25%
Central Square	16.47	22%	North Braintree	16.19	55%	North Allston	18.04	36%	Kendall/MIT	14.93	14%
North End	6.91	3%	Brockton	22.35	97%	East Medford	21.09	61%	Fenway	18.40	27%
East Somerville	22.25	62%	Charlestown	14.58	40%	North End	13.77	18%	North End	17.03	24%
North Roxbury	18.74	35%	Logan Airport	8.73	10%	Harvard Square	13.76	17%	Melrose	23.40	56%
Average	19.53	42%	Average	14.85	43%	Average	18.63	40%	Average	21.14	44%
Maximum	29.39	100%	Maximum	23.52	100%	Maximum	30.20	100%	Maximum	36.41	100%
Minimum	1.40	0%	Minimum	0.25	0%	Minimum	0.03	0%	Minimum	0.10	0%

	East Lynn			Downtown			Chelsea			South Weymouth	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
East Lynn	1.34	0%	Waterfront	4.39	5%	Chelsea	1.39	0%	South Weymouth	0.78	0%
West Lynn	6.54	1%	Chinatown	2.50	2%	East Boston	11.60	8%	Abington	12.83	90%
East Revere	16.66	16%	West End	3.02	4%	East Everett	4.17	1%	Hingham	9.47	26%
Swampscott	12.76	6%	Downtown	0.15	0%	Downtown	11.53	7%	North Weymouth	9.40	23%
North Saugus	23.10	54%	South End	10.13	11%	Waterfront	21.49	48%	South Quincy	12.05	81%
West Revere	22.12	47%	East Somerville	14.98	40%	East Somerville	21.45	48%	South Braintree	13.52	97%
South Salem	15.95	13%	East Cambridge	12.47	19%	West Revere	10.01	2%	Brockton	14.14	98%
South Saugus	18.22	22%	Back Bay	9.68	10%	West End	13.63	13%	Holbrook	12.53	87%
Nahant	23.66	60%	Fenway	11.25	14%	East Cambridge	17.40	27%	Randolph	12.90	91%
South Peabody	20.43	37%	North Braintree	17.44	63%	Chinatown	12.01	9%	Waterfront	9.43	25%
North Salem	19.29	27%	Brockton	23.24	98%	Back Bay	12.34	10%	North Quincy	12.60	88%
Winthrop	24.61	72%	Chelsea	11.53	17%	Winthrop	21.00	44%	North Braintree	13.18	94%
Marblehead	20.91	39%	East Boston	11.40	16%	North End	11.38	5%	Stoughton	10.94	60%
West Beverly	25.77	83%	Kendall/MIT	12.68	21%	Charlestown	16.45	23%	South Boston	7.14	10%
Melrose	21.99	45%	West Malden	13.87	32%	South End	14.17	16%	South Dorchester	11.51	72%
East Boston	19.42	29%	Longwood	10.74	13%	North Saugus	25.85	87%	North Dorchester	9.43	25%
Waterfront	18.61	23%	North End	1.72	1%	Kendall/MIT	17.47	28%	Avon	10.84	55%
North Peabody	24.18	67%	North Dorchester	13.58	29%	South Saugus	25.40	81%	North Milton	12.00	80%
Wakefield	23.51	59%	East Medford	16.26	49%	Melrose	23.11	65%	East Somerville	12.18	83%
Lynnfield	11.50	5%	East Revere	13.89	33%	West Lynn	26.50	90%	South End	10.10	34%
Average	21.44	43%	Average	15.32	44%	Average	20.41	40%	Average	10.32	42%
Maximum	32.45	100%	Maximum	24.53	100%	Maximum	34.07	100%	Maximum	20.49	100%
Minimum	1.34	0%	Minimum	0.15	0%	Minimum	1.39	0%	Minimum	0.78	0%

	Fenway			South End			Stoughton			South Quincy	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Fenway	0.78	0%	Fenway	4.06	2%	Stoughton	2.46	0%	South Quincy	3.56	0%
Longwood	5.91	5%	South End	0.86	0%	Canton	17.88	10%	North Braintree	15.26	7%
South End	4.06	1%	Waterfront	9.79	9%	Randolph	15.46	7%	North Weymouth	20.77	31%
Back Bay	4.10	2%	Chinatown	5.35	4%	Brockton	18.92	14%	North Quincy	14.56	6%
Chinatown	10.10	9%	Longwood	10.30	11%	Avon	9.47	2%	South Braintree	22.72	46%
Waterfront	16.76	39%	North Roxbury	5.12	3%	Sharon	14.45	6%	Hingham	21.24	36%
Downtown	11.25	11%	Downtown	10.13	10%	Westwood	16.75	8%	South Weymouth	12.05	3%
BU	6.31	6%	Back Bay	2.19	1%	South Quincy	23.31	52%	Waterfront	18.45	18%
North Roxbury	7.26	6%	East Somerville	17.15	49%	Waterfront	23.86	59%	Randolph	22.50	45%
Kendall/MIT	5.81	4%	East Boston	14.52	28%	Holbrook	20.55	21%	Westwood	17.46	16%
East Somerville	18.40	53%	West End	10.68	13%	South Weymouth	10.94	3%	Abington	31.27	99%
Central Square	11.94	16%	East Cambridge	14.69	29%	East Dedham	24.73	72%	Stoughton	23.31	52%
East Cambridge	13.79	21%	BU	11.42	14%	Hyde Park	25.09	80%	Mattapan	22.42	44%
West End	10.87	10%	Charlestown	16.35	40%	South Waltham	22.01	37%	Canton	17.51	17%
Charlestown	16.90	40%	North Braintree	16.86	45%	Abington	22.60	44%	Holbrook	22.76	47%
North Cambridge	16.69	37%	North End	12.42	17%	Norwood	27.91	97%	Brockton	26.13	75%
Beacon Hill	12.77	17%	Westwood	13.13	20%	Needham	23.55	54%	Norwood	27.98	91%
East Medford	19.88	71%	Chelsea	14.17	25%	South Milton	25.07	79%	East Somerville	26.17	76%
East Watertown	16.97	41%	Mission Hill	14.60	29%	North Dorchester	18.44	12%	Hyde Park	24.82	65%
Wellesley	23.07	95%	Randolph	19.18	68%	South Boston	21.15	29%	Hull	6.56	1%
Average	16.88	40%	Average	16.49	40%	Average	22.19	44%	Average	22.32	43%
Maximum	27.74	100%	Maximum	27.30	100%	Maximum	30.00	100%	Maximum	31.27	100%
Minimum	0.78	0%	Minimum	0.86	0%	Minimum	2.46	0%	Minimum	3.56	0%

	Westwood			Burlington			Longwood			East Woburn	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Westwood	0.89	0%	Burlington	6.02	0%	Fenway	5.91	4%	East Woburn	5.06	0%
East Dedham	11.90	17%	East Woburn	22.50	45%	Longwood	0.10	0%	Wilmington	21.23	25%
Hyde Park	16.56	64%	West Woburn	16.87	7%	Mission Hill	2.63	2%	Stoneham	20.70	21%
Needham	12.47	19%	East Lexington	19.11	25%	South End	10.30	12%	Burlington	22.50	33%
West Dedham	11.90	17%	Wilmington	19.84	29%	South Brookline	10.05	10%	Reading	24.97	59%
Canton	10.69	9%	Winchester	24.00	56%	North Brookline	2.35	1%	Wakefield	25.90	67%
South Newton	14.72	40%	West Lexington	21.84	40%	North Roxbury	7.17	5%	Winchester	21.82	29%
West Roxbury	15.07	44%	Bedford	21.19	36%	Waterfront	15.51	40%	West Woburn	14.93	5%
South Quincy	17.46	75%	Stoneham	29.45	92%	BU	7.45	6%	Billerica	23.57	44%
South Waltham	11.64	14%	Billerica	19.88	30%	Downtown	10.74	14%	Melrose	25.49	63%
Stoughton	16.75	67%	West Arlington	20.95	35%	East Somerville	16.17	45%	Bedford	24.15	48%
North Waltham	15.66	52%	Wakefield	27.37	85%	East Cambridge	13.12	25%	East Somerville	23.47	42%
South Milton	20.78	98%	Waterfront	21.69	38%	Back Bay	10.05	11%	Lynnfield	9.77	2%
Wellesley	12.65	21%	East Somerville	20.17	32%	Charlestown	15.44	40%	East Lexington	24.57	53%
Back Bay	11.34	13%	North Cambridge	19.07	23%	Kendall/MIT	15.95	44%	North Peabody	24.30	48%
Randolph	17.55	75%	North Newton	24.38	57%	East Boston	15.31	38%	West Arlington	23.99	46%
Mattapan	16.05	56%	North Allston	18.54	17%	West End	10.05	10%	North Medford	26.10	70%
Waterfront	14.25	35%	South Newton	26.51	78%	South Boston	13.10	25%	West Revere	24.36	50%
Sharon	12.84	24%	Norwood	27.30	83%	North Cambridge	14.98	33%	North Saugus	27.56	87%
Roslindale	15.26	49%	Charlestown	20.86	34%	Spring Hill	15.05	34%	Waterfront	25.49	64%
Average	15.05	44%	Average	22.60	48%	Average	15.91	44%	Average	23.48	43%
Maximum	22.71	100%	Maximum	31.49	100%	Maximum	25.00	100%	Maximum	37.72	100%
Minimum	0.89	0%	Minimum	6.02	0%	Minimum	0.10	0%	Minimum	5.06	0%

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

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3.5.4 In-Vehicle Travel Time

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

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

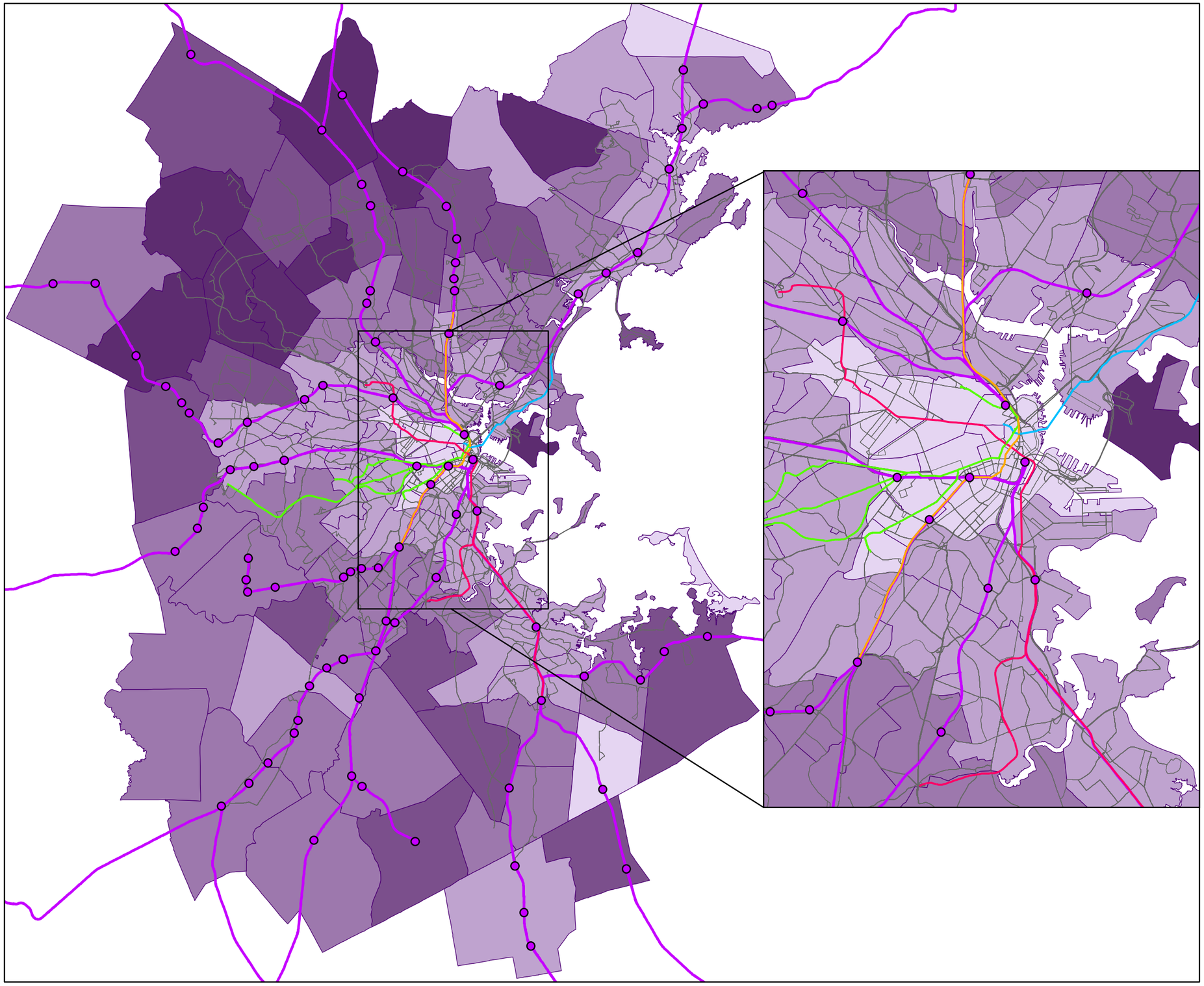
Table 68 shows the existing average in-vehicle transit travel times for each of the top 20 origin and destination neighborhoods in terms of their projected increases in origin and destination trips, respectively (Tables 48 and 49). A majority of origin neighborhoods have an average travel time below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

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

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

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

FIGURE 61
Existing Average AM Peak In-Vehicle Travel Time (in Minutes) by Origin Neigborhood



Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

In-Vehicle Travel Time (Minutes)

- Under 10.0
- 10.0 - 14.9
- 15.0 - 19.9
- 20.0 - 24.9
- 25.0 and over

N

0 3 6 12 Miles

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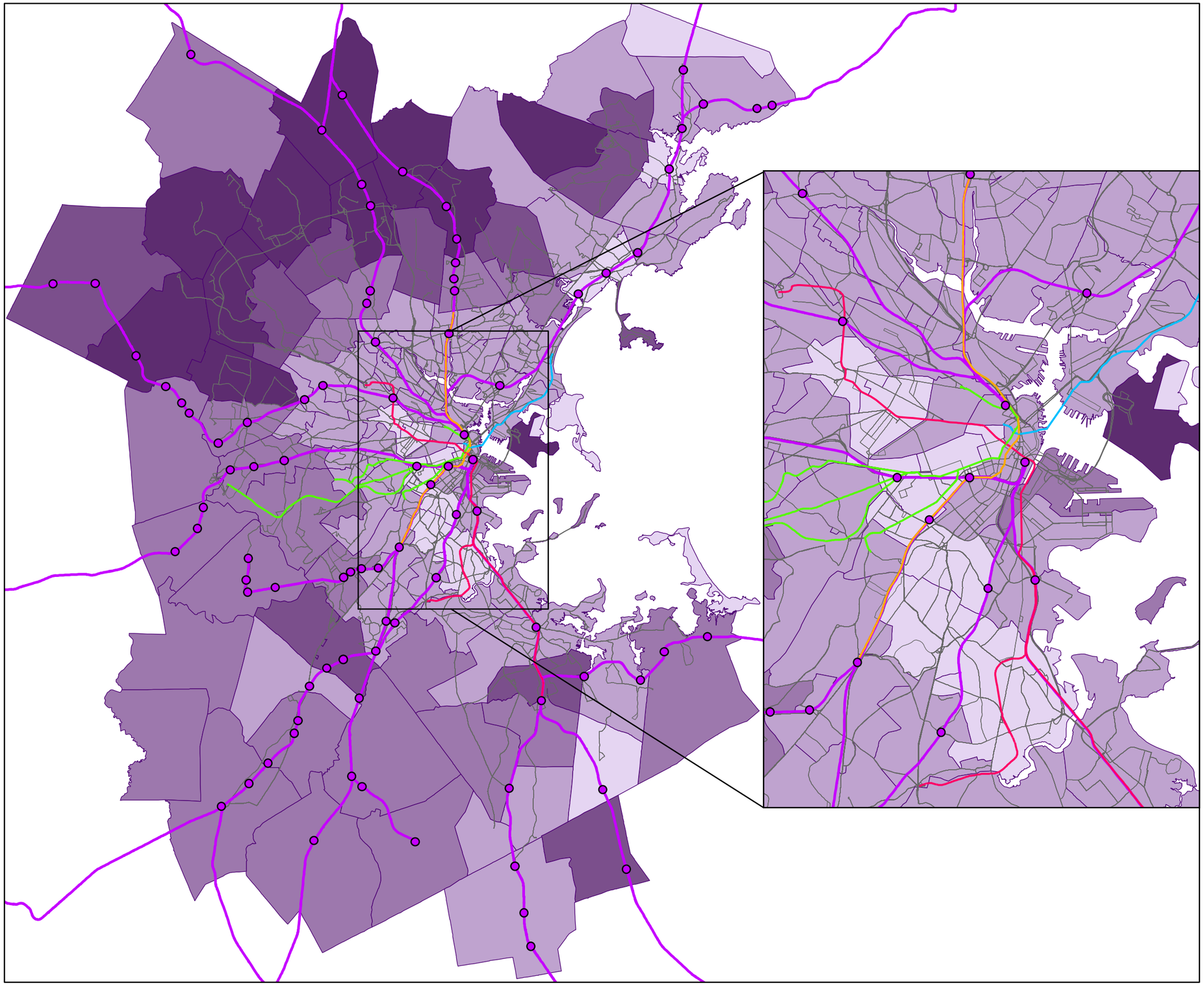
FIGURE 62
Existing Average AM Peak In-Vehicle Travel Time (in Minutes) by Destination Neigborhood



Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

In-Vehicle Travel Time (in Minutes)

- Under 10.0
- 10.0 - 14.9
- 15.0 - 19.9
- 20.0 - 24.9
- 25.0 and over

N

0 3 6 12 Miles

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

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

3.5.5 Initial Waiting Time

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

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

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

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

TABLE 69
Average AM Peak In-Vehicle Travel Time for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips

	Waterfront			Chinatown			East Cambridge			East Somerville	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Waterfront	0.47	0%	Downtown	1.01	1%	East Cambridge	0.03	0%	East Somerville	0.03	0%
Downtown	1.66	1%	Waterfront	2.30	3%	Charlestown	1.53	3%	Spring Hill	1.58	1%
Chinatown	2.30	2%	Chinatown	0.07	0%	West End	1.16	2%	Charlestown	2.02	2%
Back Bay	7.97	7%	Back Bay	1.94	2%	Kendall/MIT	0.04	1%	Winter Hill	1.87	2%
South End	6.18	6%	Fenway	6.08	7%	East Somerville	4.24	6%	East Cambridge	4.24	3%
South Boston	2.98	2%	South End	4.22	5%	Downtown	5.50	7%	East Medford	6.14	5%
North Dorchester	9.16	10%	West End	4.68	6%	Central Square	1.51	2%	Downtown	7.45	7%
West End	6.10	5%	East Cambridge	7.54	9%	Waterfront	9.32	11%	West Malden	7.19	6%
Kendall/MIT	8.62	8%	BU	7.72	10%	Spring Hill	5.47	6%	Central Square	8.99	9%
Fenway	12.57	16%	East Somerville	10.27	13%	Chinatown	7.54	8%	Waterfront	13.26	17%
South Dorchester	14.81	18%	North Dorchester	10.95	15%	Back Bay	10.05	12%	Chinatown	10.27	11%
South Quincy	22.64	40%	East Boston	8.87	12%	Fenway	14.47	17%	Back Bay	13.22	17%
North Braintree	32.69	64%	South Brookline	15.21	25%	South End	14.55	18%	East Boston	13.32	18%
North Quincy	11.52	13%	Chestnut Hill	20.31	41%	North Cambridge	14.82	21%	West End	6.38	6%
East Cambridge	9.32	10%	North End	4.11	4%	Chelsea	16.43	24%	Chelsea	16.12	23%
Longwood	16.48	21%	North Roxbury	11.27	16%	Longwood	19.90	34%	South End	16.22	24%
Central Square	11.42	12%	North Braintree	31.61	67%	North Allston	13.16	14%	Kendall/MIT	12.96	15%
North End	3.32	3%	Brockton	36.16	77%	East Medford	13.51	15%	Fenway	16.11	22%
East Somerville	13.26	17%	Charlestown	8.34	10%	North End	4.02	5%	North End	5.31	4%
North Roxbury	12.03	14%	Logan Airport	14.49	21%	Harvard Square	8.36	9%	Melrose	17.03	27%
Average	27.50	55%	Average	24.78	56%	Average	26.57	51%	Average	27.57	51%
Maximum	61.56	100%	Maximum	59.61	100%	Maximum	61.93	100%	Maximum	61.94	100%
Minimum	0.47	0%	Minimum	0.07	0%	Minimum	0.03	0%	Minimum	0.03	0%

	East Lynn			Downtown			Chelsea			South Weymouth	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
East Lynn	0.58	0%	Waterfront	1.66	4%	Chelsea	0.63	0%	South Weymouth	0.68	0%
West Lynn	2.70	1%	Chinatown	1.01	2%	East Boston	7.64	2%	Abington	7.78	5%
East Revere	14.14	7%	West End	1.27	3%	East Everett	1.75	1%	Hingham	13.28	18%
Swampscott	6.09	2%	Downtown	0.05	0%	Downtown	14.68	12%	North Weymouth	7.20	2%
North Saugus	14.40	9%	South End	8.68	12%	Waterfront	18.31	20%	South Quincy	7.62	4%
West Revere	15.11	10%	East Somerville	7.45	10%	East Somerville	16.12	15%	South Braintree	9.90	9%
South Salem	12.28	5%	East Cambridge	5.50	6%	West Revere	5.13	2%	Brockton	14.60	25%
South Saugus	13.83	6%	Back Bay	4.87	5%	West End	14.00	10%	Holbrook	10.73	10%
Nahant	13.58	6%	Fenway	9.05	13%	East Cambridge	16.43	16%	Randolph	15.23	30%
South Peabody	20.73	14%	North Braintree	29.88	64%	Chinatown	18.24	19%	Waterfront	12.47	15%
North Salem	14.23	8%	Brockton	36.20	77%	Back Bay	20.64	23%	North Quincy	8.18	6%
Winthrop	21.87	15%	Chelsea	14.68	25%	Winthrop	12.82	8%	North Braintree	6.33	2%
Marblehead	18.91	13%	East Boston	5.38	6%	North End	14.15	11%	Stoughton	23.66	86%
West Beverly	14.95	10%	Kendall/MIT	5.55	7%	Charlestown	11.08	5%	South Boston	9.72	8%
Melrose	39.36	37%	West Malden	13.62	20%	South End	25.67	34%	South Dorchester	12.69	16%
East Boston	25.06	17%	Longwood	13.61	19%	North Saugus	28.71	39%	North Dorchester	12.27	14%
Waterfront	40.76	37%	North End	0.54	1%	Kendall/MIT	20.95	24%	Avon	13.46	21%
North Peabody	50.07	63%	North Dorchester	9.92	13%	South Saugus	24.86	32%	North Milton	12.15	13%
Wakefield	45.63	52%	East Medford	12.88	18%	Melrose	28.02	38%	East Somerville	14.82	29%
Lynnfield	10.99	3%	East Revere	15.46	29%	West Lynn	17.59	18%	South End	13.41	19%
Average	43.56	47%	Average	24.41	54%	Average	31.92	53%	Average	17.90	52%
Maximum	83.37	100%	Maximum	54.94	100%	Maximum	67.18	100%	Maximum	49.24	100%
Minimum	0.58	0%	Minimum	0.05	0%	Minimum	0.63	0%	Minimum	0.68	0%

	Fenway			South End			Stoughton			South Quincy	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Fenway	0.12	0%	Fenway	2.29	2%	Stoughton	1.65	0%	South Quincy	1.46	0%
Longwood	2.10	2%	South End	0.36	0%	Canton	7.64	1%	North Braintree	8.74	2%
South End	2.29	3%	Waterfront	6.18	5%	Randolph	37.63	20%	North Weymouth	14.56	4%
Back Bay	1.70	2%	Chinatown	4.22	4%	Brockton	22.65	4%	North Quincy	6.56	1%
Chinatown	6.08	6%	Longwood	6.49	6%	Avon	15.72	3%	South Braintree	16.02	6%
Waterfront	12.57	17%	North Roxbury	2.01	2%	Sharon	11.08	2%	Hingham	23.82	14%
Downtown	9.05	12%	Downtown	8.68	8%	Westwood	28.55	6%	South Weymouth	7.62	2%
BU	1.51	1%	Back Bay	1.46	1%	South Quincy	50.53	56%	Waterfront	22.64	11%
North Roxbury	2.72	4%	East Somerville	16.22	21%	Waterfront	42.81	31%	Randolph	28.10	21%
Kendall/MIT	5.92	5%	East Boston	17.87	25%	Holbrook	37.88	21%	Westwood	33.55	33%
East Somerville	16.11	24%	West End	11.56	15%	South Weymouth	23.66	5%	Abington	26.26	18%
Central Square	7.55	9%	East Cambridge	14.55	18%	East Dedham	42.34	29%	Stoughton	50.53	70%
East Cambridge	14.47	21%	BU	9.55	10%	Hyde Park	32.33	8%	Mattapan	22.75	12%
West End	11.29	16%	Charlestown	14.79	19%	South Waltham	67.14	85%	Canton	30.79	29%
Charlestown	14.36	20%	North Braintree	30.37	59%	Abington	46.18	42%	Holbrook	21.74	10%
North Cambridge	22.58	41%	North End	10.44	13%	Norwood	61.23	74%	Brockton	28.44	22%
Beacon Hill	8.78	11%	Westwood	16.72	23%	Needham	59.12	71%	Norwood	49.86	68%
East Medford	20.83	37%	Chelsea	25.67	48%	South Milton	37.21	18%	East Somerville	32.33	33%
East Watertown	22.33	40%	Mission Hill	9.79	11%	North Dorchester	34.59	12%	Hyde Park	32.09	31%
Wellesley	29.74	60%	Randolph	38.89	76%	South Boston	45.14	36%	Hull	15.86	5%
Average	27.20	55%	Average	27.92	53%	Average	50.22	56%	Average	42.18	51%
Maximum	64.68	100%	Maximum	66.14	100%	Maximum	98.35	100%	Maximum	82.56	100%
Minimum	0.12	0%	Minimum	0.36	0%	Minimum	1.65	0%	Minimum	1.46	0%

	Westwood			Burlington			Longwood			East Woburn	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Westwood	1.08	0%	Burlington	1.97	0%	Fenway	2.10	3%	East Woburn	3.31	0%
East Dedham	6.52	2%	East Woburn	21.41	4%	Longwood	0.00	0%	Wilmington	35.45	24%
Hyde Park	13.37	6%	West Woburn	9.58	1%	Mission Hill	1.25	1%	Stoneham	23.96	10%
Needham	25.82	44%	East Lexington	35.21	13%	South End	6.49	6%	Burlington	21.41	4%
West Dedham	8.32	3%	Wilmington	44.93	28%	South Brookline	3.84	5%	Reading	51.82	59%
Canton	14.63	10%	Winchester	18.04	2%	North Brookline	1.27	2%	Wakefield	48.85	55%
South Newton	24.64	39%	West Lexington	52.02	41%	North Roxbury	2.59	4%	Winchester	9.50	2%
West Roxbury	14.15	6%	Bedford	31.83	11%	Waterfront	16.48	22%	West Woburn	7.97	1%
South Quincy	33.55	67%	Stoneham	46.44	30%	BU	1.30	2%	Billerica	29.85	13%
South Waltham	31.43	61%	Billerica	11.71	2%	Downtown	13.61	17%	Melrose	41.96	39%
Stoughton	28.55	52%	West Arlington	25.79	6%	East Somerville	19.46	29%	Bedford	51.22	57%
North Waltham	37.97	74%	Wakefield	71.33	71%	East Cambridge	19.90	29%	East Somerville	34.54	21%
South Milton	21.03	29%	Waterfront	51.29	39%	Back Bay	7.71	7%	Lynnfield	23.01	7%
Wellesley	25.93	44%	East Somerville	47.56	33%	Charlestown	18.95	25%	East Lexington	39.18	30%
Back Bay	15.08	11%	North Cambridge	29.40	8%	Kendall/MIT	5.67	6%	North Peabody	73.94	97%
Randolph	44.61	90%	North Newton	49.76	37%	East Boston	21.23	32%	West Arlington	22.95	6%
Mattapan	21.40	31%	North Allston	42.71	22%	West End	16.17	21%	North Medford	23.26	8%
Waterfront	19.56	23%	South Newton	69.15	70%	South Boston	24.16	39%	West Revere	53.07	60%
Sharon	18.33	18%	Norwood	74.51	76%	North Cambridge	23.10	37%	North Saugus	60.97	75%
Roslindale	14.96	10%	Charlestown	51.30	40%	Spring Hill	24.21	40%	Waterfront	37.68	28%
Average	28.68	54%	Average	56.69	51%	Average	29.79	53%	Average	46.84	47%
Maximum	58.33	100%	Maximum	99.19	100%	Maximum	69.75	100%	Maximum	78.60	100%
Minimum	1.08	0%	Minimum	1.97	0%	Minimum	0.00	0%	Minimum	3.31	0%

**The ranking percentile (Rank %) represents the percentage of all average in-vehicle travel times for trips between neighborhood pairs that the individual neighborhood pair's average travel time exceeds.*

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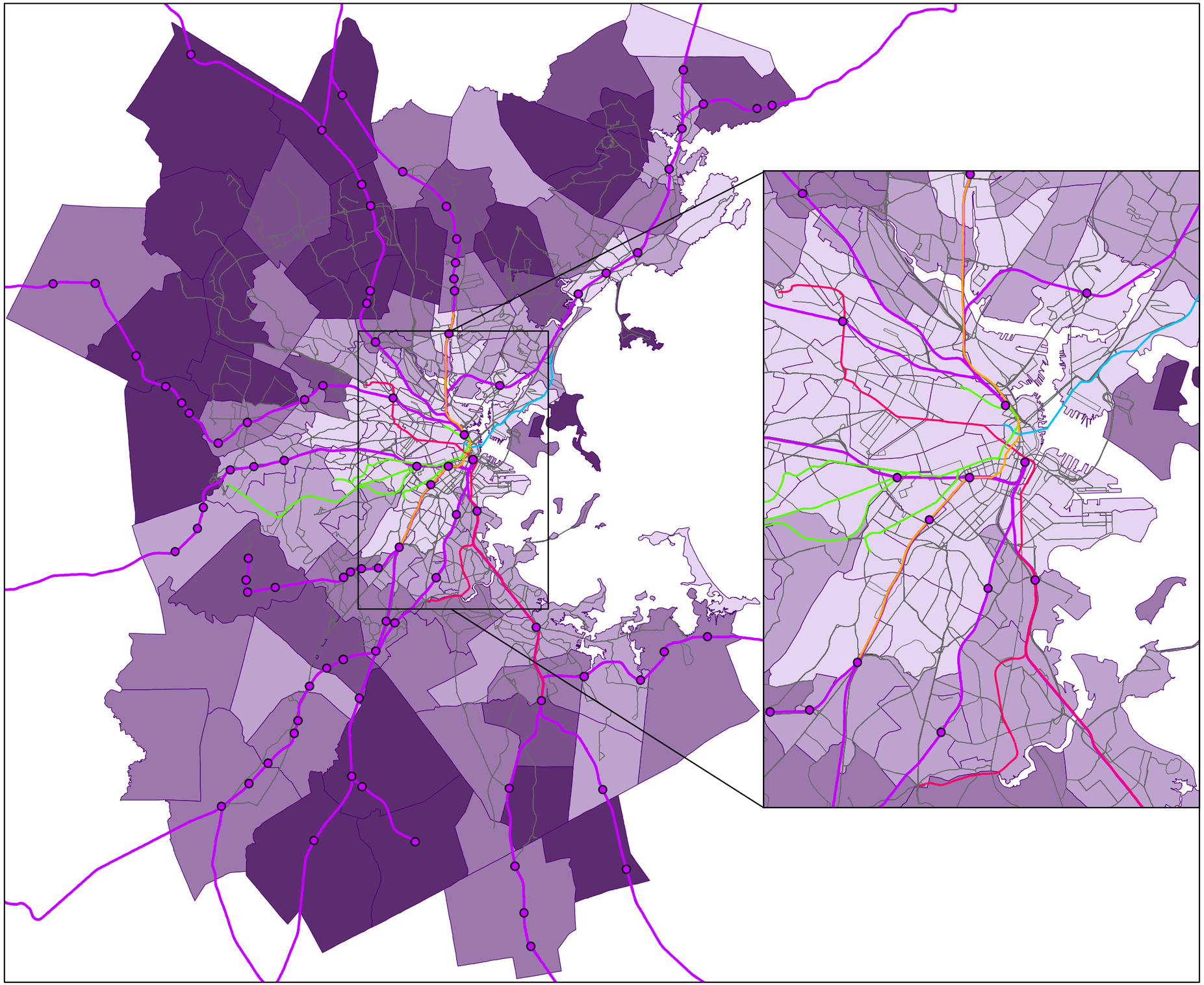
FIGURE 63
Existing Average AM Peak Access Waiting Time (in Minutes) by Origin Neighborhood



Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Access Wait Time (in Minutes)

- Under 2.5
- 2.5 - 3.4
- 3.5 - 4.4
- 4.5 - 5.9
- 6.0 and over

N

0 3 6 12 Miles

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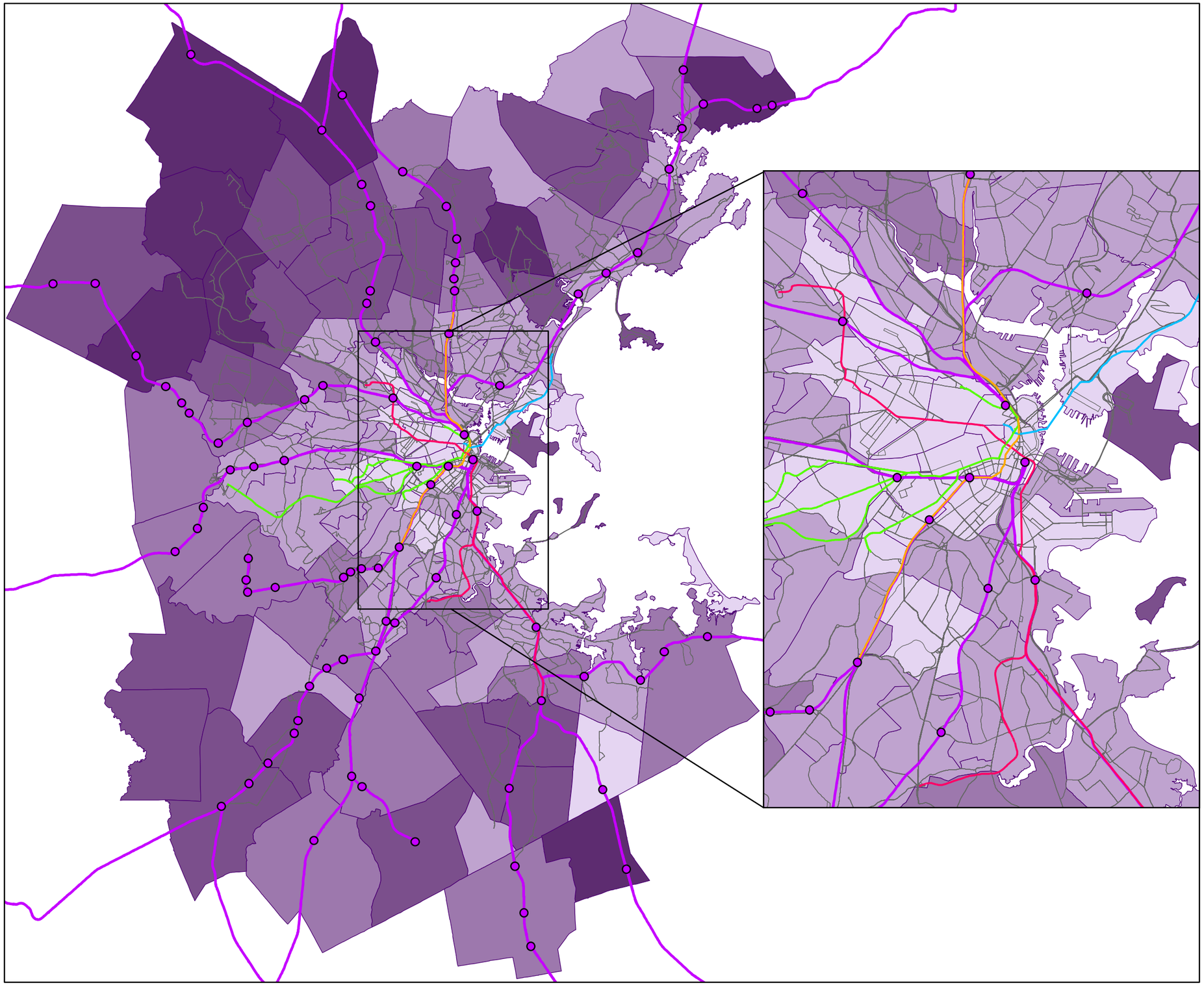

FIGURE 64
Existing Average AM Peak Access Waiting Time (in Minutes) by Destination Neighborhood

Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Access Wait Time (in Minutes)

- Under 2.5
- 2.5 - 3.4
- 3.5 - 4.4
- 4.5 - 5.9
- 6.0 and over

N

0 3 6 12 Miles

Core Efficiencies Study

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

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

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

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

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

3.5.6 Number of Transfers

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

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

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

	Waterfront			Chinatown			East Cambridge			East Somerville	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Waterfront	0.21	0%	Downtown	0.51	1%	East Cambridge	0.03	1%	East Somerville	0.03	0%
Downtown	0.73	1%	Waterfront	1.04	4%	Charlestown	0.65	2%	Spring Hill	0.80	1%
Chinatown	1.04	2%	Chinatown	0.04	0%	West End	1.00	3%	Charlestown	1.00	2%
Back Bay	1.57	6%	Back Bay	0.82	2%	Kendall/MIT	0.02	0%	Winter Hill	1.14	3%
South End	1.53	5%	Fenway	1.88	7%	East Somerville	2.15	7%	East Cambridge	2.15	5%
South Boston	1.42	3%	South End	1.52	5%	Downtown	2.43	13%	East Medford	2.02	4%
North Dorchester	3.03	40%	West End	2.10	12%	Central Square	1.11	4%	Downtown	2.45	13%
West End	1.88	7%	East Cambridge	2.39	19%	Waterfront	2.18	8%	West Malden	2.47	13%
Kendall/MIT	1.96	10%	BU	1.54	6%	Spring Hill	3.07	34%	Central Square	3.59	42%
Fenway	1.95	9%	East Somerville	2.45	21%	Chinatown	2.39	12%	Waterfront	2.31	10%
South Dorchester	4.09	52%	North Dorchester	3.42	43%	Back Bay	2.26	10%	Chinatown	2.45	12%
South Quincy	4.23	56%	East Boston	1.98	9%	Fenway	2.27	11%	Back Bay	2.24	8%
North Braintree	4.23	57%	South Brookline	2.64	29%	South End	2.48	16%	East Boston	2.15	6%
North Quincy	3.55	45%	Chestnut Hill	2.50	26%	North Cambridge	2.75	25%	West End	2.55	20%
East Cambridge	2.18	14%	North End	2.26	17%	Chelsea	2.63	21%	Chelsea	2.73	25%
Longwood	2.25	16%	North Roxbury	2.86	37%	Longwood	2.59	20%	South End	2.47	15%
Central Square	2.09	12%	North Braintree	4.20	57%	North Allston	3.41	40%	Kendall/MIT	3.44	37%
North End	1.43	4%	Brockton	8.52	90%	East Medford	2.99	33%	Fenway	2.29	10%
East Somerville	2.31	18%	Charlestown	2.83	37%	North End	2.45	13%	North End	2.47	14%
North Roxbury	3.48	43%	Logan Airport	2.43	20%	Harvard Square	4.52	62%	Melrose	3.25	36%
Average	4.45	61%	Average	4.49	63%	Average	4.39	60%	Average	4.18	56%
Maximum	12.12	100%	Maximum	12.92	100%	Maximum	11.19	100%	Maximum	9.77	100%
Minimum	0.21	0%	Minimum	0.04	0%	Minimum	0.02	0%	Minimum	0.03	0%

	East Lynn			Downtown			Chelsea			South Weymouth	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
East Lynn	0.42	0%	Waterfront	0.73	3%	Chelsea	0.45	0%	South Weymouth	0.18	0%
West Lynn	2.19	2%	Chinatown	0.51	1%	East Boston	2.69	27%	Abington	6.21	98%
East Revere	6.04	74%	West End	0.95	4%	East Everett	0.80	1%	Hingham	2.42	23%
Swampscott	3.72	21%	Downtown	0.05	0%	Downtown	2.50	20%	North Weymouth	2.17	13%
North Saugus	7.06	90%	South End	2.31	13%	Waterfront	2.44	17%	South Quincy	3.25	66%
West Revere	5.26	61%	East Somerville	2.45	17%	East Somerville	2.73	31%	South Braintree	4.83	97%
South Salem	5.98	73%	East Cambridge	2.43	17%	West Revere	2.30	11%	Brockton	6.30	99%
South Saugus	5.84	72%	Back Bay	1.07	6%	West End	3.04	38%	Holbrook	5.20	98%
Nahant	9.76	98%	Fenway	1.91	7%	East Cambridge	2.63	24%	Randolph	4.47	94%
South Peabody	9.28	97%	North Braintree	4.72	61%	Chinatown	2.14	3%	Waterfront	3.73	85%
North Salem	6.76	85%	Brockton	8.41	86%	Back Bay	2.16	6%	North Quincy	3.27	67%
Winthrop	8.48	95%	Chelsea	2.50	22%	Winthrop	7.24	93%	North Braintree	4.50	96%
Marblehead	4.21	39%	East Boston	2.03	9%	North End	2.48	19%	Stoughton	4.39	92%
West Beverly	6.95	87%	Kendall/MIT	2.14	10%	Charlestown	3.58	49%	South Boston	2.14	12%
Melrose	6.30	78%	West Malden	2.50	23%	South End	2.29	10%	South Dorchester	2.69	36%
East Boston	4.11	35%	Longwood	2.35	16%	North Saugus	6.46	87%	North Dorchester	2.95	46%
Waterfront	5.84	71%	North End	0.51	2%	Kendall/MIT	2.18	6%	Avon	3.53	78%
North Peabody	8.91	96%	North Dorchester	3.60	43%	South Saugus	5.45	75%	North Milton	3.06	56%
Wakefield	5.71	67%	East Medford	3.54	42%	Melrose	4.69	67%	East Somerville	3.03	50%
Lynnfield	5.03	56%	East Revere	2.07	10%	West Lynn	6.50	88%	South End	3.75	86%
Average	5.05	58%	Average	4.70	61%	Average	4.08	59%	Average	2.98	48%
Maximum	12.03	100%	Maximum	14.15	100%	Maximum	10.59	100%	Maximum	6.30	100%
Minimum	0.42	0%	Minimum	0.05	0%	Minimum	0.45	0%	Minimum	0.18	0%

	Fenway			South End			Stoughton			South Quincy	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Fenway	0.16	0%	Fenway	0.98	2%	Stoughton	2.04	1%	South Quincy	0.82	0%
Longwood	1.52	6%	South End	0.24	0%	Canton	9.40	52%	North Braintree	4.15	47%
South End	0.98	2%	Waterfront	1.53	5%	Randolph	9.39	51%	North Weymouth	4.74	63%
Back Bay	0.76	1%	Chinatown	1.52	4%	Brockton	10.16	67%	North Quincy	3.41	17%
Chinatown	1.88	6%	Longwood	2.36	12%	Avon	5.61	6%	South Braintree	6.33	83%
Waterfront	1.95	8%	North Roxbury	1.21	3%	Sharon	7.97	23%	Hingham	5.95	75%
Downtown	1.91	7%	Downtown	2.31	10%	Westwood	8.73	40%	South Weymouth	3.25	12%
BU	0.99	2%	Back Bay	0.53	1%	South Quincy	8.73	39%	Waterfront	4.23	52%
North Roxbury	1.36	5%	East Somerville	2.47	16%	Waterfront	12.09	94%	Randolph	7.13	88%
Kendall/MIT	1.34	4%	East Boston	2.08	6%	Holbrook	9.31	49%	Westwood	4.55	62%
East Somerville	2.29	17%	West End	2.41	13%	South Weymouth	4.39	2%	Abington	9.00	98%
Central Square	4.15	58%	East Cambridge	2.48	18%	East Dedham	10.66	76%	Stoughton	8.73	96%
East Cambridge	2.27	14%	BU	2.09	6%	Hyde Park	8.38	31%	Mattapan	7.63	91%
West End	2.15	11%	Charlestown	2.85	31%	South Waltham	10.39	69%	Canton	5.06	69%
Charlestown	2.63	26%	North Braintree	4.69	65%	Abington	10.91	81%	Holbrook	8.32	94%
North Cambridge	2.86	35%	North End	2.49	19%	Norwood	10.54	73%	Brockton	8.84	97%
Beacon Hill	2.07	10%	Westwood	3.93	50%	Needham	11.56	85%	Norwood	5.60	71%
East Medford	2.80	33%	Chelsea	2.29	9%	South Milton	8.27	29%	East Somerville	3.51	22%
East Watertown	3.24	40%	Mission Hill	2.48	17%	North Dorchester	9.35	50%	Hyde Park	7.95	92%
Wellesley	4.21	60%	Randolph	4.01	52%	South Boston	8.28	29%	Hull	2.30	1%
Average	4.41	65%	Average	4.50	63%	Average	9.19	48%	Average	4.77	64%
Maximum	12.99	100%	Maximum	12.55	100%	Maximum	14.60	100%	Maximum	9.82	100%
Minimum	0.16	0%	Minimum	0.24	0%	Minimum	1.97	0%	Minimum	0.82	0%

	Westwood			Burlington			Longwood			East Woburn	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Westwood	0.29	0%	Burlington	1.68	1%	Fenway	1.52	4%	East Woburn	2.53	1%
East Dedham	5.39	88%	East Woburn	9.29	90%	Longwood	0.03	0%	Wilmington	10.70	95%
Hyde Park	5.74	90%	West Woburn	5.46	52%	Mission Hill	0.58	1%	Stoneham	7.87	70%
Needham	4.71	75%	East Lexington	4.75	34%	South End	2.36	13%	Burlington	9.29	83%
West Dedham	3.89	57%	Wilmington	9.87	94%	South Brookline	1.85	5%	Reading	8.07	71%
Canton	4.14	66%	Winchester	8.27	83%	North Brookline	0.66	2%	Wakefield	8.27	73%
South Newton	3.54	44%	West Lexington	8.41	84%	North Roxbury	1.50	3%	Winchester	10.68	94%
West Roxbury	4.98	82%	Bedford	8.83	87%	Waterfront	2.25	10%	West Woburn	6.64	50%
South Quincy	4.55	73%	Stoneham	9.44	90%	BU	2.38	14%	Billerica	9.80	90%
South Waltham	3.18	28%	Billerica	9.80	93%	Downtown	2.35	12%	Melrose	7.77	69%
Stoughton	8.73	99%	West Arlington	5.43	51%	East Somerville	2.44	16%	Bedford	11.14	96%
North Waltham	5.10	83%	Wakefield	6.76	73%	East Cambridge	2.59	21%	East Somerville	5.97	36%
South Milton	4.89	80%	Waterfront	3.69	10%	Back Bay	2.34	11%	Lynnfield	3.69	6%
Wellesley	3.19	29%	East Somerville	5.66	57%	Charlestown	2.78	27%	East Lexington	6.65	51%
Back Bay	4.06	63%	North Cambridge	6.02	62%	Kendall/MIT	2.88	29%	North Peabody	9.21	83%
Randolph	4.02	63%	North Newton	8.41	85%	East Boston	2.17	7%	West Arlington	6.57	47%
Mattapan	3.81	53%	North Allston	5.18	44%	West End	2.47	17%	North Medford	10.21	92%
Waterfront	4.08	64%	South Newton	5.35	48%	South Boston	2.41	15%	West Revere	5.13	22%
Sharon	5.85	93%	Norwood	5.07	40%	North Cambridge	4.45	59%	North Saugus	9.00	79%
Roslindale	6.27	96%	Charlestown	4.67	31%	Spring Hill	3.58	43%	Waterfront	6.70	52%
Average	3.90	59%	Average	5.93	61%	Average	4.58	62%	Average	6.89	55%
Maximum	8.73	100%	Maximum	13.66	100%	Maximum	13.87	100%	Maximum	14.23	100%
Minimum	0.29	0%	Minimum	1.42	0%	Minimum	0.03	0%	Minimum	1.66	0%

**The ranking percentile (Rank %) represents the percentage of all average initial waiting times for trips between neighborhood pairs that the individual neighborhood pair's average initial waiting time exceeds.*

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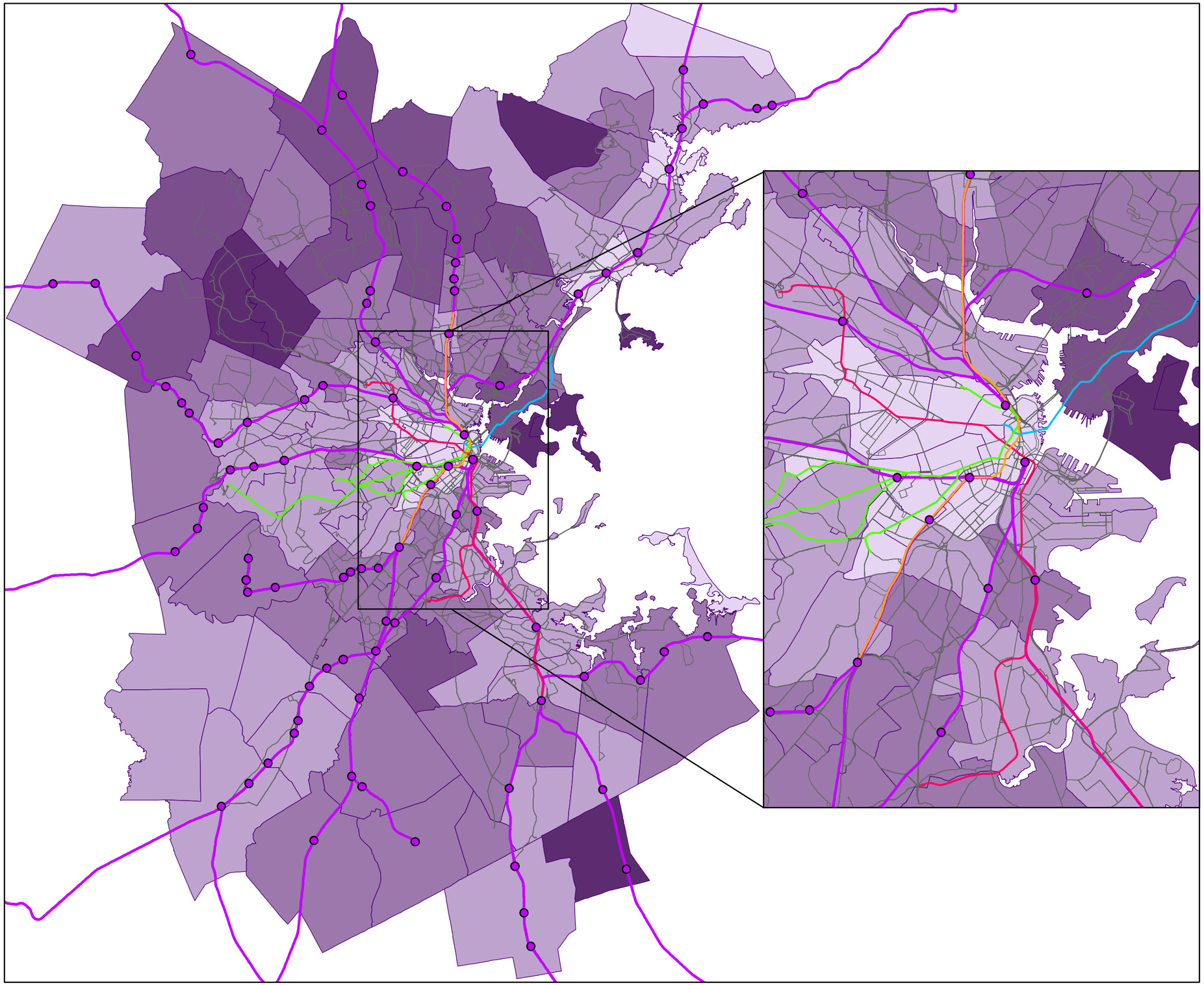

FIGURE 65
Existing Average AM Peak Number of Transfers by Origin Neighborhood

Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Number of Transfers

- Under 0.3
- 0.3 - 0.4
- 0.5 - 0.6
- 0.7 - 0.8
- 0.9 and over

N

0 3 6 12 Miles

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FIGURE 66
Existing Average AM Peak Number of Transfers by Destination Neighborhood

Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Number of Transfers

- Under 0.3
- 0.3 - 0.4
- 0.5 - 0.6
- 0.7 - 0.8
- 0.9 and over

N

0 3 6 12 Miles

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

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

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

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

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

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

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

TABLE 73
Average AM Peak Transfer Rates for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips

	Waterfront			Chinatown			East Cambridge			East Somerville	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Waterfront	0.02	0%	Downtown	0.01	2%	East Cambridge	0.00	0%	East Somerville	0.00	0%
Downtown	0.06	1%	Waterfront	0.07	11%	Charlestown	0.15	10%	Spring Hill	0.01	2%
Chinatown	0.07	2%	Chinatown	0.00	0%	West End	0.01	2%	Charlestown	0.03	3%
Back Bay	0.71	21%	Back Bay	0.00	2%	Kendall/MIT	0.00	1%	Winter Hill	0.00	1%
South End	0.51	12%	Fenway	0.04	7%	East Somerville	0.31	15%	East Cambridge	0.31	15%
South Boston	0.06	2%	South End	0.00	1%	Downtown	0.05	6%	East Medford	0.10	9%
North Dorchester	0.73	24%	West End	0.18	19%	Central Square	0.03	6%	Downtown	0.14	10%
West End	0.53	13%	East Cambridge	0.11	13%	Waterfront	0.82	29%	West Malden	0.08	7%
Kendall/MIT	0.42	7%	BU	0.02	3%	Spring Hill	0.01	2%	Central Square	0.33	17%
Fenway	1.12	48%	East Somerville	0.14	17%	Chinatown	0.11	9%	Waterfront	1.14	71%
South Dorchester	0.55	15%	North Dorchester	0.62	48%	Back Bay	0.23	13%	Chinatown	0.14	11%
South Quincy	0.93	38%	East Boston	0.94	66%	Fenway	0.44	19%	Back Bay	0.55	24%
North Braintree	1.18	54%	South Brookline	0.07	10%	South End	0.56	23%	East Boston	1.12	64%
North Quincy	0.34	6%	Chestnut Hill	0.03	4%	North Cambridge	0.18	11%	West End	0.33	16%
East Cambridge	0.82	30%	North End	0.05	9%	Chelsea	1.05	56%	Chelsea	0.95	42%
Longwood	1.45	71%	North Roxbury	0.24	21%	Longwood	0.26	13%	South End	0.59	27%
Central Square	0.55	16%	North Braintree	0.95	67%	North Allston	0.64	24%	Kendall/MIT	0.74	31%
North End	0.28	4%	Brockton	0.23	21%	East Medford	1.24	69%	Fenway	0.55	23%
East Somerville	1.14	49%	Charlestown	0.21	20%	North End	0.05	7%	North End	0.10	10%
North Roxbury	0.91	36%	Logan Airport	1.22	81%	Harvard Square	0.02	4%	Melrose	0.75	33%
Average	1.15	50%	Average	0.71	52%	Average	0.97	37%	Average	0.94	41%
Maximum	2.68	100%	Maximum	2.02	100%	Maximum	2.06	100%	Maximum	2.20	100%
Minimum	0.02	0%	Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.00	0%

	East Lynn			Downtown			Chelsea			South Weymouth	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
East Lynn	0.00	0%	Waterfront	0.06	10%	Chelsea	0.00	0%	South Weymouth	0.05	0%
West Lynn	0.02	1%	Chinatown	0.01	3%	East Boston	0.15	9%	Abington	0.35	2%
East Revere	0.19	10%	West End	0.00	2%	East Everett	0.00	1%	Hingham	0.48	17%
Swampscott	0.04	2%	Downtown	0.00	0%	Downtown	0.72	18%	North Weymouth	0.41	8%
North Saugus	0.37	17%	South End	0.24	30%	Waterfront	1.58	46%	South Quincy	0.43	10%
West Revere	0.08	4%	East Somerville	0.14	21%	East Somerville	0.95	21%	South Braintree	0.46	13%
South Salem	0.05	3%	East Cambridge	0.05	6%	West Revere	0.02	4%	Brockton	0.73	61%
South Saugus	0.24	12%	Back Bay	0.05	7%	West End	0.14	8%	Holbrook	0.52	21%
Nahant	0.24	13%	Fenway	0.08	13%	East Cambridge	1.05	25%	Randolph	0.80	75%
South Peabody	0.16	7%	North Braintree	0.50	51%	Chinatown	1.28	34%	Waterfront	0.44	10%
North Salem	0.02	2%	Brockton	0.22	29%	Back Bay	1.45	41%	North Quincy	0.46	13%
Winthrop	1.22	31%	Chelsea	0.72	67%	Winthrop	0.71	17%	North Braintree	0.37	5%
Marblehead	0.10	5%	East Boston	0.06	10%	North End	0.10	5%	Stoughton	0.58	31%
West Beverly	0.19	9%	Kendall/MIT	0.09	15%	Charlestown	0.13	7%	South Boston	0.41	7%
Melrose	1.34	39%	West Malden	0.04	6%	South End	1.92	60%	South Dorchester	0.61	37%
East Boston	0.70	20%	Longwood	0.15	23%	North Saugus	1.38	37%	North Dorchester	0.58	30%
Waterfront	0.96	25%	North End	0.00	2%	Kendall/MIT	2.31	84%	Avon	0.76	67%
North Peabody	1.04	26%	North Dorchester	0.29	35%	South Saugus	1.13	29%	North Milton	0.66	46%
Wakefield	1.30	37%	East Medford	0.32	37%	Melrose	1.33	36%	East Somerville	0.60	33%
Lynnfield	0.19	10%	East Revere	0.06	9%	West Lynn	0.73	19%	South End	0.63	42%
Average	1.51	44%	Average	0.52	55%	Average	1.56	45%	Average	0.67	48%
Maximum	3.30	100%	Maximum	1.98	100%	Maximum	3.42	100%	Maximum	1.57	100%
Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.05	0%

	Fenway			South End			Stoughton			South Quincy	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Fenway	0.01	1%	Fenway	0.06	2%	Stoughton	0.00	0%	South Quincy	0.02	0%
Longwood	0.01	2%	South End	0.00	0%	Canton	0.08	1%	North Braintree	0.16	1%
South End	0.06	5%	Waterfront	0.51	15%	Randolph	1.32	41%	North Weymouth	0.24	3%
Back Bay	0.00	0%	Chinatown	0.00	1%	Brockton	0.61	6%	North Quincy	0.22	2%
Chinatown	0.04	3%	Longwood	0.33	9%	Avon	0.64	6%	South Braintree	0.29	5%
Waterfront	1.12	56%	North Roxbury	0.03	2%	Sharon	0.30	2%	Hingham	0.42	6%
Downtown	0.08	7%	Downtown	0.24	6%	Westwood	0.68	8%	South Weymouth	0.43	6%
BU	0.03	2%	Back Bay	0.07	3%	South Quincy	1.38	48%	Waterfront	0.93	24%
North Roxbury	0.09	8%	East Somerville	0.59	22%	Waterfront	0.72	10%	Randolph	0.60	13%
Kendall/MIT	0.44	19%	East Boston	1.72	83%	Holbrook	1.33	42%	Westwood	1.27	34%
East Somerville	0.55	23%	West End	0.66	28%	South Weymouth	0.58	5%	Abington	1.20	33%
Central Square	0.07	6%	East Cambridge	0.56	21%	East Dedham	1.29	40%	Stoughton	1.38	39%
East Cambridge	0.44	18%	BU	0.52	17%	Hyde Park	0.80	12%	Mattapan	0.87	20%
West End	0.55	22%	Charlestown	0.67	29%	South Waltham	1.35	45%	Canton	1.02	27%
Charlestown	0.59	26%	North Braintree	1.46	64%	Abington	1.18	30%	Holbrook	0.29	4%
North Cambridge	1.04	50%	North End	0.51	16%	Norwood	1.46	51%	Brockton	0.67	16%
Beacon Hill	0.19	11%	Westwood	0.54	18%	Needham	1.45	50%	Norwood	1.64	71%
East Medford	0.70	33%	Chelsea	1.92	88%	South Milton	0.92	13%	East Somerville	1.39	40%
East Watertown	0.84	39%	Mission Hill	0.26	8%	North Dorchester	1.13	25%	Hyde Park	1.16	31%
Wellesley	0.82	38%	Randolph	1.67	80%	South Boston	1.11	21%	Hull	0.64	15%
Average	1.03	49%	Average	1.13	54%	Average	1.47	52%	Average	1.44	45%
Maximum	2.60	100%	Maximum	2.71	100%	Maximum	3.32	100%	Maximum	3.49	100%
Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.02	0%

	Westwood			Burlington			Longwood			East Woburn	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Westwood	0.04	0%	Burlington	0.06	1%	Fenway	0.01	1%	East Woburn	0.09	0%
East Dedham	0.20	6%	East Woburn	0.93	16%	Longwood	0.00	0%	Wilmington	0.84	14%
Hyde Park	0.36	10%	West Woburn	0.06	2%	Mission Hill	0.02	2%	Stoneham	0.67	10%
Needham	0.67	20%	East Lexington	0.88	13%	South End	0.33	14%	Burlington	0.93	18%
West Dedham	0.20	5%	Wilmington	1.07	20%	South Brookline	0.04	3%	Reading	1.17	26%
Canton	0.44	11%	Winchester	0.24	3%	North Brookline	0.03	2%	Wakefield	1.28	33%
South Newton	0.98	45%	West Lexington	1.04	19%	North Roxbury	0.17	7%	Winchester	0.19	2%
West Roxbury	0.34	9%	Bedford	0.64	9%	Waterfront	1.45	71%	West Woburn	0.21	3%
South Quincy	1.27	65%	Stoneham	1.57	43%	BU	0.11	6%	Billerica	1.30	35%
South Waltham	0.90	42%	Billerica	0.15	2%	Downtown	0.15	6%	Melrose	1.20	28%
Stoughton	0.68	21%	West Arlington	0.49	6%	East Somerville	0.87	33%	Bedford	2.37	98%
North Waltham	1.06	50%	Wakefield	2.17	80%	East Cambridge	0.26	13%	East Somerville	1.04	21%
South Milton	0.81	32%	Waterfront	1.54	40%	Back Bay	0.06	4%	Lynnfield	0.75	11%
Wellesley	0.78	28%	East Somerville	1.34	34%	Charlestown	0.73	23%	East Lexington	2.33	97%
Back Bay	0.29	7%	North Cambridge	0.29	4%	Kendall/MIT	0.39	16%	North Peabody	1.83	74%
Randolph	1.60	93%	North Newton	1.29	33%	East Boston	1.07	44%	West Arlington	1.50	50%
Mattapan	0.73	24%	North Allston	1.93	64%	West End	0.46	18%	North Medford	0.44	7%
Waterfront	0.47	12%	South Newton	1.70	55%	South Boston	1.16	54%	West Revere	1.37	39%
Sharon	0.53	13%	Norwood	1.89	62%	North Cambridge	1.03	40%	North Saugus	1.97	83%
Roslindale	0.18	4%	Charlestown	1.58	44%	Spring Hill	0.92	34%	Waterfront	1.29	34%
Average	1.03	50%	Average	1.58	44%	Average	1.10	48%	Average	1.43	49%
Maximum	2.38	100%	Maximum	3.29	100%	Maximum	2.39	100%	Maximum	2.52	100%
Minimum	0.04	0%	Minimum	0.04	0%	Minimum	0.00	0%	Minimum	0.09	0%

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

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3.5.7 Transfer Waiting Time

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

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

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

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

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

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

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

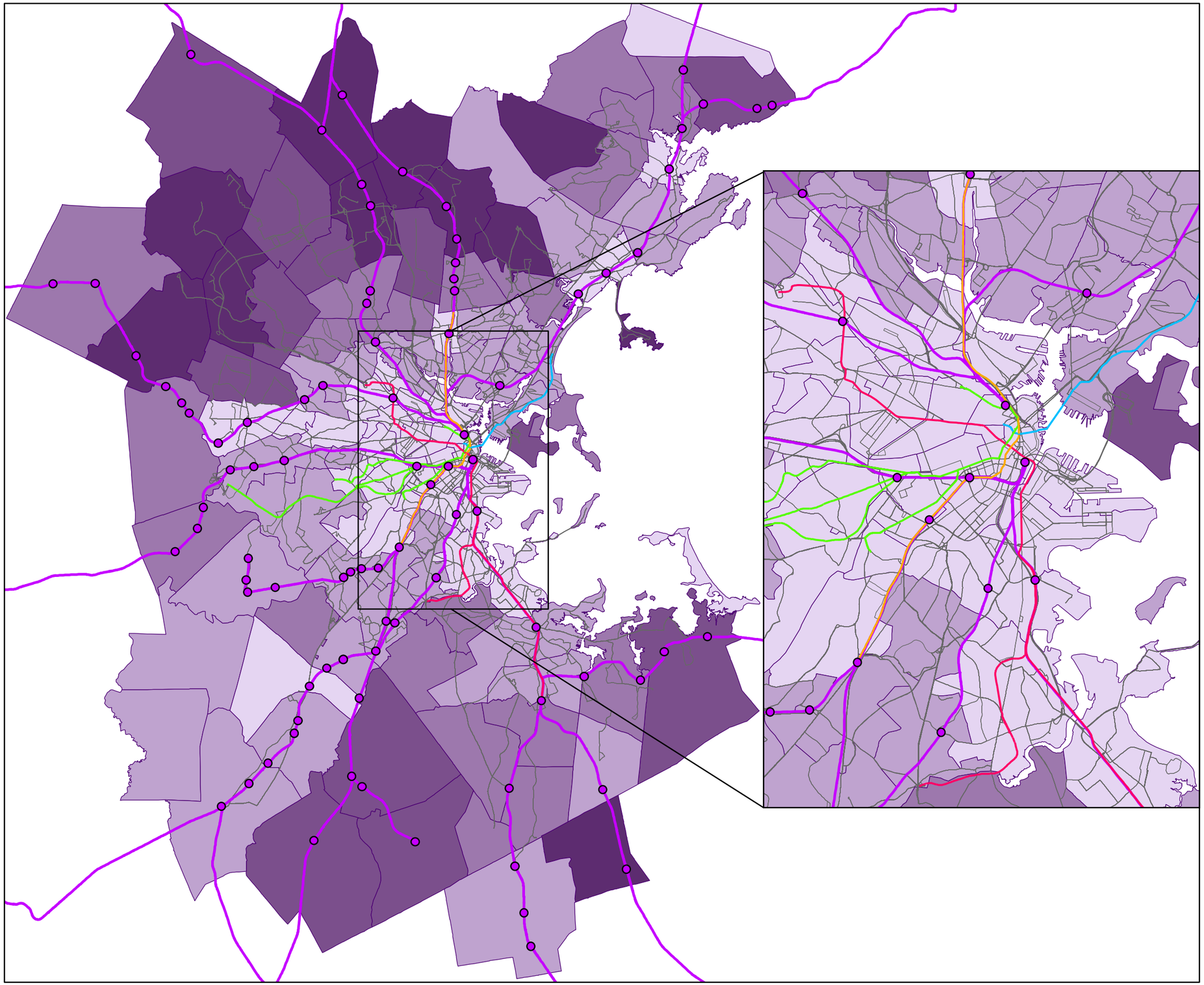

FIGURE 67
Existing Average AM Peak Transfer Waiting Time (in Minutes) by Origin Neighborhood

Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Transfer Waiting Time (Minutes)

- Under 2.0
- 2.0 - 2.9
- 3.0 - 3.9
- 4.0 - 4.9
- 5.0 and over

N

0 3 6 12 Miles

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FIGURE 68
Existing Average AM Peak Transfer Waiting Time (in Minutes) by Destination Neighborhood

Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Transfer Waiting Time (Minutes)

- Under 2.0
- 2.0 - 2.9
- 3.0 - 3.9
- 4.0 - 4.9
- 5.0 and over

N

0 3 6 12 Miles

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

3.5.8 Total Transit Cost Index

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

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

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

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

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

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

TABLE 75
Average AM Peak Transfer Waiting Time for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips

	Waterfront			Chinatown			East Cambridge			East Somerville	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Waterfront	0.04	0%	Downtown	0.01	2%	East Cambridge	0.00	0%	East Somerville	0.00	0%
Downtown	0.11	1%	Waterfront	0.12	10%	Charlestown	0.42	11%	Spring Hill	0.04	2%
Chinatown	0.12	2%	Chinatown	0.00	0%	West End	0.02	2%	Charlestown	0.07	3%
Back Bay	1.19	12%	Back Bay	0.01	1%	Kendall/MIT	0.01	1%	Winter Hill	0.00	1%
South End	1.13	10%	Fenway	0.08	7%	East Somerville	0.76	14%	East Cambridge	0.76	14%
South Boston	0.11	2%	South End	0.01	2%	Downtown	0.10	6%	East Medford	0.29	8%
North Dorchester	1.73	17%	West End	0.29	16%	Central Square	0.08	6%	Downtown	0.34	10%
West End	1.04	9%	East Cambridge	0.19	13%	Waterfront	1.69	22%	West Malden	0.22	6%
Kendall/MIT	0.85	5%	BU	0.04	4%	Spring Hill	0.03	2%	Central Square	1.01	17%
Fenway	2.27	24%	East Somerville	0.34	18%	Chinatown	0.19	8%	Waterfront	2.48	33%
South Dorchester	1.28	15%	North Dorchester	1.52	42%	Back Bay	0.38	10%	Chinatown	0.34	10%
South Quincy	3.06	52%	East Boston	1.15	33%	Fenway	0.85	16%	Back Bay	0.97	17%
North Braintree	5.14	82%	South Brookline	0.19	13%	South End	1.39	19%	East Boston	2.69	34%
North Quincy	0.86	6%	Chestnut Hill	0.07	6%	North Cambridge	0.51	12%	West End	0.81	16%
East Cambridge	1.69	17%	North End	0.08	8%	Chelsea	2.71	39%	Chelsea	2.68	33%
Longwood	2.78	44%	North Roxbury	0.56	20%	Longwood	0.55	13%	South End	1.49	24%
Central Square	1.02	7%	North Braintree	3.99	89%	North Allston	2.12	25%	Kendall/MIT	1.74	26%
North End	0.62	3%	Brockton	1.61	44%	East Medford	3.30	45%	Fenway	1.19	22%
East Somerville	2.48	33%	Charlestown	0.63	21%	North End	0.11	7%	North End	0.29	9%
North Roxbury	2.46	31%	Logan Airport	3.11	72%	Harvard Square	0.05	4%	Melrose	2.95	42%
Average	3.51	60%	Average	2.24	58%	Average	3.54	50%	Average	4.11	56%
Maximum	13.19	100%	Maximum	10.36	100%	Maximum	12.10	100%	Maximum	14.25	100%
Minimum	0.04	0%	Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.00	0%

	East Lynn			Downtown			Chelsea			South Weymouth	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
East Lynn	0.01	0%	Waterfront	0.11	10%	Chelsea	0.00	0%	South Weymouth	0.50	0%
West Lynn	0.09	1%	Chinatown	0.01	3%	East Boston	0.42	7%	Abington	5.22	58%
East Revere	0.88	8%	West End	0.01	2%	East Everett	0.02	1%	Hingham	5.16	56%
Swampscott	0.26	2%	Downtown	0.00	0%	Downtown	1.53	12%	North Weymouth	3.46	27%
North Saugus	3.32	21%	South End	0.55	30%	Waterfront	3.72	25%	South Quincy	3.92	34%
West Revere	0.38	4%	East Somerville	0.34	23%	East Somerville	2.68	17%	South Braintree	3.69	30%
South Salem	0.31	3%	East Cambridge	0.10	8%	West Revere	0.11	4%	Brockton	11.43	99%
South Saugus	2.22	14%	Back Bay	0.06	5%	West End	0.30	6%	Holbrook	7.30	92%
Nahant	2.32	15%	Fenway	0.17	13%	East Cambridge	2.71	17%	Randolph	9.84	98%
South Peabody	1.23	10%	North Braintree	2.73	80%	Chinatown	2.75	18%	Waterfront	1.77	2%
North Salem	0.17	2%	Brockton	1.64	52%	Back Bay	2.89	19%	North Quincy	3.92	35%
Winthrop	5.70	34%	Chelsea	1.53	49%	Winthrop	2.37	15%	North Braintree	2.80	11%
Marblehead	0.53	6%	East Boston	0.11	11%	North End	0.23	5%	Stoughton	8.05	95%
West Beverly	1.88	13%	Kendall/MIT	0.17	13%	Charlestown	0.40	6%	South Boston	3.17	14%
Melrose	9.77	71%	West Malden	0.10	6%	South End	4.41	29%	South Dorchester	5.51	65%
East Boston	2.88	17%	Longwood	0.28	20%	North Saugus	9.25	82%	North Dorchester	3.66	29%
Waterfront	3.23	21%	North End	0.01	2%	Kendall/MIT	5.14	40%	Avon	8.68	96%
North Peabody	9.60	71%	North Dorchester	0.82	33%	South Saugus	7.14	63%	North Milton	6.29	80%
Wakefield	10.59	79%	East Medford	0.95	35%	Melrose	6.01	48%	East Somerville	3.34	21%
Lynnfield	1.53	10%	East Revere	0.11	10%	West Lynn	4.07	26%	South End	2.94	13%
Average	7.39	49%	Average	1.75	56%	Average	6.24	52%	Average	4.89	48%
Maximum	19.60	100%	Maximum	8.33	100%	Maximum	18.41	100%	Maximum	11.43	100%
Minimum	0.01	0%	Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.50	0%

	Fenway			South End			Stoughton			South Quincy	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Fenway	0.01	1%	Fenway	0.15	3%	Stoughton	0.00	0%	South Quincy	0.08	0%
Longwood	0.03	2%	South End	0.00	0%	Canton	1.08	1%	North Braintree	0.69	1%
South End	0.15	5%	Waterfront	1.13	11%	Randolph	8.38	31%	North Weymouth	0.95	2%
Back Bay	0.00	0%	Chinatown	0.01	1%	Brockton	3.47	2%	North Quincy	0.96	2%
Chinatown	0.08	3%	Longwood	0.87	8%	Avon	3.97	6%	South Braintree	1.39	4%
Waterfront	2.27	34%	North Roxbury	0.08	2%	Sharon	3.53	4%	Hingham	3.02	13%
Downtown	0.17	6%	Downtown	0.55	4%	Westwood	7.01	16%	South Weymouth	3.92	21%
BU	0.07	2%	Back Bay	0.10	2%	South Quincy	8.78	33%	Waterfront	3.06	14%
North Roxbury	0.20	8%	East Somerville	1.49	17%	Waterfront	4.28	7%	Randolph	4.35	25%
Kendall/MIT	0.96	17%	East Boston	2.84	36%	Holbrook	9.06	37%	Westwood	7.90	66%
East Somerville	1.19	20%	West End	1.58	19%	South Weymouth	8.05	24%	Abington	12.79	93%
Central Square	0.16	6%	East Cambridge	1.39	15%	East Dedham	11.08	60%	Stoughton	8.78	72%
East Cambridge	0.85	16%	BU	1.17	12%	Hyde Park	8.88	34%	Mattapan	5.84	44%
West End	1.14	19%	Charlestown	1.83	21%	South Waltham	11.95	69%	Canton	6.37	52%
Charlestown	1.40	23%	North Braintree	7.29	90%	Abington	14.94	87%	Holbrook	1.71	5%
North Cambridge	2.25	33%	North End	1.20	13%	Norwood	15.44	88%	Brockton	4.62	29%
Beacon Hill	0.38	10%	Westwood	3.13	42%	Needham	13.79	82%	Norwood	10.46	84%
East Medford	1.58	25%	Chelsea	4.41	61%	South Milton	7.74	21%	East Somerville	4.94	32%
East Watertown	2.91	47%	Mission Hill	0.82	7%	North Dorchester	10.06	48%	Hyde Park	6.91	58%
Wellesley	2.87	45%	Randolph	6.77	88%	South Boston	8.37	30%	Hull	3.47	16%
Average	3.25	54%	Average	3.94	57%	Average	10.52	54%	Average	6.84	58%
Maximum	10.91	100%	Maximum	13.90	100%	Maximum	23.37	100%	Maximum	19.79	100%
Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.00	0%	Minimum	0.08	0%

	Westwood			Burlington			Longwood			East Woburn	
Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %	Trips between	Number	Rank %
Westwood	0.30	0%	Burlington	0.37	0%	Fenway	0.03	1%	East Woburn	0.86	2%
East Dedham	1.53	7%	East Woburn	8.05	55%	Longwood	0.00	0%	Wilmington	10.93	76%
Hyde Park	3.22	15%	West Woburn	0.47	2%	Mission Hill	0.05	2%	Stoneham	5.44	16%
Needham	6.00	48%	East Lexington	4.78	19%	South End	0.87	14%	Burlington	8.05	39%
West Dedham	1.50	6%	Wilmington	11.65	89%	South Brookline	0.10	3%	Reading	9.52	56%
Canton	3.93	21%	Winchester	2.05	6%	North Brookline	0.08	2%	Wakefield	9.41	55%
South Newton	5.33	39%	West Lexington	6.52	37%	North Roxbury	0.36	7%	Winchester	1.92	4%
West Roxbury	2.74	11%	Bedford	5.78	31%	Waterfront	2.78	35%	West Woburn	2.15	5%
South Quincy	7.90	72%	Stoneham	9.38	73%	BU	0.30	6%	Billerica	12.17	83%
South Waltham	5.71	43%	Billerica	1.44	2%	Downtown	0.28	6%	Melrose	8.17	43%
Stoughton	7.01	60%	West Arlington	3.17	9%	East Somerville	2.35	28%	Bedford	19.68	99%
North Waltham	10.92	94%	Wakefield	9.08	70%	East Cambridge	0.55	11%	East Somerville	6.23	20%
South Milton	6.17	51%	Waterfront	4.65	17%	Back Bay	0.12	4%	Lynnfield	5.32	14%
Wellesley	5.11	36%	East Somerville	6.35	34%	Charlestown	2.06	25%	East Lexington	17.05	97%
Back Bay	1.75	8%	North Cambridge	1.62	3%	Kendall/MIT	0.77	12%	North Peabody	15.25	94%
Randolph	8.24	75%	North Newton	7.64	52%	East Boston	2.03	23%	West Arlington	12.56	87%
Mattapan	6.30	53%	North Allston	7.47	49%	West End	0.92	15%	North Medford	4.00	9%
Waterfront	2.29	10%	South Newton	8.08	56%	South Boston	2.93	40%	West Revere	8.94	50%
Sharon	5.05	33%	Norwood	9.64	78%	North Cambridge	2.40	29%	North Saugus	14.74	92%
Roslindale	0.99	4%	Charlestown	6.93	41%	Spring Hill	2.25	27%	Waterfront	4.98	12%
Average	6.23	52%	Average	7.60	52%	Average	3.48	52%	Average	8.93	50%
Maximum	14.23	100%	Maximum	17.08	100%	Maximum	10.04	100%	Maximum	19.68	100%
Minimum	0.30	0%	Minimum	0.37	0%	Minimum	0.00	0%	Minimum	0.70	0%

**The ranking percentile (Rank %) represents the percentage of all average transfer waiting times for trips between neighborhood pairs that the individual neighborhood pair's average transfer waiting time exceeds.*

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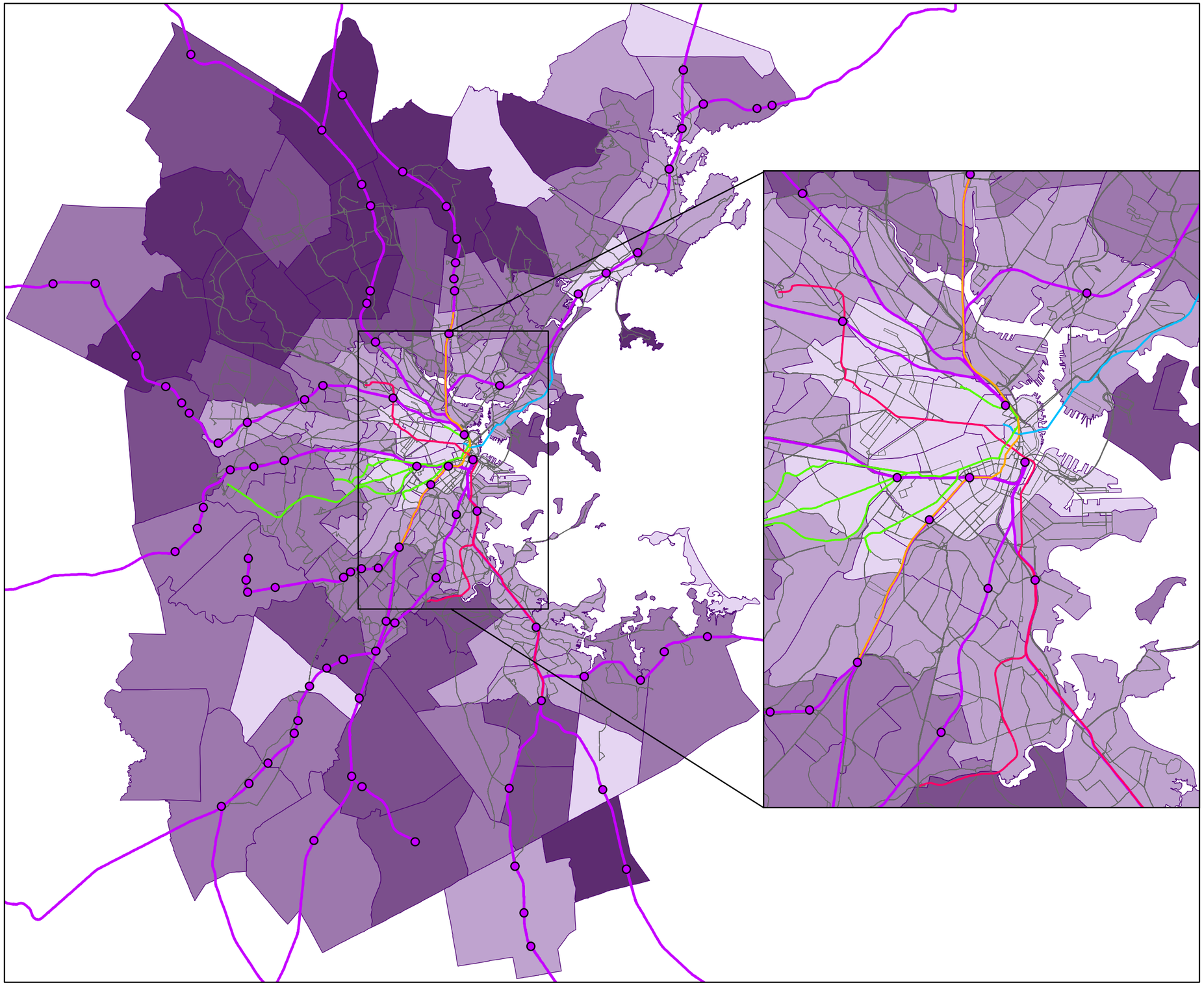
FIGURE 69
Existing Ratio of Average AM Peak Total Transit Cost to Study Area Average by Origin Neighborhood



Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Ratio of Neighborhood to Average Cost

- Under 0.75
- 0.75 - 0.99
- 1.00 - 1.24
- 1.25 - 1.49
- 1.50 and over

N

0 3 6 12 Miles

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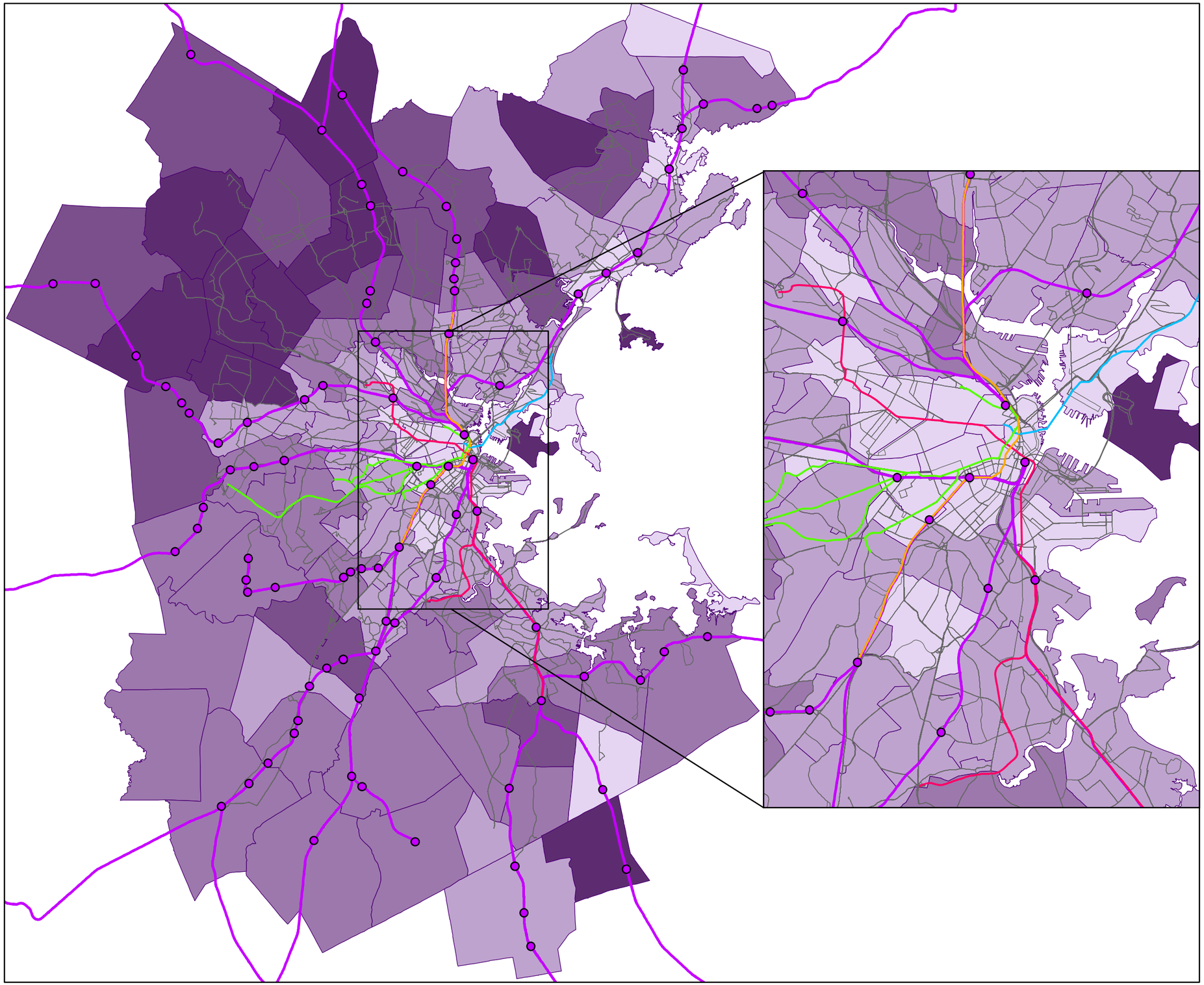

FIGURE 70
Existing Ratio of Average AM Peak Total Transit Cost to Study Area Average by Destination Neighborhood

Legend

- Commuter rail stations
- Commuter rail lines
- Bus routes

Rapid Transit Lines

- Blue
- Green
- Orange
- Red

Ratio of Neighborhood to Average Cost

- Under 0.75
- 0.75 - 0.99
- 1.00 - 1.24
- 1.25 - 1.49
- 1.50 and over

N

0 3 6 12 Miles

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

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

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

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

**The ranking percentile represents the percentage of all neighborhood average costs that the individual neighborhood's average cost exceeds.*

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

3.5.9 Summary of Level-of-Service Characteristics

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

TABLE 77
Average AM Peak Total Cost Index for Transit Trips between Neighborhoods and Ranking Percentiles (Rank %)* by Neighborhood for Neighborhoods with the Top Projected Absolute Increases in Trips

	Waterfront	
Trips between	Number	Rank %
Waterfront	0.02	0%
Downtown	0.06	1%
Chinatown	0.07	2%
Back Bay	0.71	21%
South End	0.51	12%
South Boston	0.06	2%
North Dorchester	0.73	24%
West End	0.53	13%
Kendall/MIT	0.42	7%
Fenway	1.12	48%
South Dorchester	0.55	15%
South Quincy	0.93	38%
North Braintree	1.18	54%
North Quincy	0.34	6%
East Cambridge	0.82	30%
Longwood	1.45	71%
Central Square	0.55	16%
North End	0.28	4%
East Somerville	1.14	49%
North Roxbury	0.91	36%
Average	1.15	50%
Maximum	2.68	100%
Minimum	0.02	0%

	Chinatown	
Trips between	Number	Rank %
Downtown	0.01	2%
Waterfront	0.07	11%
Chinatown	0.00	0%
Back Bay	0.00	2%
Fenway	0.04	7%
South End	0.00	1%
West End	0.18	19%
East Cambridge	0.11	13%
BU	0.02	3%
East Somerville	0.14	17%
North Dorchester	0.62	48%
East Boston	0.94	66%
South Brookline	0.07	10%
Chestnut Hill	0.03	4%
North End	0.05	9%
North Roxbury	0.24	21%
North Braintree	0.95	67%
Brockton	0.23	21%
Charlestown	0.21	20%
Logan Airport	1.22	81%
Average	0.71	52%
Maximum	2.02	100%
Minimum	0.00	0%

	East Cambridge	
Trips between	Number	Rank %
East Cambridge	0.00	0%
Charlestown	0.15	10%
West End	0.01	2%
Kendall/MIT	0.00	1%
East Somerville	0.31	15%
Downtown	0.05	6%
Central Square	0.03	6%
Waterfront	0.82	29%
Spring Hill	0.01	2%
Chinatown	0.11	9%
Back Bay	0.23	13%
Fenway	0.44	19%
South End	0.56	23%
North Cambridge	0.18	11%
Chelsea	1.05	56%
Longwood	0.26	13%
North Allston	0.64	24%
East Medford	1.24	69%
North End	0.05	7%
Harvard Square	0.02	4%
Average	0.97	37%
Maximum	2.06	100%
Minimum	0.00	0%

	East Somerville	
Trips between	Number	Rank %
East Somerville	0.00	0%
Spring Hill	0.01	2%
Charlestown	0.03	3%
Winter Hill	0.00	1%
East Cambridge	0.31	15%
East Medford	0.10	9%
Downtown	0.14	10%
West Malden	0.08	7%
Central Square	0.33	17%
Waterfront	1.14	71%
Chinatown	0.14	11%
Back Bay	0.55	24%
East Boston	1.12	64%
West End	0.33	16%
Chelsea	0.95	42%
South End	0.59	27%
Kendall/MIT	0.74	31%
Fenway	0.55	23%
North End	0.10	10%
Melrose	0.75	33%
Average	0.94	41%
Maximum	2.20	100%
Minimum	0.00	0%

	East Lynn	
Trips between	Number	Rank %
East Lynn	0.00	0%
West Lynn	0.02	1%
East Revere	0.19	10%
Swampscott	0.04	2%
North Saugus	0.37	17%
West Revere	0.08	4%
South Salem	0.05	3%
South Saugus	0.24	12%
Nahant	0.24	13%
South Peabody	0.16	7%
North Salem	0.02	2%
Winthrop	1.22	31%
Marblehead	0.10	5%
West Beverly	0.19	9%
Melrose	1.34	39%
East Boston	0.70	20%
Waterfront	0.96	25%
North Peabody	1.04	26%
Wakefield	1.30	37%
Lynnfield	0.19	10%
Average	1.51	44%
Maximum	3.30	100%
Minimum	0.00	0%

	Downtown	
Trips between	Number	Rank %
Waterfront	0.06	10%
Chinatown	0.01	3%
West End	0.00	2%
Downtown	0.00	0%
South End	0.24	30%
East Somerville	0.14	21%
East Cambridge	0.05	6%
Back Bay	0.05	7%
Fenway	0.08	13%
North Braintree	0.50	51%
Brockton	0.22	29%
Chelsea	0.72	67%
East Boston	0.06	10%
Kendall/MIT	0.09	15%
West Malden	0.04	6%
Longwood	0.15	23%
North End	0.00	2%
North Dorchester	0.29	35%
East Medford	0.32	37%
East Revere	0.06	9%
Average	0.52	55%
Maximum	1.98	100%
Minimum	0.00	0%

	Chelsea	
Trips between	Number	Rank %
Chelsea	0.00	0%
East Boston	0.15	9%
East Everett	0.00	1%
Downtown	0.72	18%
Waterfront	1.58	46%
East Somerville	0.95	21%
West Revere	0.02	4%
West End	0.14	8%
East Cambridge	1.05	25%
Chinatown	1.28	34%
Back Bay	1.45	41%
Winthrop	0.71	17%
North End	0.10	5%
Charlestown	0.13	7%
South End	1.92	60%
North Saugus	1.38	37%
Kendall/MIT	2.31	84%
South Saugus	1.13	29%
Melrose	1.33	36%
West Lynn	0.73	19%
Average	1.56	45%
Maximum	3.42	100%
Minimum	0.00	0%

	South Weymouth	
Trips between	Number	Rank %
South Weymouth	0.05	0%
Abington	0.35	2%
Hingham	0.48	17%
North Weymouth	0.41	8%
South Quincy	0.43	10%
South Braintree	0.46	13%
Brockton	0.73	61%
Holbrook	0.52	21%
Randolph	0.80	75%
Waterfront	0.44	10%
North Quincy	0.46	13%
North Braintree	0.37	5%
Stoughton	0.58	31%
South Boston	0.41	7%
South Dorchester	0.61	37%
North Dorchester	0.58	30%
Avon	0.76	67%
North Milton	0.66	46%
East Somerville	0.60	33%
South End	0.63	42%
Average	0.67	48%
Maximum	1.57	100%
Minimum	0.05	0%

	Fenway	
Trips between	Number	Rank %
Fenway	0.01	1%
Longwood	0.01	2%
South End	0.06	5%
Back Bay	0.00	0%
Chinatown	0.04	3%
Waterfront	1.12	56%
Downtown	0.08	7%
BU	0.03	2%
North Roxbury	0.09	8%
Kendall/MIT	0.44	19%
East Somerville	0.55	23%
Central Square	0.07	6%
East Cambridge	0.44	18%
West End	0.55	22%
Charlestown	0.59	26%
North Cambridge	1.04	50%
Beacon Hill	0.19	11%
East Medford	0.70	33%
East Watertown	0.84	39%
Wellesley	0.82	38%
Average	1.03	49%
Maximum	2.60	100%
Minimum	0.00	0%

	South End	
Trips between	Number	Rank %
Fenway	0.06	2%
South End	0.00	0%
Waterfront	0.51	15%
Chinatown	0.00	1%
Longwood	0.33	9%
North Roxbury	0.03	2%
Downtown	0.24	6%
Back Bay	0.07	3%
East Somerville	0.59	22%
East Boston	1.72	83%
West End	0.66	28%
East Cambridge	0.56	21%
BU	0.52	17%
Charlestown	0.67	29%
North Braintree	1.46	64%
North End	0.51	16%
Westwood	0.54	18%
Chelsea	1.92	88%
Mission Hill	0.26	8%
Randolph	1.67	80%
Average	1.13	54%
Maximum	2.71	100%
Minimum	0.00	0%

	Stoughton	
Trips between	Number	Rank %
Stoughton	0.00	0%
Canton	0.08	1%
Randolph	1.32	41%
Brockton	0.61	6%
Avon	0.64	6%
Sharon	0.30	2%
Westwood	0.68	8%
South Quincy	1.38	48%
Waterfront	0.72	10%
Holbrook	1.33	42%
South Weymouth	0.58	5%
East Dedham	1.29	40%
Hyde Park	0.80	12%
South Waltham	1.35	45%
Abington	1.18	30%
Norwood	1.46	51%
Needham	1.45	50%
South Milton	0.92	13%
North Dorchester	1.13	25%
South Boston	1.11	21%
Average	1.47	52%
Maximum	3.32	100%
Minimum	0.00	0%

	South Quincy	
Trips between	Number	Rank %
South Quincy	0.02	0%
North Braintree	0.16	1%
North Weymouth	0.24	3%
North Quincy	0.22	2%
South Braintree	0.29	5%
Hingham	0.42	6%
South Weymouth	0.43	6%
Waterfront	0.93	24%
Randolph	0.60	13%
Westwood	1.27	34%
Abington	1.20	33%
Stoughton	1.38	39%
Mattapan	0.87	20%
Canton	1.02	27%
Holbrook	0.29	4%
Brockton	0.67	16%
Norwood	1.64	71%
East Somerville	1.39	40%
Hyde Park	1.16	31%
Hull	0.64	15%
Average	1.44	45%
Maximum	3.49	100%
Minimum	0.02	0%

	Westwood	
Trips between	Number	Rank %
Westwood	0.04	0%
East Dedham	0.20	6%
Hyde Park	0.36	10%
Needham	0.67	20%
West Dedham	0.20	5%
Canton	0.44	11%
South Newton	0.98	45%
West Roxbury	0.34	9%
South Quincy	1.27	65%
South Waltham	0.90	42%
Stoughton	0.68	21%
North Waltham	1.06	50%
South Milton	0.81	32%
Wellesley	0.78	28%
Back Bay	0.29	7%
Randolph	1.60	93%
Mattapan	0.73	24%
Waterfront	0.47	12%
Sharon	0.53	13%
Roslindale	0.18	4%
Average	1.03	50%
Maximum	2.38	100%
Minimum	0.04	0%

	Burlington	
Trips between	Number	Rank %
Burlington	0.06	1%
East Woburn	0.93	16%
West Woburn	0.06	2%
East Lexington	0.88	13%
Wilmington	1.07	20%
Winchester	0.24	3%
West Lexington	1.04	19%
Bedford	0.64	9%
Stoneham	1.57	43%
Billerica	0.15	2%
West Arlington	0.49	6%
Wakefield	2.17	80%
Waterfront	1.54	40%
East Somerville	1.34	34%
North Cambridge	0.29	4%
North Newton	1.29	33%
North Allston	1.93	64%
South Newton	1.70	55%
Norwood	1.89	62%
Charlestown	1.58	44%
Average	1.58	44%
Maximum	3.29	100%
Minimum	0.04	0%

	Longwood	
Trips between	Number	Rank %
Fenway	0.01	1%
Longwood	0.00	0%
Mission Hill	0.02	2%
South End	0.33	14%
South Brookline	0.04	3%
North Brookline	0.03	2%
North Roxbury	0.17	7%
Waterfront	1.45	71%
BU	0.11	6%
Downtown	0.15	6%
East Somerville	0.87	33%
East Cambridge	0.26	13%
Back Bay	0.06	4%
Charlestown	0.73	23%
Kendall/MIT	0.39	16%
East Boston	1.07	44%
West End	0.46	18%
South Boston	1.16	54%
North Cambridge	1.03	40%
Spring Hill	0.92	34%
Average	1.10	48%
Maximum	2.39	100%
Minimum	0.00	0%

	East Woburn	
Trips between	Number	Rank %
East Woburn	0.09	0%
Wilmington	0.84	14%
Stoneham	0.67	10%
Burlington	0.93	18%
Reading	1.17	26%
Wakefield	1.28	33%
Winchester	0.19	2%
West Woburn	0.21	3%
Billerica	1.30	35%
Melrose	1.20	28%
Bedford	2.37	98%
East Somerville	1.04	21%
Lynnfield	0.75	11%
East Lexington	2.33	97%
North Peabody	1.83	74%
West Arlington	1.50	50%
North Medford	0.44	7%
West Revere	1.37	39%
North Saugus	1.97	83%
Waterfront	1.29	34%
Average	1.43	49%
Maximum	2.52	100%
Minimum	0.09	0%

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

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3.6 Analysis of Trips and Costs by Transit Route

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

3.6.1 Scope of Analysis

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

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

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

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

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

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

3.6.2 Methodology

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

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

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

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

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

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

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

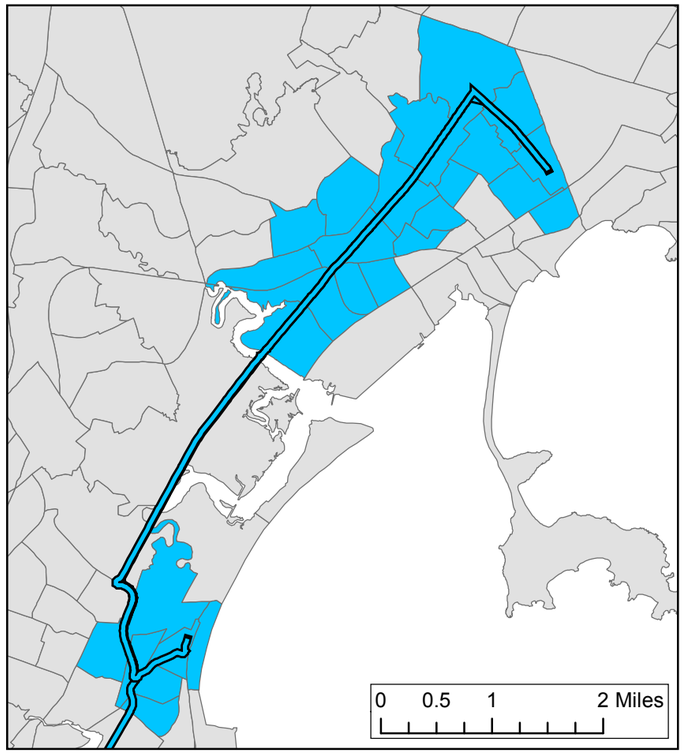
FIGURE 71
Example TAZ Service Areas

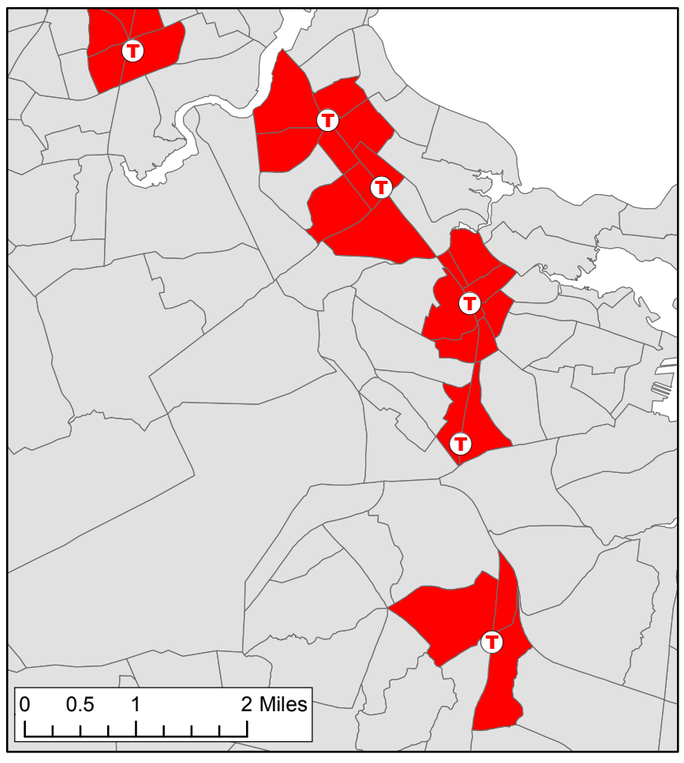
Legend

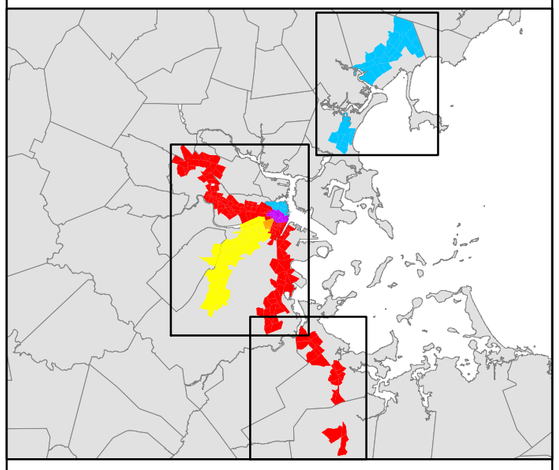
- Red Line Stations
- Route 39
- Route 424

Count

- None
- Red Line Only
- Route 39 Only
- Route 424 Only
- Red Line and Route 39
- Red Line and Route 424







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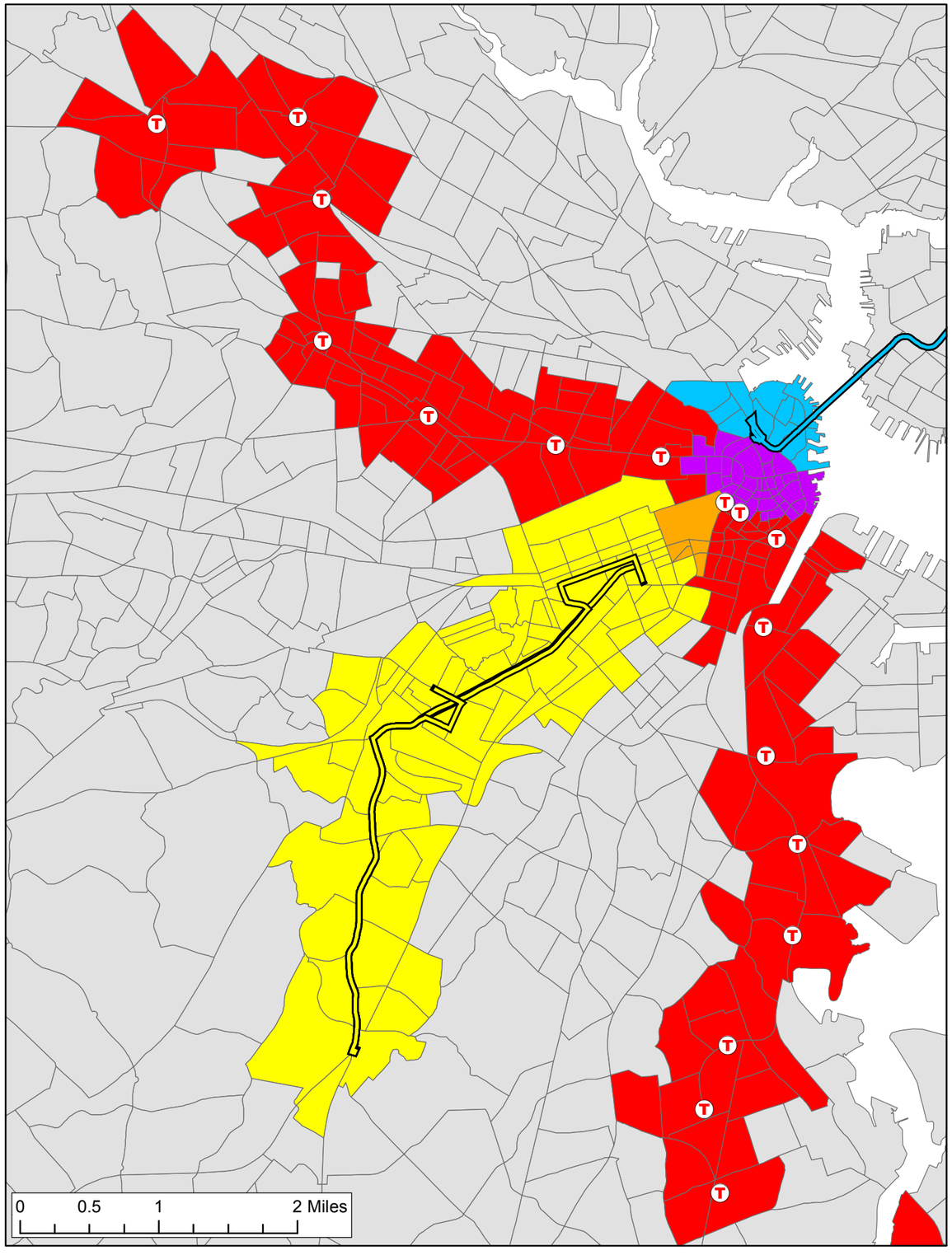

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For all trips with destinations served by the Red Line, the ten greatest origin neighborhoods in terms of existing trips are Downtown, Harvard Square, Central Square, Chinatown, South Dorchester, South Quincy, North Quincy, Kendall/MIT, North Cambridge,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

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

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

3.6.3 Data

Table 78 presents, for each transit route:

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

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

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

[23] A decrease is actually projected for trips from South Dorchester to destinations not in the Red Line service area.

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

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

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

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

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

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

3.6.4 Analysis

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

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

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

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

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

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

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

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

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

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

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

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

Route	Projected Percent Change 2030 Transit Trips	Orig. from Service Area	Dest. for Service Area
Red Line (Alewife Sta. - Ashmont Sta./Braintree Sta.)	31%	11%	7%
Blue Line (Wonderland Sta. - Bowdoin Sta.)	12%	10%	6%
Orange Line (Oak Grove Sta. - Forest Hills Sta.)	13%	12%	7%
Green B Branch (Boston College - Government Ctr. Sta.)	27%	8%	4%
Green C Branch (Cleveland Circle - North Sta.)	34%	8%	5%
Green D Branch (Riverside - Government Ctr. Sta.)	25%	8%	5%
Green E Branch (Heath St. - Lechmere Sta.)	44%	10%	6%
Mattapan Line (Mattapan Sta. - Ashmont Sta.)	25%	2%	7%
1 (Harvard Sq. - Dudley Sta. via Mass. Ave.)	19%	5%	2%
4 (North Sta. - World Trade Ctr.)	82%	24%	13%
5 (City Point - McCormack Housing)	99%	4%	6%
7 (City Point - Otis & Summer Sts.)	46%	24%	14%
8 (Harbor Point/UMass - Kenmore Sta.)	16%	8%	8%
9 (City Point - Copley Sq. via Broadway Sta.)	14%	13%	9%
10 (City Point - Copley Sq. via B.C.H.)	16%	7%	5%
11 (City Point - Downtown)	17%	23%	14%
14 (Roslindale Sq. - Heath St. Loop)	32%	7%	13%
15 (Kane Sq. - Ruggles Sta.)	20%	5%	8%
16 (Forest Hills Sta. - UMass)	17%	6%	11%
17 (Fields Corner Sta. - Andrew Sta.)	13%	2%	8%
18 (Ashmont Sta. - Andrew Sta.)	17%	1%	6%
19 (Fields Corner Sta. - Ruggles or Kenmore Sta.)	10%	6%	9%
21 (Ashmont Sta. - Forest Hills Sta.)	27%	4%	8%
22 (Ashmont Sta. - Ruggles Sta. via Talbot Ave.)	17%	8%	11%
23 (Ashmont Sta. - Ruggles Sta. via Washington St.)	15%	5%	8%
24 (Wakefield Ave. - Mattapan Sta.)	17%	2%	7%
26 (Ashmont Sta. - Norfolk & Morton Belt Line)	15%	2%	7%
27 (Mattapan Sta. - Ashmont Sta.)	21%	4%	8%
28 (Mattapan Sta. - Ruggles Sta.)	13%	8%	11%
29 (Mattapan Sta. - Jackson Sq. Sta.)	12%	6%	8%
30 (Mattapan Sta. - Roslindale Sq.)	8%	2%	6%
31 (Mattapan Sta. - Forest Hills Sta.)	16%	6%	10%
32 (Wolcott Sq./Cleary Sq. - Forest Hills Sta.)	13%	3%	9%
33 (River & Milton Sts. - Mattapan Sta.)	15%	2%	7%
34 (Dedham Line - Forest Hills Sta.)	14%	5%	7%
35 (Dedham Mall - Forest Hills Sta.)	31%	7%	9%
36 (VA Hosp. - Forest Hills Sta. via Chas. River Loop)	14%	4%	9%
37 (Baker & Vermont Sts. - Forest Hills Sta.)	13%	1%	6%
38 (Wren St. - Forest Hills Sta.)	10%	6%	10%
39 (Forest Hills Sta. - Back Bay Sta.)	17%	7%	6%
40 (Georgetowne - Forest Hills Sta.)	8%	1%	6%
41 (Centre & Eliot Sts. - JFK/UMass Sta.)	20%	6%	10%
42 (Forest Hills Sta. - Ruggles Sta.)	9%	7%	7%
43 (Ruggles Sta. - Park & Tremont Sts.)	46%	10%	4%
44 (Jackson Sq. Sta. - Ruggles Sta.)	11%	7%	8%
45 (Franklin Park - Ruggles Sta.)	11%	6%	8%
47 (Central Sq., Cambridge - Broadway Sta.)	20%	14%	11%
48 (Centre & Eliot Sts. - Jamaica Plain Loop)	31%	4%	7%
50 (Cleary Sq. - Forest Hills Sta. via Metropolitan)	7%	0%	5%
51 (Cleveland Circle - Forest Hills Sta.)	17%	3%	6%
52 (Dedham Mall - Watertown Yard)	22%	2%	5%
55 (Queensberry St. - Park & Tremont Sts.)	12%	9%	4%
57 (Watertown Yard - Kenmore Sta.)	15%	6%	7%
59 (Needham Junction - Watertown Sq.)	11%	4%	7%
60 (Chestnut Hill - Kenmore Sta.)	6%	8%	10%
62 (Bedford V.A. Hosp. - Alewife Sta.)	11%	9%	9%
64 (Oak Sq. - University Pk. Cambridge)	13%	6%	6%
65 (Brighton Center - Kenmore Sta.)	44%	6%	9%
66 (Harvard Sq. - Dudley Sta. via Brookline)	28%	6%	7%
67 (Turkey Hill - Alewife Sta.)	44%	9%	11%
68 (Harvard Sq. - Kendall/MIT Sta.)	94%	4%	0%
69 (Harvard Sq. - Lechmere Sta.)	15%	11%	6%
70/70A (Cedarwood/No. Waltham - Central Sq., Cambridge)	17%	6%	7%
71 (Watertown Sq. - Harvard Sta.)	19%	1%	-1%
72 (Aberdeen & Mt. Auburn - Harvard Sta.)	19%	1%	-2%
73 (Waverley Sq. - Harvard Sta.)	16%	1%	-1%
74 (Belmont Ctr. - Harvard Sta. via Concord Ave.)	8%	4%	1%
75 (Belmont Ctr. - Harvard Sta via Fresh Pond Pkwy.)	8%	3%	0%
76 (Hanscom Air Force Base - Alewife Sta.)	11%	10%	10%
77 (Arlington Heights - Harvard Sta.)	15%	1%	0%
78 (Arlmont Village - Harvard Sta.)	5%	5%	2%
79 (Arlington Heights - Alewife Sta.)	12%	8%	10%
80 (Arllington Center - Lechmere Sta.)	20%	9%	11%
83 (Rindge Ave. - Central Sq., Cambridge)	11%	3%	1%
84 (Arlmont Loop - Alewife Sta.)	24%	12%	13%
85 (Spring Hill - Kendall/MIT Sta.)	18%	7%	6%
86 (Sullivan Sta. - Cleveland Circle)	17%	6%	6%
87 (Clarendon Hill - Lechmere Sta. via Somerville Ave.)	14%	9%	9%
88 (Clarendon Hill - Lechmere Sta. via Highland Ave.)	11%	10%	12%
89 (Clarendon Hill - Sullivan Sta.)	11%	9%	18%
90 (Davis Sq. Sta. - Wellington Sta.)	18%	15%	21%
91 (Sullivan Sta. - Central Sq., Cambridge)	9%	10%	11%
92 (Assembly Sq. Mall - Downtown via Main St.)	10%	16%	11%
93 (Sullivan Sta. - Downtown via Bunker Hill)	25%	12%	7%
94 (Medford Sq. - Davis Sq. Sta.)	12%	1%	3%
95 (West Medford - Sullivan Sta.)	16%	11%	23%
96 (Medford Sq. - Harvard Sta.)	10%	1%	-1%

Route	Projected Percent Change 2030 Transit Trips	Trips from Service Area	Trips to Service Area
97 (Malden Sta. - Wellington Sta.)	30%	17%	23%
99 (Boston Reg. Med. Ctr. Stoneham - Wellington Sta.)	17%	18%	24%
100 (Elm St. - Wellington Sta.)	31%	8%	9%
101 (Malden Sta. - Sullivan Sta. via Medford Sq.)	18%	10%	17%
104 (Malden Sta. - Sullivan Sta. via Ferry St.)	10%	16%	22%
105 (Malden Sta. - Sullivan Sta. via Main St.)	9%	15%	22%
106 (Franklin Sq./Lebanon St. Loop - Wellington Sta.)	17%	7%	7%
108 (Linden Sq. - Wellington Sta.)	17%	11%	9%
109 (Linden Sq. - Sullivan Sta.)	10%	17%	27%
110 (Wonderland Sta. - Wellington Sta.)	20%	7%	10%
111 (Woodlawn/Broadway & Park - Haymarket Sta.)	14%	10%	7%
112 (Wellington Sta. - Wood Island Sta.)	9%	9%	9%
114 (Bellingham Sq. - Maverick Sta.)	8%	13%	17%
116 (Wonderland Sta. - Maverick Sta. via Revere)	18%	12%	17%
117 (Wonderland Sta. - Maverick Sta. via Beach)	18%	10%	7%
119 (Northgate Shopping Ctr. - Beachmont Sta.)	17%	6%	16%
120 (Orient Heights Sta. - Maverick Sta.)	12%	11%	9%
121 (Wood Island Sta. - Maverick Sta.)	29%	13%	13%
131 (Melrose Highlands - Malden Sta.)	18%	6%	7%
132 (Redstone Shopping Ctr. - Malden Sta.)	16%	11%	10%
134 (North Woburn - Wellington Sta.)	13%	7%	10%
136/137 (Reading Depot - Malden Sta. via Lakeside/North Ave.)	11%	8%	8%
170 (Oak Park - Dudley Sta.)	59%	8%	5%
171 (Logan Airport - Dudley Sta.)	59%	26%	23%
201 (Fields Corner Sta. - Fields Corner Sta. via Neponset Ave.)	-13%	1%	5%
202 (Fields Corner Sta. - Fields Corner Sta. via Adams St.)	22%	1%	5%
210 (Quincy Ctr. Sta. - No. Quincy Sta./Fields Corner Sta.)	13%	5%	9%
211 (Quincy Ctr. Sta. - Squantum)	14%	5%	10%
212 (Quincy Ctr. Sta. - No. Quincy Sta.)	23%	7%	11%
214 (Quincy Ctr. Sta. - Germantown)	10%	9%	13%
215 (Quincy Ctr. Sta. - Ashmont Sta.)	10%	3%	8%
216 (Quincy Ctr. Sta. - Houghs Neck)	5%	7%	13%
217 (Wollaston Sta. - Ashmont Sta. via Wollaston Beach)	35%	5%	9%
220 (Quincy Ctr. Sta. - Hingham)	-39%	10%	12%
221 (Quincy Ctr. Sta. - Fort Point)	15%	11%	15%
222 (Quincy Ctr. Sta - East Weymouth)	-42%	10%	14%
225 (Quincy Ctr. Sta. - Weymouth Landing)	11%	8%	11%
230 (Quincy Ctr. Sta. - Montello Sta.)	7%	9%	11%
236 (Quincy Ctr. Sta. - South Shore Plaza)	3%	10%	10%
238 (Quincy Ctr. Sta. - Holbrook/Randolph Comm. Rail Sta.)	11%	9%	10%
240 (Avon Line - Ashmont Sta.)	2%	7%	10%
245 (Quincy Ctr. Sta. - Mattapan Sta.)	13%	6%	11%
325 (Elm St. - Haymarket Sta.)	12%	6%	2%
326 (West Medford - Haymarket Sta.)	11%	6%	2%
350 (North Burlington - Alewife Sta.)	14%	12%	11%
351 (Oak Park - Alewife Sta.)	12%	20%	16%
352 (Burlington - State Street)	25%	10%	5%
354 (Woburn Line - State Street)	9%	10%	6%
355 (Mishawum Sta. - State Street)	71%	10%	6%
411 (Malden Sta. - Revere/Jack Satter House)	5%	9%	13%
424 (Eastern & Essex - Haymarket Sta./Wonderland Sta.)	14%	7%	5%
426 (Central Sq., Lynn – Haymarket Sta./Wonderland Sta.)	12%	8%	6%
428 (Oaklandvale - Haymarket Sta. via Granada Highlands)	-70%	9%	5%
429 (Northgate Shopping Ctr. - Central Sq., Lynn)	10%	9%	10%
430 (Appleton St., Saugus - Malden Sta.)	14%	8%	8%
431 (Neptune Towers - Central Sq., Lynn)	24%	17%	16%
434 (Peabody - Haymarket Sta.)	39%	6%	5%
435 (Liberty Tree Mall - Central Sq., Lynn)	16%	6%	7%
436 (Danvers Sq. - Central Sq., Lynn)	13%	6%	7%
439 (Bass Point, Nahant - Central Sq., Lynn)	-81%	8%	8%
441 (Marblehead - Haymarket Sta./Wonderland Sta.)	13%	9%	6%
442 (Marblehead - Haymarket Sta./Wonderland Sta.)	14%	9%	6%
448 (Marblehead - Downtown Crossing)	8%	20%	13%
449 (Marblehead - Downtown Crossing)	9%	21%	14%
450 (Salem Depot - Haymarket Sta./Wonderland Sta.)	17%	7%	5%
451 (No. Beverly - Salem Depot)	-64%	6%	8%
455 (Salem Depot - Haymarket Sta./Wonderland Sta.)	11%	8%	6%
456 (Salem Depot - Central Sq., Lynn)	45%	6%	6%
459 (Salem Depot - Downtown Crossing)	23%	17%	12%
465 (Liberty Tree Mall - Salem Depot)	18%	5%	7%
468 (Danvers Sq. - Salem Depot)	59%	5%	7%
500 (Riverside Sta. - Federal & Franklin Sts.)	29%	18%	7%
501 (Brighton Ctr. - Federal & Franklin Sts.)	9%	13%	7%
502 (Watertown Yard - Copley Sq.)	12%	5%	4%
503 (Brighton Center - Copley Sq.)	27%	4%	4%
504 (Watertown Yard - Federal & Franklin Sts.)	9%	17%	7%
505 (Waltham Ctr. - Federal & Franklin Sts.)	9%	16%	7%
553 (Roberts - Federal & Franklin Sts.)	7%	13%	7%
554 (Waverley Sq. - Federal & Franklin Sts.)	20%	13%	7%
555 (Riverside Sta. - Federal & Franklin Sts. via Newton)	29%	10%	5%
556 (Waltham Highlands - Federal & Franklin Sts.)	8%	14%	7%
558 (Riverside - Federal & Franklin Sts.)	10%	14%	7%
701 CT1 (Central Sq., Cambridge - So. End Med. Area)	28%	7%	3%
708 CT3 (Beth Israel Deaconess - Andrew Sta.)	34%	9%	10%
741, 742, 746 Silver Line Waterfront	59%	31%	16%
747 CT2 (Sullivan Sta. - Ruggles Sta.)	24%	10%	8%
749 Silver Line Washington St. (Dudley Sta. - Downtown)	16%	14%	8%

TABLE 79
Percentages of Origins and Destinations Served by Each Transit Route
Existing Trips and Projected Change in Trips
Percentage of trips with an origin served by the route that also have a destination served by the route (Orig.-Dest.)
Percentage of trips with a destination served by the route that also have an origin served by the route (Dest.-Orig.)

	Existing Trips		Projected Change in Trips***	
Route	**Orig.-Dest.***	**Dest.-Orig.****	**Orig.-Dest.***	**Dest.-Orig.****
Red Line (Alewife Sta. - Ashmont Sta./Braintree Sta.)	56%	41%	52%	61%
Blue Line (Wonderland Sta. - Bowdoin Sta.)	51%	36%	42%	49%
Orange Line (Oak Grove Sta. - Forest Hills Sta.)	59%	42%	62%	72%
Green B Branch (Boston College - Government Ctr. Sta.)	61%	43%	48%	63%
Green C Branch (Cleveland Circle - North Sta.)	61%	42%	57%	62%
Green D Branch (Riverside - Government Ctr. Sta.)	60%	41%	57%	57%
Green E Branch (Heath St. - Lechmere Sta.)	67%	45%	61%	72%
Mattapan Line (Mattapan Sta. - Ashmont Sta.)	21%	32%	23%	12%
1 (Harvard Sq. - Dudley Sta. via Mass. Ave.)	49%	37%	59%	100%
4 (North Sta. - World Trade Ctr.)	64%	37%	59%	62%
5 (City Point - McCormack Housing)	31%	31%	16%	11%
7 (City Point - Otis & Summer Sts.)	58%	35%	56%	60%
8 (Harbor Point/UMass - Kenmore Sta.)	52%	41%	89%	67%
9 (City Point - Copley Sq. via Broadway Sta.)	59%	47%	66%	71%
10 (City Point - Copley Sq. via B.C.H.)	46%	38%	36%	40%
11 (City Point - Downtown)	56%	37%	59%	63%
14 (Roslindale Sq. - Heath St. Loop)	24%	32%	53%	38%
15 (Kane Sq. - Ruggles Sta.)	27%	35%	54%	46%
16 (Forest Hills Sta. - UMass)	27%	32%	54%	32%
17 (Fields Corner Sta. - Andrew Sta.)	22%	30%	100%	44%
18 (Ashmont Sta. - Andrew Sta.)	22%	29%	100%	48%
19 (Fields Corner Sta. - Ruggles or Kenmore Sta.)	42%	45%	81%	62%
21 (Ashmont Sta. - Forest Hills Sta.)	18%	28%	38%	33%
22 (Ashmont Sta. - Ruggles Sta. via Talbot Ave.)	41%	44%	65%	52%
23 (Ashmont Sta. - Ruggles Sta. via Washington St.)	28%	37%	46%	38%
24 (Wakefield Ave. - Mattapan Sta.)	20%	30%	12%	6%
26 (Ashmont Sta. - Norfolk & Morton Belt Line)	20%	34%	100%	42%
27 (Mattapan Sta. - Ashmont Sta.)	16%	24%	17%	12%
28 (Mattapan Sta. - Ruggles Sta.)	39%	42%	63%	48%
29 (Mattapan Sta. - Jackson Sq. Sta.)	27%	36%	39%	41%
30 (Mattapan Sta. - Roslindale Sq.)	20%	30%	0%	0%
31 (Mattapan Sta. - Forest Hills Sta.)	16%	27%	21%	23%
32 (Wolcott Sq./Cleary Sq. - Forest Hills Sta.)	22%	30%	55%	24%
33 (River & Milton Sts. - Mattapan Sta.)	23%	33%	16%	7%
34 (Dedham Line - Forest Hills Sta.)	27%	30%	49%	37%
35 (Dedham Mall - Forest Hills Sta.)	37%	36%	59%	43%
36 (VA Hosp. - Forest Hills Sta. via Chas. River Loop)	26%	31%	49%	26%
37 (Baker & Vermont Sts. - Forest Hills Sta.)	22%	29%	0%	0%
38 (Wren St. - Forest Hills Sta.)	36%	38%	65%	45%
39 (Forest Hills Sta. - Back Bay Sta.)	53%	42%	67%	66%
40 (Georgetowne - Forest Hills Sta.)	22%	31%	0%	0%
41 (Centre & Eliot Sts. - JFK/UMass Sta.)	24%	29%	63%	42%
42 (Forest Hills Sta. - Ruggles Sta.)	26%	30%	53%	57%
43 (Ruggles Sta. - Park & Tremont Sts.)	59%	38%	44%	77%
44 (Jackson Sq. Sta. - Ruggles Sta.)	28%	33%	56%	62%
45 (Franklin Park - Ruggles Sta.)	27%	35%	43%	39%
47 (Central Sq., Cambridge - Broadway Sta.)	44%	38%	60%	68%
48 (Centre & Eliot Sts. - Jamaica Plain Loop)	20%	24%	95%	60%
50 (Cleary Sq. - Forest Hills Sta. via Metropolitan)	20%	29%	0%	0%
51 (Cleveland Circle - Forest Hills Sta.)	27%	31%	56%	29%
52 (Dedham Mall - Watertown Yard)	29%	28%	58%	20%
55 (Queensberry St. - Park & Tremont Sts.)	65%	42%	57%	76%
57 (Watertown Yard - Kenmore Sta.)	47%	45%	64%	55%
59 (Needham Junction - Watertown Sq.)	32%	28%	57%	26%
60 (Chestnut Hill - Kenmore Sta.)	40%	33%	88%	61%
62 (Bedford V.A. Hosp. - Alewife Sta.)	27%	25%	42%	37%
64 (Oak Sq. - University Pk. Cambridge)	40%	34%	69%	64%
65 (Brighton Center - Kenmore Sta.)	41%	39%	96%	64%
66 (Harvard Sq. - Dudley Sta. via Brookline)	46%	41%	82%	62%
67 (Turkey Hill - Alewife Sta.)	26%	26%	39%	32%
68 (Harvard Sq. - Kendall/MIT Sta.)	54%	38%	82%	100%
69 (Harvard Sq. - Lechmere Sta.)	46%	35%	66%	90%
70/70A (Cedarwood/No. Waltham - Central Sq., Cambridge)	39%	35%	54%	46%
71 (Watertown Sq. - Harvard Sta.)	43%	34%	32%	0%
72 (Aberdeen & Mt. Auburn - Harvard Sta.)	44%	35%	58%	0%
73 (Waverley Sq. - Harvard Sta.)	42%	35%	0%	8%
74 (Belmont Ctr. - Harvard Sta. via Concord Ave.)	42%	35%	44%	100%
75 (Belmont Ctr. - Harvard Sta via Fresh Pond Pkwy.)	42%	35%	48%	100%
76 (Hanscom Air Force Base - Alewife Sta.)	22%	22%	37%	36%
77 (Arlington Heights - Harvard Sta.)	46%	41%	100%	100%
78 (Arlmont Village - Harvard Sta.)	40%	34%	47%	98%
79 (Arlington Heights - Alewife Sta.)	30%	31%	64%	47%
80 (Arllington Center - Lechmere Sta.)	32%	34%	67%	56%
83 (Rindge Ave. - Central Sq., Cambridge)	51%	44%	98%	100%
84 (Arlmont Loop - Alewife Sta.)	18%	19%	41%	37%
85 (Spring Hill - Kendall/MIT Sta.)	37%	30%	63%	62%
86 (Sullivan Sta. - Cleveland Circle)	41%	34%	73%	59%
87 (Clarendon Hill - Lechmere Sta. via Somerville Ave.)	35%	34%	74%	68%
88 (Clarendon Hill - Lechmere Sta. via Highland Ave.)	31%	32%	76%	66%
89 (Clarendon Hill - Sullivan Sta.)	29%	34%	88%	52%
90 (Davis Sq. Sta. - Wellington Sta.)	27%	28%	77%	54%
91 (Sullivan Sta. - Central Sq., Cambridge)	28%	27%	64%	57%
92 (Assembly Sq. Mall - Downtown via Main St.)	57%	36%	50%	47%
93 (Sullivan Sta. - Downtown via Bunker Hill)	60%	37%	41%	48%
94 (Medford Sq. - Davis Sq. Sta.)	27%	32%	100%	100%
95 (West Medford - Sullivan Sta.)	24%	28%	67%	39%
96 (Medford Sq. - Harvard Sta.)	44%	40%	85%	0%

	Existing Trips		Projected Change in Trips***	
Route	**Orig.-Dest.***	**Dest.-Orig.****	**Orig.-Dest.***	**Dest.-Orig.****
97 (Malden Sta. - Wellington Sta.)	27%	29%	51%	43%
99 (Boston Reg. Med. Ctr. Stoneham - Wellington Sta.)	25%	28%	47%	41%
100 (Elm St. - Wellington Sta.)	19%	21%	38%	39%
101 (Malden Sta. - Sullivan Sta. via Medford Sq.)	30%	36%	69%	46%
104 (Malden Sta. - Sullivan Sta. via Ferry St.)	28%	31%	62%	48%
105 (Malden Sta. - Sullivan Sta. via Main St.)	28%	31%	61%	47%
106 (Franklin Sq./Lebanon St. Loop - Wellington Sta.)	30%	31%	52%	58%
108 (Linden Sq. - Wellington Sta.)	28%	30%	49%	64%
109 (Linden Sq. - Sullivan Sta.)	21%	23%	49%	34%
110 (Wonderland Sta. - Wellington Sta.)	26%	32%	60%	49%
111 (Woodlawn/Broadway & Park - Haymarket Sta.)	42%	35%	38%	44%
112 (Wellington Sta. - Wood Island Sta.)	29%	36%	72%	92%
114 (Bellingham Sq. - Maverick Sta.)	34%	46%	68%	69%
116 (Wonderland Sta. - Maverick Sta. via Revere)	34%	48%	67%	68%
117 (Wonderland Sta. - Maverick Sta. via Beach)	47%	38%	52%	66%
119 (Northgate Shopping Ctr. - Beachmont Sta.)	23%	34%	60%	30%
120 (Orient Heights Sta. - Maverick Sta.)	32%	45%	36%	60%
121 (Wood Island Sta. - Maverick Sta.)	34%	49%	48%	71%
131 (Melrose Highlands - Malden Sta.)	28%	32%	61%	65%
132 (Redstone Shopping Ctr. - Malden Sta.)	25%	26%	39%	42%
134 (North Woburn - Wellington Sta.)	23%	24%	42%	30%
136/137 (Reading Depot - Malden Sta. via Lakeside/North Ave.)	30%	31%	50%	52%
170 (Oak Park - Dudley Sta.)	48%	36%	39%	46%
171 (Logan Airport - Dudley Sta.)	30%	26%	46%	43%
201 (Fields Corner Sta. - Fields Corner Sta. via Neponset Ave.)	29%	33%	100%	34%
202 (Fields Corner Sta. - Fields Corner Sta. via Adams St.)	29%	33%	100%	34%
210 (Quincy Ctr. Sta. - No. Quincy Sta./Fields Corner Sta.)	36%	35%	79%	41%
211 (Quincy Ctr. Sta. - Squantum)	41%	38%	79%	39%
212 (Quincy Ctr. Sta. - No. Quincy Sta.)	40%	35%	82%	45%
214 (Quincy Ctr. Sta. - Germantown)	40%	32%	89%	48%
215 (Quincy Ctr. Sta. - Ashmont Sta.)	33%	36%	97%	41%
216 (Quincy Ctr. Sta. - Houghs Neck)	39%	34%	86%	44%
217 (Wollaston Sta. - Ashmont Sta. via Wollaston Beach)	36%	37%	67%	34%
220 (Quincy Ctr. Sta. - Hingham)	43%	35%	80%	55%
221 (Quincy Ctr. Sta. - Fort Point)	37%	33%	75%	48%
222 (Quincy Ctr. Sta - East Weymouth)	36%	35%	75%	52%
225 (Quincy Ctr. Sta. - Weymouth Landing)	38%	35%	71%	47%
230 (Quincy Ctr. Sta. - Montello Sta.)	33%	30%	66%	47%
236 (Quincy Ctr. Sta. - South Shore Plaza)	42%	27%	72%	46%
238 (Quincy Ctr. Sta. - Holbrook/Randolph Comm. Rail Sta.)	37%	28%	67%	47%
240 (Avon Line - Ashmont Sta.)	31%	28%	64%	43%
245 (Quincy Ctr. Sta. - Mattapan Sta.)	32%	34%	56%	32%
325 (Elm St. - Haymarket Sta.)	49%	31%	0%	0%
326 (West Medford - Haymarket Sta.)	51%	30%	0%	0%
350 (North Burlington - Alewife Sta.)	33%	23%	44%	35%
351 (Oak Park - Alewife Sta.)	36%	20%	44%	31%
352 (Burlington - State Street)	56%	32%	29%	32%
354 (Woburn Line - State Street)	51%	31%	34%	32%
355 (Mishawum Sta. - State Street)	57%	31%	34%	34%
411 (Malden Sta. - Revere/Jack Satter House)	27%	35%	58%	52%
424 (Eastern & Essex - Haymarket Sta./Wonderland Sta.)	46%	34%	21%	23%
426 (Central Sq., Lynn – Haymarket Sta./Wonderland Sta.)	47%	40%	44%	49%
428 (Oaklandvale - Haymarket Sta. via Granada Highlands)	42%	28%	24%	29%
429 (Northgate Shopping Ctr. - Central Sq., Lynn)	40%	41%	47%	46%
430 (Appleton St., Saugus - Malden Sta.)	29%	30%	57%	59%
431 (Neptune Towers - Central Sq., Lynn)	46%	50%	62%	72%
434 (Peabody - Haymarket Sta.)	43%	32%	19%	19%
435 (Liberty Tree Mall - Central Sq., Lynn)	45%	42%	72%	59%
436 (Danvers Sq. - Central Sq., Lynn)	47%	42%	65%	50%
439 (Bass Point, Nahant - Central Sq., Lynn)	44%	47%	79%	88%
441 (Marblehead - Haymarket Sta./Wonderland Sta.)	49%	39%	53%	59%
442 (Marblehead - Haymarket Sta./Wonderland Sta.)	48%	38%	51%	57%
448 (Marblehead - Downtown Crossing)	53%	35%	61%	64%
449 (Marblehead - Downtown Crossing)	53%	36%	60%	61%
450 (Salem Depot - Haymarket Sta./Wonderland Sta.)	46%	36%	30%	32%
451 (No. Beverly - Salem Depot)	45%	39%	82%	56%
455 (Salem Depot - Haymarket Sta./Wonderland Sta.)	48%	41%	46%	52%
456 (Salem Depot - Central Sq., Lynn)	48%	55%	62%	68%
459 (Salem Depot - Downtown Crossing)	54%	39%	60%	63%
465 (Liberty Tree Mall - Salem Depot)	48%	37%	90%	55%
468 (Danvers Sq. - Salem Depot)	35%	34%	95%	66%
500 (Riverside Sta. - Federal & Franklin Sts.)	56%	32%	36%	51%
501 (Brighton Ctr. - Federal & Franklin Sts.)	48%	33%	42%	51%
502 (Watertown Yard - Copley Sq.)	47%	31%	37%	34%
503 (Brighton Center - Copley Sq.)	41%	33%	53%	41%
504 (Watertown Yard - Federal & Franklin Sts.)	56%	32%	37%	50%
505 (Waltham Ctr. - Federal & Franklin Sts.)	53%	33%	36%	49%
553 (Roberts - Federal & Franklin Sts.)	53%	34%	35%	46%
554 (Waverley Sq. - Federal & Franklin Sts.)	49%	33%	35%	44%
555 (Riverside Sta. - Federal & Franklin Sts. via Newton)	60%	37%	42%	51%
556 (Waltham Highlands - Federal & Franklin Sts.)	51%	33%	37%	47%
558 (Riverside - Federal & Franklin Sts.)	50%	32%	36%	45%
701 CT1 (Central Sq., Cambridge - So. End Med. Area)	43%	34%	43%	70%
708 CT3 (Beth Israel Deaconess - Andrew Sta.)	45%	38%	75%	61%
741, 742, 746 Silver Line Waterfront	54%	28%	55%	58%
747 CT2 (Sullivan Sta. - Ruggles Sta.)	47%	39%	62%	64%
749 Silver Line Washington St. (Dudley Sta. - Downtown)	55%	35%	50%	59%

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

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

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

TABLE 80

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

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	168,389	48%	0.09	183,404	52%	1.09
Harvard Square	103,484	49%	0.12	107,417	51%	1.02
Chinatown	73,293	43%	0.12	97,794	57%	0.99
Central Square	62,896	42%	0.13	85,779	58%	1.07
Kendall/MIT	49,440	41%	0.14	70,680	59%	1.12
South Quincy	41,149	22%	0.29	145,525	78%	1.10
Back Bay	41,149	17%	0.31	197,404	83%	0.67
South Dorchester	37,166	28%	0.18	96,195	72%	1.03
North Quincy	34,224	31%	0.21	77,873	69%	1.16
North Cambridge	34,185	36%	0.18	60,425	64%	1.21

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	140,263	40%	0.04	211,530	60%	0.99
East Boston	40,155	46%	0.05	47,880	54%	1.30
Chinatown	37,043	22%	0.12	134,044	78%	0.75
West End	30,062	37%	0.06	50,394	63%	1.05
Back Bay	18,707	8%	0.27	219,846	92%	0.64
North End	17,981	39%	0.06	27,798	61%	1.07
East Revere	17,947	24%	0.13	56,251	76%	1.12
Beacon Hill	11,308	37%	0.06	19,538	63%	0.94
Chelsea	10,261	10%	0.42	91,102	90%	0.82
Kendall/MIT	9,484	8%	0.43	110,636	92%	0.74

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	175,968	50%	0.07	175,825	50%	1.15
Back Bay	116,054	49%	0.11	122,499	51%	1.09
Chinatown	87,486	51%	0.10	83,600	49%	1.15
Fenway	62,009	37%	0.13	104,376	63%	0.94
South End	50,011	36%	0.14	87,126	64%	0.97
Longwood	37,880	25%	0.21	111,298	75%	0.67
West End	31,857	40%	0.12	48,599	60%	1.05
North End	23,313	51%	0.09	22,466	49%	1.27
East Cambridge	17,099	22%	0.21	61,914	78%	0.87
Jamaica Plain	15,801	28%	0.20	41,066	72%	1.24

Transit Route: Green B Branch (Boston College – Government Center Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	161,381	46%	0.08	190,412	54%	1.07
Back Bay	119,028	50%	0.10	119,525	50%	1.12
Chinatown	79,298	46%	0.10	91,788	54%	1.06
Fenway	55,313	33%	0.15	111,072	67%	0.88
South Brighton	38,601	49%	0.17	40,727	51%	1.33
North Brookline	37,001	36%	0.21	66,269	64%	1.07
South Allston	36,348	58%	0.17	25,955	42%	1.33
BU	33,048	57%	0.16	24,964	43%	1.18
South End	32,671	24%	0.18	104,466	76%	0.82
Longwood	27,987	19%	0.28	121,191	81%	0.61

Transit Route: Green C Branch (Cleveland Circle – North Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	166,729	47%	0.07	185,064	53%	1.10
Back Bay	119,890	50%	0.10	118,662	50%	1.12
Chinatown	80,239	47%	0.10	90,848	53%	1.07
Fenway	55,970	34%	0.15	110,415	66%	0.89
North Brookline	41,271	40%	0.15	62,000	60%	1.16
Longwood	37,482	25%	0.17	111,696	75%	0.68
South End	32,672	24%	0.18	104,465	76%	0.82
West End	29,727	37%	0.11	50,729	63%	1.01
BU	28,856	50%	0.15	29,155	50%	1.03
South Brighton	23,629	30%	0.19	55,699	70%	1.02

Transit Route: Green D Branch (Riverside – Government Center Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	160,357	46%	0.07	191,436	54%	1.06
Back Bay	118,900	50%	0.10	119,653	50%	1.12
Chinatown	78,652	46%	0.10	92,435	54%	1.06
Longwood	70,262	47%	0.11	78,915	53%	0.95
Fenway	60,376	36%	0.15	106,009	64%	0.92
South Newton	37,300	18%	0.30	173,518	82%	1.41
North Brookline	33,204	32%	0.20	70,066	68%	1.03
South End	32,928	24%	0.18	104,209	76%	0.82
BU	27,566	48%	0.16	30,445	52%	0.99
West End	24,719	31%	0.14	55,737	69%	0.92

Transit Route: Green E Branch (Heath St. – Lechmere Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	170,463	48%	0.07	181,330	52%	1.12
Back Bay	126,028	53%	0.10	112,524	47%	1.18
Chinatown	83,035	49%	0.10	88,052	51%	1.10
Longwood	80,479	54%	0.09	68,699	46%	1.09
Fenway	71,660	43%	0.12	94,724	57%	1.03
South End	44,534	32%	0.14	92,603	68%	0.92
West End	38,406	48%	0.09	42,050	52%	1.22
East Cambridge	26,582	34%	0.13	52,430	66%	1.02
North End	23,202	51%	0.09	22,577	49%	1.27
Kendall/MIT	18,015	15%	0.25	102,105	85%	0.80

Transit Route: Mattapan Line (Mattapan Sta. – Ashmont Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	29,483	22%	0.14	103,879	78%	0.98
Mattapan	16,406	30%	0.17	38,507	70%	1.08
North Milton	10,573	26%	0.31	30,215	74%	1.38
Hyde Park	9,948	13%	0.39	69,475	87%	1.06
South Quincy	8,697	5%	0.74	177,976	95%	0.93
North Quincy	7,093	6%	0.58	105,004	94%	0.89
North Dorchester	5,458	5%	0.46	102,433	95%	0.87
South Roxbury	5,344	8%	0.37	60,691	92%	0.76
Downtown	5,103	1%	0.59	346,690	99%	0.61
South Newton	5,025	2%	1.06	205,793	98%	1.21

Transit Route: Route 1 (Harvard Sq. – Dudley Sta. via Mass. Ave.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	90,132	43%	0.08	120,769	57%	0.96
Back Bay	70,670	30%	0.10	167,883	70%	0.82
Central Square	57,990	39%	0.09	90,685	61%	1.05
Fenway	57,091	34%	0.09	109,294	66%	0.92
South End	48,795	36%	0.09	88,342	64%	0.98
Kendall/MIT	43,430	36%	0.09	76,690	64%	1.07
Longwood	24,477	16%	0.26	124,701	84%	0.61
Downtown	21,882	6%	0.35	329,911	94%	0.63
Chinatown	16,974	10%	0.26	154,113	90%	0.66
BU	13,809	24%	0.18	44,202	76%	0.73

Transit Route: Route 4 (North Sta. – World Trade Ctr.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	156,558	45%	0.03	195,235	55%	1.08
Chinatown	54,846	32%	0.07	116,241	68%	0.87
West End	31,007	39%	0.05	49,449	61%	1.08
Back Bay	21,174	9%	0.23	217,379	91%	0.65
Waterfront	20,840	29%	0.11	51,751	71%	1.35
North End	19,953	44%	0.04	25,826	56%	1.16
Beacon Hill	11,664	38%	0.05	19,182	62%	0.97
South End	9,369	7%	0.28	127,768	93%	0.69
East Cambridge	7,818	10%	0.22	71,195	90%	0.78
Kendall/MIT	7,071	6%	0.33	113,049	94%	0.74

Neighborhood lies outside route's service area

Transit Route: Route 5 (City Point – McCormack Housing)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Boston	32,270	50%	0.05	32,369	50%	1.38
North Dorchester	19,331	18%	0.10	88,560	82%	1.02
Downtown	7,547	2%	0.39	344,246	98%	0.62
Waterfront	7,245	10%	0.19	65,347	90%	1.08
South End	6,139	4%	0.36	130,998	96%	0.68
Chinatown	5,504	3%	0.38	165,583	97%	0.62
South Dorchester	4,345	3%	0.41	129,017	97%	0.80
Back Bay	4,215	2%	0.46	234,337	98%	0.61
Fenway	3,122	2%	0.53	163,263	98%	0.64
Kendall/MIT	2,639	2%	0.49	117,481	98%	0.72

Transit Route: Route 7 (City Point – Otis & Summer Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	141,391	40%	0.03	210,402	60%	1.00
Chinatown	60,215	35%	0.05	110,872	65%	0.92
Back Bay	22,939	10%	0.21	215,614	90%	0.65
Waterfront	22,102	30%	0.11	50,490	70%	1.38
South Boston	20,919	32%	0.08	43,720	68%	1.02
West End	13,761	17%	0.13	66,695	83%	0.79
South End	11,918	9%	0.25	125,219	91%	0.70
North End	9,752	21%	0.09	36,027	79%	0.83
Beacon Hill	8,129	26%	0.08	22,717	74%	0.81
Kendall/MIT	5,425	5%	0.36	114,695	95%	0.73

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 8 – 22

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	84,906	57%	0.06	64,272	43%	1.20
Fenway	77,176	46%	0.05	89,209	54%	1.14
South End	58,946	43%	0.04	78,191	57%	1.14
Back Bay	50,733	21%	0.07	187,820	79%	0.76
North Dorchester	36,941	34%	0.05	70,949	66%	1.27
Downtown	22,703	6%	0.13	329,090	94%	0.65
BU	22,644	39%	0.11	35,367	61%	0.91
Chinatown	21,134	12%	0.08	149,953	88%	0.69
North Brookline	18,631	18%	0.15	84,640	82%	0.89
North Roxbury	17,338	28%	0.07	44,232	72%	1.05

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Back Bay	129,108	54%	0.10	109,444	46%	1.22
Fenway	89,195	54%	0.11	77,190	46%	1.25
Longwood	88,689	59%	0.11	60,489	41%	1.20
South End	76,983	56%	0.11	60,154	44%	1.38
Chinatown	68,697	40%	0.13	102,390	60%	0.94
Downtown	59,307	17%	0.22	292,486	83%	0.69
South Boston	37,444	58%	0.10	27,195	42%	1.56
BU	25,441	44%	0.17	32,571	56%	0.93
North Dorchester	21,219	20%	0.27	86,672	80%	0.99
North Brookline	20,967	20%	0.28	82,304	80%	0.88

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Back Bay	99,778	42%	0.08	138,775	58%	0.99
South End	65,732	48%	0.08	71,405	52%	1.20
Chinatown	39,384	23%	0.18	131,703	77%	0.75
South Boston	34,913	54%	0.09	29,727	46%	1.46
Fenway	34,826	21%	0.16	131,559	79%	0.76
Downtown	30,488	9%	0.30	321,305	91%	0.64
North Dorchester	24,249	22%	0.18	83,642	78%	1.05
Longwood	20,474	14%	0.25	128,704	86%	0.60
North Roxbury	20,263	33%	0.13	41,307	67%	1.09
South Roxbury	11,896	18%	0.23	54,139	82%	0.83

Transit Route: Route 11 (City Point – Downtown)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	141,755	40%	0.05	210,038	60%	0.99
Chinatown	71,705	42%	0.08	99,382	58%	1.01
Back Bay	37,294	16%	0.18	201,259	84%	0.69
South Boston	34,628	54%	0.07	30,011	46%	1.46
South End	26,953	20%	0.16	110,184	80%	0.79
Waterfront	25,454	35%	0.12	47,138	65%	1.46
West End	13,868	17%	0.16	66,588	83%	0.79
North End	8,934	20%	0.12	36,846	80%	0.80
Beacon Hill	8,700	28%	0.11	22,147	72%	0.82
North Dorchester	8,243	8%	0.31	99,648	92%	0.90

Transit Route: Route 14 (Roslindale Sq. Heath St. Loop)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Roxbury	25,001	38%	0.15	41,034	62%	1.08
Longwood	24,415	16%	0.20	124,763	84%	0.62
North Roxbury	22,312	36%	0.17	39,258	64%	1.12
Fenway	20,560	12%	0.31	145,825	88%	0.68
Roslindale	17,238	30%	0.17	40,007	70%	1.21
South Dorchester	16,353	12%	0.40	117,009	88%	0.84
South End	13,301	10%	0.28	123,836	90%	0.71
Mission Hill	12,335	31%	0.12	27,301	69%	1.04
Jamaica Plain	11,909	21%	0.28	44,958	79%	1.13
South Newton	10,225	5%	0.86	200,593	95%	1.23

Transit Route: Route 15 (Kane Sq. – Ruggles Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	43,045	26%	0.13	123,340	74%	0.81
South Dorchester	42,333	32%	0.14	91,029	68%	1.09
Longwood	30,297	20%	0.19	118,881	80%	0.64
North Dorchester	28,842	27%	0.22	79,049	73%	1.08
North Roxbury	22,798	37%	0.17	38,772	63%	1.13
South End	19,435	14%	0.22	117,702	86%	0.74
South Roxbury	16,174	24%	0.26	49,861	76%	0.88
Back Bay	14,946	6%	0.30	223,606	94%	0.63
Downtown	12,963	4%	0.44	338,830	96%	0.62
Mission Hill	8,596	22%	0.25	31,040	78%	0.90

Transit Route: Route 16 (Forest Hills Sta. – UMass)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Dorchester	40,249	37%	0.12	67,642	63%	1.29
South Dorchester	21,893	16%	0.29	111,468	84%	0.89
North Roxbury	20,514	33%	0.17	41,056	67%	1.08
South Roxbury	19,379	29%	0.19	46,656	71%	0.95
South End	15,582	11%	0.27	121,555	89%	0.72
Fenway	13,131	8%	0.34	153,254	92%	0.66
South Boston	11,868	18%	0.17	52,771	82%	0.84
Downtown	10,330	3%	0.45	341,463	97%	0.62
Longwood	9,241	6%	0.38	139,937	94%	0.56
Jamaica Plain	8,457	15%	0.31	48,411	85%	1.07

Transit Route: Route 17 (Fields Corner Sta. – Andrew Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Dorchester	29,933	28%	0.15	77,957	72%	1.12
South Dorchester	27,093	20%	0.14	106,269	80%	0.96
North Roxbury	9,632	16%	0.26	51,938	84%	0.87
South Roxbury	9,275	14%	0.26	56,760	86%	0.80
South Boston	9,263	14%	0.18	55,376	86%	0.81
South End	7,526	5%	0.40	129,611	95%	0.68
Downtown	7,404	2%	0.46	344,390	98%	0.62
Fenway	5,526	3%	0.50	160,858	97%	0.64
Chinatown	4,941	3%	0.45	166,146	97%	0.62
South Quincy	4,763	3%	0.76	181,910	97%	0.93

Transit Route: Route 18 (Ashmont Sta. – Andrew Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	34,556	26%	0.11	98,806	74%	1.03
North Dorchester	30,871	29%	0.14	77,019	71%	1.14
South Boston	9,452	15%	0.18	55,187	85%	0.81
Downtown	8,314	2%	0.47	343,479	98%	0.62
South End	6,696	5%	0.43	130,441	95%	0.68
South Roxbury	6,658	10%	0.30	59,377	90%	0.77
North Roxbury	6,424	10%	0.35	55,146	90%	0.83
South Quincy	5,812	3%	0.75	180,862	97%	0.93
North Quincy	5,581	5%	0.55	106,516	95%	0.89
Fenway	5,160	3%	0.55	161,225	97%	0.64

Transit Route: Route 19 (Fields Corner Sta. – Ruggles or Kenmore Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	89,107	60%	0.11	60,071	40%	1.21
Fenway	78,903	47%	0.13	87,482	53%	1.10
South Dorchester	47,825	36%	0.16	85,537	64%	1.15
Back Bay	40,448	17%	0.19	198,105	83%	0.70
South End	33,443	24%	0.19	103,694	76%	0.82
South Roxbury	27,133	41%	0.18	38,902	59%	1.11
North Roxbury	26,862	44%	0.19	34,708	56%	1.23
North Dorchester	23,066	21%	0.36	84,825	79%	0.99
BU	22,742	39%	0.16	35,270	61%	0.87
Downtown	21,354	6%	0.41	330,439	94%	0.63

Neighborhood lies outside route's service area

Transit Route: Route 21 (Ashmont Sta. – Forest Hills Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	23,115	17%	0.15	110,246	83%	0.93
Mattapan	16,838	31%	0.10	38,075	69%	1.12
South Roxbury	7,219	11%	0.34	58,816	89%	0.77
Jamaica Plain	6,130	11%	0.31	50,737	89%	1.03
Roslindale	5,038	9%	0.34	52,207	91%	0.95
North Dorchester	4,796	4%	0.50	103,094	96%	0.87
Downtown	4,729	1%	0.56	347,064	99%	0.61
Hyde Park	4,653	6%	0.53	74,770	94%	1.00
South Quincy	4,643	2%	0.85	182,030	98%	0.93
South Newton	4,596	2%	1.00	206,222	98%	1.21

Transit Route: Route 22 (Ashmont Sta. – Ruggles Sta. via Talbot Ave.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	81,050	54%	0.10	68,128	46%	1.09
Fenway	61,184	37%	0.14	105,201	63%	0.93
South Dorchester	33,764	25%	0.20	99,597	75%	0.99
South Roxbury	29,997	45%	0.15	36,039	55%	1.20
North Roxbury	23,065	37%	0.21	38,505	63%	1.12
Back Bay	22,488	9%	0.26	216,064	91%	0.65
South End	20,414	15%	0.25	116,723	85%	0.74
Mission Hill	15,838	40%	0.17	23,799	60%	1.15
Downtown	15,292	4%	0.44	336,501	96%	0.62
North Dorchester	14,220	13%	0.39	93,671	87%	0.92

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 23 - 35

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	42,726	26%	0.13	123,659	74%	0.81
South Dorchester	37,207	28%	0.16	96,155	72%	1.03
Longwood	31,082	21%	0.20	118,096	79%	0.64
South Roxbury	25,879	39%	0.16	40,156	61%	1.09
North Roxbury	23,446	38%	0.18	38,125	62%	1.14
South End	18,330	13%	0.23	118,808	87%	0.73
North Dorchester	15,372	14%	0.34	92,519	86%	0.94
Back Bay	14,433	6%	0.29	224,120	94%	0.63
Downtown	11,615	3%	0.44	340,178	97%	0.62
Mission Hill	9,243	23%	0.23	30,393	77%	0.92

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	20,002	15%	0.19	113,359	85%	0.90
Hyde Park	19,383	24%	0.16	60,040	76%	1.24
Mattapan	11,326	21%	0.23	43,588	79%	0.96
North Milton	8,348	20%	0.36	32,439	80%	1.30
South Quincy	5,787	3%	0.83	180,887	97%	0.93
South Newton	5,155	2%	1.07	205,663	98%	1.21
Roslindale	5,017	9%	0.44	52,228	91%	0.94
Downtown	4,567	1%	0.62	347,226	99%	0.61
North Quincy	4,264	4%	0.70	107,833	96%	0.88
South Roxbury	4,065	6%	0.43	61,970	94%	0.75

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	29,132	22%	0.10	104,230	78%	0.98
Mattapan	15,978	29%	0.11	38,936	71%	1.09
South Roxbury	6,846	10%	0.32	59,189	90%	0.77
North Dorchester	5,332	5%	0.42	102,559	95%	0.87
South Quincy	4,956	3%	0.82	181,718	97%	0.93
North Milton	4,653	11%	0.42	36,134	89%	1.19
Downtown	4,425	1%	0.56	347,368	99%	0.61
Hyde Park	4,122	5%	0.58	75,301	95%	0.99
North Quincy	4,108	4%	0.63	107,989	96%	0.88
South Newton	3,962	2%	1.03	206,856	98%	1.21

Transit Route: Route 27 (Mattapan Sta. – Ashmont Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	17,558	13%	0.12	115,803	87%	0.89
Mattapan	8,450	15%	0.19	46,463	85%	0.92
North Milton	5,198	13%	0.36	35,589	87%	1.21
Hyde Park	4,595	6%	0.41	74,828	94%	1.01
South Quincy	3,784	2%	0.79	182,890	98%	0.93
North Dorchester	3,145	3%	0.42	104,746	97%	0.86
South Roxbury	3,056	5%	0.35	62,979	95%	0.74
North Quincy	2,944	3%	0.61	109,154	97%	0.88
Downtown	2,921	1%	0.57	348,872	99%	0.61
South Newton	2,546	1%	1.05	208,272	99%	1.21

Transit Route: Route 28 (Mattapan Sta. – Ruggles Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	78,400	53%	0.09	70,777	47%	1.06
Fenway	59,578	36%	0.12	106,807	64%	0.92
South Roxbury	25,500	39%	0.20	40,535	61%	1.06
North Roxbury	24,057	39%	0.19	37,513	61%	1.16
South Dorchester	22,679	17%	0.36	110,683	83%	0.88
Back Bay	22,053	9%	0.27	216,500	91%	0.65
Mattapan	21,883	40%	0.18	33,030	60%	1.22
South End	21,539	16%	0.22	115,598	84%	0.75
Hyde Park	16,334	21%	0.29	63,088	79%	1.15
Downtown	14,727	4%	0.46	337,066	96%	0.62

Transit Route: Route 29 (Mattapan Sta. – Jackson Sq. Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	43,209	26%	0.15	123,176	74%	0.81
Longwood	32,999	22%	0.20	116,179	78%	0.65
South Roxbury	25,382	38%	0.17	40,653	62%	1.07
South Dorchester	23,023	17%	0.28	110,339	83%	0.90
Mattapan	20,879	38%	0.16	34,035	62%	1.21
North Roxbury	17,613	29%	0.25	43,958	71%	0.99
South End	15,696	11%	0.28	121,441	89%	0.72
Back Bay	14,958	6%	0.32	223,595	94%	0.63
Mission Hill	12,475	31%	0.19	27,161	69%	1.02
Jamaica Plain	11,990	21%	0.33	44,877	79%	1.12

Transit Route: Route 30 (Mattapan Sta. – Roslindale Sq.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Roslindale	17,881	31%	0.12	39,364	69%	1.25
Hyde Park	12,942	16%	0.29	66,481	84%	1.11
Mattapan	9,290	17%	0.23	45,624	83%	0.92
Jamaica Plain	6,326	11%	0.29	50,541	89%	1.04
South Dorchester	6,326	5%	0.54	127,036	95%	0.80
South Newton	6,312	3%	0.97	204,507	97%	1.22
West Roxbury	6,204	8%	0.47	71,078	92%	1.17
North Milton	5,820	14%	0.37	34,967	86%	1.23
Downtown	3,817	1%	0.63	347,976	99%	0.61
South Quincy	3,791	2%	0.89	182,883	98%	0.92

Transit Route: Route 31 (Mattapan Sta. – Forest Hills Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Mattapan	15,996	29%	0.09	38,917	71%	1.10
South Dorchester	9,307	7%	0.32	124,054	93%	0.83
Hyde Park	7,237	9%	0.38	72,186	91%	1.03
Jamaica Plain	5,859	10%	0.29	51,008	90%	1.03
South Roxbury	5,740	9%	0.40	60,295	91%	0.76
Roslindale	5,468	10%	0.31	51,777	90%	0.96
North Milton	4,821	12%	0.35	35,966	88%	1.21
South Newton	4,322	2%	1.02	206,496	98%	1.21
Downtown	3,529	1%	0.61	348,264	99%	0.61
South Quincy	3,483	2%	0.87	183,190	98%	0.92

Transit Route: Route 32 (Wolcott Sq./Cleary Sq. – Forest Hills Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Hyde Park	21,181	27%	0.18	58,241	73%	1.26
South Roxbury	19,686	30%	0.15	46,349	70%	0.97
Roslindale	16,787	29%	0.19	40,458	71%	1.19
South Dorchester	13,383	10%	0.42	119,978	90%	0.83
North Roxbury	10,879	18%	0.27	50,691	82%	0.88
Jamaica Plain	10,265	18%	0.27	46,602	82%	1.10
Mattapan	8,975	16%	0.33	45,939	84%	0.90
South Newton	8,921	4%	0.98	201,898	96%	1.22
West Roxbury	7,637	10%	0.52	69,645	90%	1.18
East Dedham	7,084	12%	0.47	53,500	88%	1.45

Transit Route: Route 33 (River & Milton Sts. – Mattapan Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Hyde Park	27,915	35%	0.14	51,508	65%	1.43
Roslindale	16,578	29%	0.18	40,667	71%	1.19
South Newton	8,350	4%	1.03	202,468	96%	1.22
Mattapan	8,316	15%	0.32	46,598	85%	0.89
East Dedham	8,185	14%	0.47	52,399	86%	1.47
West Roxbury	8,124	11%	0.51	69,157	89%	1.19
South Dorchester	7,193	5%	0.63	126,168	95%	0.80
North Milton	6,714	16%	0.42	34,074	84%	1.24
Jamaica Plain	6,551	12%	0.36	50,316	88%	1.03
South Quincy	4,939	3%	0.95	181,735	97%	0.92

Neighborhood lies outside route's service area

Transit Route: Route 34 (Dedham Line – Forest Hills Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Norwood	39,777	35%	0.25	72,988	65%	1.73
South Roxbury	19,491	30%	0.15	46,544	70%	0.97
Roslindale	18,726	33%	0.15	38,519	67%	1.25
Walpole	16,207	30%	0.36	38,622	70%	1.48
West Roxbury	13,805	18%	0.39	63,477	82%	1.28
East Dedham	12,637	21%	0.42	47,947	79%	1.58
South Dorchester	12,611	9%	0.41	120,750	91%	0.83
South Newton	11,685	6%	0.93	199,133	94%	1.23
Hyde Park	11,001	14%	0.45	68,422	86%	1.06
Jamaica Plain	10,890	19%	0.27	45,978	81%	1.11

Transit Route: Route 35 (Dedham Mall – Forest Hills Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	70,287	47%	0.07	78,890	53%	0.98
Fenway	31,709	19%	0.21	134,676	81%	0.74
West Roxbury	23,520	30%	0.21	53,762	70%	1.52
Roslindale	20,387	36%	0.15	36,858	64%	1.31
Jamaica Plain	18,844	33%	0.21	38,023	67%	1.32
South Newton	15,796	7%	0.78	195,023	93%	1.24
Mission Hill	14,243	36%	0.13	25,393	64%	1.11
South Brookline	13,022	20%	0.27	51,313	80%	1.08
North Brookline	12,991	13%	0.28	90,280	87%	0.83
Back Bay	12,238	5%	0.38	226,315	95%	0.62

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 36 – 48

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Roxbury	26,419	34%	0.19	50,862	66%	1.60
Roslindale	20,913	37%	0.16	36,332	63%	1.32
South Roxbury	19,811	30%	0.15	46,224	70%	0.97
South Newton	14,573	7%	0.85	196,245	93%	1.24
South Dorchester	12,925	10%	0.42	120,436	90%	0.83
Jamaica Plain	12,128	21%	0.28	44,739	79%	1.13
Hyde Park	11,480	14%	0.44	67,942	86%	1.06
North Roxbury	11,017	18%	0.28	50,553	82%	0.88
Mattapan	8,215	15%	0.37	46,698	85%	0.88
East Dedham	8,129	13%	0.58	52,455	87%	1.45

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Roxbury	17,478	23%	0.18	59,804	77%	1.39
Roslindale	17,444	30%	0.11	39,801	70%	1.24
South Newton	11,190	5%	0.67	199,628	95%	1.24
Jamaica Plain	6,885	12%	0.30	49,982	88%	1.04
Hyde Park	6,788	9%	0.45	72,634	91%	1.02
South Brookline	4,586	7%	0.44	59,749	93%	0.95
East Dedham	3,566	6%	0.71	57,018	94%	1.38
Downtown	3,357	1%	0.65	348,436	99%	0.61
South Dorchester	3,077	2%	0.76	130,285	98%	0.79
North Newton	2,845	2%	0.91	118,009	98%	1.09

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	73,455	49%	0.08	75,722	51%	1.00
Fenway	35,072	21%	0.23	131,313	79%	0.75
South Roxbury	23,604	36%	0.16	42,431	64%	1.04
Jamaica Plain	21,744	38%	0.20	35,123	62%	1.42
West Roxbury	19,727	26%	0.23	57,554	74%	1.42
North Roxbury	17,239	28%	0.25	44,331	72%	0.98
South Newton	16,432	8%	0.78	194,386	92%	1.25
Mission Hill	15,922	40%	0.14	23,714	60%	1.17
South Dorchester	14,805	11%	0.44	118,557	89%	0.83
North Brookline	14,544	14%	0.31	88,727	86%	0.83

Transit Route: Route 39 (Forest Hills Sta. – Back Bay Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Back Bay	109,588	46%	0.08	128,965	54%	1.06
Longwood	84,712	57%	0.09	64,466	43%	1.15
Fenway	72,554	44%	0.11	93,831	56%	1.04
South End	39,734	29%	0.12	97,403	71%	0.89
Chinatown	35,050	20%	0.17	136,036	80%	0.73
Downtown	29,400	8%	0.31	322,393	92%	0.64
North Brookline	17,512	17%	0.27	85,758	83%	0.86
Mission Hill	16,722	42%	0.15	22,914	58%	1.20
Jamaica Plain	16,400	29%	0.19	40,468	71%	1.26
BU	13,685	24%	0.24	44,326	76%	0.71

Transit Route: Route 40 (Georgetowne – Forest Hills Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Roslindale	19,556	34%	0.13	37,689	66%	1.29
Hyde Park	18,477	23%	0.18	60,945	77%	1.21
West Roxbury	12,697	16%	0.38	64,585	84%	1.26
South Newton	8,965	4%	0.97	201,853	96%	1.22
East Dedham	7,598	13%	0.48	52,986	87%	1.46
Jamaica Plain	6,831	12%	0.31	50,037	88%	1.04
South Dorchester	4,143	3%	0.72	129,219	97%	0.79
Downtown	4,024	1%	0.64	347,770	99%	0.61
Mattapan	3,563	6%	0.43	51,350	94%	0.83
West Dedham	3,464	12%	0.57	26,146	88%	1.52

Transit Route: Route 41 (Centre & Eliot Sts. – JFK/UMass Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Dorchester	29,650	27%	0.12	78,241	73%	1.13
North Roxbury	20,382	33%	0.13	41,189	67%	1.10
Longwood	20,203	14%	0.20	128,974	86%	0.60
Fenway	19,042	11%	0.29	147,343	89%	0.68
South End	14,139	10%	0.24	122,998	90%	0.71
Jamaica Plain	13,661	24%	0.19	43,206	76%	1.20
South Roxbury	12,792	19%	0.20	53,243	81%	0.85
South Dorchester	12,173	9%	0.42	121,189	91%	0.83
Mission Hill	11,602	29%	0.12	28,034	71%	1.02
Downtown	10,081	3%	0.44	341,712	97%	0.62

Transit Route: Route 42 (Forest Hills Sta. – Ruggles Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	41,378	25%	0.12	125,007	75%	0.81
Longwood	30,596	21%	0.19	118,581	79%	0.64
North Roxbury	16,123	26%	0.15	45,447	74%	1.00
South End	15,441	11%	0.18	121,696	89%	0.73
South Roxbury	13,952	21%	0.17	52,083	79%	0.87
Jamaica Plain	13,486	24%	0.20	43,381	76%	1.19
Back Bay	13,226	6%	0.25	225,326	94%	0.63
Mission Hill	9,582	24%	0.19	30,054	76%	0.94
Downtown	8,954	3%	0.42	342,839	97%	0.62
North Brookline	7,527	7%	0.41	95,744	93%	0.79

Transit Route: Route 43 (Ruggles Sta. – Park & Tremont Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	142,705	41%	0.06	209,088	59%	0.99
Back Bay	83,929	35%	0.10	154,624	65%	0.89
Chinatown	77,219	45%	0.08	93,867	55%	1.05
South End	63,390	46%	0.08	73,747	54%	1.17
Fenway	44,842	27%	0.10	121,543	73%	0.84
West End	26,618	33%	0.09	53,838	67%	0.97
Longwood	24,593	16%	0.20	124,585	84%	0.62
Beacon Hill	12,308	40%	0.08	18,539	60%	0.98
Waterfront	11,672	16%	0.24	60,919	84%	1.13
North End	11,553	25%	0.12	34,226	75%	0.86

Transit Route: Route 44 (Jackson Sq. Sta. – Ruggles Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	42,158	25%	0.12	124,227	75%	0.81
Longwood	31,564	21%	0.18	117,613	79%	0.65
North Roxbury	19,622	32%	0.14	41,948	68%	1.07
South Roxbury	18,544	28%	0.13	47,491	72%	0.96
South End	16,039	12%	0.19	121,098	88%	0.73
Back Bay	13,154	6%	0.25	225,399	94%	0.63
Mission Hill	10,608	27%	0.16	29,028	73%	0.97
Jamaica Plain	9,035	16%	0.27	47,832	84%	1.08
South Dorchester	8,809	7%	0.43	124,552	93%	0.82
Downtown	8,473	2%	0.41	343,320	98%	0.62

Transit Route: Route 45 (Franklin Park – Ruggles Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	43,066	26%	0.13	123,318	74%	0.81
South Dorchester	32,885	25%	0.19	100,476	75%	0.99
Longwood	31,047	21%	0.19	118,130	79%	0.64
South Roxbury	24,519	37%	0.18	41,516	63%	1.05
North Roxbury	24,099	39%	0.16	37,472	61%	1.17
South End	18,875	14%	0.22	118,262	86%	0.74
North Dorchester	15,551	14%	0.32	92,339	86%	0.94
Back Bay	14,556	6%	0.29	223,997	94%	0.63
Mattapan	11,480	21%	0.28	43,433	79%	0.95
Downtown	11,382	3%	0.45	340,411	97%	0.62

Transit Route: Route 47 (Central Sq., Cambridge – Broadway Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	84,319	57%	0.09	64,859	43%	1.14
Fenway	71,328	43%	0.12	95,057	57%	1.03
South End	57,068	42%	0.10	80,069	58%	1.06
Central Square	44,338	30%	0.09	104,337	70%	0.92
Back Bay	42,389	18%	0.20	196,164	82%	0.70
Chinatown	36,982	22%	0.15	134,105	78%	0.74
Downtown	36,820	10%	0.24	314,973	90%	0.66
BU	26,008	45%	0.15	32,003	55%	0.96
Harvard Square	24,748	12%	0.26	186,154	88%	0.62
Kendall/MIT	23,582	20%	0.16	96,538	80%	0.85

Transit Route: Route 48 (Centre & Eliot Sts. – Jamaica Plain Loop)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Jamaica Plain	13,215	23%	0.11	43,652	77%	1.21
Longwood	10,393	7%	0.24	138,784	93%	0.57
South Roxbury	8,712	13%	0.10	57,323	87%	0.82
Mission Hill	8,703	22%	0.10	30,933	78%	0.94
Fenway	7,557	5%	0.38	158,828	95%	0.65
North Roxbury	6,541	11%	0.21	55,029	89%	0.84
Downtown	4,578	1%	0.47	347,215	99%	0.62
Back Bay	4,421	2%	0.43	234,132	98%	0.61
South Brookline	3,967	6%	0.27	60,367	94%	0.96
South Newton	3,931	2%	0.81	206,887	98%	1.22

Neighborhood lies outside route's service area

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 50 – 67

Transit Route: Route 50 (Cleary Sq. – Forest Hills Sta. via Metropolitan)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Roslindale	18,012	31%	0.10	39,233	69%	1.26
Hyde Park	13,777	17%	0.17	65,646	83%	1.14
West Roxbury	7,863	10%	0.41	69,419	90%	1.20
South Newton	6,362	3%	0.96	204,457	97%	1.22
Jamaica Plain	6,105	11%	0.28	50,763	89%	1.03
East Dedham	3,717	6%	0.60	56,867	94%	1.38
South Dorchester	3,435	3%	0.70	129,926	97%	0.79
Downtown	3,391	1%	0.62	348,402	99%	0.61
Mattapan	2,980	5%	0.40	51,934	95%	0.83
South Brookline	2,809	4%	0.57	61,525	96%	0.93

Transit Route: Route 51 (Cleveland Circle – Forest Hills Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Brighton	31,980	40%	0.14	47,348	60%	1.19
South Newton	21,967	10%	0.57	188,852	90%	1.28
North Brookline	20,446	20%	0.26	82,824	80%	0.88
South Allston	20,157	32%	0.19	42,147	68%	0.88
South Brookline	17,060	27%	0.22	47,275	73%	1.17
Roslindale	16,861	29%	0.16	40,384	71%	1.20
West Roxbury	13,700	18%	0.30	63,581	82%	1.30
North Allston	12,633	20%	0.28	50,972	80%	1.15
North Brighton	10,474	29%	0.18	25,288	71%	1.26
Fenway	9,812	6%	0.48	156,573	94%	0.65

Transit Route: Route 52 (Dedham Mall – Watertown Yard)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Newton	49,434	23%	0.30	161,385	77%	1.49
South Brighton	22,125	28%	0.15	57,203	72%	1.01
North Newton	21,930	18%	0.39	98,924	82%	1.24
West Roxbury	16,955	22%	0.29	60,327	78%	1.35
East Watertown	12,889	15%	0.24	75,176	85%	1.07
North Brighton	11,496	32%	0.17	24,265	68%	1.31
North Brookline	9,537	9%	0.42	93,734	91%	0.79
South Allston	8,625	14%	0.32	53,678	86%	0.71
Needham	7,715	8%	0.56	90,376	92%	1.22
North Allston	7,558	12%	0.43	56,046	88%	1.05

Transit Route: Route 55 (Queensberry St. – Park & Tremont Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	146,947	42%	0.07	204,846	58%	1.01
Back Bay	122,739	51%	0.08	115,814	49%	1.17
Chinatown	78,820	46%	0.09	92,266	54%	1.07
Fenway	73,513	44%	0.09	92,871	56%	1.07
Longwood	61,454	41%	0.11	87,723	59%	0.86
South End	40,527	30%	0.12	96,610	70%	0.89
West End	28,017	35%	0.10	52,439	65%	0.99
BU	22,853	39%	0.15	35,159	61%	0.89
Kendall/MIT	14,379	12%	0.26	105,741	88%	0.78
Beacon Hill	13,229	43%	0.09	17,618	57%	1.02

Transit Route: Route 57 (Watertown Yard – Kenmore Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	83,484	56%	0.10	65,694	44%	1.12
Fenway	63,377	38%	0.15	103,008	62%	0.94
North Brookline	38,653	37%	0.21	64,618	63%	1.09
South Allston	38,411	62%	0.19	23,892	38%	1.42
South Brighton	37,533	47%	0.19	41,795	53%	1.29
BU	34,414	59%	0.17	23,597	41%	1.22
Back Bay	33,713	14%	0.22	204,840	86%	0.67
North Allston	19,685	31%	0.28	43,919	69%	1.29
Downtown	18,486	5%	0.42	333,307	95%	0.62
South Newton	18,469	9%	0.55	192,350	91%	1.27

Transit Route: Route 59 (Needham Junction – Watertown Sq.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Newton	30,680	15%	0.29	180,138	85%	1.37
Needham	28,452	29%	0.18	69,640	71%	1.57
North Newton	24,545	20%	0.20	96,309	80%	1.31
East Watertown	10,711	12%	0.19	77,353	88%	1.05
Wellesley	7,353	8%	1.06	79,308	92%	1.17
South Waltham	5,531	4%	0.67	143,280	96%	0.97
West Watertown	4,148	12%	0.18	30,126	88%	0.92
Downtown	2,908	1%	0.70	348,885	99%	0.61
West Roxbury	2,850	4%	0.78	74,432	96%	1.13
North Waltham	2,794	3%	0.92	97,341	97%	1.60

Transit Route: Route 60 (Chestnut Hill – Kenmore Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	70,384	47%	0.07	78,794	53%	0.98
Fenway	44,472	27%	0.14	121,913	73%	0.82
Back Bay	25,615	11%	0.18	212,937	89%	0.66
North Brookline	19,804	19%	0.19	83,467	81%	0.89
BU	19,446	34%	0.14	38,566	66%	0.82
South Newton	18,688	9%	0.35	192,130	91%	1.29
South Brookline	13,204	21%	0.19	51,131	79%	1.11
Kendall/MIT	11,910	10%	0.16	108,210	90%	0.78
Downtown	10,493	3%	0.39	341,300	97%	0.62
Mission Hill	9,982	25%	0.12	29,654	75%	0.97

Transit Route: Route 62 (Bedford V.A. Hosp. – Alewife Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Bedford	18,879	27%	0.50	51,773	73%	2.12
West Arlington	14,441	23%	0.21	48,636	77%	1.30
East Lexington	14,321	28%	0.29	37,490	72%	2.03
West Lexington	13,641	25%	0.37	40,219	75%	2.38
North Cambridge	13,236	14%	0.19	81,374	86%	0.95
East Arlington	8,900	19%	0.18	37,552	81%	1.01
North Waltham	8,347	8%	1.28	91,787	92%	1.61
Burlington	7,740	5%	0.95	142,286	95%	1.45
Harvard Square	5,808	3%	0.39	205,094	97%	0.59
South Waltham	5,652	4%	1.15	143,158	96%	0.95

Transit Route: Route 64 (Oak Sq. – University Pk. Cambridge)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Central Square	62,686	42%	0.06	85,989	58%	1.12
Kendall/MIT	48,364	40%	0.06	71,756	60%	1.16
Harvard Square	40,850	19%	0.17	170,052	81%	0.68
East Cambridge	21,960	28%	0.08	57,053	72%	0.97
North Allston	20,771	33%	0.16	42,834	67%	1.37
South Allston	20,261	33%	0.14	42,043	67%	0.91
South Brighton	15,948	20%	0.23	63,380	80%	0.91
Downtown	14,546	4%	0.41	337,247	96%	0.62
Back Bay	13,363	6%	0.39	225,189	94%	0.62
North Brookline	13,208	13%	0.32	90,062	87%	0.82

Transit Route: Route 65 (Brighton Center – Kenmore Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	73,617	49%	0.08	75,560	51%	1.01
Fenway	49,411	30%	0.17	116,974	70%	0.84
North Brookline	39,115	38%	0.16	64,155	62%	1.13
Back Bay	30,494	13%	0.22	208,058	87%	0.67
South Brighton	29,837	38%	0.15	49,491	62%	1.14
BU	22,994	40%	0.17	35,018	60%	0.88
South Allston	19,457	31%	0.27	42,846	69%	0.83
South Brookline	17,412	27%	0.18	46,923	73%	1.19
Downtown	15,631	4%	0.42	336,162	96%	0.62
Kendall/MIT	13,947	12%	0.22	106,173	88%	0.78

Transit Route: Route 66 (Harvard Sq. – Dudley Sta. via Brookline)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	81,102	38%	0.07	129,800	62%	0.90
Longwood	74,290	50%	0.08	74,887	50%	1.01
North Brookline	45,226	44%	0.16	58,045	56%	1.23
Fenway	38,521	23%	0.26	127,864	77%	0.75
South Brighton	35,168	44%	0.17	44,160	56%	1.25
South Allston	34,357	55%	0.17	27,947	45%	1.26
North Allston	24,846	39%	0.20	38,759	61%	1.47
Central Square	22,565	15%	0.27	126,110	85%	0.74
Back Bay	20,354	9%	0.38	218,199	91%	0.63
Downtown	18,245	5%	0.45	333,549	95%	0.62

Transit Route: Route 67 (Turkey Hill – Alewife Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Arlington	18,425	29%	0.11	44,652	71%	1.44
North Cambridge	12,907	14%	0.14	81,702	86%	0.95
East Arlington	12,209	26%	0.10	34,243	74%	1.11
Harvard Square	5,840	3%	0.36	205,061	97%	0.59
North Belmont	3,753	14%	0.19	23,990	86%	1.27
Davis Square	3,373	6%	0.23	56,866	94%	0.74
East Lexington	3,239	6%	0.56	48,573	94%	1.62
North Waltham	3,086	3%	1.15	97,049	97%	1.60
Burlington	3,056	2%	0.78	146,970	98%	1.43
East Watertown	2,833	3%	0.67	85,231	97%	0.96

Neighborhood lies outside route's service area

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 68 – 79

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	84,985	40%	0.05	125,916	60%	0.94
Central Square	56,789	38%	0.05	91,886	62%	1.06
Kendall/MIT	39,867	33%	0.06	80,253	67%	1.04
East Cambridge	21,542	27%	0.08	57,470	73%	0.97
North Cambridge	10,737	11%	0.31	83,873	89%	0.91
Spring Hill	10,709	13%	0.11	71,355	87%	0.86
Downtown	10,357	3%	0.38	341,436	97%	0.62
Back Bay	8,900	4%	0.38	229,652	96%	0.62
West End	4,903	6%	0.32	75,553	94%	0.71
Chinatown	4,819	3%	0.38	166,267	97%	0.62

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	83,236	39%	0.05	127,666	61%	0.93
Central Square	44,339	30%	0.07	104,336	70%	0.93
East Cambridge	25,336	32%	0.08	53,677	68%	1.03
Kendall/MIT	15,257	13%	0.14	104,863	87%	0.80
Spring Hill	13,203	16%	0.08	68,861	84%	0.89
North Cambridge	10,469	11%	0.30	84,141	89%	0.91
Downtown	9,629	3%	0.38	342,164	97%	0.62
Back Bay	6,689	3%	0.42	231,863	97%	0.62
West End	4,823	6%	0.27	75,633	94%	0.71
Davis Square	4,467	7%	0.38	55,771	93%	0.74

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Waltham	69,869	47%	0.17	78,941	53%	1.65
Central Square	46,566	31%	0.07	102,109	69%	0.95
North Waltham	36,571	37%	0.33	63,564	63%	2.30
Harvard Square	34,830	17%	0.18	176,072	83%	0.66
East Watertown	29,503	34%	0.23	58,562	66%	1.31
Kendall/MIT	19,459	16%	0.13	100,661	84%	0.83
North Allston	16,612	26%	0.15	46,993	74%	1.27
West Watertown	15,152	44%	0.18	19,122	56%	1.35
North Newton	11,488	10%	0.43	109,367	90%	1.16
Downtown	9,292	3%	0.50	342,501	97%	0.62

Transit Route: Route 71 (Watertown Sq. – Harvard Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	78,173	37%	0.04	132,728	63%	0.90
East Watertown	27,539	31%	0.11	60,525	69%	1.33
Central Square	15,970	11%	0.18	132,705	89%	0.73
North Cambridge	12,733	13%	0.29	81,877	87%	0.93
North Allston	8,347	13%	0.12	55,258	87%	1.10
Fresh Pond	8,187	29%	0.19	20,193	71%	1.28
Spring Hill	5,556	7%	0.24	76,508	93%	0.80
South Waltham	5,372	4%	0.67	143,438	96%	0.97
South Belmont	5,332	14%	0.25	32,126	86%	1.09
West Watertown	5,179	15%	0.15	29,095	85%	0.95

Transit Route: Route 72 (Aberdeen & Mt. Auburn – Harvard Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	88,105	42%	0.06	122,796	58%	0.96
Central Square	23,868	16%	0.14	124,807	84%	0.77
North Cambridge	19,375	20%	0.23	75,235	80%	1.00
East Watertown	10,625	12%	0.33	77,439	88%	1.03
Fresh Pond	10,292	36%	0.17	18,088	64%	1.41
North Allston	8,331	13%	0.13	55,273	87%	1.10
Spring Hill	6,847	8%	0.23	75,217	92%	0.81
South Belmont	6,552	17%	0.18	30,906	83%	1.13
North Belmont	5,856	21%	0.19	21,888	79%	1.37
Downtown	5,339	2%	0.46	346,454	98%	0.62

Transit Route: Route 73 (Waverly Sq. – Harvard Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	78,415	37%	0.05	132,486	63%	0.90
East Watertown	17,128	19%	0.18	70,937	81%	1.13
Central Square	15,813	11%	0.18	132,862	89%	0.73
North Cambridge	13,463	14%	0.30	81,147	86%	0.93
South Belmont	13,158	35%	0.12	24,299	65%	1.43
Fresh Pond	8,468	30%	0.20	19,912	70%	1.29
North Allston	8,195	13%	0.13	55,410	87%	1.10
Spring Hill	5,665	7%	0.25	76,399	93%	0.80
South Waltham	5,210	4%	0.68	143,600	96%	0.96
Downtown	4,540	1%	0.50	347,253	99%	0.61

Transit Route: Route 74 (Belmont Ctr. – Harvard Sta. via Concord Ave.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	83,213	39%	0.05	127,689	61%	0.92
North Cambridge	24,370	26%	0.18	70,239	74%	1.07
Central Square	16,870	11%	0.20	131,805	89%	0.73
Fresh Pond	8,823	31%	0.18	19,557	69%	1.32
East Watertown	8,483	10%	0.41	79,582	90%	1.01
North Allston	8,158	13%	0.13	55,447	87%	1.10
Spring Hill	6,648	8%	0.23	75,416	92%	0.81
South Belmont	6,255	17%	0.20	31,202	83%	1.12
North Belmont	6,158	22%	0.20	21,586	78%	1.39
Davis Square	5,487	9%	0.35	54,752	91%	0.75

Transit Route: Route 75 (Belmont Ctr. – Harvard Sta. via Fresh Pond Pkwy.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	82,953	39%	0.05	127,948	61%	0.92
North Cambridge	22,862	24%	0.18	71,748	76%	1.05
Central Square	16,718	11%	0.19	131,957	89%	0.73
Fresh Pond	9,037	32%	0.17	19,343	68%	1.33
East Watertown	8,769	10%	0.40	79,296	90%	1.01
North Allston	8,116	13%	0.13	55,489	87%	1.10
Spring Hill	6,510	8%	0.24	75,554	92%	0.81
South Belmont	6,233	17%	0.19	31,225	83%	1.12
North Belmont	6,026	22%	0.19	21,717	78%	1.38
Davis Square	5,214	9%	0.37	55,025	91%	0.74

Transit Route: Route 76 (Hanscom Air Force Base – Alewife Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	12,875	14%	0.17	81,735	86%	0.95
East Lexington	12,253	24%	0.27	39,558	76%	1.95
West Arlington	11,125	18%	0.25	51,953	82%	1.22
West Lexington	10,072	19%	0.38	43,788	81%	2.21
East Arlington	8,540	18%	0.17	37,911	82%	1.00
North Waltham	7,324	7%	1.24	92,810	93%	1.61
Harvard Square	5,567	3%	0.38	205,334	97%	0.59
North Belmont	5,244	19%	0.26	22,500	81%	1.32
Burlington	5,148	3%	0.92	144,879	97%	1.44
South Waltham	5,017	3%	1.09	143,794	97%	0.95

Transit Route: Route 77 (Arlington Heights – Harvard Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	95,901	45%	0.08	115,001	55%	1.00
North Cambridge	34,509	36%	0.17	60,101	64%	1.23
West Arlington	23,076	37%	0.14	40,001	63%	1.58
Central Square	20,971	14%	0.23	127,704	86%	0.75
East Arlington	19,681	42%	0.12	26,770	58%	1.38
Davis Square	18,686	31%	0.15	41,553	69%	0.97
Spring Hill	15,216	19%	0.20	66,848	81%	0.89
Downtown	8,615	2%	0.50	343,178	98%	0.62
North Allston	8,542	13%	0.16	55,063	87%	1.10
East Watertown	6,176	7%	0.61	81,889	93%	0.97

Neighborhood lies outside route's service area

Transit Route: Route 78 (Arlmont Village – Harvard Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	83,080	39%	0.05	127,821	61%	0.92
North Cambridge	25,155	27%	0.18	69,455	73%	1.08
Central Square	16,937	11%	0.20	131,738	89%	0.73
West Arlington	12,497	20%	0.17	50,580	80%	1.27
North Allston	8,160	13%	0.14	55,445	87%	1.10
Fresh Pond	7,698	27%	0.20	20,682	73%	1.25
Spring Hill	6,939	8%	0.25	75,125	92%	0.81
East Watertown	6,840	8%	0.53	81,225	92%	0.98
North Belmont	6,316	23%	0.24	21,427	77%	1.38
East Arlington	6,203	13%	0.21	40,248	87%	0.95

Transit Route: Route 79 (Arlington Heights – Alewife Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Arlington	21,529	34%	0.10	41,549	66%	1.54
East Arlington	17,448	38%	0.09	29,003	62%	1.30
North Cambridge	14,879	16%	0.14	79,731	84%	0.97
Harvard Square	7,413	4%	0.37	203,488	96%	0.59
Davis Square	6,417	11%	0.14	53,822	89%	0.78
East Lexington	3,726	7%	0.54	48,086	93%	1.63
Burlington	3,660	2%	0.76	146,366	98%	1.44
Spring Hill	3,577	4%	0.43	78,487	96%	0.78
North Belmont	3,469	13%	0.26	24,274	87%	1.25
North Waltham	3,347	3%	1.21	96,788	97%	1.60

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

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Spring Hill	26,123	32%	0.10	55,941	68%	1.07
East Cambridge	23,628	30%	0.09	55,385	70%	0.99
Davis Square	21,903	36%	0.11	38,335	64%	1.06
Harvard Square	19,808	9%	0.36	191,094	91%	0.60
Central Square	15,794	11%	0.24	132,881	89%	0.72
Medford Hillside	12,690	45%	0.09	15,557	55%	1.39
East Arlington	11,967	26%	0.16	34,485	74%	1.09
North Cambridge	11,937	13%	0.28	82,673	87%	0.92
East Somerville	11,635	28%	0.17	29,495	72%	1.35
Winter Hill	11,230	43%	0.11	15,001	57%	1.41

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	113,107	54%	0.08	97,794	46%	1.16
Central Square	61,754	42%	0.07	86,921	58%	1.10
North Cambridge	35,189	37%	0.15	59,421	63%	1.25
Spring Hill	25,625	31%	0.08	56,439	69%	1.07
Kendall/MIT	16,734	14%	0.19	103,386	86%	0.80
Davis Square	14,829	25%	0.19	45,410	75%	0.88
Downtown	12,140	3%	0.43	339,653	97%	0.62
East Cambridge	9,999	13%	0.25	69,013	87%	0.79
Back Bay	8,948	4%	0.46	229,605	96%	0.62
Fresh Pond	5,932	21%	0.27	22,447	79%	1.15

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	12,008	13%	0.13	82,602	87%	0.94
West Arlington	9,678	15%	0.16	53,399	85%	1.21
East Arlington	7,839	17%	0.11	38,612	83%	1.00
Harvard Square	5,170	2%	0.34	205,732	98%	0.59
North Belmont	4,426	16%	0.19	23,317	84%	1.30
East Lexington	3,550	7%	0.54	48,262	93%	1.63
North Waltham	3,286	3%	1.13	96,849	97%	1.60
South Waltham	2,736	2%	0.97	146,075	98%	0.95
East Watertown	2,709	3%	0.65	85,355	97%	0.96
Davis Square	2,670	4%	0.22	57,569	96%	0.73

Transit Route: Route 85 (Spring Hill – Kendall/MIT Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Kendall/MIT	35,708	30%	0.05	84,412	70%	1.00
Central Square	32,670	22%	0.06	116,005	78%	0.85
Spring Hill	24,947	30%	0.03	57,117	70%	1.08
East Cambridge	23,368	30%	0.08	55,644	70%	1.00
Harvard Square	19,996	9%	0.18	190,905	91%	0.62
Downtown	9,302	3%	0.41	342,491	97%	0.62
Back Bay	7,090	3%	0.40	231,462	97%	0.62
North Cambridge	6,598	7%	0.30	88,012	93%	0.88
Davis Square	5,798	10%	0.26	54,440	90%	0.76
East Somerville	5,286	13%	0.16	35,844	87%	1.14

Transit Route: Route 86 (Sullivan Sta. – Cleveland Circle)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	93,000	44%	0.07	117,901	56%	0.98
Central Square	32,511	22%	0.15	116,164	78%	0.82
Spring Hill	22,134	27%	0.09	59,930	73%	1.01
South Brighton	22,121	28%	0.12	57,207	72%	1.02
North Allston	19,120	30%	0.16	44,485	70%	1.33
North Cambridge	14,665	16%	0.32	79,945	84%	0.94
South Newton	12,444	6%	0.52	198,374	94%	1.25
Downtown	11,774	3%	0.46	340,019	97%	0.62
North Brookline	10,801	10%	0.34	92,470	90%	0.81
North Brighton	9,365	26%	0.13	26,396	74%	1.23

Transit Route: Route 87 (Clarendon Hill – Lechmere Sta. via Somerville Ave.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	43,639	21%	0.19	167,262	79%	0.68
Spring Hill	30,234	37%	0.09	51,831	63%	1.15
East Cambridge	24,527	31%	0.10	54,485	69%	1.01
North Cambridge	24,146	26%	0.15	70,464	74%	1.08
Davis Square	23,193	39%	0.09	37,046	61%	1.10
Central Square	22,837	15%	0.18	125,838	85%	0.76
East Arlington	16,294	35%	0.11	30,158	65%	1.25
Downtown	11,650	3%	0.45	340,143	97%	0.62
Kendall/MIT	10,795	9%	0.18	109,325	91%	0.77
East Somerville	7,260	18%	0.23	33,870	82%	1.18

Transit Route: Route 88 (Clarendon Hill – Lechmere Sta. via Highland Ave.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Spring Hill	28,392	35%	0.08	53,672	65%	1.12
Harvard Square	25,456	12%	0.29	185,445	88%	0.62
East Cambridge	23,700	30%	0.09	55,312	70%	1.00
Davis Square	22,657	38%	0.09	37,582	62%	1.09
North Cambridge	19,546	21%	0.16	75,064	79%	1.02
Central Square	16,995	11%	0.21	131,680	89%	0.73
Downtown	10,969	3%	0.44	340,824	97%	0.62
East Arlington	9,885	21%	0.15	36,566	79%	1.04
Kendall/MIT	9,844	8%	0.17	110,276	92%	0.76
East Somerville	9,187	22%	0.16	31,944	78%	1.26

Transit Route: Route 89 (Clarendon Hill – Sullivan Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Davis Square	24,428	41%	0.08	35,811	59%	1.14
Harvard Square	21,230	10%	0.37	189,671	90%	0.60
Spring Hill	18,937	23%	0.14	63,127	77%	0.95
North Cambridge	18,269	19%	0.17	76,340	81%	1.00
East Somerville	10,607	26%	0.16	30,523	74%	1.31
Winter Hill	10,544	40%	0.11	15,687	60%	1.35
East Arlington	10,406	22%	0.16	36,046	78%	1.05
Medford Hillside	9,689	34%	0.10	18,557	66%	1.17
Central Square	8,451	6%	0.46	140,224	94%	0.69
South Medford	8,355	30%	0.11	19,683	70%	1.31

Transit Route: Route 90 (Davis Sq. Sta. – Wellington Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Spring Hill	27,184	33%	0.07	54,880	67%	1.11
Harvard Square	22,362	11%	0.29	188,539	89%	0.62
Davis Square	16,135	27%	0.14	44,104	73%	0.92
North Cambridge	15,227	16%	0.19	79,383	84%	0.97
Central Square	12,174	8%	0.28	136,501	92%	0.71
East Somerville	11,130	27%	0.11	30,001	73%	1.35
Winter Hill	8,859	34%	0.09	17,372	66%	1.24
East Medford	8,822	14%	0.17	52,892	86%	1.15
Charlestown	8,450	14%	0.18	52,068	86%	0.96
Downtown	8,187	2%	0.47	343,606	98%	0.62

Transit Route: Route 91 (Sullivan Sta. – Central Sq., Cambridge)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Central Square	46,981	32%	0.04	101,694	68%	0.96
Harvard Square	27,069	13%	0.18	183,832	87%	0.64
Spring Hill	15,650	19%	0.06	66,414	81%	0.93
Kendall/MIT	14,182	12%	0.16	105,938	88%	0.79
East Cambridge	9,312	12%	0.20	69,701	88%	0.79
Downtown	8,133	2%	0.40	343,660	98%	0.62
Charlestown	7,512	12%	0.15	53,005	88%	0.95
East Somerville	7,461	18%	0.09	33,669	82%	1.22
Back Bay	6,107	3%	0.44	232,446	97%	0.62
North Cambridge	5,041	5%	0.42	89,569	95%	0.86

Neighborhood lies outside route's service area

Transit Route: Route 92 (Assembly Sq. Mall – Downtown via Main St.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	151,581	43%	0.04	200,212	57%	1.05
Chinatown	55,443	32%	0.07	115,643	68%	0.88
West End	26,610	33%	0.07	53,846	67%	0.98
Charlestown	23,822	39%	0.08	36,695	61%	1.35
Back Bay	22,335	9%	0.23	216,218	91%	0.65
North End	21,497	47%	0.06	24,282	53%	1.21
Beacon Hill	11,197	36%	0.06	19,650	64%	0.94
Waterfront	10,343	14%	0.21	62,249	86%	1.12
South End	9,530	7%	0.29	127,607	93%	0.69
East Cambridge	9,039	11%	0.23	69,973	89%	0.79

Transit Route: Route 93 (Sullivan Sta. – Downtown via Bunker Hill)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	152,975	43%	0.04	198,818	57%	1.06
Chinatown	56,043	33%	0.07	115,044	67%	0.88
West End	32,844	41%	0.06	47,612	59%	1.11
Charlestown	24,554	41%	0.07	35,964	59%	1.38
Back Bay	23,271	10%	0.23	215,282	90%	0.65
North End	21,669	47%	0.05	24,110	53%	1.22
Beacon Hill	12,153	39%	0.05	18,694	61%	0.99
Waterfront	10,429	14%	0.21	62,163	86%	1.12
East Cambridge	9,945	13%	0.21	69,067	87%	0.80
South End	9,647	7%	0.29	127,490	93%	0.69

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 94 – 109

Transit Route: Route 94 (Medford Sq. – Davis Sq. Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Davis Square	21,362	35%	0.05	38,876	65%	1.07
North Cambridge	15,811	17%	0.16	78,799	83%	0.98
Harvard Square	15,331	7%	0.37	195,570	93%	0.60
Medford Hillside	12,260	43%	0.05	15,986	57%	1.38
Spring Hill	10,090	12%	0.26	71,975	88%	0.83
East Arlington	9,870	21%	0.14	36,582	79%	1.04
W. Medford/Medford Sq	7,363	29%	0.12	17,663	71%	1.47
East Medford	6,054	10%	0.29	55,661	90%	1.09
South Medford	5,779	21%	0.10	22,260	79%	1.17
Central Square	5,280	4%	0.48	143,395	96%	0.68

Transit Route: Route 95 (West Medford – Sullivan Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Medford	15,414	25%	0.13	46,300	75%	1.31
Spring Hill	10,979	13%	0.22	71,085	87%	0.85
East Somerville	9,817	24%	0.16	31,313	76%	1.28
South Medford	9,451	34%	0.13	18,587	66%	1.37
Harvard Square	9,103	4%	0.49	201,798	96%	0.58
West Malden	8,326	12%	0.30	59,917	88%	0.89
Winter Hill	8,244	31%	0.14	17,987	69%	1.18
Charlestown	8,007	13%	0.16	52,510	87%	0.95
W Medford/Medford Sq	7,798	31%	0.15	17,228	69%	1.49
Davis Square	7,713	13%	0.28	52,526	87%	0.77

Transit Route: Route 96 (Medford Sq. – Harvard Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Harvard Square	95,511	45%	0.09	115,391	55%	0.99
North Cambridge	28,208	30%	0.18	66,402	70%	1.12
Davis Square	24,891	41%	0.09	35,347	59%	1.15
Central Square	20,949	14%	0.23	127,726	86%	0.75
Spring Hill	16,627	20%	0.18	65,437	80%	0.91
Medford Hillside	12,333	44%	0.07	15,913	56%	1.37
North Allston	8,389	13%	0.15	55,215	87%	1.10
Downtown	8,371	2%	0.48	343,422	98%	0.62
South Medford	6,837	24%	0.10	21,202	76%	1.23
East Arlington	6,356	14%	0.27	40,095	86%	0.94

Transit Route: Route 97 (Malden Sta. – Wellington Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Malden	20,973	31%	0.07	47,269	69%	1.15
West Everett	14,362	36%	0.05	25,236	64%	1.23
East Everett	13,243	21%	0.11	49,088	79%	1.10
East Malden	12,866	17%	0.13	64,093	83%	1.02
East Medford	9,728	16%	0.23	51,986	84%	1.16
Chelsea	6,208	6%	0.40	95,156	94%	0.81
Downtown	4,986	1%	0.51	346,807	99%	0.61
Melrose	3,783	6%	0.52	63,558	94%	1.17
East Somerville	3,517	9%	0.45	37,614	91%	1.07
Spring Hill	3,427	4%	0.62	78,637	96%	0.77

Transit Route: Route 99 (Boston Reg. Med. Ctr. Stoneham – Wellington Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Malden	24,205	35%	0.06	44,037	65%	1.23
East Malden	15,481	20%	0.12	61,478	80%	1.06
East Medford	10,394	17%	0.24	51,321	83%	1.17
West Everett	10,146	26%	0.10	29,453	74%	1.05
East Everett	8,367	13%	0.23	53,965	87%	1.00
Melrose	6,781	10%	0.49	60,560	90%	1.20
Chelsea	5,251	5%	0.52	96,112	95%	0.80
Downtown	4,912	1%	0.50	346,881	99%	0.61
Stoneham	4,011	6%	0.72	65,051	94%	1.52
East Woburn	3,643	3%	1.03	127,776	97%	1.69

Transit Route: Route 100 (Elm St. – Wellington Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Medford	13,921	23%	0.09	47,793	77%	1.28
West Malden	8,245	12%	0.10	59,998	88%	0.92
East Malden	3,635	5%	0.37	73,324	95%	0.90
North Medford	3,325	13%	0.24	21,993	87%	1.32
W. Medford/Medford Sq	2,954	12%	0.20	22,072	88%	1.19
Melrose	2,876	4%	0.64	64,465	96%	1.15
East Woburn	2,766	2%	0.99	128,652	98%	1.69
Stoneham	2,517	4%	0.86	66,545	96%	1.50
East Everett	2,421	4%	0.48	59,911	96%	0.91
Spring Hill	2,193	3%	0.61	79,871	97%	0.77

Transit Route: Route 101 (Malden Sta. – Sullivan Sta. via Medford Sq.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Malden	25,684	38%	0.13	42,558	62%	1.23
East Medford	16,274	26%	0.21	45,441	74%	1.30
Spring Hill	16,030	20%	0.23	66,035	80%	0.89
East Malden	14,885	19%	0.22	62,075	81%	1.03
Davis Square	14,504	24%	0.20	45,735	76%	0.87
Harvard Square	13,532	6%	0.48	197,370	94%	0.59
East Somerville	12,189	30%	0.21	28,941	70%	1.35
South Medford	11,927	43%	0.16	16,111	57%	1.54
Medford Hillside	11,842	42%	0.14	16,404	58%	1.28
Winter Hill	11,542	44%	0.16	14,689	56%	1.40

Transit Route: Route 104 (Malden Sta. – Sullivan Sta. via Ferry St.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Malden	22,165	32%	0.09	46,077	68%	1.17
East Malden	19,322	25%	0.10	57,637	75%	1.13
East Everett	14,765	24%	0.13	47,567	76%	1.13
West Everett	14,527	37%	0.07	25,071	63%	1.23
Charlestown	7,582	13%	0.18	52,935	87%	0.94
East Medford	7,318	12%	0.35	54,397	88%	1.10
Chelsea	6,817	7%	0.41	94,547	93%	0.81
Downtown	6,677	2%	0.49	345,116	98%	0.62
East Somerville	6,603	16%	0.25	34,527	84%	1.16
Melrose	4,957	7%	0.49	62,383	93%	1.18

Transit Route: Route 105 (Malden Sta. – Sullivan Sta. via Main St.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Malden	24,045	31%	0.09	52,915	69%	1.23
West Malden	22,559	33%	0.08	45,683	67%	1.18
West Everett	14,229	36%	0.07	25,369	64%	1.22
East Everett	11,430	18%	0.17	50,902	82%	1.06
East Medford	7,570	12%	0.36	54,144	88%	1.11
Charlestown	7,492	12%	0.18	53,025	88%	0.94
Downtown	6,664	2%	0.49	345,129	98%	0.62
Chelsea	6,555	6%	0.48	94,808	94%	0.80
East Somerville	6,523	16%	0.24	34,608	84%	1.16
Melrose	6,029	9%	0.48	61,311	91%	1.20

Transit Route: Route 106 (Franklin Sq./Lebanon St. Loop – Wellington Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Malden	24,874	32%	0.09	52,086	68%	1.25
West Malden	22,676	33%	0.08	45,566	67%	1.18
Melrose	20,070	30%	0.19	47,270	70%	1.53
West Everett	10,985	28%	0.10	28,613	72%	1.08
East Everett	9,401	15%	0.22	52,931	85%	1.01
East Medford	9,323	15%	0.32	52,392	85%	1.14
Wakefield	6,508	8%	0.62	77,158	92%	1.51
Chelsea	5,938	6%	0.54	95,425	94%	0.80
South Saugus	5,438	9%	0.62	52,375	91%	1.40
Downtown	5,174	1%	0.54	346,619	99%	0.61

Neighborhood lies outside route's service area

Transit Route: Route 108 (Linden Sq. – Wellington Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Malden	25,155	33%	0.08	51,805	67%	1.26
West Malden	24,028	35%	0.04	44,214	65%	1.24
East Medford	13,796	22%	0.17	47,919	78%	1.26
Melrose	6,927	10%	0.46	60,413	90%	1.21
East Everett	6,290	10%	0.36	56,042	90%	0.95
West Everett	5,774	15%	0.20	33,824	85%	0.91
South Saugus	5,639	10%	0.61	52,174	90%	1.40
Chelsea	4,777	5%	0.65	96,586	95%	0.79
Downtown	4,722	1%	0.51	347,071	99%	0.61
North Saugus	4,372	7%	0.88	56,672	93%	1.89

Transit Route: Route 109 (Linden Sq. – Sullivan Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Everett	13,852	22%	0.07	48,480	78%	1.13
East Malden	13,850	18%	0.13	63,109	82%	1.03
West Everett	12,073	30%	0.04	27,526	70%	1.14
Charlestown	6,952	11%	0.15	53,566	89%	0.94
Chelsea	6,304	6%	0.34	95,059	94%	0.81
West Malden	6,062	9%	0.31	62,180	91%	0.87
East Somerville	5,582	14%	0.20	35,549	86%	1.14
East Medford	4,661	8%	0.43	57,053	92%	1.06
Downtown	4,518	1%	0.51	347,275	99%	0.61
Spring Hill	3,876	5%	0.40	78,188	95%	0.78

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 110 – 134

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Everett	22,702	36%	0.12	39,630	64%	1.34
East Revere	20,531	28%	0.20	53,667	72%	1.14
Chelsea	19,179	19%	0.28	82,185	81%	0.90
West Everett	14,041	35%	0.11	25,557	65%	1.19
East Malden	13,596	18%	0.28	63,363	82%	1.00
West Revere	12,905	27%	0.16	35,469	73%	1.24
West Malden	9,747	14%	0.31	58,496	86%	0.90
East Medford	8,546	14%	0.37	53,169	86%	1.12
Downtown	6,434	2%	0.53	345,359	98%	0.61
South Saugus	4,459	8%	0.76	53,355	92%	1.37

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	103,591	29%	0.06	248,202	71%	0.84
Chelsea	46,288	46%	0.11	55,075	54%	1.35
West End	24,472	30%	0.08	55,984	70%	0.94
Chinatown	21,974	13%	0.19	149,113	87%	0.68
Charlestown	21,364	35%	0.11	39,154	65%	1.25
North End	20,075	44%	0.07	25,704	56%	1.14
East Everett	15,924	26%	0.15	46,407	74%	1.15
East Revere	15,750	21%	0.30	58,449	79%	1.04
Back Bay	13,837	6%	0.35	224,716	94%	0.63
West Revere	13,037	27%	0.17	35,337	73%	1.24

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Chelsea	45,057	44%	0.09	56,306	56%	1.34
East Boston	25,181	29%	0.14	62,854	71%	0.96
East Everett	18,511	30%	0.08	43,821	70%	1.24
East Revere	10,113	14%	0.47	64,085	86%	0.94
West Everett	9,696	24%	0.16	29,902	76%	1.01
Downtown	9,317	3%	0.45	342,476	97%	0.62
East Medford	7,387	12%	0.40	54,327	88%	1.10
East Malden	7,324	10%	0.45	69,635	90%	0.92
West Revere	6,564	14%	0.35	41,811	86%	1.04
West Malden	5,735	8%	0.48	62,507	92%	0.85

Transit Route: Route 114 (Bellingham Sq. – Maverick Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Chelsea	44,241	44%	0.11	57,123	56%	1.30
East Boston	39,587	45%	0.09	48,448	55%	1.25
East Revere	15,205	20%	0.27	58,993	80%	1.04
Downtown	10,381	3%	0.40	341,412	97%	0.62
West Revere	9,868	20%	0.19	38,506	80%	1.14
East Everett	7,371	12%	0.27	54,960	88%	0.98
Kendall/MIT	5,263	4%	0.62	114,857	96%	0.72
Harvard Square	4,956	2%	0.70	205,946	98%	0.58
East Malden	4,759	6%	0.63	72,200	94%	0.89
Back Bay	4,469	2%	0.51	234,084	98%	0.61

Transit Route: Route 116 (Wonderland Sta. – Maverick Sta. via Revere)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Chelsea	46,388	46%	0.13	54,976	54%	1.33
East Boston	40,650	46%	0.10	47,385	54%	1.27
East Revere	22,993	31%	0.20	51,206	69%	1.19
West Revere	12,254	25%	0.19	36,121	75%	1.21
Downtown	11,935	3%	0.40	339,858	97%	0.62
East Everett	8,404	13%	0.33	53,927	87%	0.98
Harvard Square	6,093	3%	0.69	204,809	97%	0.58
East Malden	5,842	8%	0.66	71,118	92%	0.89
Kendall/MIT	5,771	5%	0.62	114,349	95%	0.72
Back Bay	5,087	2%	0.51	233,465	98%	0.61

Transit Route: Route 117 (Wonderland Sta. – Maverick Sta. via Beach)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	120,884	34%	0.06	230,910	66%	0.90
Chelsea	48,070	47%	0.14	53,293	53%	1.36
East Boston	45,376	52%	0.10	42,659	48%	1.40
Chinatown	26,039	15%	0.18	145,048	85%	0.69
East Revere	23,992	32%	0.21	50,206	68%	1.20
West End	23,768	30%	0.08	56,688	70%	0.93
North End	19,774	43%	0.07	26,005	57%	1.13
Back Bay	15,499	6%	0.34	223,053	94%	0.63
West Revere	11,786	24%	0.20	36,588	76%	1.19
Kendall/MIT	9,715	8%	0.51	110,405	92%	0.73

Transit Route: Route 119 (Northgate Shopping Ctr. – Beachmont Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Revere	23,354	31%	0.11	50,845	69%	1.23
West Revere	15,795	33%	0.08	32,579	67%	1.37
Chelsea	13,287	13%	0.32	88,076	87%	0.85
East Malden	7,959	10%	0.39	69,001	90%	0.93
East Everett	6,404	10%	0.41	55,928	90%	0.95
East Lynn	4,930	3%	0.66	141,450	97%	0.57
South Saugus	4,743	8%	0.67	53,070	92%	1.39
Downtown	4,072	1%	0.51	347,721	99%	0.61
East Boston	3,796	4%	0.46	84,239	96%	0.74
North Saugus	3,710	6%	0.97	57,335	94%	1.87

Transit Route: Route 120 (Orient Heights Sta. – Maverick Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Boston	42,877	49%	0.02	45,158	51%	1.40
Downtown	6,997	2%	0.32	344,796	98%	0.62
Chelsea	5,887	6%	0.39	95,477	94%	0.80
Kendall/MIT	3,841	3%	0.54	116,279	97%	0.72
East Revere	3,251	4%	0.42	70,948	96%	0.90
Back Bay	2,901	1%	0.41	235,652	99%	0.61
Chinatown	2,870	2%	0.40	168,216	98%	0.62
Fenway	2,749	2%	0.51	163,636	98%	0.64
Harvard Square	2,024	1%	0.61	208,878	99%	0.58
Logan Airport	1,934	6%	0.28	31,693	94%	1.59

Transit Route: Route 121 (Wood Island Sta. – Maverick Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Boston	37,337	42%	0.02	50,698	58%	1.25
Downtown	6,157	2%	0.32	345,637	98%	0.62
Chelsea	4,830	5%	0.39	96,534	95%	0.80
Kendall/MIT	3,545	3%	0.54	116,575	97%	0.72
Back Bay	2,446	1%	0.41	236,107	99%	0.61
Chinatown	2,339	1%	0.40	168,747	99%	0.62
Fenway	2,180	1%	0.51	164,205	99%	0.64
East Revere	2,063	3%	0.42	72,135	97%	0.89
Harvard Square	1,670	1%	0.61	209,232	99%	0.58
South End	1,635	1%	0.54	135,502	99%	0.67

Transit Route: Route 131 (Melrose Highlands – Malden Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Melrose	23,097	34%	0.12	44,243	66%	1.66
West Malden	20,084	29%	0.07	48,158	71%	1.13
East Malden	14,827	19%	0.12	62,132	81%	1.05
Wakefield	7,255	9%	0.55	76,411	91%	1.53
Stoneham	5,980	9%	0.58	63,082	91%	1.56
East Medford	4,908	8%	0.42	56,806	92%	1.07
North Saugus	4,743	8%	0.93	56,301	92%	1.89
South Saugus	4,617	8%	0.60	53,196	92%	1.39
East Woburn	4,079	3%	1.14	127,340	97%	1.69
Downtown	3,847	1%	0.53	347,946	99%	0.61

Neighborhood lies outside route's service area

Transit Route: Route 132 (Redstone Shopping Ctr. – Malden Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Stoneham	16,742	24%	0.17	52,320	76%	1.89
West Malden	16,234	24%	0.07	52,008	76%	1.05
Melrose	14,239	21%	0.18	53,102	79%	1.39
East Malden	7,193	9%	0.20	69,766	91%	0.94
Wakefield	6,960	8%	0.53	76,706	92%	1.53
East Woburn	6,756	5%	0.90	124,663	95%	1.71
East Medford	3,798	6%	0.43	57,916	94%	1.05
North Saugus	3,114	5%	1.09	57,931	95%	1.86
Downtown	3,010	1%	0.55	348,783	99%	0.61
South Saugus	2,695	5%	0.76	55,119	95%	1.35

Transit Route: Route 134 (North Woburn – Wellington Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Woburn	23,328	18%	0.41	108,091	82%	1.94
East Medford	13,703	22%	0.15	48,012	78%	1.26
Winchester	11,531	21%	0.40	43,386	79%	1.74
West Woburn	7,631	19%	0.47	32,030	81%	1.76
Burlington	6,854	5%	0.89	143,172	95%	1.45
W. Medford/Medford Sq	6,301	25%	0.18	18,724	75%	1.37
West Malden	5,342	8%	0.35	62,900	92%	0.86
North Medford	5,227	21%	0.30	20,091	79%	1.41
Stoneham	5,156	7%	0.98	63,906	93%	1.52
Medford Hillside	4,819	17%	0.19	23,427	83%	0.93

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 136 & 137 – 217

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Wakefield	24,943	30%	0.23	58,723	70%	1.96
Melrose	23,119	34%	0.19	44,221	66%	1.62
West Malden	20,493	30%	0.09	47,749	70%	1.13
East Malden	15,181	20%	0.16	61,779	80%	1.05
Reading	12,752	22%	0.18	44,076	78%	1.78
Stoneham	10,633	15%	0.57	58,428	85%	1.64
East Woburn	8,908	7%	1.20	122,511	93%	1.71
North Saugus	6,780	11%	1.07	54,264	89%	1.91
East Medford	5,276	9%	0.46	56,439	91%	1.07
South Saugus	5,081	9%	0.73	52,732	91%	1.38

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Back Bay	102,517	43%	0.07	136,036	57%	1.02
South End	60,441	44%	0.06	76,696	56%	1.14
South Waltham	54,799	37%	0.13	94,011	63%	1.43
Fenway	37,538	23%	0.10	128,847	77%	0.80
Chinatown	36,856	22%	0.14	134,231	78%	0.75
Downtown	25,925	7%	0.29	325,868	93%	0.64
North Waltham	25,486	25%	0.27	74,649	75%	2.03
Longwood	14,197	10%	0.29	134,980	90%	0.58
North Newton	11,429	9%	0.28	109,425	91%	1.17
North Roxbury	9,035	15%	0.13	52,536	85%	0.89

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South End	44,107	32%	0.09	93,030	68%	0.94
East Boston	29,216	33%	0.05	58,819	67%	1.07
Downtown	27,399	8%	0.22	324,394	92%	0.65
Chinatown	18,354	11%	0.21	152,732	89%	0.66
Back Bay	17,352	7%	0.21	221,200	93%	0.64
Waterfront	16,795	23%	0.12	55,797	77%	1.25
South Boston	16,361	25%	0.12	48,278	75%	0.92
Fenway	13,990	8%	0.24	152,395	92%	0.67
North Dorchester	13,644	13%	0.24	94,247	87%	0.94
North Roxbury	9,826	16%	0.12	51,744	84%	0.90

Transit Route: Route 201 (Fields Corner Sta. – Fields Corner Sta. via Neponset Ave.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Quincy	39,207	35%	0.13	72,890	65%	1.27
South Dorchester	36,196	27%	0.11	97,166	73%	1.05
South Quincy	21,306	11%	0.41	165,367	89%	0.99
North Dorchester	11,534	11%	0.39	96,357	89%	0.91
Downtown	7,402	2%	0.50	344,391	98%	0.62
North Braintree	5,285	5%	0.78	109,099	95%	1.25
South Roxbury	4,728	7%	0.33	61,307	93%	0.76
North Milton	3,978	10%	0.43	36,809	90%	1.18
Back Bay	3,936	2%	0.61	234,617	98%	0.61
Mattapan	3,602	7%	0.38	51,312	93%	0.84

Transit Route: Route 202 (Fields Corner Sta. – Fields Corner Sta. via Adams St.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Quincy	39,207	35%	0.13	72,890	65%	1.27
South Dorchester	36,196	27%	0.11	97,166	73%	1.05
South Quincy	21,306	11%	0.41	165,367	89%	0.99
North Dorchester	11,534	11%	0.39	96,357	89%	0.91
Downtown	7,402	2%	0.50	344,391	98%	0.62
North Braintree	5,285	5%	0.78	109,099	95%	1.25
South Roxbury	4,728	7%	0.33	61,307	93%	0.76
North Milton	3,978	10%	0.43	36,809	90%	1.18
Back Bay	3,936	2%	0.61	234,617	98%	0.61
Mattapan	3,602	7%	0.38	51,312	93%	0.84

Transit Route: Route 210 (Quincy Ctr. Sta. – No. Quincy Sta./Fields Corner Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	59,472	32%	0.22	127,201	68%	1.25
North Quincy	42,602	38%	0.16	69,495	62%	1.31
South Dorchester	30,187	23%	0.16	103,174	77%	0.97
North Braintree	24,548	21%	0.31	89,837	79%	1.48
North Dorchester	11,172	10%	0.43	96,719	90%	0.90
Downtown	8,946	3%	0.55	342,847	97%	0.61
South Braintree	7,062	13%	0.49	45,891	87%	1.48
North Weymouth	6,103	7%	0.67	83,032	93%	1.06
Back Bay	4,748	2%	0.65	233,805	98%	0.61
North Milton	4,146	10%	0.47	36,642	90%	1.18

Transit Route: Route 211 (Quincy Ctr. Sta. – Squantum)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Quincy	50,003	45%	0.09	62,094	55%	1.50
South Quincy	41,834	22%	0.23	144,839	78%	1.12
South Dorchester	7,246	5%	0.51	126,116	95%	0.81
North Braintree	6,824	6%	0.67	107,561	94%	1.27
Downtown	5,435	2%	0.51	346,358	98%	0.61
North Milton	4,217	10%	0.38	36,571	90%	1.19
North Dorchester	3,559	3%	0.63	104,332	97%	0.86
North Weymouth	3,102	3%	0.73	86,034	97%	1.04
Back Bay	2,885	1%	0.65	235,667	99%	0.61
Hingham	2,382	3%	0.81	75,341	97%	1.21

Transit Route: Route 212 (Quincy Ctr. Sta. – No. Quincy Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Quincy	39,878	36%	0.08	72,219	64%	1.31
South Quincy	34,981	19%	0.21	151,693	81%	1.09
North Braintree	4,984	4%	0.65	109,401	96%	1.26
South Dorchester	4,851	4%	0.52	128,510	96%	0.80
Downtown	4,258	1%	0.51	347,535	99%	0.61
North Dorchester	2,668	2%	0.63	105,223	98%	0.86
Back Bay	2,306	1%	0.65	236,247	99%	0.61
North Weymouth	2,265	3%	0.72	86,871	97%	1.04
North Milton	2,093	5%	0.43	38,694	95%	1.14
Chinatown	1,748	1%	0.53	169,339	99%	0.62

Transit Route: Route 214 (Quincy Ctr. Sta. – Germantown)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	39,552	21%	0.10	147,121	79%	1.14
North Quincy	4,887	4%	0.45	107,210	96%	0.89
North Braintree	3,539	3%	0.51	110,846	97%	1.26
Downtown	2,038	1%	0.65	349,755	99%	0.61
North Weymouth	1,926	2%	0.65	87,210	98%	1.04
South Dorchester	1,466	1%	0.77	131,896	99%	0.79
Hingham	1,400	2%	0.76	76,323	98%	1.21
Back Bay	1,116	0%	0.74	237,437	100%	0.61
South Braintree	992	2%	0.70	51,961	98%	1.36
North Dorchester	973	1%	0.71	106,918	99%	0.85

Transit Route: Route 215 (Quincy Ctr. Sta. – Ashmont Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	61,531	33%	0.21	125,143	67%	1.27
South Dorchester	39,818	30%	0.14	93,544	70%	1.07
North Quincy	34,488	31%	0.22	77,609	69%	1.16
North Braintree	13,527	12%	0.55	100,857	88%	1.32
North Dorchester	12,278	11%	0.42	95,613	89%	0.91
Downtown	9,632	3%	0.55	342,161	97%	0.61
North Milton	8,091	20%	0.38	32,696	80%	1.28
Mattapan	5,930	11%	0.38	48,984	89%	0.86
South Roxbury	5,687	9%	0.35	60,348	91%	0.76
Back Bay	5,026	2%	0.65	233,527	98%	0.61

Transit Route: Route 216 (Quincy Ctr. Sta. – Houghs Neck)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	44,454	24%	0.10	142,219	76%	1.18
North Quincy	5,809	5%	0.45	106,289	95%	0.89
North Braintree	4,263	4%	0.51	110,121	96%	1.26
Downtown	2,437	1%	0.65	349,356	99%	0.61
North Weymouth	2,395	3%	0.65	86,741	97%	1.04
South Dorchester	1,788	1%	0.77	131,573	99%	0.79
Hingham	1,709	2%	0.76	76,014	98%	1.21
Back Bay	1,331	1%	0.74	237,221	99%	0.61
South Braintree	1,193	2%	0.70	51,760	98%	1.37
North Dorchester	1,154	1%	0.71	106,737	99%	0.85

Transit Route: Route 217 (Wollaston Sta. – Ashmont Sta. via Wollaston Beach)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Quincy	50,199	45%	0.12	61,899	55%	1.47
South Quincy	48,516	26%	0.25	138,157	74%	1.16
South Dorchester	22,670	17%	0.23	110,691	83%	0.91
North Milton	9,567	23%	0.35	31,220	77%	1.34
North Braintree	8,854	8%	0.70	105,531	92%	1.28
Downtown	7,641	2%	0.53	344,152	98%	0.61
Mattapan	6,629	12%	0.37	48,284	88%	0.87
North Dorchester	6,231	6%	0.53	101,660	94%	0.87
Back Bay	4,078	2%	0.64	234,474	98%	0.61
South Newton	3,935	2%	1.07	206,883	98%	1.21

Neighborhood lies outside route's service area

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 220 – 350

Transit Route: Route 220 (Quincy Ctr. Sta. – Hingham)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	43,136	23%	0.16	143,537	77%	1.15
Hingham	22,275	29%	0.42	55,448	71%	1.51
North Weymouth	14,171	16%	0.39	74,964	84%	1.15
North Braintree	6,239	5%	0.61	108,145	95%	1.27
North Quincy	5,500	5%	0.55	106,598	95%	0.89
Downtown	3,102	1%	0.72	348,691	99%	0.61
South Braintree	1,829	3%	0.85	51,124	97%	1.37
South Dorchester	1,769	1%	0.85	131,592	99%	0.79
South Weymouth	1,627	3%	0.40	49,140	97%	0.62
Back Bay	1,476	1%	0.80	237,076	99%	0.61

Transit Route: Route 221 (Quincy Ctr. Sta. – Fort Point)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	41,681	22%	0.13	144,993	78%	1.15
North Weymouth	10,973	12%	0.30	78,162	88%	1.13
North Braintree	5,487	5%	0.55	108,898	95%	1.27
Hingham	5,357	7%	0.70	72,367	93%	1.24
North Quincy	4,970	4%	0.51	107,127	96%	0.89
Downtown	2,715	1%	0.69	349,078	99%	0.61
South Dorchester	1,560	1%	0.81	131,801	99%	0.79
South Braintree	1,504	3%	0.78	51,449	97%	1.37
Back Bay	1,330	1%	0.77	237,223	99%	0.61
Chinatown	1,080	1%	0.70	170,007	99%	0.62

Transit Route: Route 222 (Quincy Ctr. Sta. – East Weymouth)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	44,194	24%	0.16	142,480	76%	1.16
North Weymouth	27,916	31%	0.27	61,219	69%	1.38
Hingham	12,463	16%	0.62	65,261	84%	1.31
North Braintree	8,504	7%	0.59	105,881	93%	1.28
North Quincy	5,875	5%	0.55	106,222	95%	0.89
South Weymouth	4,412	9%	0.38	46,355	91%	0.63
Downtown	3,419	1%	0.73	348,374	99%	0.61
South Braintree	2,826	5%	0.87	50,127	95%	1.38
South Dorchester	1,924	1%	0.85	131,437	99%	0.79
Back Bay	1,609	1%	0.80	236,944	99%	0.61

Transit Route: Route 225 (Quincy Ctr. Sta. – Weymouth Landing)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	49,992	27%	0.15	136,681	73%	1.21
North Weymouth	20,538	23%	0.36	68,598	77%	1.23
North Braintree	15,849	14%	0.35	98,536	86%	1.37
South Weymouth	13,628	27%	0.12	37,139	73%	0.79
North Quincy	6,591	6%	0.51	105,507	94%	0.89
Hingham	6,495	8%	0.69	71,228	92%	1.25
South Braintree	5,357	10%	0.62	47,596	90%	1.43
Downtown	3,773	1%	0.66	348,020	99%	0.61
South Dorchester	2,308	2%	0.79	131,053	98%	0.79
Randolph	2,129	3%	0.92	71,694	97%	1.22

Transit Route: Route 230 (Quincy Ctr. Sta. – Montello Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	43,698	23%	0.17	142,976	77%	1.15
North Braintree	21,147	18%	0.30	93,237	82%	1.44
Brockton	20,503	10%	0.35	192,095	90%	0.90
South Braintree	12,136	23%	0.39	40,817	77%	1.64
Randolph	6,631	9%	0.71	67,192	91%	1.26
North Quincy	5,792	5%	0.54	106,306	95%	0.89
Holbrook	5,596	24%	0.36	17,499	76%	1.45
North Weymouth	5,231	6%	0.75	83,905	94%	1.05
Downtown	3,746	1%	0.73	348,047	99%	0.61
South Weymouth	3,604	7%	0.52	47,163	93%	0.62

Transit Route: Route 236 (Quincy Ctr. Sta. – South Shore Plaza)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	40,754	22%	0.15	145,919	78%	1.14
North Braintree	27,310	24%	0.16	87,075	76%	1.57
South Braintree	6,493	12%	0.38	46,460	88%	1.49
North Quincy	5,331	5%	0.52	106,767	95%	0.89
North Weymouth	4,786	5%	0.61	84,349	95%	1.05
Downtown	2,658	1%	0.68	349,135	99%	0.61
Hingham	2,552	3%	0.86	75,171	97%	1.21
Randolph	2,430	3%	0.93	71,393	97%	1.22
South Dorchester	2,007	2%	0.82	131,355	98%	0.79
South Weymouth	1,783	4%	0.43	48,984	96%	0.62

Transit Route: Route 238 (Quincy Ctr. Sta. – Holbrook/Randolph Comm. Rail Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	50,756	27%	0.14	135,918	73%	1.21
North Braintree	20,449	18%	0.35	93,935	82%	1.42
Randolph	15,513	21%	0.29	58,310	79%	1.45
South Braintree	7,970	15%	0.55	44,983	85%	1.49
North Quincy	6,585	6%	0.51	105,512	94%	0.89
Brockton	4,972	2%	0.88	207,626	98%	0.85
North Weymouth	4,158	5%	0.75	84,978	95%	1.04
Downtown	3,623	1%	0.70	348,170	99%	0.61
Canton	2,969	4%	0.73	79,420	96%	1.07
Hingham	2,845	4%	0.87	74,878	96%	1.21

Transit Route: Route 240 (Avon Line – Ashmont Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	44,798	24%	0.21	141,875	76%	1.15
Randolph	24,088	33%	0.24	49,735	67%	1.68
North Braintree	23,046	20%	0.36	91,339	80%	1.45
South Dorchester	19,108	14%	0.20	114,253	86%	0.89
North Quincy	8,469	8%	0.54	103,629	92%	0.90
North Milton	7,721	19%	0.34	33,067	81%	1.28
South Braintree	6,933	13%	0.69	46,020	87%	1.45
Mattapan	6,459	12%	0.32	48,454	88%	0.87
Brockton	5,826	3%	0.88	206,772	97%	0.85
Downtown	5,663	2%	0.65	346,130	98%	0.61

Transit Route: Route 245 (Quincy Ctr. Sta. – Mattapan Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	55,263	30%	0.19	131,410	70%	1.23
North Quincy	21,482	19%	0.24	90,615	81%	1.02
North Milton	11,578	28%	0.26	29,209	72%	1.44
North Braintree	8,526	7%	0.66	105,858	93%	1.28
South Dorchester	8,223	6%	0.53	125,139	94%	0.81
Hyde Park	5,574	7%	0.51	73,849	93%	1.01
Downtown	5,470	2%	0.62	346,323	98%	0.61
Mattapan	5,443	10%	0.35	49,471	90%	0.86
North Weymouth	3,513	4%	0.73	85,623	96%	1.04
South Newton	3,284	2%	1.14	207,535	98%	1.21

Transit Route: Route 325 (Elm St. – Haymarket Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	122,336	35%	0.02	229,457	65%	0.93
Chinatown	28,227	16%	0.10	142,860	84%	0.72
West End	20,131	25%	0.06	60,325	75%	0.89
North End	17,233	38%	0.03	28,546	62%	1.05
Back Bay	12,364	5%	0.26	226,189	95%	0.63
Beacon Hill	8,253	27%	0.04	22,594	73%	0.83
East Medford	7,732	13%	0.14	53,983	87%	1.14
Waterfront	7,114	10%	0.19	65,478	90%	1.08
East Cambridge	5,573	7%	0.26	73,440	93%	0.76
West Malden	5,504	8%	0.17	62,738	92%	0.88

Neighborhood lies outside route's service area

Transit Route: Route 326 (West Medford – Haymarket Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	121,811	35%	0.02	229,982	65%	0.93
Chinatown	28,005	16%	0.09	143,081	84%	0.72
West End	20,003	25%	0.05	60,453	75%	0.89
North End	17,150	37%	0.03	28,629	63%	1.05
Back Bay	12,110	5%	0.25	226,443	95%	0.63
Beacon Hill	8,215	27%	0.04	22,631	73%	0.83
Waterfront	7,001	10%	0.19	65,590	90%	1.08
East Cambridge	5,459	7%	0.25	73,554	93%	0.76
South End	4,667	3%	0.34	132,470	97%	0.68
Kendall/MIT	4,133	3%	0.35	115,987	97%	0.73

Transit Route: Route 350 (North Burlington – Alewife Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Burlington	41,142	27%	0.23	108,884	73%	1.87
North Cambridge	12,060	13%	0.14	82,550	87%	0.94
East Arlington	11,450	25%	0.13	35,002	75%	1.08
West Arlington	9,249	15%	0.31	53,829	85%	1.18
East Woburn	6,420	5%	0.90	124,999	95%	1.71
Winchester	5,530	10%	0.47	49,386	90%	1.57
Harvard Square	5,417	3%	0.37	205,484	97%	0.59
West Woburn	4,645	12%	0.46	35,016	88%	1.65
Billerica	4,011	5%	0.78	70,557	95%	1.42
East Lexington	3,579	7%	0.81	48,233	93%	1.61

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 351 – 434

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Burlington	29,149	19%	0.22	120,877	81%	1.71
North Cambridge	9,646	10%	0.07	84,964	90%	0.93
Bedford	4,976	7%	0.55	65,676	93%	1.78
East Arlington	4,168	9%	0.13	42,284	91%	0.92
Harvard Square	4,004	2%	0.30	206,897	98%	0.59
Billerica	3,186	4%	0.76	71,382	96%	1.42
East Woburn	1,995	2%	1.09	129,423	98%	1.68
West Arlington	1,753	3%	0.50	61,325	97%	1.06
Davis Square	1,742	3%	0.15	58,497	97%	0.73
Spring Hill	1,500	2%	0.35	80,564	98%	0.77

Transit Route: Route 352 (Burlington – State Street)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	132,392	38%	0.02	219,401	62%	0.97
Chinatown	34,138	20%	0.08	136,949	80%	0.75
West End	22,982	29%	0.05	57,474	71%	0.93
North End	18,526	40%	0.03	27,254	60%	1.11
Back Bay	14,604	6%	0.23	223,949	94%	0.64
Burlington	13,684	9%	0.20	136,342	91%	1.54
Beacon Hill	9,637	31%	0.03	21,210	69%	0.89
Waterfront	7,900	11%	0.18	64,691	89%	1.09
East Cambridge	5,908	7%	0.24	73,104	93%	0.76
South End	5,392	4%	0.32	131,745	96%	0.68

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	131,598	37%	0.03	220,195	63%	0.96
Chinatown	33,777	20%	0.09	137,310	80%	0.75
Burlington	23,358	16%	0.29	126,669	84%	1.63
West End	20,450	25%	0.06	60,006	75%	0.89
East Woburn	20,440	16%	0.32	110,978	84%	1.92
North End	18,190	40%	0.03	27,590	60%	1.09
Back Bay	14,128	6%	0.25	224,424	94%	0.63
Beacon Hill	8,845	29%	0.04	22,001	71%	0.85
Waterfront	8,011	11%	0.21	64,580	89%	1.09
West Woburn	6,729	17%	0.34	32,933	83%	1.75

Transit Route: Route 355 (Mishawum Sta. – State Street)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	131,107	37%	0.02	220,686	63%	0.96
Chinatown	33,582	20%	0.08	137,505	80%	0.75
West End	20,323	25%	0.06	60,133	75%	0.89
North End	18,115	40%	0.03	27,664	60%	1.09
East Woburn	15,729	12%	0.21	115,690	88%	1.87
Back Bay	13,873	6%	0.24	224,680	94%	0.63
Beacon Hill	8,807	29%	0.04	22,040	71%	0.85
Waterfront	7,846	11%	0.19	64,746	89%	1.09
South End	5,236	4%	0.32	131,901	96%	0.68
East Cambridge	4,500	6%	0.29	74,513	94%	0.75

Transit Route: Route 411 (Malden Sta. – Revere/Jack Satter House)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Malden	27,835	36%	0.14	49,124	64%	1.28
East Revere	22,540	30%	0.16	51,659	70%	1.20
West Malden	20,622	30%	0.09	47,620	70%	1.13
West Revere	15,670	32%	0.15	32,704	68%	1.33
Chelsea	11,920	12%	0.46	89,444	88%	0.82
East Everett	8,921	14%	0.42	53,411	86%	0.97
South Saugus	8,703	15%	0.64	49,110	85%	1.45
Melrose	7,299	11%	0.55	60,041	89%	1.20
Downtown	6,874	2%	0.50	344,919	98%	0.62
East Lynn	6,798	5%	0.69	139,581	95%	0.57

Transit Route: Route 424 (Eastern & Essex – Haymarket Sta./Wonderland Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	110,980	32%	0.04	240,813	68%	0.88
East Lynn	61,991	42%	0.09	84,388	58%	0.92
West Lynn	28,168	38%	0.15	46,939	62%	1.37
Chinatown	22,119	13%	0.14	148,967	87%	0.69
West End	19,229	24%	0.07	61,227	76%	0.87
North End	17,543	38%	0.04	28,237	62%	1.06
East Revere	14,437	19%	0.21	59,761	81%	1.04
Back Bay	11,207	5%	0.33	227,346	95%	0.62
Beacon Hill	7,336	24%	0.06	23,511	76%	0.79
Waterfront	6,188	9%	0.27	66,403	91%	1.06

Transit Route: Route 426 (Central Sq., Lynn – Haymarket Sta./Wonderland Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	114,185	32%	0.06	237,608	68%	0.88
East Lynn	87,065	59%	0.11	59,315	41%	1.24
North Salem	33,105	48%	0.11	36,265	52%	1.24
South Salem	31,011	42%	0.23	42,561	58%	1.37
West Lynn	27,265	36%	0.27	47,843	64%	1.28
Chinatown	23,350	14%	0.18	147,736	86%	0.69
East Revere	22,483	30%	0.23	51,716	70%	1.17
West End	20,030	25%	0.10	60,426	75%	0.87
North End	17,963	39%	0.05	27,816	61%	1.07
Swampscott	17,635	42%	0.28	24,348	58%	1.39

Transit Route: Route 428 (Oaklandvale – Haymarket Sta. via Granada Highlands)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	103,545	29%	0.03	248,249	71%	0.86
Chinatown	20,009	12%	0.13	151,078	88%	0.68
West End	18,489	23%	0.06	61,967	77%	0.87
North End	16,972	37%	0.03	28,808	63%	1.05
South Saugus	15,225	26%	0.25	42,588	74%	1.71
North Saugus	12,757	21%	0.49	48,288	79%	2.17
East Malden	10,780	14%	0.24	66,179	86%	0.97
Back Bay	10,015	4%	0.30	228,538	96%	0.62
Wakefield	7,874	9%	0.62	75,792	91%	1.53
West Revere	7,050	15%	0.27	41,325	85%	1.06

Transit Route: Route 429 (Northgate Shopping Ctr. – Central Sq., Lynn)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	65,913	45%	0.11	80,467	55%	0.95
West Lynn	27,632	37%	0.22	47,475	63%	1.32
South Saugus	20,023	35%	0.28	37,790	65%	1.88
North Saugus	17,443	29%	0.47	43,602	71%	2.36
West Revere	9,222	19%	0.33	39,153	81%	1.09
East Malden	8,902	12%	0.44	68,057	88%	0.93
East Revere	8,272	11%	0.48	65,926	89%	0.93
Wakefield	5,830	7%	1.09	77,836	93%	1.47
Melrose	5,645	8%	0.85	61,696	92%	1.16
South Peabody	4,516	4%	0.93	110,054	96%	1.30

Transit Route: Route 430 (Appleton St., Saugus – Malden Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Malden	24,104	31%	0.10	52,855	69%	1.22
West Malden	19,385	28%	0.06	48,857	72%	1.12
South Saugus	15,873	27%	0.21	41,940	73%	1.75
North Saugus	10,511	17%	0.49	50,533	83%	2.10
Melrose	7,695	11%	0.53	59,645	89%	1.21
East Everett	5,008	8%	0.43	57,323	92%	0.93
Wakefield	4,970	6%	0.87	78,696	94%	1.48
East Medford	4,954	8%	0.42	56,761	92%	1.07
West Lynn	4,642	6%	0.65	70,465	94%	0.93
West Everett	4,627	12%	0.23	34,971	88%	0.88

Neighborhood lies outside route's service area

Transit Route: Route 431 (Neptune Towers – Central Sq., Lynn)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	59,872	41%	0.05	86,508	59%	0.93
West Lynn	10,161	14%	0.18	64,946	86%	1.03
East Revere	2,459	3%	0.59	71,740	97%	0.89
Swampscott	1,882	4%	0.39	40,102	96%	0.94
Downtown	1,762	1%	0.73	350,031	99%	0.61
North Saugus	1,718	3%	0.79	59,326	97%	1.85
South Saugus	1,667	3%	0.69	56,146	97%	1.35
South Salem	1,666	2%	0.54	71,907	98%	0.90
South Peabody	1,646	1%	0.75	112,925	99%	1.29
West Revere	1,209	2%	0.66	47,165	98%	0.96

Transit Route: Route 434 (Peabody – Haymarket Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	110,799	31%	0.04	240,994	69%	0.88
East Lynn	51,004	35%	0.12	95,375	65%	0.81
West Lynn	30,365	40%	0.16	44,742	60%	1.42
Chinatown	22,075	13%	0.15	149,012	87%	0.69
South Peabody	20,969	18%	0.29	93,601	82%	1.51
West End	19,209	24%	0.08	61,247	76%	0.87
North End	17,514	38%	0.04	28,265	62%	1.06
East Revere	14,230	19%	0.22	59,968	81%	1.04
Back Bay	11,152	5%	0.33	227,401	95%	0.62
Beacon Hill	7,316	24%	0.06	23,530	76%	0.79

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 435 – 459

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	68,716	47%	0.09	77,664	53%	1.00
South Peabody	42,995	38%	0.29	71,576	62%	1.88
West Lynn	27,479	37%	0.15	47,628	63%	1.35
South Danvers	23,096	36%	0.23	41,271	64%	1.97
North Danvers	10,492	17%	0.24	50,946	83%	0.91
South Salem	8,610	12%	0.65	64,962	88%	0.92
North Peabody	8,152	17%	1.04	40,662	83%	2.20
West Beverly	7,806	9%	1.08	80,761	91%	0.91
North Salem	7,697	11%	0.53	61,673	89%	0.72
Swampscott	4,589	11%	0.67	37,395	89%	0.95

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	84,532	58%	0.07	61,847	42%	1.26
West Lynn	28,956	39%	0.15	46,151	61%	1.39
South Peabody	27,429	24%	0.36	87,142	76%	1.57
South Danvers	13,574	21%	0.38	50,793	79%	1.60
North Peabody	7,377	15%	0.90	41,436	85%	2.21
North Danvers	6,607	11%	0.35	54,830	89%	0.84
South Salem	6,132	8%	0.64	67,440	92%	0.91
North Saugus	4,949	8%	0.83	56,096	92%	1.91
West Beverly	4,919	6%	1.06	83,648	94%	0.91
North Salem	4,657	7%	0.61	64,714	93%	0.71

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	54,220	37%	0.08	92,159	63%	0.86
Swampscott	16,147	38%	0.16	25,836	62%	1.39
South Salem	8,235	11%	0.38	65,337	89%	0.95
West Lynn	6,473	9%	0.36	68,635	91%	0.96
Marblehead	5,904	11%	0.51	46,389	89%	0.85
South Peabody	3,607	3%	0.86	110,964	97%	1.30
North Salem	3,057	4%	0.61	66,314	96%	0.71
Nahant	2,904	37%	0.22	5,043	63%	2.45
East Revere	2,223	3%	0.66	71,975	97%	0.89
Downtown	2,167	1%	0.77	349,627	99%	0.61

Transit Route: Route 441 (Marblehead – Haymarket Sta./Wonderland Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	112,940	32%	0.05	238,853	68%	0.88
East Lynn	86,038	59%	0.10	60,342	41%	1.24
Marblehead	24,523	47%	0.19	27,770	53%	1.35
Chinatown	22,824	13%	0.16	148,262	87%	0.69
West Lynn	22,001	29%	0.26	53,107	71%	1.18
Swampscott	19,900	47%	0.23	22,083	53%	1.54
West End	19,666	24%	0.09	60,790	76%	0.87
East Revere	18,880	25%	0.21	55,319	75%	1.11
North End	17,781	39%	0.05	27,998	61%	1.06
South Salem	13,743	19%	0.46	59,829	81%	0.98

Transit Route: Route 442 (Marblehead – Haymarket Sta./Wonderland Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	112,799	32%	0.05	238,994	68%	0.88
East Lynn	85,339	58%	0.10	61,040	42%	1.23
Marblehead	23,236	44%	0.18	29,057	56%	1.31
Chinatown	22,776	13%	0.16	148,311	87%	0.69
West Lynn	21,705	29%	0.25	53,402	71%	1.18
West End	19,632	24%	0.09	60,824	76%	0.87
East Revere	18,770	25%	0.21	55,428	75%	1.11
North End	17,766	39%	0.05	28,014	61%	1.06
Swampscott	14,120	34%	0.26	27,864	66%	1.25
Back Bay	12,017	5%	0.35	226,536	95%	0.62

Transit Route: Route 448 (Marblehead – Downtown Crossing)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	139,510	40%	0.05	212,283	60%	0.99
East Lynn	56,342	38%	0.10	90,037	62%	0.87
Chinatown	54,395	32%	0.07	116,691	68%	0.87
Marblehead	23,601	45%	0.17	28,692	55%	1.33
Waterfront	21,044	29%	0.13	51,548	71%	1.34
Back Bay	18,849	8%	0.27	219,704	92%	0.64
Swampscott	18,418	44%	0.21	23,566	56%	1.48
West End	13,509	17%	0.17	66,947	83%	0.79
South Salem	12,224	17%	0.44	61,349	83%	0.98
East Revere	12,094	16%	0.20	62,105	84%	1.01

Transit Route: Route 449 (Marblehead – Downtown Crossing)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	139,238	40%	0.04	212,555	60%	0.99
East Lynn	54,883	37%	0.09	91,496	63%	0.86
Chinatown	54,294	32%	0.06	116,792	68%	0.87
Marblehead	22,261	43%	0.15	30,031	57%	1.29
Waterfront	20,914	29%	0.13	51,678	71%	1.34
Back Bay	18,730	8%	0.26	219,823	92%	0.64
West End	13,448	17%	0.17	67,008	83%	0.79
Swampscott	12,546	30%	0.23	29,437	70%	1.21
East Revere	11,516	16%	0.18	62,683	84%	1.01
North End	9,815	21%	0.11	35,965	79%	0.82

Transit Route: Route 450 (Salem Depot – Haymarket Sta./Wonderland Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	111,814	32%	0.05	239,979	68%	0.88
East Lynn	63,576	43%	0.11	82,803	57%	0.93
North Salem	32,858	47%	0.07	36,512	53%	1.27
West Lynn	29,190	39%	0.17	45,918	61%	1.38
Chinatown	22,412	13%	0.15	148,674	87%	0.69
West End	19,470	24%	0.08	60,986	76%	0.87
South Salem	18,456	25%	0.27	55,116	75%	1.09
North End	17,635	39%	0.04	28,145	61%	1.06
East Revere	14,698	20%	0.22	59,501	80%	1.04
South Peabody	12,850	11%	0.59	101,721	89%	1.37

Transit Route: Route 451 (No. Beverly – Salem Depot)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Beverly	34,491	39%	0.08	54,076	61%	1.46
North Salem	27,967	40%	0.05	41,403	60%	1.15
South Salem	7,974	11%	0.35	65,599	89%	0.95
South Peabody	6,582	6%	0.73	107,988	94%	1.32
East Beverly	6,548	19%	0.37	27,508	81%	1.36
South Danvers	4,721	7%	1.08	59,646	93%	1.37
North Danvers	3,840	6%	0.66	57,598	94%	0.80
Marblehead	1,994	4%	0.89	50,298	96%	0.80
North Peabody	1,838	4%	1.54	46,976	96%	2.03
Swampscott	1,618	4%	0.68	40,366	96%	0.93

Transit Route: Route 455 (Salem Depot – Haymarket Sta./Wonderland Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	121,073	34%	0.07	230,720	66%	0.90
East Lynn	88,129	60%	0.10	58,251	40%	1.28
East Boston	40,803	46%	0.08	47,232	54%	1.29
North Salem	32,976	48%	0.11	36,394	52%	1.24
South Salem	30,717	42%	0.22	42,855	58%	1.36
Chinatown	26,111	15%	0.19	144,976	85%	0.69
West End	23,774	30%	0.09	56,682	70%	0.93
West Lynn	23,105	31%	0.26	52,002	69%	1.20
East Revere	22,660	31%	0.23	51,538	69%	1.17
North End	19,389	42%	0.07	26,390	58%	1.11

Neighborhood lies outside route's service area

Transit Route: Route 456 (Salem Depot – Central Sq., Lynn)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	91,411	62%	0.06	54,968	38%	1.42
North Salem	31,922	46%	0.07	37,448	54%	1.24
West Lynn	23,961	32%	0.18	51,146	68%	1.26
South Salem	17,860	24%	0.26	55,712	76%	1.09
South Peabody	11,650	10%	0.58	102,920	90%	1.36
Swampscott	6,291	15%	0.46	35,693	85%	1.00
West Beverly	6,198	7%	0.60	82,369	93%	0.95
Marblehead	4,554	9%	0.71	47,739	91%	0.82
East Revere	4,199	6%	0.62	70,000	94%	0.90
North Saugus	4,015	7%	0.81	57,030	93%	1.89

Transit Route: Route 459 (Salem Depot – Downtown Crossing)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	140,400	40%	0.05	211,393	60%	0.99
East Lynn	85,358	58%	0.08	61,022	42%	1.25
Chinatown	54,785	32%	0.07	116,301	68%	0.87
North Salem	32,680	47%	0.10	36,690	53%	1.24
South Salem	30,201	41%	0.21	43,371	59%	1.36
West Lynn	21,372	28%	0.22	53,735	72%	1.19
Waterfront	21,306	29%	0.14	51,286	71%	1.34
Back Bay	19,345	8%	0.28	219,207	92%	0.64
Swampscott	16,900	40%	0.25	25,084	60%	1.37
West End	13,813	17%	0.18	66,643	83%	0.79

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Route 465 – 556

Transit Route: Route 465 (Liberty Tree Mall – Salem Depot)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Peabody	36,121	32%	0.29	78,449	68%	1.74
North Salem	31,696	46%	0.08	37,674	54%	1.23
South Danvers	22,061	34%	0.23	42,306	66%	1.93
South Salem	12,170	17%	0.35	61,403	83%	0.99
North Danvers	9,648	16%	0.24	51,790	84%	0.89
West Beverly	9,058	10%	0.85	79,509	90%	0.93
North Peabody	6,795	14%	1.05	42,018	86%	2.16
East Beverly	3,073	9%	1.10	30,983	91%	1.18
Marblehead	2,461	5%	0.97	49,832	95%	0.80
Swampscott	2,146	5%	0.79	39,837	95%	0.93

Transit Route: Route 468 (Danvers Sq. – Salem Depot)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Salem	28,078	40%	0.04	41,293	60%	1.15
South Peabody	13,420	12%	0.34	101,150	88%	1.41
South Danvers	11,255	17%	0.22	53,112	83%	1.58
South Salem	8,115	11%	0.33	65,457	89%	0.96
West Beverly	6,997	8%	0.71	81,570	92%	0.94
North Danvers	5,294	9%	0.22	56,144	91%	0.84
North Peabody	2,846	6%	1.21	45,967	94%	2.06
East Beverly	2,275	7%	1.00	31,780	93%	1.18
Marblehead	1,888	4%	0.93	50,404	96%	0.80
Swampscott	1,550	4%	0.73	40,434	96%	0.93

Transit Route: Route 500 (Riverside Sta. – Federal & Franklin Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	132,837	38%	0.03	218,956	62%	0.97
Chinatown	56,411	33%	0.04	114,676	67%	0.90
Back Bay	22,289	9%	0.18	216,264	91%	0.65
West End	12,675	16%	0.13	67,781	84%	0.78
Waterfront	12,658	17%	0.14	59,933	83%	1.17
South End	10,072	7%	0.23	127,065	93%	0.70
North End	9,164	20%	0.08	36,615	80%	0.82
Beacon Hill	6,937	22%	0.08	23,909	78%	0.78
South Newton	5,277	3%	0.38	205,542	97%	1.23
North Newton	4,932	4%	0.24	115,923	96%	1.12

Transit Route: Route 501 (Brighton Ctr. – Federal & Franklin Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	138,092	39%	0.04	213,701	61%	0.98
Chinatown	58,771	34%	0.06	112,316	66%	0.91
South Brighton	27,053	34%	0.13	52,275	66%	1.10
Back Bay	24,668	10%	0.25	213,885	90%	0.65
South Allston	16,300	26%	0.21	46,003	74%	0.81
North Brookline	14,614	14%	0.30	88,657	86%	0.83
North Newton	13,883	11%	0.33	106,971	89%	1.19
West End	13,788	17%	0.17	66,668	83%	0.79
Waterfront	13,778	19%	0.18	58,814	81%	1.18
South Newton	12,402	6%	0.50	198,417	94%	1.25

Transit Route: Route 502 (Watertown Yard – Copley Sq.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Back Bay	87,997	37%	0.05	150,555	63%	0.94
South End	25,650	19%	0.06	111,487	81%	0.80
Chinatown	24,511	14%	0.14	146,576	86%	0.70
Downtown	16,126	5%	0.28	335,667	95%	0.63
Fenway	13,696	8%	0.12	152,689	92%	0.68
East Watertown	9,127	10%	0.13	78,938	90%	1.04
North Newton	7,119	6%	0.16	113,735	94%	1.14
South Newton	3,902	2%	0.58	206,916	98%	1.22
Kendall/MIT	3,755	3%	0.26	116,365	97%	0.73
Longwood	3,684	2%	0.35	145,494	98%	0.56

Transit Route: Route 503 (Brighton Center – Copley Sq.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Back Bay	92,247	39%	0.07	146,306	61%	0.95
South End	27,115	20%	0.09	110,022	80%	0.81
South Brighton	27,066	34%	0.13	52,262	66%	1.10
Chinatown	26,936	16%	0.17	144,151	84%	0.70
Downtown	21,025	6%	0.33	330,768	94%	0.63
Fenway	18,680	11%	0.21	147,705	89%	0.69
South Allston	16,517	27%	0.21	45,787	73%	0.82
North Brookline	14,039	14%	0.29	89,232	86%	0.83
North Newton	13,711	11%	0.32	107,143	89%	1.18
South Newton	12,397	6%	0.50	198,422	94%	1.25

Transit Route: Route 504 (Watertown Yard – Federal & Franklin Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	134,676	38%	0.03	217,117	62%	0.98
Chinatown	57,250	33%	0.04	113,837	67%	0.90
Back Bay	21,663	9%	0.21	216,890	91%	0.65
West End	13,283	17%	0.13	67,173	83%	0.79
Waterfront	12,893	18%	0.15	59,699	82%	1.17
South End	10,186	7%	0.24	126,951	93%	0.70
North End	9,356	20%	0.09	36,423	80%	0.82
East Watertown	9,308	11%	0.14	78,756	89%	1.04
Beacon Hill	7,835	25%	0.07	23,012	75%	0.81
North Newton	7,398	6%	0.17	113,457	94%	1.15

Transit Route: Route 505 (Waltham Ctr. – Federal & Franklin Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	133,905	38%	0.03	217,888	62%	0.97
Chinatown	56,659	33%	0.05	114,428	67%	0.90
South Waltham	35,337	24%	0.12	113,473	76%	1.22
Back Bay	20,827	9%	0.22	217,725	91%	0.65
North Newton	14,600	12%	0.15	106,254	88%	1.21
Waterfront	12,991	18%	0.15	59,600	82%	1.17
West End	12,893	16%	0.14	67,563	84%	0.78
South End	10,204	7%	0.25	126,933	93%	0.70
North End	9,315	20%	0.10	36,464	80%	0.82
South Newton	7,759	4%	0.59	203,059	96%	1.23

Transit Route: Route 553 (Roberts – Federal & Franklin Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	135,079	38%	0.04	216,714	62%	0.97
South Waltham	61,534	41%	0.10	87,277	59%	1.56
Chinatown	57,163	33%	0.05	113,924	67%	0.90
North Newton	27,220	23%	0.13	93,635	77%	1.36
Back Bay	21,598	9%	0.24	216,954	91%	0.65
Waterfront	13,354	18%	0.17	59,238	82%	1.18
West End	13,171	16%	0.15	67,285	84%	0.78
South Newton	11,745	6%	0.59	199,074	94%	1.25
South End	10,544	8%	0.27	126,593	92%	0.70
North End	9,460	21%	0.11	36,319	79%	0.82

Transit Route: Route 554 (Waverly Sq. – Federal & Franklin Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	135,566	39%	0.04	216,227	61%	0.97
Chinatown	57,367	34%	0.05	113,720	66%	0.90
South Waltham	45,089	30%	0.18	103,721	70%	1.29
North Newton	27,946	23%	0.14	92,908	77%	1.37
Back Bay	21,914	9%	0.24	216,638	91%	0.65
North Waltham	18,057	18%	0.38	82,078	82%	1.85
Waterfront	13,481	19%	0.18	59,111	81%	1.18
West End	13,312	17%	0.16	67,144	83%	0.79
South Newton	12,357	6%	0.62	198,461	94%	1.25
South End	10,692	8%	0.28	126,445	92%	0.70

Neighborhood lies outside route's service area

Transit Route: Route 555 (Riverside Sta. – Federal & Franklin Sts. via Newton)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	148,541	42%	0.06	203,252	58%	1.02
Back Bay	106,936	45%	0.08	131,616	55%	1.04
Chinatown	77,949	46%	0.08	93,137	54%	1.07
South End	35,087	26%	0.11	102,050	74%	0.86
North Newton	33,051	27%	0.12	87,803	73%	1.45
Fenway	18,312	11%	0.18	148,073	89%	0.69
South Newton	17,678	8%	0.47	193,141	92%	1.28
West End	16,361	20%	0.17	64,095	80%	0.81
Waterfront	13,514	19%	0.20	59,077	81%	1.17
North End	10,641	23%	0.13	35,138	77%	0.83

Transit Route: Route 556 (Waltham Highlands – Federal & Franklin Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	135,115	38%	0.04	216,678	62%	0.97
Chinatown	57,157	33%	0.05	113,929	67%	0.90
South Waltham	42,734	29%	0.13	106,076	71%	1.29
North Newton	25,836	21%	0.13	95,018	79%	1.35
Back Bay	21,570	9%	0.23	216,983	91%	0.65
Waterfront	13,310	18%	0.17	59,281	82%	1.18
West End	13,149	16%	0.15	67,307	84%	0.78
South Newton	10,511	5%	0.58	200,307	95%	1.24
South End	10,506	8%	0.27	126,631	92%	0.70
North End	9,433	21%	0.10	36,346	79%	0.82

TABLE 80 – Continued
Ten Greatest Destination Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 558, CT1-3, Silver Line Waterfront, and Silver Line Washington Street

Transit Route: Route 558 (Riverside – Federal & Franklin Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	135,361	38%	0.04	216,432	62%	0.97
Chinatown	57,262	33%	0.05	113,824	67%	0.90
South Waltham	40,433	27%	0.17	108,377	73%	1.25
North Newton	30,978	26%	0.14	89,877	74%	1.41
Back Bay	21,752	9%	0.24	216,801	91%	0.65
South Newton	14,928	7%	0.51	195,891	93%	1.26
Waterfront	13,404	18%	0.17	59,187	82%	1.18
West End	13,216	16%	0.16	67,240	84%	0.78
South End	10,583	8%	0.27	126,554	92%	0.70
East Watertown	10,502	12%	0.30	77,562	88%	1.04

Transit Route: Route 701/CT1: Central Sq., Cambridge – So. End Med. Area)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Back Bay	71,655	30%	0.09	166,898	70%	0.84
South End	54,819	40%	0.07	82,318	60%	1.06
Fenway	53,918	32%	0.08	112,467	68%	0.91
Central Square	44,713	30%	0.07	103,962	70%	0.93
Kendall/MIT	40,796	34%	0.07	79,324	66%	1.05
Harvard Square	22,536	11%	0.24	188,366	89%	0.62
Longwood	21,847	15%	0.26	127,331	85%	0.60
Downtown	21,161	6%	0.33	330,632	94%	0.63
Chinatown	20,174	12%	0.22	150,913	88%	0.67
BU	13,306	23%	0.17	44,706	77%	0.72

Transit Route: Route 708/CT3 (Beth Israel Deaconess – Andrew Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	78,372	53%	0.08	70,805	47%	1.07
Fenway	62,059	37%	0.10	104,326	63%	0.96
South End	49,287	36%	0.09	87,850	64%	0.99
Back Bay	29,649	12%	0.17	208,903	88%	0.67
North Dorchester	15,624	14%	0.24	92,266	86%	0.96
Downtown	15,552	4%	0.37	336,241	96%	0.62
North Brookline	14,607	14%	0.24	88,663	86%	0.84
BU	14,321	25%	0.18	43,691	75%	0.73
North Roxbury	13,977	23%	0.14	47,593	77%	0.96
Chinatown	13,884	8%	0.26	157,202	92%	0.65

Transit Route: Routes 741, 742, 746/Silver Line Waterfront

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	117,926	34%	0.03	233,867	66%	0.91
Chinatown	45,275	26%	0.04	125,811	74%	0.82
Waterfront	18,795	26%	0.09	53,796	74%	1.30
Back Bay	12,461	5%	0.22	226,091	95%	0.63
West End	7,690	10%	0.15	72,766	90%	0.74
North End	7,173	16%	0.08	38,607	84%	0.78
South End	7,073	5%	0.25	130,064	95%	0.69
Beacon Hill	4,091	13%	0.10	26,755	87%	0.70
South Boston	3,723	6%	0.25	60,916	94%	0.75
Fenway	3,409	2%	0.35	162,976	98%	0.64

Transit Route: Route 747/CT2 (Sullivan Sta. – Ruggles Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	82,912	56%	0.09	66,266	44%	1.12
Fenway	67,893	41%	0.13	98,492	59%	0.99
Kendall/MIT	50,877	42%	0.08	69,243	58%	1.18
Central Square	49,404	33%	0.10	99,271	67%	0.96
Back Bay	27,631	12%	0.27	210,921	88%	0.66
BU	27,242	47%	0.14	30,770	53%	1.00
East Cambridge	26,448	33%	0.11	52,565	67%	1.03
Harvard Square	24,817	12%	0.29	186,084	88%	0.62
North Brookline	23,083	22%	0.22	80,187	78%	0.92
Downtown	20,617	6%	0.38	331,176	94%	0.63

Transit Route: Route 749/Silver Line Washington St.

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	134,442	38%	0.05	217,351	62%	0.96
Chinatown	73,003	43%	0.07	98,084	57%	1.02
South End	57,274	42%	0.07	79,863	58%	1.09
Back Bay	54,478	23%	0.12	184,074	77%	0.76
Fenway	17,012	10%	0.18	149,373	90%	0.69
West End	16,081	20%	0.14	64,375	80%	0.82
Waterfront	11,749	16%	0.20	60,842	84%	1.14
Beacon Hill	9,670	31%	0.09	21,176	69%	0.86
Longwood	9,093	6%	0.31	140,085	94%	0.57
North End	8,984	20%	0.12	36,795	80%	0.80

Neighborhood lies outside route's service area

TABLE 81
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 1 – 7

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	144,029	76%	0.05	45,726	24%	0.81
Harvard Square	99,767	63%	0.11	58,886	37%	0.99
Central Square	83,294	57%	0.14	62,885	43%	1.07
Chinatown	68,760	60%	0.09	46,789	40%	0.72
South Dorchester	57,351	29%	0.33	140,367	71%	1.21
South Quincy	57,174	30%	0.33	136,356	70%	1.21
North Quincy	48,514	38%	0.26	80,757	62%	1.26
Kendall/MIT	41,785	56%	0.11	32,618	44%	1.12
North Cambridge	37,114	45%	0.20	45,896	55%	1.25
North Dorchester	34,193	33%	0.29	68,411	67%	1.10

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	126,847	67%	0.02	62,908	33%	0.65
East Boston	49,603	39%	0.11	76,407	61%	1.27
Chinatown	37,795	33%	0.09	77,754	67%	0.47
West End	27,929	55%	0.04	22,723	45%	0.74
North End	24,037	57%	0.04	17,866	43%	0.90
East Revere	22,131	20%	0.20	88,196	80%	1.29
Chelsea	16,035	12%	0.44	113,538	88%	0.98
Back Bay	14,395	10%	0.26	131,365	90%	0.35
Beacon Hill	13,177	44%	0.06	16,681	56%	0.69
South End	12,121	10%	0.33	113,325	90%	0.43

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	151,730	80%	0.04	38,025	20%	0.98
Back Bay	102,029	70%	0.09	43,732	30%	0.92
Chinatown	85,417	74%	0.09	30,131	26%	1.06
South End	67,644	54%	0.13	57,802	46%	0.75
Fenway	57,300	41%	0.14	81,809	59%	0.76
North End	30,365	72%	0.09	11,538	28%	1.25
West End	29,147	58%	0.09	21,505	42%	0.71
South Roxbury	26,494	27%	0.33	70,398	73%	1.09
South Dorchester	25,812	13%	0.54	171,906	87%	1.01
Longwood	22,489	22%	0.23	79,830	78%	0.42

Transit Route: Green B Branch (Boston College – Government Center Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	141,843	75%	0.04	47,912	25%	0.79
Back Bay	107,277	74%	0.09	38,484	26%	1.03
Chinatown	80,562	70%	0.08	34,987	30%	0.94
Fenway	57,167	41%	0.16	81,942	59%	0.75
South Brighton	52,705	51%	0.24	50,937	49%	1.34
South End	51,302	41%	0.16	74,144	59%	0.60
North Brookline	45,428	41%	0.24	65,054	59%	1.03
South Allston	36,831	57%	0.21	27,486	43%	1.24
BU	33,082	56%	0.15	25,889	44%	0.99
South Newton	26,710	14%	0.44	158,081	86%	1.23

Transit Route: Green C Branch (Cleveland Circle – North Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	144,913	76%	0.04	44,841	24%	0.85
Back Bay	107,239	74%	0.09	38,522	26%	1.03
Chinatown	81,817	71%	0.09	33,732	29%	0.96
Fenway	58,893	42%	0.15	80,217	58%	0.76
South End	51,919	41%	0.16	73,527	59%	0.60
North Brookline	49,745	45%	0.20	60,738	55%	1.12
South Brighton	35,141	34%	0.27	68,501	66%	1.04
BU	30,760	52%	0.15	28,211	48%	0.92
North End	29,153	70%	0.08	12,750	30%	1.15
Longwood	28,748	28%	0.17	73,571	72%	0.45

Transit Route: Green D Branch (Riverside – Government Center Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	141,913	75%	0.04	47,842	25%	0.80
Back Bay	107,995	74%	0.09	37,766	26%	1.05
Chinatown	81,412	70%	0.09	34,137	30%	0.95
Fenway	67,186	48%	0.16	71,924	52%	0.83
Longwood	61,581	60%	0.09	40,737	40%	0.81
South End	53,362	43%	0.16	72,084	57%	0.61
North Brookline	43,778	40%	0.23	66,705	60%	1.02
South Newton	40,378	22%	0.35	144,413	78%	1.33
BU	32,439	55%	0.17	26,532	45%	0.96
South Brighton	30,683	30%	0.31	72,959	70%	0.97

Transit Route: Green E Branch (Heath St. – Lechmere Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	149,750	79%	0.05	40,005	21%	0.93
Back Bay	110,184	76%	0.09	35,576	24%	1.10
Chinatown	85,005	74%	0.09	30,543	26%	1.04
Fenway	74,753	54%	0.14	64,357	46%	0.93
Longwood	69,637	68%	0.08	32,682	32%	1.01
South End	65,542	52%	0.14	59,904	48%	0.72
West End	36,862	73%	0.08	13,790	27%	1.09
North End	30,890	74%	0.09	11,013	26%	1.30
North Brookline	27,488	25%	0.30	82,995	75%	0.84
East Cambridge	26,611	46%	0.14	31,106	54%	0.80

Transit Route: Mattapan Line (Mattapan Sta. – Ashmont Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	27,747	14%	0.14	169,971	86%	1.08
Mattapan	17,954	19%	0.17	77,096	81%	1.30
North Milton	8,822	17%	0.29	44,083	83%	1.46
Hyde Park	8,814	8%	0.40	105,022	92%	1.29
South Quincy	5,430	3%	0.69	188,100	97%	0.96
North Quincy	5,366	4%	0.53	123,905	96%	0.90
South Roxbury	4,430	5%	0.37	92,462	95%	0.91
Roslindale	3,432	4%	0.54	75,849	96%	1.10
North Dorchester	3,073	3%	0.42	99,531	97%	0.85
South Milton	2,272	8%	0.51	26,284	92%	1.52

Transit Route: Route 1 (Harvard Sq. – Dudley Sta. via Mass. Ave.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	89,161	56%	0.06	69,492	44%	0.92
Central Square	70,739	48%	0.10	75,439	52%	0.95
Back Bay	59,442	41%	0.08	86,318	59%	0.52
South End	56,429	45%	0.08	69,017	55%	0.70
Fenway	55,020	40%	0.11	84,090	60%	0.77
Kendall/MIT	32,855	44%	0.07	41,548	56%	0.93
North Roxbury	20,015	26%	0.20	57,837	74%	0.99
Spring Hill	19,948	21%	0.21	77,070	79%	0.81
South Dorchester	16,136	8%	0.56	181,582	92%	0.99
BU	15,950	27%	0.20	43,021	73%	0.64

Transit Route: Route 4 (North Sta. – World Trade Ctr.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	144,582	76%	0.03	45,173	24%	0.88
Chinatown	55,999	48%	0.07	59,550	52%	0.60
West End	29,700	59%	0.05	20,952	41%	0.79
North End	26,677	64%	0.05	15,225	36%	1.04
Waterfront	24,945	47%	0.09	28,210	53%	1.21
Back Bay	18,849	13%	0.24	126,912	87%	0.35
South End	17,631	14%	0.28	107,815	86%	0.44
Beacon Hill	14,729	49%	0.07	15,129	51%	0.74
South Boston	13,365	15%	0.33	76,558	85%	0.82
East Boston	12,370	10%	0.36	113,641	90%	0.86

Neighborhood lies outside route's service area

Transit Route: Route 5 (City Point – McCormack Housing)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Boston	34,471	38%	0.06	55,452	62%	1.18
North Dorchester	16,417	16%	0.10	86,187	84%	0.97
South Dorchester	7,457	4%	0.42	190,261	96%	0.97
Waterfront	5,180	10%	0.16	47,974	90%	0.74
South End	3,641	3%	0.29	121,805	97%	0.42
South Roxbury	2,643	3%	0.48	94,249	97%	0.90
North Quincy	2,614	2%	0.58	126,658	98%	0.89
South Quincy	2,545	1%	0.72	190,985	99%	0.95
North Roxbury	2,341	3%	0.34	75,511	97%	0.80
Fenway	2,227	2%	0.51	136,883	98%	0.51

Transit Route: Route 7 (City Point – Otis & Summer Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	131,371	69%	0.02	58,384	31%	0.70
Chinatown	61,157	53%	0.05	54,392	47%	0.67
South Boston	28,952	32%	0.17	60,971	68%	1.03
Waterfront	24,812	47%	0.09	28,343	53%	1.21
Back Bay	20,888	14%	0.22	124,873	86%	0.36
South End	19,799	16%	0.25	105,647	84%	0.45
North End	15,393	37%	0.09	26,510	63%	0.59
West End	13,083	26%	0.12	37,569	74%	0.44
South Dorchester	11,831	6%	0.53	185,888	94%	0.98
Beacon Hill	11,317	38%	0.10	18,542	62%	0.60

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

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	71,431	51%	0.12	67,679	49%	0.92
Longwood	68,673	67%	0.06	33,646	33%	1.01
South End	59,370	47%	0.07	66,076	53%	0.73
North Dorchester	39,649	39%	0.16	62,955	61%	1.26
Back Bay	32,161	22%	0.12	113,600	78%	0.40
North Roxbury	29,743	38%	0.17	48,109	62%	1.17
South Dorchester	26,367	13%	0.46	171,351	87%	1.03
BU	24,609	42%	0.18	34,362	58%	0.77
North Brookline	21,191	19%	0.25	89,291	81%	0.81
South Roxbury	20,236	21%	0.40	76,656	79%	1.01

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Back Bay	106,354	73%	0.08	39,407	27%	1.05
South End	89,105	71%	0.09	36,341	29%	1.23
Fenway	86,212	62%	0.12	52,898	38%	1.14
Longwood	73,524	72%	0.08	28,795	28%	1.13
Chinatown	58,576	51%	0.10	56,973	49%	0.59
South Boston	49,541	55%	0.17	40,382	45%	1.47
Downtown	34,090	18%	0.16	155,664	82%	0.25
North Roxbury	31,540	41%	0.20	46,312	59%	1.19
BU	28,347	48%	0.18	30,624	52%	0.84
North Brookline	27,696	25%	0.29	82,786	75%	0.85

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Back Bay	85,650	59%	0.06	60,111	41%	0.74
South End	71,579	57%	0.06	53,867	43%	0.89
South Boston	42,281	47%	0.13	47,642	53%	1.30
Chinatown	33,136	29%	0.13	82,413	71%	0.43
Fenway	27,197	20%	0.18	111,912	80%	0.59
North Roxbury	25,461	33%	0.15	52,391	67%	1.10
North Dorchester	23,568	23%	0.24	79,036	77%	1.01
South Dorchester	21,870	11%	0.48	175,848	89%	1.01
South Roxbury	21,646	22%	0.31	75,246	78%	1.05
Downtown	16,094	8%	0.24	173,661	92%	0.23

Transit Route: Route 11 (City Point – Downtown)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	125,838	66%	0.03	63,917	34%	0.62
Chinatown	68,193	59%	0.06	47,356	41%	0.75
South Boston	45,216	50%	0.14	44,707	50%	1.37
South End	34,168	27%	0.17	91,278	73%	0.51
Back Bay	30,992	21%	0.18	114,769	79%	0.38
Waterfront	27,052	51%	0.10	26,102	49%	1.29
South Dorchester	13,951	7%	0.53	183,767	93%	0.98
North End	12,912	31%	0.12	28,991	69%	0.54
West End	12,500	25%	0.14	38,152	75%	0.42
Beacon Hill	11,771	39%	0.12	18,088	61%	0.60

Transit Route: Route 14 (Roslindale Sq. Heath St. Loop)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Roxbury	28,836	30%	0.18	68,056	70%	1.18
South Dorchester	21,227	11%	0.41	176,491	89%	1.02
North Roxbury	20,469	26%	0.15	57,383	74%	1.02
Roslindale	17,733	22%	0.19	61,547	78%	1.33
Mattapan	13,425	14%	0.39	81,626	86%	1.20
Hyde Park	11,150	10%	0.39	102,687	90%	1.31
Mission Hill	11,113	22%	0.08	39,370	78%	0.85
Jamaica Plain	10,335	15%	0.27	58,408	85%	1.11
Fenway	10,271	7%	0.32	128,839	93%	0.52
Longwood	8,994	9%	0.17	93,325	91%	0.40

Transit Route: Route 15 (Kane Sq. – Ruggles Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	45,143	23%	0.19	152,575	77%	1.18
Fenway	29,731	21%	0.10	109,379	79%	0.62
North Roxbury	24,265	31%	0.15	53,587	69%	1.08
South Roxbury	20,232	21%	0.31	76,660	79%	1.04
North Dorchester	19,906	19%	0.21	82,698	81%	0.98
Longwood	13,712	13%	0.15	88,607	87%	0.41
South End	13,037	10%	0.13	112,409	90%	0.45
Mattapan	9,670	10%	0.42	85,380	90%	1.16
Mission Hill	8,802	17%	0.23	41,681	83%	0.78
Jamaica Plain	6,511	9%	0.46	62,232	91%	1.03

Transit Route: Route 16 (Forest Hills Sta. – UMass)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Dorchester	37,332	36%	0.11	65,272	64%	1.25
South Dorchester	30,403	15%	0.32	167,315	85%	1.06
South Roxbury	20,104	21%	0.24	76,788	79%	1.05
North Roxbury	18,290	23%	0.15	59,562	77%	0.99
South Boston	13,814	15%	0.16	76,109	85%	0.86
Mattapan	10,829	11%	0.42	84,221	89%	1.17
South End	7,706	6%	0.20	117,740	94%	0.43
Jamaica Plain	7,047	10%	0.30	61,696	90%	1.06
Fenway	5,952	4%	0.39	133,158	96%	0.51
Roslindale	5,337	7%	0.47	73,944	93%	1.12

Transit Route: Route 17 (Fields Corner Sta. – Andrew Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	30,874	16%	0.16	166,844	84%	1.10
North Dorchester	20,483	20%	0.12	82,121	80%	1.01
South Boston	9,367	10%	0.15	80,556	90%	0.82
South Roxbury	8,814	9%	0.28	88,079	91%	0.95
North Roxbury	7,283	9%	0.25	70,569	91%	0.84
Mattapan	4,789	5%	0.42	90,261	95%	1.12
North Quincy	3,593	3%	0.56	125,678	97%	0.89
South End	3,371	3%	0.30	122,075	97%	0.42
South Quincy	2,961	2%	0.75	190,569	98%	0.95
Fenway	2,481	2%	0.50	136,629	98%	0.51

Transit Route: Route 18 (Ashmont Sta. – Andrew Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	34,214	17%	0.13	163,504	83%	1.12
North Dorchester	21,062	21%	0.11	81,541	79%	1.02
South Boston	9,687	11%	0.15	80,236	89%	0.82
South Roxbury	6,331	7%	0.34	90,561	93%	0.92
Mattapan	5,754	6%	0.37	89,296	94%	1.13
North Roxbury	4,997	6%	0.34	72,855	94%	0.82
North Quincy	4,486	3%	0.54	124,785	97%	0.90
South Quincy	3,720	2%	0.74	189,810	98%	0.96
South End	3,405	3%	0.31	122,041	97%	0.42
Fenway	2,568	2%	0.52	136,542	98%	0.51

Transit Route: Route 19 (Fields Corner Sta. – Ruggles or Kenmore Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	68,968	50%	0.11	70,142	50%	0.89
Longwood	68,358	67%	0.06	33,961	33%	1.01
South Dorchester	56,660	29%	0.21	141,058	71%	1.25
South Roxbury	33,882	35%	0.25	63,010	65%	1.23
North Roxbury	31,896	41%	0.18	45,956	59%	1.21
South End	27,375	22%	0.13	98,071	78%	0.50
Back Bay	24,198	17%	0.13	121,562	83%	0.38
BU	24,164	41%	0.17	34,807	59%	0.76
North Brookline	20,584	19%	0.24	89,898	81%	0.81
Mission Hill	19,838	39%	0.17	30,645	61%	1.01

Neighborhood lies outside route's service area

Transit Route: Route 21 (Ashmont Sta. – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	19,692	10%	0.17	178,026	90%	1.04
Mattapan	17,520	18%	0.11	77,531	82%	1.31
South Roxbury	6,009	6%	0.33	90,883	94%	0.92
Jamaica Plain	4,460	6%	0.25	64,283	94%	1.03
Hyde Park	4,393	4%	0.50	109,443	96%	1.25
Roslindale	4,197	5%	0.35	75,084	95%	1.12
North Milton	3,101	6%	0.43	49,804	94%	1.32
North Dorchester	2,691	3%	0.48	99,913	97%	0.84
North Roxbury	2,353	3%	0.51	75,499	97%	0.80
North Quincy	2,345	2%	0.67	126,926	98%	0.89

Transit Route: Route 22 (Ashmont Sta. – Ruggles Sta. via Talbot Ave.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	63,866	62%	0.05	38,453	38%	0.92
Fenway	54,161	39%	0.11	84,949	61%	0.76
South Dorchester	37,502	19%	0.27	160,216	81%	1.11
South Roxbury	36,033	37%	0.21	60,859	63%	1.29
North Roxbury	26,591	34%	0.18	51,261	66%	1.10
Mission Hill	19,741	39%	0.14	30,742	61%	1.03
Mattapan	16,961	18%	0.36	78,089	82%	1.24
South End	16,608	13%	0.17	108,838	87%	0.46
Jamaica Plain	13,126	19%	0.33	55,617	81%	1.13
North Brookline	13,027	12%	0.25	97,455	88%	0.77

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 23 - 35

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	38,990	20%	0.20	158,728	80%	1.14
Fenway	29,299	21%	0.10	109,811	79%	0.62
South Roxbury	28,074	29%	0.21	68,818	71%	1.16
North Roxbury	23,763	31%	0.15	54,089	69%	1.07
Longwood	13,668	13%	0.15	88,651	87%	0.41
Mattapan	12,224	13%	0.39	82,827	87%	1.19
South End	12,063	10%	0.13	113,383	90%	0.45
North Dorchester	10,967	11%	0.33	91,637	89%	0.89
Mission Hill	8,879	18%	0.21	41,604	82%	0.78
Jamaica Plain	6,816	10%	0.40	61,927	90%	1.04

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Hyde Park	19,338	17%	0.15	94,498	83%	1.44
South Dorchester	18,324	9%	0.21	179,394	91%	1.03
Mattapan	12,517	13%	0.24	82,533	87%	1.21
North Milton	6,855	13%	0.35	46,050	87%	1.40
Roslindale	4,478	6%	0.45	74,803	94%	1.11
South Roxbury	3,433	4%	0.44	93,459	96%	0.90
South Quincy	3,214	2%	0.84	190,316	98%	0.95
South Milton	3,013	11%	0.32	25,543	89%	1.57
North Quincy	2,952	2%	0.68	126,320	98%	0.89
East Dedham	2,610	4%	0.53	56,568	96%	1.34

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	25,324	13%	0.10	172,394	87%	1.08
Mattapan	17,156	18%	0.11	77,894	82%	1.30
South Roxbury	5,116	5%	0.32	91,776	95%	0.92
Hyde Park	3,479	3%	0.55	110,358	97%	1.24
North Milton	3,010	6%	0.40	49,895	94%	1.32
North Dorchester	2,649	3%	0.39	99,955	97%	0.84
North Quincy	2,504	2%	0.59	126,767	98%	0.89
South Quincy	2,325	1%	0.81	191,206	99%	0.95
Roslindale	2,174	3%	0.54	77,107	97%	1.09
North Roxbury	1,980	3%	0.50	75,872	97%	0.80

Transit Route: Route 27 (Mattapan Sta. – Ashmont Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	15,842	8%	0.13	181,876	92%	1.02
Mattapan	9,193	10%	0.17	85,858	90%	1.18
Hyde Park	4,294	4%	0.41	109,542	96%	1.25
North Milton	4,161	8%	0.34	48,745	92%	1.35
South Roxbury	2,506	3%	0.36	94,386	97%	0.90
South Quincy	2,048	1%	0.77	191,483	99%	0.95
North Quincy	1,988	2%	0.58	127,283	98%	0.89
Roslindale	1,692	2%	0.56	77,589	98%	1.09
North Dorchester	1,678	2%	0.40	100,926	98%	0.84
South Milton	1,109	4%	0.52	27,447	96%	1.47

Transit Route: Route 28 (Mattapan Sta. – Ruggles Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	63,322	62%	0.05	38,997	38%	0.91
Fenway	53,131	38%	0.11	85,979	62%	0.75
South Roxbury	30,998	32%	0.25	65,894	68%	1.18
North Roxbury	28,275	36%	0.17	49,577	64%	1.14
South Dorchester	27,959	14%	0.40	169,759	86%	1.04
Mattapan	26,404	28%	0.25	68,646	72%	1.41
South End	17,287	14%	0.15	108,159	86%	0.46
Mission Hill	17,173	34%	0.16	33,310	66%	0.95
Hyde Park	16,646	15%	0.33	97,191	85%	1.37
North Brookline	12,813	12%	0.25	97,669	88%	0.77

Transit Route: Route 29 (Mattapan Sta. – Jackson Sq. Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	29,808	21%	0.10	109,302	79%	0.62
South Roxbury	28,935	30%	0.20	67,957	70%	1.18
South Dorchester	25,740	13%	0.31	171,979	87%	1.05
Mattapan	24,303	26%	0.20	70,747	74%	1.39
North Roxbury	18,784	24%	0.19	59,068	76%	0.98
Longwood	13,938	14%	0.15	88,380	86%	0.41
Mission Hill	11,239	22%	0.17	39,244	78%	0.83
South End	11,024	9%	0.15	114,422	91%	0.44
Jamaica Plain	9,793	14%	0.32	58,950	86%	1.09
Hyde Park	9,122	8%	0.48	104,715	92%	1.28

Transit Route: Route 30 (Mattapan Sta. – Roslindale Sq.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Roslindale	17,168	22%	0.11	62,113	78%	1.34
Hyde Park	12,441	11%	0.29	101,395	89%	1.33
Mattapan	10,077	11%	0.26	84,974	89%	1.18
South Dorchester	6,075	3%	0.55	191,643	97%	0.96
North Milton	4,880	9%	0.37	48,025	91%	1.36
West Roxbury	4,539	6%	0.42	77,174	94%	1.22
Jamaica Plain	4,321	6%	0.26	64,422	94%	1.03
South Roxbury	3,049	3%	0.48	93,843	97%	0.90
South Newton	2,636	1%	0.98	182,155	99%	1.12
East Dedham	2,036	3%	0.68	57,142	97%	1.32

Transit Route: Route 31 (Mattapan Sta. – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Mattapan	16,367	17%	0.10	78,683	83%	1.29
South Dorchester	7,448	4%	0.37	190,270	96%	0.97
Hyde Park	6,378	6%	0.35	107,458	94%	1.27
South Roxbury	4,668	5%	0.36	92,224	95%	0.91
Roslindale	4,363	6%	0.31	74,918	94%	1.12
Jamaica Plain	4,209	6%	0.22	64,534	94%	1.03
North Milton	3,798	7%	0.34	49,107	93%	1.34
West Roxbury	1,863	2%	0.62	79,850	98%	1.19
North Roxbury	1,838	2%	0.54	76,014	98%	0.79
South Quincy	1,567	1%	0.87	191,963	99%	0.95

Transit Route: Route 32 (Wolcott Sq./Cleary Sq. – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Hyde Park	23,520	21%	0.18	90,317	79%	1.49
South Roxbury	19,698	20%	0.15	77,194	80%	1.07
Roslindale	17,115	22%	0.19	62,166	78%	1.32
South Dorchester	16,369	8%	0.42	181,349	92%	1.00
Mattapan	13,029	14%	0.37	82,021	86%	1.20
North Roxbury	7,789	10%	0.26	70,063	90%	0.85
Jamaica Plain	7,526	11%	0.24	61,218	89%	1.07
East Dedham	5,656	10%	0.38	53,521	90%	1.40
West Roxbury	5,562	7%	0.49	76,151	93%	1.23
North Dorchester	4,198	4%	0.47	98,406	96%	0.85

Transit Route: Route 33 (River & Milton Sts. – Mattapan Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Hyde Park	28,008	25%	0.14	85,828	75%	1.57
Roslindale	16,119	20%	0.18	63,162	80%	1.31
Mattapan	9,955	10%	0.36	85,095	90%	1.17
South Dorchester	7,401	4%	0.64	190,317	96%	0.96
East Dedham	6,222	11%	0.37	52,956	89%	1.41
North Milton	5,896	11%	0.43	47,009	89%	1.37
West Roxbury	5,540	7%	0.48	76,173	93%	1.23
Jamaica Plain	4,641	7%	0.33	64,103	93%	1.03
South Milton	3,645	13%	0.31	24,911	87%	1.60
South Newton	3,627	2%	1.04	181,164	98%	1.12

Neighborhood lies outside route's service area

Transit Route: Route 34 (Dedham Line – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Norwood	37,046	37%	0.23	63,986	63%	1.46
Roslindale	20,381	26%	0.20	58,900	74%	1.38
South Roxbury	19,937	21%	0.17	76,955	79%	1.07
Walpole	16,411	27%	0.34	43,450	73%	1.31
South Dorchester	16,289	8%	0.45	181,429	92%	1.00
Hyde Park	15,154	13%	0.51	98,682	87%	1.33
East Dedham	13,417	23%	0.39	45,760	77%	1.57
West Roxbury	12,418	15%	0.42	69,295	85%	1.31
Mattapan	11,918	13%	0.42	83,132	87%	1.18
Westwood	10,873	23%	0.23	36,349	77%	0.89

Transit Route: Route 35 (Dedham Mall – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	57,749	56%	0.04	44,570	44%	0.82
Fenway	28,031	20%	0.21	111,079	80%	0.58
Roslindale	24,122	30%	0.20	55,159	70%	1.46
West Roxbury	22,729	28%	0.21	58,984	72%	1.55
Jamaica Plain	20,361	30%	0.23	48,382	70%	1.30
Mission Hill	19,207	38%	0.11	31,276	62%	1.03
Hyde Park	15,443	14%	0.48	98,393	86%	1.34
South Roxbury	13,534	14%	0.39	83,358	86%	0.97
North Brookline	13,492	12%	0.19	96,990	88%	0.78
North Roxbury	12,835	16%	0.30	65,017	84%	0.88

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 36 – 48

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Roxbury	25,494	31%	0.16	56,218	69%	1.64
Roslindale	22,840	29%	0.19	56,441	71%	1.44
South Roxbury	20,293	21%	0.17	76,599	79%	1.07
South Dorchester	16,617	8%	0.44	181,101	92%	1.00
Hyde Park	15,538	14%	0.46	98,299	86%	1.34
Mattapan	12,357	13%	0.42	82,693	87%	1.19
South Newton	9,674	5%	0.82	175,117	95%	1.13
Jamaica Plain	9,291	14%	0.29	59,452	86%	1.09
North Roxbury	8,116	10%	0.29	69,736	90%	0.85
East Dedham	7,751	13%	0.53	51,427	87%	1.42

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Roslindale	18,104	23%	0.13	61,177	77%	1.36
West Roxbury	15,990	20%	0.15	65,722	80%	1.43
Hyde Park	8,564	8%	0.46	105,272	92%	1.28
South Newton	6,935	4%	0.63	177,856	96%	1.13
Jamaica Plain	5,025	7%	0.30	63,718	93%	1.03
Mattapan	4,053	4%	0.54	90,997	96%	1.11
South Dorchester	3,870	2%	0.76	193,848	98%	0.95
East Dedham	2,787	5%	0.73	56,390	95%	1.33
South Roxbury	2,549	3%	0.54	94,343	97%	0.89
South Brookline	2,548	4%	0.51	65,990	96%	0.97

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	58,544	57%	0.04	43,775	43%	0.83
South Roxbury	29,595	31%	0.21	67,297	69%	1.18
Fenway	29,238	21%	0.22	109,871	79%	0.58
Jamaica Plain	22,453	33%	0.21	46,290	67%	1.35
South Dorchester	21,584	11%	0.46	176,134	89%	1.01
Mission Hill	20,048	40%	0.10	30,435	60%	1.06
North Roxbury	18,774	24%	0.25	59,078	76%	0.96
West Roxbury	18,761	23%	0.22	62,951	77%	1.46
Roslindale	16,079	20%	0.32	63,202	80%	1.27
Mattapan	13,965	15%	0.46	81,085	85%	1.19

Transit Route: Route 39 (Forest Hills Sta. – Back Bay Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Back Bay	93,561	64%	0.06	52,200	36%	0.83
Fenway	70,838	51%	0.12	68,272	49%	0.91
Longwood	68,782	67%	0.06	33,537	33%	1.01
South End	51,120	41%	0.10	74,326	59%	0.64
Chinatown	32,484	28%	0.14	83,065	72%	0.42
Mission Hill	25,090	50%	0.16	25,393	50%	1.19
North Brookline	22,399	20%	0.25	88,083	80%	0.82
Jamaica Plain	21,562	31%	0.24	47,181	69%	1.32
North Roxbury	20,761	27%	0.26	57,091	73%	0.98
South Roxbury	18,983	20%	0.39	77,909	80%	1.01

Transit Route: Route 40 (Georgetowne – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Hyde Park	19,778	17%	0.19	94,059	83%	1.44
Roslindale	19,131	24%	0.13	60,150	76%	1.38
West Roxbury	8,809	11%	0.34	72,904	89%	1.28
East Dedham	5,185	9%	0.42	53,993	91%	1.39
Mattapan	5,092	5%	0.44	89,958	95%	1.12
Jamaica Plain	4,691	7%	0.29	64,052	93%	1.03
South Dorchester	4,663	2%	0.72	193,055	98%	0.96
South Newton	4,038	2%	0.97	180,753	98%	1.12
South Roxbury	2,740	3%	0.52	94,152	97%	0.90
North Milton	2,087	4%	0.68	50,818	96%	1.29

Transit Route: Route 41 (Centre & Eliot Sts. – JFK/UMass Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Dorchester	25,304	25%	0.13	77,300	75%	1.06
North Roxbury	20,124	26%	0.13	57,728	74%	1.02
South Roxbury	18,978	20%	0.25	77,914	80%	1.04
South Dorchester	18,796	10%	0.43	178,922	90%	1.01
Jamaica Plain	13,679	20%	0.19	55,064	80%	1.18
Mission Hill	11,096	22%	0.11	39,387	78%	0.84
Fenway	10,172	7%	0.33	128,938	93%	0.52
Longwood	7,881	8%	0.19	94,438	92%	0.39
South End	7,388	6%	0.20	118,058	94%	0.43
Mattapan	6,595	7%	0.58	88,456	93%	1.12

Transit Route: Route 42 (Forest Hills Sta. – Ruggles Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	29,586	21%	0.10	109,524	79%	0.62
South Roxbury	21,335	22%	0.23	75,557	78%	1.07
North Roxbury	19,714	25%	0.14	58,138	75%	1.01
Longwood	13,726	13%	0.15	88,593	87%	0.41
Jamaica Plain	13,128	19%	0.21	55,616	81%	1.16
South Dorchester	12,114	6%	0.50	185,604	94%	0.98
South End	11,798	9%	0.12	113,648	91%	0.45
Mission Hill	9,709	19%	0.19	40,774	81%	0.80
Roslindale	7,087	9%	0.34	72,194	91%	1.15
North Dorchester	6,946	7%	0.39	95,657	93%	0.86

Transit Route: Route 43 (Ruggles Sta. – Park & Tremont Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	132,324	70%	0.04	57,430	30%	0.67
South End	79,750	64%	0.09	45,696	36%	0.98
Chinatown	77,726	67%	0.08	37,823	33%	0.89
Back Bay	68,151	47%	0.11	77,610	53%	0.54
Fenway	41,508	30%	0.13	97,602	70%	0.67
West End	26,210	52%	0.08	24,442	48%	0.65
North Roxbury	19,850	25%	0.21	58,002	75%	0.99
South Dorchester	19,800	10%	0.53	177,918	90%	1.00
North End	18,942	45%	0.11	22,961	55%	0.66
Beacon Hill	17,071	57%	0.10	12,788	43%	0.83

Transit Route: Route 44 (Jackson Sq. Sta. – Ruggles Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	29,525	21%	0.09	109,585	79%	0.62
South Roxbury	25,013	26%	0.19	71,879	74%	1.13
North Roxbury	21,577	28%	0.13	56,275	72%	1.04
Longwood	13,715	13%	0.14	88,604	87%	0.41
South Dorchester	13,619	7%	0.43	184,099	93%	0.99
South End	11,904	9%	0.12	113,543	91%	0.45
Mission Hill	10,145	20%	0.17	40,338	80%	0.81
Jamaica Plain	8,466	12%	0.29	60,277	88%	1.08
North Dorchester	7,448	7%	0.36	95,156	93%	0.87
Mattapan	6,393	7%	0.52	88,657	93%	1.13

Transit Route: Route 45 (Franklin Park – Ruggles Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	34,332	17%	0.24	163,386	83%	1.10
Fenway	29,582	21%	0.10	109,528	79%	0.62
South Roxbury	27,238	28%	0.23	69,654	72%	1.14
North Roxbury	24,802	32%	0.14	53,050	68%	1.09
Mattapan	14,739	16%	0.33	80,311	84%	1.22
Longwood	13,820	14%	0.15	88,499	86%	0.41
South End	12,839	10%	0.13	112,607	90%	0.45
North Dorchester	12,320	12%	0.30	90,284	88%	0.90
Mission Hill	8,992	18%	0.21	41,491	82%	0.78
Jamaica Plain	6,947	10%	0.40	61,797	90%	1.04

Neighborhood lies outside route's service area

Transit Route: Route 47 (Central Sq., Cambridge – Broadway Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	69,095	68%	0.06	33,224	32%	1.02
Fenway	67,128	48%	0.13	71,982	52%	0.86
South End	58,826	47%	0.09	66,620	53%	0.71
Central Square	43,748	30%	0.09	102,430	70%	0.73
BU	29,263	50%	0.16	29,709	50%	0.88
Chinatown	26,853	23%	0.12	88,696	77%	0.41
North Roxbury	26,807	34%	0.19	51,044	66%	1.10
North Brookline	26,738	24%	0.21	83,745	76%	0.86
Back Bay	23,450	16%	0.19	122,311	84%	0.37
South Dorchester	18,485	9%	0.56	179,234	91%	0.99

Transit Route: Route 48 (Centre & Eliot Sts. – Jamaica Plain Loop)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Jamaica Plain	12,810	19%	0.11	55,933	81%	1.18
South Roxbury	12,583	13%	0.14	84,309	87%	1.00
Mission Hill	8,214	16%	0.08	42,269	84%	0.80
North Roxbury	6,585	8%	0.19	71,267	92%	0.84
South Dorchester	5,968	3%	0.50	191,750	97%	0.96
Fenway	4,679	3%	0.37	134,431	97%	0.51
Roslindale	3,825	5%	0.41	75,455	95%	1.11
Mattapan	3,811	4%	0.52	91,239	96%	1.11
Longwood	3,582	4%	0.23	98,737	96%	0.38
South Brookline	2,755	4%	0.26	65,782	96%	0.98

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 50 – 67

Transit Route: Route 50 (Cleary Sq. – Forest Hills Sta. via Metropolitan)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Roslindale	17,658	22%	0.11	61,623	78%	1.36
Hyde Park	15,386	14%	0.16	98,451	86%	1.38
West Roxbury	5,697	7%	0.38	76,016	93%	1.24
Mattapan	4,364	5%	0.41	90,686	95%	1.12
Jamaica Plain	4,218	6%	0.25	64,525	94%	1.03
South Dorchester	3,925	2%	0.70	193,793	98%	0.96
South Newton	2,913	2%	0.98	181,878	98%	1.12
East Dedham	2,651	4%	0.52	56,527	96%	1.34
South Roxbury	2,389	2%	0.49	94,503	98%	0.89
North Milton	1,695	3%	0.65	51,210	97%	1.29

Transit Route: Route 51 (Cleveland Circle – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Brighton	34,925	34%	0.15	68,717	66%	1.10
Roslindale	18,505	23%	0.21	60,776	77%	1.34
North Brookline	18,502	17%	0.21	91,981	83%	0.80
South Allston	17,244	27%	0.19	47,073	73%	0.82
South Newton	15,802	9%	0.60	168,989	91%	1.16
South Brookline	15,015	22%	0.22	53,522	78%	1.16
West Roxbury	13,601	17%	0.29	68,112	83%	1.36
North Brighton	12,153	25%	0.18	36,765	75%	1.20
North Allston	9,287	19%	0.22	40,523	81%	0.98
Jamaica Plain	9,007	13%	0.35	59,736	87%	1.08

Transit Route: Route 52 (Dedham Mall – Watertown Yard)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Newton	49,043	27%	0.30	135,748	73%	1.41
South Brighton	21,913	21%	0.16	81,729	79%	0.94
North Newton	21,648	18%	0.41	101,099	82%	1.17
West Roxbury	19,625	24%	0.30	62,088	76%	1.46
North Brighton	12,852	26%	0.21	36,066	74%	1.21
East Watertown	10,505	14%	0.19	65,452	86%	1.00
Needham	9,887	10%	0.52	87,039	90%	1.24
Hyde Park	8,947	8%	0.82	104,889	92%	1.25
North Brookline	7,639	7%	0.43	102,843	93%	0.73
South Brookline	7,200	11%	0.51	61,337	89%	1.00

Transit Route: Route 55 (Queensberry St. – Park & Tremont Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	134,712	71%	0.04	55,043	29%	0.69
Back Bay	110,827	76%	0.09	34,933	24%	1.14
Chinatown	82,124	71%	0.08	33,425	29%	0.98
Fenway	78,839	57%	0.11	60,271	43%	1.02
South End	63,536	51%	0.13	61,910	49%	0.71
Longwood	56,454	55%	0.09	45,865	45%	0.73
West End	27,778	55%	0.09	22,875	45%	0.67
BU	26,349	45%	0.17	32,622	55%	0.81
North Brookline	23,913	22%	0.33	86,569	78%	0.81
South Dorchester	20,362	10%	0.55	177,356	90%	1.00

Transit Route: Route 57 (Watertown Yard – Kenmore Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	65,868	64%	0.06	36,451	36%	0.95
Fenway	57,963	42%	0.15	81,147	58%	0.76
South Brighton	43,252	42%	0.22	60,390	58%	1.18
North Brookline	41,295	37%	0.18	69,187	63%	1.02
South Allston	36,566	57%	0.20	27,750	43%	1.24
BU	35,309	60%	0.17	23,663	40%	1.05
Back Bay	21,858	15%	0.16	123,903	85%	0.37
North Brighton	18,801	38%	0.23	30,116	62%	1.40
North Newton	18,338	15%	0.40	104,410	85%	1.15
South Newton	17,193	9%	0.58	167,598	91%	1.17

Transit Route: Route 59 (Needham Junction – Watertown Sq.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Needham	32,314	33%	0.19	64,611	67%	1.65
South Newton	31,763	17%	0.28	153,028	83%	1.29
North Newton	27,298	22%	0.20	95,450	78%	1.27
East Watertown	9,781	13%	0.15	66,177	87%	1.00
Wellesley	8,072	10%	0.98	76,729	90%	1.10
South Waltham	5,440	4%	0.64	143,996	96%	0.88
West Watertown	4,627	12%	0.16	33,625	88%	0.97
West Roxbury	3,618	4%	0.83	78,095	96%	1.19
South Brighton	3,355	3%	0.54	100,287	97%	0.79
North Brighton	3,349	7%	0.51	45,569	93%	0.98

Transit Route: Route 60 (Chestnut Hill – Kenmore Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	60,540	59%	0.05	41,779	41%	0.85
Fenway	45,978	33%	0.15	93,132	67%	0.68
North Brookline	23,102	21%	0.18	87,381	79%	0.84
BU	21,404	36%	0.17	37,567	64%	0.72
South Newton	21,395	12%	0.34	163,396	88%	1.22
Back Bay	18,933	13%	0.14	126,828	87%	0.37
South Brookline	17,542	26%	0.22	50,995	74%	1.20
Mission Hill	16,853	33%	0.13	33,630	67%	0.96
South Brighton	12,286	12%	0.36	91,356	88%	0.83
Jamaica Plain	10,429	15%	0.38	58,315	85%	1.09

Transit Route: Route 62 (Bedford V.A. Hosp. – Alewife Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Bedford	19,041	32%	0.43	39,743	68%	2.15
East Lexington	14,283	27%	0.30	37,904	73%	2.00
West Arlington	14,182	20%	0.27	57,986	80%	1.39
West Lexington	13,576	28%	0.36	34,286	72%	2.34
North Cambridge	12,792	15%	0.16	70,218	85%	0.89
East Arlington	8,625	16%	0.21	45,052	84%	1.09
North Waltham	8,291	9%	1.13	81,834	91%	1.44
South Waltham	5,937	4%	1.02	143,499	96%	0.87
North Belmont	4,995	17%	0.34	23,622	83%	1.36
Davis Square	4,935	6%	0.30	74,640	94%	0.79

Transit Route: Route 64 (Oak Sq. – University Pk. Cambridge)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Central Square	68,383	47%	0.06	77,795	53%	0.96
Kendall/MIT	37,693	51%	0.04	36,710	49%	1.08
Harvard Square	28,594	18%	0.18	130,058	82%	0.49
South Brighton	22,332	22%	0.26	81,310	78%	0.92
South Allston	21,688	34%	0.16	42,629	66%	0.89
East Cambridge	19,427	34%	0.05	38,291	66%	0.72
North Allston	17,194	35%	0.15	32,616	65%	1.20
North Brookline	16,902	15%	0.31	93,580	85%	0.78
Spring Hill	14,688	15%	0.21	82,330	85%	0.77
North Brighton	14,349	29%	0.19	34,569	71%	1.27

Transit Route: Route 65 (Brighton Center – Kenmore Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	61,761	60%	0.05	40,558	40%	0.87
Fenway	49,052	35%	0.16	90,058	65%	0.69
North Brookline	39,657	36%	0.14	70,825	64%	1.02
South Brighton	32,560	31%	0.18	71,082	69%	1.05
BU	24,155	41%	0.19	34,816	59%	0.75
Back Bay	19,811	14%	0.15	125,949	86%	0.37
South Brookline	19,362	28%	0.20	49,175	72%	1.25
South Allston	18,120	28%	0.30	46,197	72%	0.78
Mission Hill	17,040	34%	0.13	33,443	66%	0.96
South Newton	11,945	6%	0.59	172,846	94%	1.15

Neighborhood lies outside route's service area

Transit Route: Route 66 (Harvard Sq. – Dudley Sta. via Brookline)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	76,136	48%	0.04	82,516	52%	0.80
Longwood	60,021	59%	0.05	42,298	41%	0.84
North Brookline	48,144	44%	0.14	62,338	56%	1.14
South Brighton	42,493	41%	0.21	61,149	59%	1.17
Fenway	34,674	25%	0.28	104,436	75%	0.58
South Allston	34,201	53%	0.20	30,115	47%	1.16
Central Square	23,963	16%	0.24	122,216	84%	0.60
North Allston	22,435	45%	0.18	27,376	55%	1.38
North Roxbury	20,494	26%	0.23	57,358	74%	0.99
Mission Hill	19,685	39%	0.14	30,798	61%	1.03

Transit Route: Route 67 (Turkey Hill – Alewife Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Arlington	18,799	26%	0.11	53,369	74%	1.54
East Arlington	14,113	26%	0.11	39,564	74%	1.25
North Cambridge	12,760	15%	0.12	70,250	85%	0.90
Davis Square	5,602	7%	0.22	73,973	93%	0.80
Harvard Square	4,272	3%	0.34	154,380	97%	0.44
North Belmont	3,732	13%	0.21	24,885	87%	1.33
East Lexington	3,162	6%	0.49	49,025	94%	1.60
Winchester	3,154	5%	0.73	62,302	95%	1.59
North Waltham	2,946	3%	1.03	87,179	97%	1.43
South Waltham	2,750	2%	0.84	146,686	98%	0.88

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 68 – 79

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	87,893	55%	0.05	70,759	45%	0.91
Central Square	72,225	49%	0.07	73,954	51%	1.00
Kendall/MIT	34,079	46%	0.04	40,325	54%	0.99
Spring Hill	22,715	23%	0.15	74,303	77%	0.85
East Cambridge	19,426	34%	0.05	38,291	66%	0.72
North Cambridge	14,113	17%	0.31	68,897	83%	0.88
Davis Square	9,600	12%	0.41	69,975	88%	0.81
Fenway	7,201	5%	0.37	131,909	95%	0.51
East Boston	7,148	6%	0.57	118,862	94%	0.83
Chelsea	6,948	5%	0.72	122,625	95%	0.92

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	83,887	53%	0.05	74,766	47%	0.87
Central Square	48,380	33%	0.08	97,798	67%	0.76
Spring Hill	26,848	28%	0.12	70,170	72%	0.91
East Cambridge	21,591	37%	0.05	36,126	63%	0.76
North Cambridge	13,568	16%	0.30	69,442	84%	0.88
Davis Square	9,482	12%	0.39	70,093	88%	0.81
Kendall/MIT	8,458	11%	0.15	65,946	89%	0.61
East Somerville	7,314	17%	0.30	34,635	83%	1.01
Chelsea	6,237	5%	0.71	123,336	95%	0.92
Charlestown	5,431	9%	0.31	57,271	91%	0.87

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Waltham	74,333	50%	0.18	75,103	50%	1.56
Central Square	44,849	31%	0.07	101,330	69%	0.75
North Waltham	38,135	42%	0.33	51,990	58%	2.21
East Watertown	29,448	39%	0.22	46,509	61%	1.32
Harvard Square	23,980	15%	0.19	134,673	85%	0.48
North Newton	18,056	15%	0.45	104,692	85%	1.14
West Watertown	17,390	45%	0.20	20,862	55%	1.43
North Allston	16,557	33%	0.15	33,253	67%	1.18
South Newton	12,449	7%	0.80	172,342	93%	1.14
Kendall/MIT	9,991	13%	0.19	64,412	87%	0.61

Transit Route: Route 71 (Watertown Sq. – Harvard Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	77,779	49%	0.04	80,874	51%	0.82
East Watertown	24,978	33%	0.12	50,979	67%	1.27
Central Square	19,460	13%	0.19	126,718	87%	0.59
North Cambridge	15,198	18%	0.28	67,812	82%	0.90
Spring Hill	12,409	13%	0.18	84,609	87%	0.76
North Allston	10,571	21%	0.14	39,239	79%	1.02
Fresh Pond	8,672	33%	0.19	17,309	67%	1.23
Davis Square	8,354	10%	0.42	71,220	90%	0.80
West Watertown	6,516	17%	0.19	31,736	83%	1.01
South Belmont	6,144	14%	0.30	37,838	86%	1.14

Transit Route: Route 72 (Aberdeen & Mt. Auburn – Harvard Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	86,072	54%	0.05	72,580	46%	0.90
Central Square	26,991	18%	0.15	119,188	82%	0.63
North Cambridge	20,609	25%	0.24	62,401	75%	0.96
Spring Hill	14,583	15%	0.17	82,435	85%	0.78
North Allston	10,478	21%	0.15	39,332	79%	1.02
Fresh Pond	10,459	40%	0.18	15,522	60%	1.36
Davis Square	9,977	13%	0.39	69,597	87%	0.81
East Watertown	9,575	13%	0.36	66,383	87%	0.97
South Belmont	7,739	18%	0.23	36,243	82%	1.19
North Belmont	5,361	19%	0.24	23,256	81%	1.40

Transit Route: Route 73 (Waverly Sq. – Harvard Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	77,615	49%	0.04	81,037	51%	0.82
Central Square	19,182	13%	0.19	126,997	87%	0.59
North Cambridge	15,374	19%	0.28	67,636	81%	0.90
East Watertown	14,950	20%	0.20	61,007	80%	1.06
South Belmont	13,446	31%	0.15	30,536	69%	1.40
Spring Hill	12,348	13%	0.18	84,670	87%	0.76
North Allston	10,239	21%	0.14	39,571	79%	1.02
Fresh Pond	8,872	34%	0.20	17,109	66%	1.24
Davis Square	8,389	11%	0.42	71,186	89%	0.80
South Waltham	5,049	3%	0.61	144,387	97%	0.88

Transit Route: Route 74 (Belmont Ctr. – Harvard Sta. via Concord Ave.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	80,275	51%	0.04	78,378	49%	0.84
North Cambridge	26,587	32%	0.18	56,423	68%	1.07
Central Square	19,986	14%	0.19	126,192	86%	0.59
Spring Hill	13,503	14%	0.17	83,515	86%	0.77
Davis Square	10,369	13%	0.35	69,205	87%	0.82
North Allston	10,224	21%	0.15	39,586	79%	1.01
Fresh Pond	8,607	33%	0.18	17,375	67%	1.23
East Watertown	7,642	10%	0.44	68,315	90%	0.94
South Belmont	7,413	17%	0.25	36,569	83%	1.18
North Belmont	5,740	20%	0.24	22,877	80%	1.42

Transit Route: Route 75 (Belmont Ctr. – Harvard Sta. via Fresh Pond Pkwy.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	80,225	51%	0.04	78,427	49%	0.84
North Cambridge	24,042	29%	0.19	58,968	71%	1.02
Central Square	19,757	14%	0.19	126,421	86%	0.59
Spring Hill	13,248	14%	0.17	83,770	86%	0.77
North Allston	10,210	20%	0.15	39,600	80%	1.01
Davis Square	9,650	12%	0.37	69,924	88%	0.81
Fresh Pond	9,062	35%	0.18	16,919	65%	1.26
East Watertown	7,839	10%	0.43	68,118	90%	0.94
South Belmont	7,420	17%	0.25	36,562	83%	1.18
North Belmont	5,627	20%	0.24	22,990	80%	1.41

Transit Route: Route 76 (Hanscom Air Force Base – Alewife Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Cambridge	12,475	15%	0.15	70,535	85%	0.89
East Lexington	12,444	24%	0.27	39,743	76%	1.93
West Arlington	10,987	15%	0.31	61,181	85%	1.32
West Lexington	9,736	20%	0.34	38,127	80%	2.15
East Arlington	8,169	15%	0.19	45,508	85%	1.09
North Waltham	7,267	8%	1.10	82,858	92%	1.44
South Waltham	5,182	3%	0.98	144,253	97%	0.87
North Belmont	5,064	18%	0.30	23,553	82%	1.37
Davis Square	4,697	6%	0.27	74,878	94%	0.79
Harvard Square	4,032	3%	0.36	154,621	97%	0.44

Transit Route: Route 77 (Arlington Heights – Harvard Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	86,721	55%	0.06	71,932	45%	0.89
North Cambridge	32,510	39%	0.18	50,500	61%	1.17
Davis Square	27,072	34%	0.19	52,502	66%	1.06
West Arlington	23,887	33%	0.15	48,281	67%	1.67
Central Square	22,634	15%	0.21	123,545	85%	0.60
Spring Hill	22,462	23%	0.16	74,556	77%	0.85
East Arlington	21,850	41%	0.14	31,827	59%	1.51
North Allston	10,356	21%	0.16	39,455	79%	1.01
East Watertown	5,872	8%	0.61	70,086	92%	0.91
Medford Hillside	5,697	17%	0.35	27,085	83%	1.05

Neighborhood lies outside route's service area

Transit Route: Route 78 (Arlmont Village – Harvard Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	80,222	51%	0.04	78,430	49%	0.84
North Cambridge	26,985	33%	0.18	56,025	67%	1.07
Central Square	20,016	14%	0.20	126,162	86%	0.59
Spring Hill	13,686	14%	0.17	83,332	86%	0.77
West Arlington	12,477	17%	0.21	59,691	83%	1.37
Davis Square	10,969	14%	0.34	68,605	86%	0.83
North Allston	10,208	20%	0.15	39,602	80%	1.01
Fresh Pond	7,710	30%	0.20	18,271	70%	1.17
East Arlington	7,150	13%	0.25	46,527	87%	1.06
East Watertown	6,584	9%	0.53	69,374	91%	0.92

Transit Route: Route 79 (Arlington Heights – Alewife Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Arlington	21,697	30%	0.11	50,471	70%	1.63
East Arlington	18,380	34%	0.10	35,297	66%	1.40
North Cambridge	13,863	17%	0.12	69,147	83%	0.91
Davis Square	9,631	12%	0.15	69,944	88%	0.84
Harvard Square	4,939	3%	0.35	153,713	97%	0.44
East Lexington	3,699	7%	0.47	48,488	93%	1.61
Winchester	3,618	6%	0.71	61,838	94%	1.60
North Belmont	3,512	12%	0.27	25,105	88%	1.31
Spring Hill	3,244	3%	0.35	93,774	97%	0.70
North Waltham	2,997	3%	1.09	87,129	97%	1.42

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 80 – 93

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Spring Hill	26,136	27%	0.12	70,882	73%	0.90
Davis Square	23,269	29%	0.12	56,305	71%	1.02
East Cambridge	19,781	34%	0.04	37,936	66%	0.74
Central Square	14,587	10%	0.17	131,592	90%	0.58
Winter Hill	13,716	37%	0.12	23,643	63%	1.31
East Somerville	12,423	30%	0.15	29,526	70%	1.20
East Arlington	11,936	22%	0.17	41,741	78%	1.18
Medford Hillside	11,880	36%	0.10	20,902	64%	1.40
South Medford	10,202	30%	0.14	23,700	70%	1.33
Harvard Square	9,476	6%	0.36	149,176	94%	0.44

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	103,174	65%	0.07	55,479	35%	1.13
Central Square	61,763	42%	0.08	84,416	58%	0.88
Spring Hill	37,445	39%	0.09	59,573	61%	1.06
North Cambridge	37,007	45%	0.16	46,003	55%	1.28
Davis Square	23,476	30%	0.23	56,098	70%	0.98
Kendall/MIT	8,098	11%	0.23	66,305	89%	0.59
East Somerville	6,825	16%	0.40	35,124	84%	0.98
Chelsea	6,725	5%	0.75	122,848	95%	0.92
East Arlington	6,424	12%	0.38	47,253	88%	1.03
Fresh Pond	6,253	24%	0.26	19,728	76%	1.08

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Cambridge	11,628	14%	0.10	71,382	86%	0.89
West Arlington	9,356	13%	0.18	62,812	87%	1.32
East Arlington	7,306	14%	0.11	46,371	86%	1.08
Davis Square	4,184	5%	0.19	75,390	95%	0.79
North Belmont	4,053	14%	0.20	24,564	86%	1.34
Harvard Square	3,726	2%	0.31	154,926	98%	0.44
East Lexington	3,165	6%	0.48	49,022	94%	1.60
North Waltham	2,945	3%	1.01	87,180	97%	1.43
South Waltham	2,623	2%	0.81	146,812	98%	0.88
South Belmont	2,405	5%	0.41	41,577	95%	1.06

Transit Route: Route 85 (Spring Hill – Kendall/MIT Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Central Square	41,318	28%	0.06	104,861	72%	0.73
Kendall/MIT	30,870	41%	0.02	43,534	59%	0.93
Spring Hill	29,049	30%	0.07	67,969	70%	0.95
East Cambridge	19,423	34%	0.03	38,295	66%	0.73
Harvard Square	14,215	9%	0.21	144,437	91%	0.46
Davis Square	7,114	9%	0.30	72,460	91%	0.80
East Somerville	6,240	15%	0.17	35,709	85%	1.01
Winter Hill	5,775	15%	0.13	31,584	85%	1.01
East Boston	5,545	4%	0.58	120,465	96%	0.82
North Cambridge	5,298	6%	0.36	77,713	94%	0.81

Transit Route: Route 86 (Sullivan Sta. – Cleveland Circle)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	84,312	53%	0.05	74,341	47%	0.88
Spring Hill	31,174	32%	0.11	65,844	68%	0.96
Central Square	30,313	21%	0.16	115,865	79%	0.64
South Brighton	25,790	25%	0.16	77,852	75%	0.98
North Allston	18,593	37%	0.15	31,217	63%	1.25
North Cambridge	16,845	20%	0.30	66,165	80%	0.90
North Brighton	12,719	26%	0.18	36,198	74%	1.22
East Somerville	11,615	28%	0.20	30,333	72%	1.15
Davis Square	11,582	15%	0.39	67,992	85%	0.82
South Newton	11,091	6%	0.61	173,700	94%	1.15

Transit Route: Route 87 (Clarendon Hill – Lechmere Sta. via Somerville Ave.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Spring Hill	36,634	38%	0.11	60,384	62%	1.04
Harvard Square	30,581	19%	0.17	128,072	81%	0.50
Davis Square	28,701	36%	0.12	50,874	64%	1.12
North Cambridge	20,597	25%	0.16	62,413	75%	0.99
Central Square	20,383	14%	0.16	125,795	86%	0.60
East Cambridge	20,276	35%	0.04	37,441	65%	0.74
East Arlington	16,336	30%	0.14	37,341	70%	1.31
East Somerville	9,025	22%	0.23	32,923	78%	1.07
Medford Hillside	6,733	21%	0.20	26,049	79%	1.12
Winter Hill	6,722	18%	0.26	30,637	82%	1.01

Transit Route: Route 88 (Clarendon Hill – Lechmere Sta. via Highland Ave.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Spring Hill	30,690	32%	0.10	66,328	68%	0.96
Davis Square	25,894	33%	0.11	53,680	67%	1.07
East Cambridge	19,817	34%	0.04	37,901	66%	0.74
Central Square	16,119	11%	0.18	130,059	89%	0.58
North Cambridge	14,619	18%	0.15	68,391	82%	0.92
Harvard Square	14,540	9%	0.30	144,112	91%	0.45
East Somerville	10,318	25%	0.15	31,630	75%	1.13
Winter Hill	9,603	26%	0.16	27,756	74%	1.13
East Arlington	8,814	16%	0.19	44,863	84%	1.10
Medford Hillside	6,024	18%	0.18	26,758	82%	1.10

Transit Route: Route 89 (Clarendon Hill – Sullivan Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Davis Square	27,449	34%	0.09	52,126	66%	1.11
Spring Hill	16,311	17%	0.15	80,707	83%	0.80
North Cambridge	13,423	16%	0.14	69,587	84%	0.91
Winter Hill	12,624	34%	0.13	24,735	66%	1.26
Harvard Square	10,384	7%	0.35	148,269	93%	0.44
East Somerville	10,296	25%	0.16	31,653	75%	1.13
Medford Hillside	9,530	29%	0.11	23,252	71%	1.27
South Medford	9,153	27%	0.12	24,749	73%	1.28
East Arlington	8,839	16%	0.18	44,838	84%	1.10
Charlestown	6,287	10%	0.15	56,416	90%	0.90

Transit Route: Route 90 (Davis Sq. Sta. – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Spring Hill	27,004	28%	0.08	70,014	72%	0.93
Davis Square	18,298	23%	0.15	61,276	77%	0.94
North Cambridge	11,918	14%	0.18	71,092	86%	0.88
Harvard Square	11,718	7%	0.29	146,935	93%	0.45
Winter Hill	11,385	30%	0.10	25,974	70%	1.22
East Somerville	11,337	27%	0.11	30,612	73%	1.18
East Medford	10,042	17%	0.21	48,372	83%	1.25
Central Square	8,768	6%	0.26	137,411	94%	0.56
Charlestown	6,566	10%	0.18	56,137	90%	0.90
West Malden	6,218	8%	0.41	71,859	92%	0.94

Transit Route: Route 91 (Sullivan Sta. – Central Sq., Cambridge)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Central Square	42,632	29%	0.03	103,546	71%	0.75
Harvard Square	20,578	13%	0.15	138,075	87%	0.48
Spring Hill	20,019	21%	0.08	76,999	79%	0.85
East Somerville	9,252	22%	0.11	32,697	78%	1.11
Charlestown	6,736	11%	0.17	55,967	89%	0.90
Kendall/MIT	5,289	7%	0.15	69,115	93%	0.58
Davis Square	5,238	7%	0.41	74,336	93%	0.78
North Cambridge	4,858	6%	0.42	78,152	94%	0.80
East Cambridge	4,271	7%	0.16	53,447	93%	0.52
Winter Hill	3,854	10%	0.23	33,506	90%	0.95

Neighborhood lies outside route's service area

Transit Route: Route 92 (Assembly Sq. Mall – Downtown via Main St.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	139,299	73%	0.03	50,455	27%	0.80
Chinatown	56,979	49%	0.06	58,570	51%	0.61
North End	27,107	65%	0.06	14,795	35%	1.05
Charlestown	26,870	43%	0.11	35,833	57%	1.35
West End	23,897	47%	0.06	26,756	53%	0.61
Back Bay	19,484	13%	0.24	126,277	87%	0.36
South End	17,608	14%	0.28	107,838	86%	0.44
Waterfront	14,415	27%	0.15	38,740	73%	0.89
Beacon Hill	13,604	46%	0.08	16,255	54%	0.69
East Boston	13,228	10%	0.37	112,783	90%	0.86

Transit Route: Route 93 (Sullivan Sta. – Downtown via Bunker Hill)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	141,860	75%	0.03	47,894	25%	0.84
Chinatown	57,772	50%	0.07	57,777	50%	0.62
West End	30,650	61%	0.05	20,003	39%	0.82
Charlestown	28,435	45%	0.11	34,268	55%	1.41
North End	27,508	66%	0.06	14,394	34%	1.08
Back Bay	20,302	14%	0.24	125,459	86%	0.36
South End	18,022	14%	0.28	107,424	86%	0.44
Beacon Hill	14,974	50%	0.07	14,885	50%	0.75
Waterfront	14,564	27%	0.15	38,591	73%	0.89
East Boston	13,275	11%	0.37	112,735	89%	0.86

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 94 – 109

Transit Route: Route 94 (Medford Sq. – Davis Sq. Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Davis Square	24,098	30%	0.06	55,477	70%	1.06
Medford Hillside	11,537	35%	0.05	21,245	65%	1.41
North Cambridge	11,374	14%	0.14	71,636	86%	0.88
Spring Hill	9,421	10%	0.23	87,597	90%	0.74
Harvard Square	8,558	5%	0.35	150,095	95%	0.44
W. Medford/Medford Sq	8,021	27%	0.12	21,879	73%	1.48
East Arlington	7,564	14%	0.14	46,113	86%	1.08
South Medford	6,750	20%	0.09	27,151	80%	1.19
East Medford	6,090	10%	0.34	52,325	90%	1.16
North Medford	4,723	13%	0.27	32,783	87%	1.51

Transit Route: Route 95 (West Medford – Sullivan Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Medford	15,053	26%	0.14	43,361	74%	1.40
West Malden	10,012	13%	0.32	68,065	87%	0.98
Winter Hill	9,996	27%	0.13	27,363	73%	1.15
South Medford	9,516	28%	0.13	24,386	72%	1.30
East Somerville	9,312	22%	0.14	32,637	78%	1.10
Spring Hill	8,129	8%	0.23	88,889	92%	0.73
W Medford/Medford Sq	7,506	25%	0.15	22,393	75%	1.44
Davis Square	6,881	9%	0.30	72,693	91%	0.80
North Medford	6,436	17%	0.27	31,071	83%	1.58
Charlestown	6,019	10%	0.13	56,683	90%	0.90

Transit Route: Route 96 (Medford Sq. – Harvard Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Harvard Square	85,565	54%	0.06	73,088	46%	0.88
Davis Square	31,227	39%	0.13	48,347	61%	1.17
North Cambridge	26,414	32%	0.18	56,596	68%	1.06
Spring Hill	23,349	24%	0.15	73,669	76%	0.86
Central Square	22,632	15%	0.21	123,547	85%	0.60
Medford Hillside	12,337	38%	0.11	20,445	62%	1.42
North Allston	10,207	20%	0.15	39,603	80%	1.01
South Medford	8,980	26%	0.15	24,922	74%	1.27
Winter Hill	6,581	18%	0.32	30,778	82%	1.00
East Medford	6,446	11%	0.41	51,968	89%	1.16

Transit Route: Route 97 (Malden Sta. – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Malden	20,592	26%	0.07	57,485	74%	1.20
West Everett	16,491	30%	0.07	38,925	70%	1.30
East Malden	13,269	13%	0.15	87,320	87%	1.19
East Everett	12,964	20%	0.13	52,764	80%	1.15
Chelsea	7,621	6%	0.45	121,952	94%	0.94
East Medford	7,563	13%	0.19	50,851	87%	1.21
East Revere	4,724	4%	0.71	105,602	96%	1.08
West Revere	4,381	6%	0.49	70,272	94%	1.18
Melrose	4,101	5%	0.52	77,739	95%	1.28
East Boston	2,876	2%	0.69	123,134	98%	0.82

Transit Route: Route 99 (Boston Reg. Med. Ctr. Stoneham – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Malden	23,721	30%	0.07	54,356	70%	1.26
East Malden	18,447	18%	0.13	82,143	82%	1.26
West Everett	12,962	23%	0.11	42,455	77%	1.18
East Everett	9,103	14%	0.23	56,625	86%	1.06
East Medford	8,080	14%	0.21	50,334	86%	1.21
Chelsea	7,004	5%	0.54	122,570	95%	0.93
Melrose	6,196	8%	0.50	75,644	92%	1.30
West Revere	4,534	6%	0.54	70,119	94%	1.18
East Revere	4,248	4%	0.75	106,079	96%	1.08
North Medford	3,613	10%	0.34	33,893	90%	1.46

Transit Route: Route 100 (Elm St. – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Medford	13,074	22%	0.08	45,341	78%	1.36
West Malden	8,760	11%	0.13	69,317	89%	1.00
East Malden	4,672	5%	0.42	95,918	95%	1.09
North Medford	3,436	9%	0.24	34,070	91%	1.47
Chelsea	3,128	2%	0.70	126,445	98%	0.91
West Everett	3,005	5%	0.36	52,412	95%	0.97
East Everett	2,967	5%	0.49	62,762	95%	0.97
Melrose	2,918	4%	0.66	78,922	96%	1.26
W. Medford/Medford Sq	2,629	9%	0.19	27,271	91%	1.20
South Medford	2,088	6%	0.24	31,814	94%	1.02

Transit Route: Route 101 (Malden Sta. – Sullivan Sta. via Medford Sq.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Malden	26,652	34%	0.15	51,425	66%	1.29
East Malden	18,542	18%	0.23	82,048	82%	1.24
Davis Square	15,338	19%	0.18	64,236	81%	0.90
East Medford	14,335	25%	0.23	44,080	75%	1.35
Winter Hill	13,243	35%	0.15	24,116	65%	1.27
South Medford	11,991	35%	0.15	21,911	65%	1.42
Spring Hill	11,715	12%	0.24	85,303	88%	0.75
Medford Hillside	11,265	34%	0.12	21,517	66%	1.35
East Somerville	11,119	27%	0.19	30,829	73%	1.14
W. Medford/Medford Sq	9,466	32%	0.18	20,434	68%	1.55

Transit Route: Route 104 (Malden Sta. – Sullivan Sta. via Ferry St.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Malden	21,227	27%	0.09	56,850	73%	1.20
East Malden	20,695	21%	0.12	79,895	79%	1.30
West Everett	17,521	32%	0.09	37,896	68%	1.33
East Everett	15,257	23%	0.13	50,471	77%	1.19
Chelsea	8,752	7%	0.45	120,821	93%	0.94
East Somerville	6,111	15%	0.19	35,838	85%	1.01
Charlestown	5,943	9%	0.16	56,759	91%	0.89
West Revere	5,443	7%	0.44	69,211	93%	1.19
East Revere	5,406	5%	0.71	104,921	95%	1.09
East Medford	5,018	9%	0.34	53,396	91%	1.14

Transit Route: Route 105 (Malden Sta. – Sullivan Sta. via Main St.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Malden	25,420	25%	0.09	75,169	75%	1.38
West Malden	21,690	28%	0.08	56,387	72%	1.21
West Everett	17,040	31%	0.09	38,376	69%	1.31
East Everett	11,908	18%	0.19	53,820	82%	1.12
Chelsea	8,873	7%	0.51	120,700	93%	0.94
West Revere	6,111	8%	0.43	68,543	92%	1.20
East Somerville	6,074	14%	0.19	35,875	86%	1.01
Charlestown	5,876	9%	0.15	56,827	91%	0.89
Melrose	5,725	7%	0.46	76,116	93%	1.30
East Revere	5,554	5%	0.74	104,772	95%	1.09

Transit Route: Route 106 (Franklin Sq./Lebanon St. Loop – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Malden	29,505	29%	0.11	71,084	71%	1.45
West Malden	23,021	29%	0.09	55,056	71%	1.24
Melrose	21,514	26%	0.17	60,326	74%	1.62
West Everett	14,347	26%	0.12	41,069	74%	1.22
East Everett	10,738	16%	0.23	54,991	84%	1.09
Chelsea	8,218	6%	0.58	121,355	94%	0.93
East Medford	7,780	13%	0.28	50,634	87%	1.20
West Revere	7,063	9%	0.47	67,591	91%	1.21
East Revere	5,877	5%	0.79	104,450	95%	1.08
Wakefield	5,104	6%	0.59	77,254	94%	1.56

Neighborhood lies outside route's service area

Transit Route: Route 108 (Linden Sq. – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Malden	28,118	28%	0.09	72,472	72%	1.43
West Malden	24,547	31%	0.05	53,530	69%	1.29
East Medford	12,569	22%	0.13	45,846	78%	1.33
West Everett	8,547	15%	0.20	46,869	85%	1.07
East Everett	7,398	11%	0.37	58,330	89%	1.02
Chelsea	6,947	5%	0.67	122,626	95%	0.92
Melrose	6,804	8%	0.45	75,037	92%	1.31
West Revere	6,747	9%	0.43	67,907	91%	1.21
East Revere	5,451	5%	0.75	104,876	95%	1.08
North Medford	3,401	9%	0.33	34,105	91%	1.46

Transit Route: Route 109 (Linden Sq. – Sullivan Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Everett	14,513	22%	0.08	51,215	78%	1.19
West Everett	13,913	25%	0.06	41,503	75%	1.23
East Malden	13,906	14%	0.15	86,683	86%	1.20
Chelsea	8,103	6%	0.38	121,470	94%	0.94
West Revere	5,756	8%	0.34	68,897	92%	1.20
East Revere	5,629	5%	0.69	104,698	95%	1.09
Charlestown	5,400	9%	0.12	57,303	91%	0.89
East Somerville	5,343	13%	0.15	36,606	87%	1.00
West Malden	5,316	7%	0.33	72,761	93%	0.94
East Medford	3,313	6%	0.43	55,102	94%	1.11

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 110 – 134

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Revere	21,004	19%	0.25	89,323	81%	1.26
East Everett	20,278	31%	0.11	45,451	69%	1.32
Chelsea	18,636	14%	0.31	110,937	86%	1.01
West Everett	15,426	28%	0.09	39,990	72%	1.26
West Revere	14,871	20%	0.19	59,783	80%	1.37
East Malden	11,860	12%	0.29	88,729	88%	1.16
West Malden	8,494	11%	0.27	69,583	89%	0.97
East Medford	6,351	11%	0.28	52,064	89%	1.17
East Boston	5,127	4%	0.58	120,883	96%	0.82
Winthrop	4,034	6%	0.88	61,627	94%	1.31

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	91,364	48%	0.02	98,390	52%	0.42
Chelsea	48,372	37%	0.15	81,202	63%	1.36
North End	23,593	56%	0.05	18,310	44%	0.87
Charlestown	23,144	37%	0.12	39,559	63%	1.23
Chinatown	22,937	20%	0.12	92,612	80%	0.40
West End	20,859	41%	0.05	29,793	59%	0.57
East Revere	18,966	17%	0.34	91,361	83%	1.22
East Boston	15,692	12%	0.39	110,318	88%	0.87
West Revere	15,396	21%	0.22	59,257	79%	1.38
East Everett	14,673	22%	0.19	51,055	78%	1.17

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chelsea	43,489	34%	0.10	86,084	66%	1.32
East Boston	23,050	18%	0.16	102,960	82%	0.96
East Everett	17,983	27%	0.08	47,746	73%	1.28
East Revere	11,032	10%	0.50	99,295	90%	1.13
West Everett	10,515	19%	0.14	44,902	81%	1.12
West Revere	7,962	11%	0.33	66,692	89%	1.23
East Malden	6,974	7%	0.44	93,616	93%	1.10
East Medford	5,517	9%	0.31	52,897	91%	1.15
West Malden	5,077	7%	0.42	73,000	93%	0.93
Winthrop	3,543	5%	0.91	62,117	95%	1.30

Transit Route: Route 114 (Bellingham Sq. – Maverick Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chelsea	44,231	34%	0.11	85,343	66%	1.32
East Boston	38,624	31%	0.09	87,386	69%	1.13
East Revere	15,970	14%	0.27	94,357	86%	1.20
West Revere	11,839	16%	0.19	62,815	84%	1.32
East Everett	6,866	10%	0.22	58,863	90%	1.03
East Malden	3,636	4%	0.65	96,954	96%	1.07
Winthrop	3,343	5%	0.83	62,318	95%	1.30
West Everett	2,972	5%	0.50	52,445	95%	0.96
East Lynn	2,679	2%	0.67	162,200	98%	0.67
West Malden	1,828	2%	0.69	76,250	98%	0.90

Transit Route: Route 116 (Wonderland Sta. – Maverick Sta. via Revere)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chelsea	46,064	36%	0.13	83,509	64%	1.34
East Boston	39,798	32%	0.10	86,212	68%	1.14
East Revere	22,841	21%	0.20	87,486	79%	1.29
West Revere	13,553	18%	0.18	61,100	82%	1.35
East Everett	7,356	11%	0.26	58,372	89%	1.03
East Malden	4,338	4%	0.66	96,252	96%	1.07
Winthrop	4,289	7%	0.77	61,372	93%	1.31
East Lynn	3,958	2%	0.64	160,921	98%	0.67
West Everett	3,252	6%	0.53	52,164	94%	0.96
West Lynn	2,360	3%	0.80	90,584	97%	1.15

Transit Route: Route 117 (Wonderland Sta. – Maverick Sta. via Beach)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	104,103	55%	0.02	85,652	45%	0.49
Chelsea	53,207	41%	0.17	76,367	59%	1.42
East Boston	52,643	42%	0.13	73,367	58%	1.30
East Revere	27,911	25%	0.25	82,416	75%	1.34
Chinatown	25,925	22%	0.12	89,624	78%	0.41
North End	23,781	57%	0.04	18,122	43%	0.89
West End	20,257	40%	0.05	30,395	60%	0.56
West Revere	15,122	20%	0.25	59,532	80%	1.36
Back Bay	10,660	7%	0.29	135,100	93%	0.34
Beacon Hill	9,911	33%	0.07	19,947	67%	0.58

Transit Route: Route 119 (Northgate Shopping Ctr. – Beachmont Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Revere	23,783	22%	0.12	86,543	78%	1.33
West Revere	16,988	23%	0.09	57,665	77%	1.45
Chelsea	13,210	10%	0.29	116,363	90%	0.98
East Malden	5,135	5%	0.44	95,454	95%	1.09
Winthrop	4,565	7%	0.74	61,096	93%	1.32
East Everett	4,151	6%	0.40	61,577	94%	0.98
East Lynn	3,937	2%	0.63	160,942	98%	0.67
East Boston	3,712	3%	0.48	122,299	97%	0.82
South Saugus	2,839	5%	0.59	49,128	95%	1.27
West Lynn	2,723	3%	0.76	90,222	97%	1.15

Transit Route: Route 120 (Orient Heights Sta. – Maverick Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Boston	42,877	34%	0.02	83,133	66%	1.22
Chelsea	6,184	5%	0.39	123,389	95%	0.93
East Revere	3,241	3%	0.40	107,086	97%	1.09
Winthrop	2,235	3%	0.63	63,426	97%	1.30
West Revere	1,138	2%	0.61	73,515	98%	1.14
East Lynn	1,127	1%	0.75	163,752	99%	0.67
South Dorchester	939	0%	0.78	196,779	100%	0.95
East Everett	935	1%	0.66	64,794	99%	0.95
Fenway	791	1%	0.52	138,319	99%	0.51
South Quincy	758	0%	0.91	192,773	100%	0.95

Transit Route: Route 121 (Wood Island Sta. – Maverick Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Boston	36,691	29%	0.02	89,319	71%	1.14
Chelsea	5,097	4%	0.39	124,476	96%	0.93
East Revere	1,711	2%	0.40	108,616	98%	1.08
Winthrop	1,045	2%	0.63	64,615	98%	1.29
East Lynn	668	0%	0.75	164,211	100%	0.67
East Everett	650	1%	0.66	65,078	99%	0.95
West Revere	650	1%	0.61	74,003	99%	1.14
South Dorchester	615	0%	0.78	197,103	100%	0.95
Fenway	561	0%	0.52	138,549	100%	0.51
South Quincy	505	0%	0.91	193,026	100%	0.95

Transit Route: Route 131 (Melrose Highlands – Malden Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Melrose	23,036	28%	0.11	58,805	72%	1.68
West Malden	20,127	26%	0.07	57,950	74%	1.18
East Malden	18,354	18%	0.13	82,235	82%	1.26
West Everett	5,388	10%	0.25	50,028	90%	1.01
Wakefield	5,342	6%	0.51	77,016	94%	1.57
Stoneham	4,654	7%	0.48	65,326	93%	1.49
East Everett	3,843	6%	0.49	61,886	94%	0.98
West Revere	3,633	5%	0.62	71,020	95%	1.16
East Medford	3,630	6%	0.42	54,785	94%	1.12
Chelsea	3,367	3%	0.76	126,206	97%	0.91

Transit Route: Route 132 (Redstone Shopping Ctr. – Malden Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Stoneham	17,740	25%	0.14	52,240	75%	1.86
West Malden	16,813	22%	0.09	61,265	78%	1.12
Melrose	14,639	18%	0.21	67,201	82%	1.46
East Malden	9,936	10%	0.24	90,653	90%	1.14
Wakefield	7,103	9%	0.52	75,256	91%	1.59
East Woburn	4,620	5%	0.99	92,074	95%	1.55
East Medford	3,208	5%	0.50	55,206	95%	1.11
Winchester	3,110	5%	1.03	62,346	95%	1.58
West Everett	2,766	5%	0.37	52,651	95%	0.96
North Medford	2,682	7%	0.60	34,825	93%	1.41

Transit Route: Route 134 (North Woburn – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Woburn	17,633	18%	0.36	79,062	82%	1.78
East Medford	13,493	23%	0.16	44,921	77%	1.35
Winchester	13,194	20%	0.40	52,263	80%	1.84
West Woburn	7,813	17%	0.50	39,279	83%	1.78
West Malden	7,117	9%	0.37	70,960	91%	0.95
W. Medford/Medford Sq	6,751	23%	0.19	23,149	77%	1.38
North Medford	6,531	17%	0.36	30,975	83%	1.56
East Malden	4,986	5%	0.67	95,604	95%	1.08
South Medford	4,812	14%	0.20	29,090	86%	1.10
Stoneham	4,631	7%	0.88	65,350	93%	1.46

Neighborhood lies outside route's service area

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 136 & 137 – 217

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Melrose	25,373	31%	0.20	56,468	69%	1.71
Wakefield	23,848	29%	0.21	58,510	71%	2.03
West Malden	21,023	27%	0.10	57,054	73%	1.19
East Malden	19,548	19%	0.19	81,042	81%	1.26
Reading	12,875	21%	0.13	49,892	79%	1.93
Stoneham	9,886	14%	0.52	60,094	86%	1.57
West Everett	5,724	10%	0.29	49,692	90%	1.01
East Woburn	5,417	6%	1.30	91,277	94%	1.53
North Saugus	4,523	10%	1.00	43,019	90%	1.67
East Medford	4,262	7%	0.49	54,152	93%	1.12

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Back Bay	89,706	62%	0.06	56,055	38%	0.79
South End	72,947	58%	0.06	52,499	42%	0.92
South Waltham	56,386	38%	0.15	93,050	62%	1.32
Fenway	36,062	26%	0.10	103,048	74%	0.65
Chinatown	33,889	29%	0.12	81,660	71%	0.44
North Waltham	27,028	30%	0.26	63,098	70%	1.91
North Roxbury	17,717	23%	0.18	60,135	77%	0.97
Downtown	15,154	8%	0.24	174,601	92%	0.23
North Newton	14,921	12%	0.40	107,826	88%	1.12
South Dorchester	12,932	7%	0.57	184,786	93%	0.98

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South End	39,013	31%	0.06	86,433	69%	0.58
East Boston	33,298	26%	0.10	92,712	74%	1.07
South Boston	22,877	25%	0.16	67,047	75%	0.95
Waterfront	16,566	31%	0.10	36,589	69%	0.95
North Dorchester	14,985	15%	0.26	87,619	85%	0.93
North Roxbury	14,232	18%	0.14	63,620	82%	0.93
Downtown	12,751	7%	0.17	177,004	93%	0.24
South Dorchester	12,363	6%	0.53	185,355	94%	0.98
Chinatown	9,748	8%	0.20	105,801	92%	0.36
South Roxbury	9,388	10%	0.41	87,504	90%	0.94

Transit Route: Route 201 (Fields Corner Sta. – Fields Corner Sta. via Neponset Ave.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Quincy	41,652	32%	0.12	87,620	68%	1.24
South Dorchester	38,600	20%	0.13	159,118	80%	1.15
South Quincy	18,992	10%	0.39	174,538	90%	1.01
North Dorchester	7,121	7%	0.39	95,483	93%	0.87
Mattapan	5,883	6%	0.41	89,167	94%	1.13
South Roxbury	4,769	5%	0.40	92,123	95%	0.91
North Milton	4,547	9%	0.46	48,358	91%	1.34
Hyde Park	3,429	3%	0.85	110,407	97%	1.23
North Braintree	3,312	4%	0.70	83,161	96%	0.98
North Roxbury	3,149	4%	0.54	74,703	96%	0.80

Transit Route: Route 202 (Fields Corner Sta. – Fields Corner Sta. via Adams St.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Quincy	41,652	32%	0.12	87,620	68%	1.24
South Dorchester	38,600	20%	0.13	159,118	80%	1.15
South Quincy	18,992	10%	0.39	174,538	90%	1.01
North Dorchester	7,121	7%	0.39	95,483	93%	0.87
Mattapan	5,883	6%	0.41	89,167	94%	1.13
South Roxbury	4,769	5%	0.40	92,123	95%	0.91
North Milton	4,547	9%	0.46	48,358	91%	1.34
Hyde Park	3,429	3%	0.85	110,407	97%	1.23
North Braintree	3,312	4%	0.70	83,161	96%	0.98
North Roxbury	3,149	4%	0.54	74,703	96%	0.80

Transit Route: Route 210 (Quincy Ctr. Sta. – No. Quincy Sta./Fields Corner Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	62,380	32%	0.22	131,150	68%	1.30
North Quincy	48,336	37%	0.17	80,935	63%	1.31
South Dorchester	35,670	18%	0.22	162,049	82%	1.11
North Braintree	21,030	24%	0.25	65,443	76%	1.20
North Weymouth	8,526	9%	0.72	90,413	91%	1.18
North Dorchester	7,871	8%	0.48	94,733	92%	0.86
South Braintree	7,051	14%	0.52	41,806	86%	1.47
Mattapan	6,023	6%	0.58	89,027	94%	1.12
North Milton	5,744	11%	0.53	47,161	89%	1.36
Randolph	4,966	6%	0.90	83,124	94%	1.27

Transit Route: Route 211 (Quincy Ctr. Sta. – Squantum)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Quincy	53,317	41%	0.10	75,954	59%	1.43
South Quincy	44,804	23%	0.21	148,727	77%	1.17
South Dorchester	10,559	5%	0.56	187,159	95%	0.97
North Milton	5,144	10%	0.43	47,761	90%	1.36
North Braintree	4,706	5%	0.57	81,768	95%	0.99
North Weymouth	4,593	5%	0.74	94,346	95%	1.16
North Dorchester	3,501	3%	0.66	99,103	97%	0.84
Mattapan	3,275	3%	0.84	91,775	97%	1.09
Hyde Park	2,879	3%	1.00	110,958	97%	1.23
Brockton	2,211	1%	0.97	238,529	99%	0.94

Transit Route: Route 212 (Quincy Ctr. Sta. – No. Quincy Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Quincy	44,040	34%	0.10	85,231	66%	1.29
South Quincy	39,452	20%	0.19	154,078	80%	1.15
South Dorchester	7,741	4%	0.58	189,977	96%	0.97
North Braintree	3,966	5%	0.55	82,507	95%	0.99
North Weymouth	3,830	4%	0.73	95,109	96%	1.15
North Milton	3,116	6%	0.49	49,789	94%	1.32
North Dorchester	2,871	3%	0.65	99,733	97%	0.84
Mattapan	2,341	2%	0.89	92,709	98%	1.09
Hyde Park	2,072	2%	1.03	111,765	98%	1.22
Brockton	1,848	1%	0.97	238,892	99%	0.94

Transit Route: Route 214 (Quincy Ctr. Sta. – Germantown)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	44,371	23%	0.10	149,159	77%	1.20
North Quincy	8,308	6%	0.41	120,963	94%	0.92
South Dorchester	3,278	2%	0.77	194,440	98%	0.95
North Weymouth	2,865	3%	0.66	96,074	97%	1.15
North Braintree	2,766	3%	0.41	83,707	97%	0.99
North Milton	1,556	3%	0.55	51,349	97%	1.29
Hingham	1,355	2%	0.86	66,291	98%	1.25
North Dorchester	1,355	1%	0.72	101,249	99%	0.83
Mattapan	1,215	1%	0.90	93,835	99%	1.09
Brockton	1,207	1%	0.95	239,532	99%	0.94

Transit Route: Route 215 (Quincy Ctr. Sta. – Ashmont Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	61,965	32%	0.19	131,565	68%	1.31
South Dorchester	41,941	21%	0.19	155,777	79%	1.16
North Quincy	39,551	31%	0.20	89,720	69%	1.18
North Braintree	9,796	11%	0.42	76,678	89%	1.04
Mattapan	8,731	9%	0.45	86,319	91%	1.15
North Milton	8,535	16%	0.42	44,370	84%	1.43
North Dorchester	7,862	8%	0.45	94,742	92%	0.86
North Weymouth	6,089	6%	0.73	92,850	94%	1.16
South Roxbury	5,863	6%	0.45	91,029	94%	0.91
Hyde Park	5,113	4%	0.87	108,723	96%	1.24

Transit Route: Route 216 (Quincy Ctr. Sta. – Houghs Neck)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	48,221	25%	0.10	145,310	75%	1.23
North Quincy	8,939	7%	0.41	120,333	93%	0.92
South Dorchester	3,576	2%	0.77	194,143	98%	0.95
North Weymouth	3,124	3%	0.66	95,814	97%	1.15
North Braintree	2,975	3%	0.41	83,499	97%	0.99
North Milton	1,711	3%	0.55	51,194	97%	1.29
Hingham	1,462	2%	0.86	66,184	98%	1.25
North Dorchester	1,441	1%	0.72	101,163	99%	0.83
Mattapan	1,327	1%	0.90	93,723	99%	1.09
Brockton	1,273	1%	0.95	239,467	99%	0.94

Transit Route: Route 217 (Wollaston Sta. – Ashmont Sta. via Wollaston Beach)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Quincy	53,110	41%	0.13	76,162	59%	1.41
South Quincy	50,224	26%	0.22	143,307	74%	1.21
South Dorchester	24,993	13%	0.31	172,725	87%	1.04
North Milton	9,861	19%	0.38	43,044	81%	1.47
Mattapan	8,994	9%	0.45	86,056	91%	1.15
North Braintree	5,470	6%	0.59	81,003	94%	1.00
North Weymouth	5,118	5%	0.75	93,820	95%	1.16
Hyde Park	5,052	4%	0.85	108,784	96%	1.24
North Dorchester	4,964	5%	0.57	97,640	95%	0.85
South Roxbury	3,955	4%	0.56	92,937	96%	0.90

Neighborhood lies outside route's service area

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 220 – 350

Transit Route: Route 220 (Quincy Ctr. Sta. – Hingham)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	48,397	25%	0.16	145,134	75%	1.21
Hingham	23,071	34%	0.40	44,575	66%	1.68
North Weymouth	18,503	19%	0.46	80,436	81%	1.29
North Quincy	9,284	7%	0.48	119,987	93%	0.91
North Braintree	5,626	7%	0.56	80,847	93%	1.00
South Dorchester	3,876	2%	0.81	193,842	98%	0.95
South Weymouth	2,650	4%	0.43	57,036	96%	0.68
Hull	2,595	9%	0.36	24,821	91%	0.35
South Braintree	2,077	4%	0.86	46,780	96%	1.35
Brockton	1,953	1%	1.02	238,786	99%	0.94

Transit Route: Route 221 (Quincy Ctr. Sta. – Fort Point)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	45,542	24%	0.13	147,988	76%	1.21
North Weymouth	11,920	12%	0.33	87,018	88%	1.25
North Quincy	8,185	6%	0.43	121,087	94%	0.91
North Braintree	4,336	5%	0.45	82,138	95%	1.00
Hingham	3,616	5%	0.77	64,030	95%	1.27
South Dorchester	3,293	2%	0.79	194,425	98%	0.95
North Milton	1,590	3%	0.59	51,315	97%	1.29
South Braintree	1,497	3%	0.78	47,360	97%	1.35
South Weymouth	1,445	2%	0.41	58,240	98%	0.68
Brockton	1,405	1%	0.96	239,334	99%	0.94

Transit Route: Route 222 (Quincy Ctr. Sta. – East Weymouth)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	47,253	24%	0.15	146,278	76%	1.21
North Weymouth	27,344	28%	0.28	71,594	72%	1.46
Hingham	9,160	14%	0.67	58,486	86%	1.33
North Quincy	8,770	7%	0.45	120,502	93%	0.91
North Braintree	6,501	8%	0.50	79,973	92%	1.01
South Weymouth	4,669	8%	0.37	55,016	92%	0.70
South Dorchester	3,605	2%	0.80	194,113	98%	0.95
South Braintree	2,517	5%	0.85	46,340	95%	1.36
Brockton	2,195	1%	0.99	238,544	99%	0.94
Randolph	1,890	2%	0.99	86,201	98%	1.25

Transit Route: Route 225 (Quincy Ctr. Sta. – Weymouth Landing)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	54,004	28%	0.15	139,526	72%	1.26
North Weymouth	22,100	22%	0.37	76,839	78%	1.36
South Weymouth	15,138	25%	0.15	44,547	75%	0.85
North Braintree	14,314	17%	0.33	72,159	83%	1.10
North Quincy	10,031	8%	0.45	119,240	92%	0.92
Hingham	5,660	8%	0.74	61,986	92%	1.29
South Braintree	5,081	10%	0.68	43,775	90%	1.41
South Dorchester	4,372	2%	0.78	193,346	98%	0.95
Brockton	3,470	1%	0.90	237,269	99%	0.94
Randolph	3,105	4%	0.89	84,985	96%	1.26

Transit Route: Route 230 (Quincy Ctr. Sta. – Montello Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	48,936	25%	0.17	144,594	75%	1.22
Brockton	22,536	9%	0.40	218,203	91%	0.99
North Braintree	18,847	22%	0.23	67,626	78%	1.18
South Braintree	11,907	24%	0.39	36,950	76%	1.64
North Quincy	9,792	8%	0.48	119,479	92%	0.92
Randolph	7,995	9%	0.70	80,095	91%	1.30
North Weymouth	6,728	7%	0.76	92,211	93%	1.16
Holbrook	6,393	22%	0.40	22,692	78%	1.57
South Dorchester	4,578	2%	0.83	193,140	98%	0.95
South Weymouth	4,499	8%	0.51	55,186	92%	0.69

Transit Route: Route 236 (Quincy Ctr. Sta. – South Shore Plaza)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	51,417	27%	0.19	142,114	73%	1.23
North Braintree	29,786	34%	0.14	56,688	66%	1.41
North Quincy	11,120	9%	0.52	118,152	91%	0.92
South Braintree	8,935	18%	0.43	39,921	82%	1.54
North Weymouth	7,663	8%	0.67	91,275	92%	1.18
Randolph	6,394	7%	0.88	81,696	93%	1.28
South Dorchester	5,656	3%	0.85	192,062	97%	0.95
Brockton	4,151	2%	1.02	236,588	98%	0.94
South Weymouth	3,596	6%	0.46	56,090	94%	0.69
North Milton	3,072	6%	0.75	49,833	94%	1.30

Transit Route: Route 238 (Quincy Ctr. Sta. – Holbrook/Randolph Comm. Rail Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	59,022	30%	0.17	134,508	70%	1.30
North Braintree	20,412	24%	0.24	66,061	76%	1.20
Randolph	19,131	22%	0.41	68,959	78%	1.48
North Quincy	11,941	9%	0.48	117,331	91%	0.92
South Braintree	9,035	18%	0.50	39,822	82%	1.52
Brockton	7,975	3%	0.87	232,765	97%	0.94
North Weymouth	6,520	7%	0.73	92,419	93%	1.17
South Dorchester	6,377	3%	0.82	191,341	97%	0.96
Holbrook	3,906	13%	0.52	25,179	87%	1.43
North Milton	3,769	7%	0.68	49,136	93%	1.31

Transit Route: Route 240 (Avon Line – Ashmont Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	51,989	27%	0.21	141,541	73%	1.23
Randolph	26,778	30%	0.30	61,312	70%	1.66
South Dorchester	21,510	11%	0.32	176,208	89%	1.03
North Braintree	21,152	24%	0.25	65,321	76%	1.20
North Quincy	12,638	10%	0.50	116,634	90%	0.92
North Milton	9,351	18%	0.41	43,554	82%	1.45
Mattapan	9,100	10%	0.43	85,950	90%	1.16
Brockton	8,665	4%	0.87	232,074	96%	0.94
South Braintree	7,003	14%	0.67	41,854	86%	1.44
North Weymouth	6,311	6%	0.75	92,628	94%	1.16

Transit Route: Route 245 (Quincy Ctr. Sta. – Mattapan Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	55,392	29%	0.16	138,138	71%	1.27
North Quincy	23,821	18%	0.24	105,451	82%	1.03
North Milton	12,203	23%	0.28	40,702	77%	1.56
South Dorchester	11,297	6%	0.56	186,421	94%	0.97
Mattapan	7,468	8%	0.46	87,582	92%	1.14
Hyde Park	6,327	6%	0.61	107,509	94%	1.26
North Braintree	4,673	5%	0.53	81,801	95%	0.99
North Weymouth	4,420	4%	0.72	94,519	96%	1.16
North Dorchester	2,837	3%	0.71	99,767	97%	0.84
South Milton	2,830	10%	0.60	25,726	90%	1.53

Transit Route: Route 325 (Elm St. – Haymarket Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	115,397	61%	0.01	74,358	39%	0.57
Chinatown	32,168	28%	0.09	83,381	72%	0.44
North End	23,362	56%	0.04	18,541	44%	0.88
West End	18,654	37%	0.05	31,998	63%	0.53
Back Bay	11,556	8%	0.26	134,204	92%	0.35
Beacon Hill	10,327	35%	0.06	19,531	65%	0.59
South End	10,185	8%	0.33	115,261	92%	0.43
East Boston	9,801	8%	0.35	116,209	92%	0.85
Waterfront	9,656	18%	0.13	43,498	82%	0.81
West Malden	7,728	10%	0.27	70,349	90%	0.97

Transit Route: Route 326 (West Medford – Haymarket Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	115,358	61%	0.01	74,397	39%	0.57
Chinatown	32,136	28%	0.09	83,413	72%	0.44
North End	23,348	56%	0.04	18,555	44%	0.87
West End	18,642	37%	0.05	32,011	63%	0.53
Back Bay	11,527	8%	0.26	134,233	92%	0.35
Beacon Hill	10,320	35%	0.06	19,539	65%	0.59
South End	10,150	8%	0.33	115,296	92%	0.43
East Boston	9,635	8%	0.35	116,375	92%	0.85
Waterfront	9,624	18%	0.13	43,531	82%	0.81
South Dorchester	7,645	4%	0.53	190,073	96%	0.97

Transit Route: Route 350 (North Burlington – Alewife Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Burlington	47,166	42%	0.20	64,542	58%	2.05
East Arlington	13,544	25%	0.17	40,133	75%	1.22
North Cambridge	12,670	15%	0.15	70,340	85%	0.90
West Arlington	11,307	16%	0.40	60,861	84%	1.31
Billerica	8,824	10%	0.69	76,789	90%	1.53
Winchester	8,138	12%	0.57	57,319	88%	1.69
West Woburn	7,678	16%	0.46	39,414	84%	1.78
East Woburn	7,352	8%	0.86	89,342	92%	1.57
Davis Square	5,910	7%	0.28	73,664	93%	0.80
East Lexington	5,481	11%	0.79	46,706	89%	1.62

Neighborhood lies outside route's service area

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 351 – 434

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Burlington	38,547	35%	0.22	73,161	65%	1.82
North Cambridge	10,649	13%	0.10	72,361	87%	0.88
Billerica	8,173	10%	0.69	77,440	90%	1.52
Bedford	6,388	11%	0.60	52,396	89%	1.72
East Arlington	4,899	9%	0.23	48,779	91%	1.02
East Woburn	3,898	4%	1.00	92,796	96%	1.54
Davis Square	3,835	5%	0.24	75,739	95%	0.79
West Arlington	3,618	5%	0.66	68,550	95%	1.20
Harvard Square	3,389	2%	0.34	155,264	98%	0.44
West Woburn	3,312	7%	0.59	43,781	93%	1.64

Transit Route: Route 352 (Burlington – State Street)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	125,123	66%	0.02	64,632	34%	0.64
Chinatown	37,829	33%	0.08	77,720	67%	0.47
North End	24,827	59%	0.04	17,075	41%	0.94
West End	21,488	42%	0.05	29,164	58%	0.58
Burlington	14,836	13%	0.22	96,872	87%	1.43
Back Bay	13,669	9%	0.25	132,092	91%	0.35
Beacon Hill	11,899	40%	0.06	17,960	60%	0.64
South End	11,654	9%	0.32	113,792	91%	0.43
Waterfront	10,809	20%	0.14	42,346	80%	0.83
East Boston	10,223	8%	0.35	115,787	92%	0.85

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	124,740	66%	0.02	65,014	34%	0.64
Chinatown	37,638	33%	0.08	77,911	67%	0.47
North End	24,459	58%	0.04	17,444	42%	0.92
Burlington	23,050	21%	0.27	88,658	79%	1.53
East Woburn	19,665	20%	0.34	77,029	80%	1.82
West End	19,465	38%	0.06	31,188	62%	0.54
Back Bay	13,624	9%	0.26	132,136	91%	0.35
South End	11,643	9%	0.32	113,803	91%	0.43
Beacon Hill	11,524	39%	0.07	18,335	61%	0.63
Waterfront	10,910	21%	0.15	42,244	79%	0.82

Transit Route: Route 355 (Mishawum Sta. – State Street)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	124,650	66%	0.02	65,104	34%	0.64
Chinatown	37,595	33%	0.08	77,954	67%	0.47
North End	24,441	58%	0.04	17,462	42%	0.92
West End	19,448	38%	0.05	31,204	62%	0.54
East Woburn	17,867	18%	0.23	78,827	82%	1.81
Back Bay	13,566	9%	0.26	132,194	91%	0.35
South End	11,591	9%	0.32	113,855	91%	0.43
Beacon Hill	11,515	39%	0.07	18,344	61%	0.63
Waterfront	10,877	20%	0.15	42,278	80%	0.82
East Boston	10,382	8%	0.36	115,628	92%	0.85

Transit Route: Route 411 (Malden Sta. – Revere/Jack Satter House)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Malden	28,519	28%	0.12	72,071	72%	1.43
East Revere	24,103	22%	0.20	86,224	78%	1.31
West Malden	19,507	25%	0.08	58,570	75%	1.17
West Revere	18,724	25%	0.16	55,929	75%	1.46
Chelsea	12,656	10%	0.49	116,918	90%	0.95
East Everett	8,084	12%	0.39	57,644	88%	1.02
West Everett	7,806	14%	0.25	47,611	86%	1.04
Melrose	6,400	8%	0.50	75,441	92%	1.30
East Lynn	5,873	4%	0.68	159,006	96%	0.67
South Saugus	5,312	10%	0.58	46,654	90%	1.30

Transit Route: Route 424 (Eastern & Essex – Haymarket Sta./Wonderland Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	102,599	54%	0.02	87,155	46%	0.48
East Lynn	62,102	38%	0.12	102,778	62%	1.00
Chinatown	25,070	22%	0.11	90,479	78%	0.41
West Lynn	25,023	27%	0.19	67,921	73%	1.49
North End	22,694	54%	0.03	19,209	46%	0.85
East Revere	18,868	17%	0.27	91,459	83%	1.23
West End	17,573	35%	0.05	33,079	65%	0.52
East Boston	11,181	9%	0.39	114,829	91%	0.85
Chelsea	10,542	8%	0.49	119,031	92%	0.95
Back Bay	9,938	7%	0.28	135,823	93%	0.34

Transit Route: Route 426 (Central Sq., Lynn – Haymarket Sta./Wonderland Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	102,997	54%	0.02	86,758	46%	0.48
East Lynn	92,530	56%	0.13	72,349	44%	1.35
North Salem	32,949	45%	0.10	40,101	55%	1.29
South Salem	28,726	40%	0.23	42,271	60%	1.42
West Lynn	28,713	31%	0.32	64,231	69%	1.51
East Revere	28,670	26%	0.30	81,657	74%	1.34
Chinatown	25,271	22%	0.11	90,278	78%	0.41
North End	22,826	54%	0.04	19,077	46%	0.85
West Revere	18,054	24%	0.28	56,599	76%	1.41
West End	17,739	35%	0.05	32,914	65%	0.52

Transit Route: Route 428 (Oaklandvale – Haymarket Sta. via Granada Highlands)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	97,685	51%	0.02	92,070	49%	0.46
Chinatown	23,687	20%	0.11	91,862	80%	0.40
North End	22,354	53%	0.03	19,548	47%	0.84
West End	17,317	34%	0.05	33,336	66%	0.51
South Saugus	16,256	31%	0.24	35,711	69%	1.68
East Malden	14,646	15%	0.39	85,943	85%	1.17
North Saugus	11,758	25%	0.45	35,784	75%	1.99
East Revere	11,486	10%	0.57	98,841	90%	1.13
West Revere	11,458	15%	0.42	63,195	85%	1.27
East Boston	9,996	8%	0.43	116,014	92%	0.85

Transit Route: Route 429 (Northgate Shopping Ctr. – Central Sq., Lynn)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	67,026	41%	0.13	97,853	59%	1.04
West Lynn	28,898	31%	0.28	64,046	69%	1.53
South Saugus	20,250	39%	0.25	31,716	61%	1.86
North Saugus	15,426	32%	0.38	32,117	68%	2.20
West Revere	12,262	16%	0.44	62,391	84%	1.27
East Revere	11,943	11%	0.60	98,384	89%	1.12
East Malden	10,700	11%	0.56	89,890	89%	1.11
Melrose	8,238	10%	0.79	73,602	90%	1.29
Wakefield	5,666	7%	1.14	76,693	93%	1.53
Chelsea	5,278	4%	0.76	124,295	96%	0.91

Transit Route: Route 430 (Appleton St., Saugus – Malden Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Malden	28,599	28%	0.14	71,990	72%	1.42
West Malden	19,301	25%	0.08	58,776	75%	1.17
South Saugus	15,148	29%	0.17	36,818	71%	1.67
Melrose	8,909	11%	0.50	72,932	89%	1.33
West Revere	8,314	11%	0.51	66,339	89%	1.22
North Saugus	8,132	17%	0.40	39,411	83%	1.86
West Everett	6,876	12%	0.23	48,540	88%	1.03
East Revere	6,166	6%	0.84	104,161	94%	1.08
East Everett	5,956	9%	0.44	59,773	91%	1.00
Chelsea	5,595	4%	0.80	123,979	96%	0.91

Transit Route: Route 431 (Neptune Towers – Central Sq., Lynn)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	58,894	36%	0.05	105,985	64%	1.01
West Lynn	9,454	10%	0.19	83,491	90%	1.25
East Revere	3,693	3%	0.62	106,633	97%	1.08
South Saugus	1,643	3%	0.58	50,324	97%	1.25
West Revere	1,503	2%	0.69	73,150	98%	1.15
Swampscott	1,459	3%	0.41	43,164	97%	1.03
North Saugus	1,349	3%	0.73	46,193	97%	1.64
South Salem	1,217	2%	0.57	69,779	98%	0.94
South Peabody	1,060	1%	0.80	104,058	99%	1.22
Marblehead	1,041	2%	0.68	59,843	98%	0.98

Transit Route: Route 434 (Peabody – Haymarket Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	102,609	54%	0.02	87,146	46%	0.48
East Lynn	52,848	32%	0.16	112,031	68%	0.91
West Lynn	29,534	32%	0.21	63,411	68%	1.57
Chinatown	25,077	22%	0.11	90,472	78%	0.41
North End	22,698	54%	0.03	19,205	46%	0.85
East Revere	19,035	17%	0.29	91,291	83%	1.23
South Peabody	17,667	17%	0.27	87,451	83%	1.40
West End	17,580	35%	0.05	33,072	65%	0.52
East Boston	11,120	9%	0.39	114,890	91%	0.85
Chelsea	10,679	8%	0.50	118,894	92%	0.94

Neighborhood lies outside route's service area

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 435 – 459

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	70,943	43%	0.10	93,936	57%	1.09
South Peabody	43,956	42%	0.28	61,162	58%	1.88
West Lynn	27,771	30%	0.22	65,173	70%	1.53
South Danvers	21,812	46%	0.21	25,396	54%	1.94
North Peabody	11,957	22%	0.89	43,123	78%	1.97
North Danvers	11,379	23%	0.27	38,438	77%	1.05
West Beverly	9,106	11%	1.14	73,806	89%	0.91
North Salem	9,084	12%	0.61	63,966	88%	0.77
South Salem	8,444	12%	0.74	62,552	88%	0.96
East Revere	4,955	4%	0.76	105,371	96%	1.08

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	88,221	54%	0.08	76,658	46%	1.34
South Peabody	31,435	30%	0.32	73,683	70%	1.59
West Lynn	30,337	33%	0.21	62,608	67%	1.59
South Danvers	14,521	31%	0.33	32,687	69%	1.51
North Peabody	11,183	20%	0.82	43,896	80%	1.97
North Danvers	7,666	15%	0.41	42,152	85%	0.96
South Salem	6,714	9%	0.73	64,283	91%	0.96
West Beverly	6,655	8%	1.12	76,257	92%	0.92
North Salem	6,375	9%	0.65	66,674	91%	0.76
East Revere	6,121	6%	0.70	104,206	94%	1.09

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	56,462	34%	0.09	108,418	66%	0.97
Swampscott	16,307	37%	0.15	28,316	63%	1.51
South Salem	7,847	11%	0.34	63,149	89%	1.01
West Lynn	7,843	8%	0.40	85,101	92%	1.21
Marblehead	6,810	11%	0.47	54,075	89%	1.04
East Revere	3,435	3%	0.72	106,892	97%	1.08
Nahant	3,254	31%	0.28	7,273	69%	2.36
South Peabody	2,756	3%	0.89	102,362	97%	1.22
North Salem	2,571	4%	0.57	70,479	96%	0.76
South Saugus	1,557	3%	0.75	50,410	97%	1.25

Transit Route: Route 441 (Marblehead – Haymarket Sta./Wonderland Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	102,842	54%	0.02	86,912	46%	0.48
East Lynn	88,142	53%	0.12	76,737	47%	1.30
Marblehead	27,387	45%	0.21	33,498	55%	1.60
Chinatown	25,184	22%	0.11	90,365	78%	0.41
East Revere	25,010	23%	0.30	85,316	77%	1.29
North End	22,772	54%	0.04	19,131	46%	0.85
West Lynn	21,969	24%	0.33	70,976	76%	1.39
Swampscott	20,537	46%	0.23	24,086	54%	1.67
West End	17,670	35%	0.05	32,983	65%	0.52
South Salem	12,722	18%	0.44	58,274	82%	1.04

Transit Route: Route 442 (Marblehead – Haymarket Sta./Wonderland Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	102,789	54%	0.02	86,965	46%	0.48
East Lynn	86,151	52%	0.11	78,728	48%	1.28
Chinatown	25,159	22%	0.11	90,390	78%	0.41
East Revere	24,565	22%	0.29	85,762	78%	1.29
Marblehead	24,506	40%	0.18	36,379	60%	1.51
North End	22,758	54%	0.03	19,145	46%	0.85
West Lynn	21,053	23%	0.31	71,892	77%	1.38
West End	17,649	35%	0.05	33,003	65%	0.52
Swampscott	12,880	29%	0.28	31,743	71%	1.31
East Boston	12,177	10%	0.41	113,833	90%	0.86

Transit Route: Route 448 (Marblehead – Downtown Crossing)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	129,843	68%	0.02	59,911	32%	0.68
East Lynn	63,074	38%	0.15	101,805	62%	0.99
Chinatown	56,470	49%	0.06	59,078	51%	0.62
Marblehead	27,084	44%	0.21	33,800	56%	1.59
Waterfront	24,662	46%	0.10	28,493	54%	1.20
East Revere	20,366	18%	0.33	89,961	82%	1.23
Swampscott	20,077	45%	0.24	24,546	55%	1.64
Back Bay	18,005	12%	0.24	127,755	88%	0.35
South End	17,356	14%	0.27	108,090	86%	0.44
North End	15,232	36%	0.10	26,671	64%	0.58

Transit Route: Route 449 (Marblehead – Downtown Crossing)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	129,614	68%	0.02	60,141	32%	0.68
East Lynn	59,767	36%	0.13	105,112	64%	0.98
Chinatown	56,246	49%	0.06	59,303	51%	0.62
Waterfront	24,451	46%	0.09	28,703	54%	1.19
Marblehead	23,998	39%	0.17	36,887	61%	1.50
East Revere	17,896	16%	0.29	92,431	84%	1.22
Back Bay	17,791	12%	0.24	127,970	88%	0.35
South End	17,072	14%	0.26	108,374	86%	0.44
North End	15,082	36%	0.09	26,821	64%	0.58
South Boston	13,394	15%	0.31	76,530	85%	0.83

Transit Route: Route 450 (Salem Depot – Haymarket Sta./Wonderland Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	102,700	54%	0.02	87,054	46%	0.48
East Lynn	64,903	39%	0.14	99,976	61%	1.01
North Salem	33,587	46%	0.07	39,462	54%	1.33
West Lynn	27,244	29%	0.23	65,700	71%	1.52
Chinatown	25,123	22%	0.11	90,426	78%	0.41
North End	22,729	54%	0.03	19,174	46%	0.85
East Revere	19,567	18%	0.29	90,760	82%	1.23
West End	17,620	35%	0.05	33,032	65%	0.52
South Salem	16,629	23%	0.26	54,368	77%	1.14
East Boston	11,449	9%	0.40	114,561	91%	0.85

Transit Route: Route 451 (No. Beverly – Salem Depot)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Beverly	36,826	44%	0.07	46,086	56%	1.63
North Salem	29,759	41%	0.06	43,290	59%	1.23
East Beverly	9,541	23%	0.29	31,082	77%	1.51
South Salem	8,478	12%	0.41	62,518	88%	1.01
South Peabody	7,118	7%	0.74	98,000	93%	1.25
South Danvers	3,965	8%	1.01	43,243	92%	1.16
North Danvers	3,804	8%	0.79	46,013	92%	0.88
Marblehead	3,425	6%	0.94	57,459	94%	0.98
East Lynn	2,639	2%	0.69	162,240	98%	0.67
Swampscott	2,396	5%	0.72	42,227	95%	1.03

Transit Route: Route 455 (Salem Depot – Haymarket Sta./Wonderland Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	104,190	55%	0.02	85,565	45%	0.49
East Lynn	92,585	56%	0.13	72,294	44%	1.36
East Boston	49,880	40%	0.13	76,130	60%	1.26
North Salem	33,020	45%	0.10	40,030	55%	1.29
East Revere	29,661	27%	0.29	80,665	73%	1.35
South Salem	28,712	40%	0.22	42,284	60%	1.42
Chinatown	25,855	22%	0.12	89,694	78%	0.41
North End	23,559	56%	0.04	18,344	44%	0.88
West Lynn	23,555	25%	0.34	69,390	75%	1.41
Chelsea	22,641	17%	0.38	106,933	83%	1.02

Transit Route: Route 456 (Salem Depot – Central Sq., Lynn)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	89,975	55%	0.07	74,905	45%	1.39
North Salem	31,978	44%	0.06	41,072	56%	1.30
West Lynn	21,791	23%	0.22	71,153	77%	1.42
South Salem	15,695	22%	0.23	55,302	78%	1.14
South Peabody	9,072	9%	0.52	96,046	91%	1.28
East Revere	5,486	5%	0.66	104,841	95%	1.09
Swampscott	5,168	12%	0.49	39,455	88%	1.08
Marblehead	5,059	8%	0.73	55,826	92%	1.00
West Beverly	4,940	6%	0.57	77,973	94%	0.96
South Saugus	3,105	6%	0.62	48,862	94%	1.27

Transit Route: Route 459 (Salem Depot – Downtown Crossing)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	129,989	69%	0.02	59,766	31%	0.68
East Lynn	91,065	55%	0.12	73,814	45%	1.34
Chinatown	56,544	49%	0.06	59,004	51%	0.62
North Salem	33,204	45%	0.11	39,846	55%	1.29
South Salem	28,786	41%	0.23	42,210	59%	1.42
Waterfront	24,769	47%	0.10	28,386	53%	1.20
West Lynn	22,471	24%	0.33	70,474	76%	1.40
East Revere	20,972	19%	0.37	89,355	81%	1.23
Back Bay	18,098	12%	0.24	127,662	88%	0.35
Swampscott	17,467	39%	0.28	27,157	61%	1.48

Neighborhood lies outside route's service area

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Route 465 – 556

Transit Route: Route 465 (Liberty Tree Mall – Salem Depot)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Peabody	40,282	38%	0.29	64,835	62%	1.79
North Salem	34,507	47%	0.13	38,543	53%	1.31
South Danvers	21,830	46%	0.22	25,378	54%	1.94
South Salem	13,338	19%	0.45	57,659	81%	1.05
North Peabody	11,441	21%	0.91	43,638	79%	1.95
North Danvers	11,298	23%	0.27	38,519	77%	1.05
West Beverly	10,974	13%	0.97	71,938	87%	0.93
East Beverly	5,612	14%	1.13	35,011	86%	1.24
Marblehead	4,652	8%	1.01	56,233	92%	0.97
West Lynn	4,506	5%	0.79	88,438	95%	1.16

Transit Route: Route 468 (Danvers Sq. – Salem Depot)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Salem	28,758	39%	0.05	44,292	61%	1.21
South Peabody	12,404	12%	0.34	92,713	88%	1.33
South Danvers	9,050	19%	0.15	38,158	81%	1.38
South Salem	8,082	11%	0.37	62,914	89%	1.01
West Beverly	6,346	8%	0.78	76,566	92%	0.95
North Danvers	4,428	9%	0.20	45,390	91%	0.94
North Peabody	3,018	5%	1.10	52,061	95%	1.77
East Beverly	2,999	7%	0.97	37,623	93%	1.25
Marblehead	2,948	5%	0.94	57,937	95%	0.98
East Lynn	2,275	1%	0.68	162,604	99%	0.67

Transit Route: Route 500 (Riverside Sta. – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	126,771	67%	0.02	62,983	33%	0.66
Chinatown	59,340	51%	0.05	56,208	49%	0.66
Back Bay	22,582	15%	0.19	123,179	85%	0.37
South End	19,175	15%	0.24	106,271	85%	0.45
Waterfront	16,942	32%	0.11	36,213	68%	0.95
North End	14,988	36%	0.09	26,915	64%	0.58
West End	12,427	25%	0.12	38,226	75%	0.43
East Boston	10,599	8%	0.35	115,411	92%	0.85
Beacon Hill	10,442	35%	0.11	19,417	65%	0.57
South Boston	10,368	12%	0.37	79,555	88%	0.80

Transit Route: Route 501 (Brighton Ctr. – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	127,236	67%	0.02	62,519	33%	0.66
Chinatown	59,503	51%	0.05	56,046	49%	0.65
South Brighton	31,193	30%	0.19	72,448	70%	1.03
Back Bay	20,823	14%	0.23	124,938	86%	0.36
South End	19,488	16%	0.26	105,958	84%	0.45
North Brookline	17,473	16%	0.33	93,009	84%	0.78
Waterfront	17,322	33%	0.12	35,833	67%	0.96
North Newton	16,588	14%	0.37	106,160	86%	1.14
South Allston	15,919	25%	0.24	48,398	75%	0.78
North End	15,154	36%	0.10	26,749	64%	0.58

Transit Route: Route 502 (Watertown Yard – Copley Sq.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Back Bay	81,541	56%	0.05	64,219	44%	0.71
South End	36,667	29%	0.07	88,779	71%	0.56
Chinatown	23,960	21%	0.13	91,589	79%	0.40
Fenway	16,615	12%	0.14	122,495	88%	0.56
Downtown	10,417	5%	0.23	179,338	95%	0.23
North Newton	9,843	8%	0.24	112,905	92%	1.10
East Watertown	9,362	12%	0.14	66,595	88%	1.00
Central Square	6,521	4%	0.44	139,658	96%	0.54
North Brookline	6,314	6%	0.44	104,168	94%	0.72
South Newton	5,903	3%	0.58	178,888	97%	1.13

Transit Route: Route 503 (Brighton Center – Copley Sq.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Back Bay	82,410	57%	0.05	63,350	43%	0.71
South End	37,369	30%	0.07	88,077	70%	0.56
South Brighton	29,845	29%	0.17	73,797	71%	1.02
Chinatown	24,422	21%	0.13	91,127	79%	0.40
Fenway	19,787	14%	0.19	119,323	86%	0.56
North Brookline	16,752	15%	0.31	93,730	85%	0.78
South Allston	15,269	24%	0.23	49,048	76%	0.78
North Newton	15,072	12%	0.34	107,676	88%	1.13
North Brighton	14,150	29%	0.18	34,767	71%	1.26
South Newton	12,274	7%	0.55	172,517	93%	1.15

Transit Route: Route 504 (Watertown Yard – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	127,442	67%	0.02	62,313	33%	0.66
Chinatown	59,536	52%	0.05	56,013	48%	0.66
Back Bay	20,467	14%	0.22	125,294	86%	0.36
South End	18,978	15%	0.25	106,468	85%	0.45
Waterfront	17,072	32%	0.12	36,082	68%	0.96
North End	15,133	36%	0.09	26,770	64%	0.59
West End	12,827	25%	0.11	37,825	75%	0.43
North Newton	11,557	9%	0.30	111,191	91%	1.11
Beacon Hill	11,084	37%	0.10	18,774	63%	0.59
East Boston	10,740	9%	0.36	115,270	91%	0.85

Transit Route: Route 505 (Waltham Ctr. – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	126,754	67%	0.02	63,000	33%	0.66
Chinatown	59,016	51%	0.05	56,533	49%	0.65
South Waltham	35,549	24%	0.13	113,886	76%	1.11
Back Bay	19,928	14%	0.22	125,833	86%	0.36
South End	18,793	15%	0.25	106,653	85%	0.45
North Newton	17,503	14%	0.27	105,245	86%	1.16
Waterfront	17,034	32%	0.12	36,121	68%	0.95
North End	14,967	36%	0.09	26,936	64%	0.58
West End	12,398	24%	0.12	38,255	76%	0.43
East Boston	10,646	8%	0.36	115,364	92%	0.85

Transit Route: Route 553 (Roberts – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	127,041	67%	0.02	62,714	33%	0.66
South Waltham	60,656	41%	0.11	88,779	59%	1.40
Chinatown	59,264	51%	0.05	56,285	49%	0.65
North Newton	32,910	27%	0.20	89,838	73%	1.34
Back Bay	20,158	14%	0.23	125,603	86%	0.36
South End	19,006	15%	0.26	106,440	85%	0.45
Waterfront	17,250	32%	0.13	35,904	68%	0.96
South Newton	16,464	9%	0.58	168,327	91%	1.17
North End	15,034	36%	0.09	26,869	64%	0.58
West End	12,481	25%	0.12	38,171	75%	0.43

Transit Route: Route 554 (Waverly Sq. – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	127,024	67%	0.02	62,730	33%	0.66
Chinatown	59,239	51%	0.05	56,310	49%	0.65
South Waltham	45,677	31%	0.19	103,758	69%	1.18
North Newton	33,030	27%	0.20	89,718	73%	1.34
Back Bay	20,168	14%	0.23	125,593	86%	0.36
South End	19,022	15%	0.26	106,424	85%	0.45
Waterfront	17,248	32%	0.13	35,906	68%	0.96
South Newton	16,711	9%	0.59	168,080	91%	1.17
North Waltham	16,184	18%	0.37	73,942	82%	1.64
North End	15,033	36%	0.09	26,870	64%	0.58

Neighborhood lies outside route's service area

Transit Route: Route 555 (Riverside Sta. – Federal & Franklin Sts. via Newton)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	136,184	72%	0.03	53,570	28%	0.73
Back Bay	99,204	68%	0.08	46,556	32%	0.89
Chinatown	79,523	69%	0.07	36,026	31%	0.94
South End	54,314	43%	0.13	71,132	57%	0.64
North Newton	39,276	32%	0.18	83,472	68%	1.44
Fenway	24,091	17%	0.20	115,019	83%	0.57
South Newton	23,098	12%	0.48	161,693	88%	1.20
Waterfront	18,251	34%	0.16	34,904	66%	0.96
North End	17,443	42%	0.12	24,460	58%	0.61
South Dorchester	16,151	8%	0.58	181,567	92%	0.98

Transit Route: Route 556 (Waltham Highlands – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	127,024	67%	0.02	62,731	33%	0.66
Chinatown	59,242	51%	0.05	56,307	49%	0.65
South Waltham	40,672	27%	0.15	108,763	73%	1.15
North Newton	29,828	24%	0.20	92,920	76%	1.30
Back Bay	20,159	14%	0.23	125,602	86%	0.36
South End	18,992	15%	0.26	106,454	85%	0.45
Waterfront	17,203	32%	0.12	35,952	68%	0.96
North End	15,029	36%	0.09	26,874	64%	0.58
South Newton	14,288	8%	0.58	170,503	92%	1.16
West End	12,472	25%	0.12	38,181	75%	0.43

TABLE 81 – Continued
Ten Greatest Origin Neighborhoods and Associated Number of Existing Trips, Percent of Trips, and Cost of Transit Trips in and outside Service Area: Routes 558, CT1-3, Silver Line Waterfront, and Silver Line Washington Street

Transit Route: Route 558 (Riverside – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	127,146	67%	0.02	62,608	33%	0.66
Chinatown	59,350	51%	0.05	56,199	49%	0.65
South Waltham	40,887	27%	0.17	108,549	73%	1.14
North Newton	35,611	29%	0.20	87,137	71%	1.38
Back Bay	20,296	14%	0.23	125,465	86%	0.36
South End	19,115	15%	0.26	106,331	85%	0.45
South Newton	18,696	10%	0.52	166,095	90%	1.18
Waterfront	17,307	33%	0.13	35,848	67%	0.96
North End	15,065	36%	0.10	26,838	64%	0.58
West End	12,511	25%	0.12	38,141	75%	0.43

Transit Route: Route 701/CT1: Central Sq., Cambridge – So. End Med. Area)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South End	62,747	50%	0.06	62,699	50%	0.77
Back Bay	60,210	41%	0.07	85,551	59%	0.53
Central Square	54,094	37%	0.08	92,085	63%	0.81
Fenway	52,813	38%	0.09	86,297	62%	0.76
Kendall/MIT	30,471	41%	0.05	43,932	59%	0.90
Harvard Square	19,609	12%	0.22	139,044	88%	0.47
North Roxbury	16,023	21%	0.22	61,829	79%	0.94
Chinatown	15,741	14%	0.21	99,808	86%	0.36
Longwood	14,608	14%	0.25	87,711	86%	0.40
BU	14,598	25%	0.17	44,373	75%	0.64

Transit Route: Route 708/CT3 (Beth Israel Deaconess – Andrew Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	65,295	64%	0.05	37,024	36%	0.95
Fenway	58,086	42%	0.11	81,024	58%	0.79
South End	49,624	40%	0.07	75,822	60%	0.64
North Roxbury	25,753	33%	0.16	52,099	67%	1.10
North Dorchester	17,600	17%	0.27	85,004	83%	0.95
BU	17,460	30%	0.20	41,511	70%	0.66
North Brookline	16,981	15%	0.22	93,501	85%	0.79
Mission Hill	16,498	33%	0.18	33,985	67%	0.93
South Roxbury	16,267	17%	0.41	80,625	83%	0.98
South Dorchester	15,678	8%	0.53	182,040	92%	0.99

Transit Route: Routes 741, 742, 746/Silver Line Waterfront

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	111,383	59%	0.02	78,372	41%	0.53
Chinatown	47,423	41%	0.06	68,126	59%	0.54
Waterfront	22,881	43%	0.09	30,273	57%	1.14
South End	14,195	11%	0.27	111,251	89%	0.44
Back Bay	13,495	9%	0.24	132,266	91%	0.35
North End	12,238	29%	0.10	29,665	71%	0.54
South Boston	11,480	13%	0.33	78,443	87%	0.81
East Boston	10,074	8%	0.34	115,936	92%	0.85
South Dorchester	10,034	5%	0.54	187,684	95%	0.97
West End	8,388	17%	0.13	42,264	83%	0.40

Transit Route: Route 747/CT2 (Sullivan Sta. – Ruggles Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	68,182	67%	0.06	34,137	33%	1.00
Fenway	64,926	47%	0.13	74,184	53%	0.83
Central Square	57,167	39%	0.09	89,011	61%	0.83
Kendall/MIT	38,883	52%	0.05	35,520	48%	1.11
BU	29,546	50%	0.15	29,425	50%	0.89
North Brookline	26,426	24%	0.21	84,056	76%	0.86
Spring Hill	23,926	25%	0.16	73,092	75%	0.86
East Cambridge	22,008	38%	0.07	35,710	62%	0.76
North Roxbury	18,245	23%	0.26	59,607	77%	0.95
Harvard Square	18,046	11%	0.27	140,607	89%	0.46

Transit Route: Route 749/Silver Line Washington St.

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Downtown	123,192	65%	0.03	66,563	35%	0.60
Chinatown	71,445	62%	0.06	44,104	38%	0.79
South End	66,094	53%	0.09	59,352	47%	0.78
Back Bay	42,876	29%	0.14	102,884	71%	0.42
South Dorchester	16,682	8%	0.52	181,036	92%	0.99
Waterfront	16,206	30%	0.16	36,949	70%	0.92
Fenway	15,311	11%	0.26	123,799	89%	0.54
South Boston	15,137	17%	0.37	74,786	83%	0.83
North Roxbury	14,974	19%	0.18	62,878	81%	0.93
West End	14,805	29%	0.12	35,847	71%	0.45

Neighborhood lies outside route's service area

TABLE 82

Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 1 – 7

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	20,685	38%	0.22	33,565	62%	1.38
Downtown	12,044	70%	0.09	5,165	30%	1.09
Chinatown	10,608	65%	0.12	5,631	35%	0.99
South Quincy	7,585	50%	0.29	7,597	50%	1.10
East Cambridge	6,723	35%	0.16	12,682	65%	1.02
Central Square	6,262	88%	0.13	865	12%	1.07
Back Bay	6,065	75%	0.31	2,027	25%	0.67
North Cambridge	4,961	58%	0.18	3,649	42%	1.21
South Dorchester	4,547	69%	0.18	1,996	31%	1.03
West End	4,124	50%	0.14	4,157	50%	1.05

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Revere	7,665	46%	0.13	8,921	54%	1.12
East Boston	7,064	84%	0.05	1,318	16%	1.30
Waterfront	5,899	11%	0.23	48,352	89%	1.10
Chinatown	4,140	25%	0.12	12,099	75%	0.75
West End	3,865	47%	0.06	4,415	53%	1.05
Downtown	2,814	16%	0.04	14,396	84%	0.99
North End	2,555	75%	0.06	866	25%	1.07
Back Bay	2,282	28%	0.27	5,810	72%	0.64
Chelsea	1,872	14%	0.42	11,480	86%	0.82
Winthrop	1,604	83%	0.16	337	17%	0.24

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Downtown	11,617	68%	0.07	5,593	32%	1.15
Chinatown	11,473	71%	0.10	4,765	29%	1.15
Waterfront	10,520	19%	0.27	43,731	81%	1.17
Fenway	9,627	77%	0.13	2,878	23%	0.94
Back Bay	9,198	100%	0.11	-1,106	0%	1.09
East Cambridge	8,706	45%	0.21	10,699	55%	0.87
West End	6,389	77%	0.12	1,891	23%	1.05
East Somerville	6,188	18%	0.22	27,970	82%	1.17
South End	5,977	52%	0.14	5,608	48%	0.97
Charlestown	5,276	56%	0.18	4,130	44%	1.08

Transit Route: Green B Branch (Boston College – Government Center Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	12,137	97%	0.15	368	3%	0.88
Waterfront	7,688	14%	0.29	46,562	86%	1.14
Back Bay	7,686	95%	0.10	406	5%	1.12
Chinatown	7,161	44%	0.10	9,078	56%	1.06
South End	4,192	36%	0.18	7,393	64%	0.82
West End	4,124	50%	0.14	4,156	50%	0.92
Downtown	3,830	22%	0.08	13,379	78%	1.07
North Brookline	3,215	69%	0.21	1,451	31%	1.07
Longwood	3,197	21%	0.28	11,709	79%	0.61
North Allston	2,188	18%	0.35	9,984	82%	1.14

Transit Route: Green C Branch (Cleveland Circle – North Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	13,177	100%	0.15	-672	0%	0.89
Waterfront	7,983	15%	0.28	46,268	85%	1.14
Back Bay	7,918	98%	0.10	174	2%	1.12
Chinatown	7,412	46%	0.10	8,827	54%	1.07
West End	5,066	61%	0.11	3,214	39%	1.01
Longwood	4,308	29%	0.17	10,597	71%	0.68
South End	4,266	37%	0.18	7,319	63%	0.82
Downtown	4,255	25%	0.07	12,954	75%	1.10
North Brookline	3,710	80%	0.15	956	20%	1.16
North End	3,101	91%	0.08	320	9%	1.21

Transit Route: Green D Branch (Riverside – Government Center Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	14,667	100%	0.15	-2,162	0%	0.92
Longwood	8,893	60%	0.11	6,012	40%	0.95
Waterfront	7,846	14%	0.29	46,405	86%	1.14
Back Bay	7,502	93%	0.10	590	7%	1.12
Chinatown	7,103	44%	0.10	9,135	56%	1.06
South End	4,167	36%	0.18	7,418	64%	0.82
West End	4,146	50%	0.14	4,134	50%	0.92
Downtown	3,938	23%	0.07	13,271	77%	1.06
North Brookline	2,651	57%	0.20	2,014	43%	1.03
Mission Hill	2,507	42%	0.24	3,424	58%	0.90

Transit Route: Green E Branch (Heath St. – Lechmere Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	13,123	100%	0.12	-618	0%	1.03
East Cambridge	10,888	56%	0.13	8,517	44%	1.02
Longwood	10,725	72%	0.09	4,181	28%	1.09
Waterfront	8,497	16%	0.27	45,754	84%	1.15
Chinatown	7,825	48%	0.10	8,414	52%	1.10
Back Bay	7,713	95%	0.10	379	5%	1.18
West End	5,564	67%	0.09	2,716	33%	1.22
Downtown	5,493	32%	0.07	11,716	68%	1.12
South End	5,355	46%	0.14	6,230	54%	0.92
Mission Hill	4,572	77%	0.15	1,359	23%	1.10

Transit Route: Mattapan Line (Mattapan Sta. – Ashmont Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	2,707	41%	0.14	3,836	59%	0.98
Mattapan	1,421	25%	0.17	4,252	75%	1.08
Hyde Park	844	20%	0.39	3,308	80%	1.06
Waterfront	691	1%	0.67	53,560	99%	1.00
Roslindale	538	25%	0.51	1,586	75%	0.93
West Roxbury	484	14%	0.80	2,881	86%	1.13
Westwood	424	3%	0.81	15,803	97%	0.95
North Quincy	394	11%	0.58	3,250	89%	0.89
East Dedham	339	8%	0.89	3,927	92%	1.36
East Somerville	206	1%	0.85	33,951	99%	1.02

Transit Route: Route 1 (Harvard Sq. – Dudley Sta. via Mass. Ave.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	7,936	63%	0.09	4,569	37%	0.92
Central Square	7,409	100%	0.09	-282	0%	1.05
South End	3,921	34%	0.09	7,664	66%	0.98
Longwood	3,872	26%	0.26	11,033	74%	0.61
North Roxbury	3,405	55%	0.16	2,842	45%	0.90
North Allston	3,162	26%	0.24	9,009	74%	1.12
Harvard Square	2,474	100%	0.08	-13,349	0%	0.96
Waterfront	2,324	4%	0.45	51,927	96%	1.02
Spring Hill	1,572	28%	0.21	4,129	72%	0.83
Back Bay	1,237	15%	0.10	6,855	85%	0.82

Transit Route: Route 4 (North Sta. – World Trade Ctr.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	29,950	55%	0.11	24,301	45%	1.35
Downtown	15,402	90%	0.03	1,807	10%	1.08
Chinatown	11,537	71%	0.07	4,701	29%	0.87
Back Bay	6,310	78%	0.23	1,782	22%	0.65
West End	5,226	63%	0.05	3,054	37%	1.08
North End	3,470	100%	0.04	-49	0%	1.16
South End	3,113	27%	0.28	8,472	73%	0.69
East Cambridge	2,218	11%	0.22	17,187	89%	0.78
Kendall/MIT	2,150	100%	0.33	-4,744	0%	0.74
Fenway	1,978	16%	0.35	10,527	84%	0.65

Transit Route: Route 5 (City Point – McCormack Housing)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Dorchester	3,300	67%	0.10	1,655	33%	1.02
Waterfront	2,208	4%	0.19	52,043	96%	1.08
North Roxbury	822	13%	0.35	5,425	87%	0.79
South Dorchester	792	12%	0.41	5,752	88%	0.80
North Quincy	400	11%	0.60	3,243	89%	0.87
East Somerville	387	1%	0.68	33,771	99%	1.02
North Braintree	372	9%	0.86	3,674	91%	1.24
South Roxbury	368	5%	0.46	7,518	95%	0.73
Westwood	243	1%	0.78	15,984	99%	0.95
North Weymouth	241	4%	0.86	5,569	96%	1.03

Transit Route: Route 7 (City Point – Otis & Summer Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	29,544	54%	0.11	24,707	46%	1.38
Downtown	15,369	89%	0.03	1,840	11%	1.00
Chinatown	10,981	68%	0.05	5,257	32%	0.92
Back Bay	6,452	80%	0.21	1,640	20%	0.65
South End	4,020	35%	0.25	7,564	65%	0.70
West End	3,460	42%	0.13	4,820	58%	0.79
Fenway	3,216	26%	0.36	9,289	74%	0.65
North Dorchester	2,299	46%	0.37	2,655	54%	0.87
Kendall/MIT	1,549	100%	0.36	-4,143	0%	0.73
Beacon Hill	1,253	100%	0.08	-1,495	0%	0.81

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 8 – 22

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	15,313	100%	0.11	-2,808	0%	1.10
Longwood	11,583	78%	0.10	3,322	22%	1.15
South End	4,987	43%	0.09	6,598	57%	1.10
North Roxbury	4,824	77%	0.15	1,423	23%	1.02
Mission Hill	3,321	56%	0.23	2,610	44%	0.96
Waterfront	3,263	6%	0.44	50,987	94%	1.04
Downtown	2,073	12%	0.36	15,136	88%	0.63
North Dorchester	1,790	36%	0.13	3,165	64%	1.23
East Somerville	1,266	4%	0.60	32,892	96%	1.03
North Brookline	877	19%	0.27	3,788	81%	0.87

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	20,458	100%	0.11	-7,953	0%	1.25
Waterfront	14,906	27%	0.23	39,345	73%	1.24
Longwood	12,225	82%	0.11	2,681	18%	1.20
Downtown	12,066	70%	0.22	5,143	30%	0.69
Chinatown	8,970	55%	0.13	7,269	45%	0.94
South End	8,889	77%	0.11	2,696	23%	1.38
Back Bay	8,875	100%	0.10	-784	0%	1.22
North Roxbury	5,748	92%	0.18	499	8%	0.99
Mission Hill	3,470	58%	0.24	2,461	42%	0.97
North Dorchester	2,455	50%	0.27	2,499	50%	0.99

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	6,973	56%	0.16	5,532	44%	0.76
South End	4,792	41%	0.08	6,793	59%	1.20
North Roxbury	4,319	69%	0.13	1,928	31%	1.09
Waterfront	4,285	8%	0.26	49,966	92%	1.12
Back Bay	4,236	52%	0.08	3,856	48%	0.99
Downtown	3,317	19%	0.30	13,892	81%	0.64
Longwood	2,901	19%	0.25	12,004	81%	0.60
North Dorchester	2,771	56%	0.18	2,184	44%	1.05
South Roxbury	1,740	22%	0.23	6,147	78%	0.83
Chinatown	1,712	11%	0.18	14,526	89%	0.75

Transit Route: Route 11 (City Point – Downtown)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	31,232	58%	0.12	23,019	42%	1.46
Downtown	17,182	100%	0.05	27	0%	0.99
Chinatown	13,387	82%	0.08	2,851	18%	1.01
Back Bay	8,023	99%	0.18	68	1%	0.69
South End	6,203	54%	0.16	5,382	46%	0.79
Fenway	4,380	35%	0.34	8,125	65%	0.65
West End	3,565	43%	0.16	4,715	57%	0.79
North Dorchester	3,194	64%	0.31	1,761	36%	0.90
Kendall/MIT	1,795	100%	0.37	-4,389	0%	0.74
North Roxbury	1,545	25%	0.42	4,702	75%	0.79

Transit Route: Route 14 (Roslindale Sq. Heath St. Loop)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Roxbury	4,229	54%	0.15	3,657	46%	1.08
Mission Hill	3,853	65%	0.12	2,077	35%	1.04
Longwood	3,274	22%	0.20	11,631	78%	0.62
North Roxbury	2,140	34%	0.17	4,107	66%	1.12
South Brookline	1,610	31%	0.34	3,599	69%	1.00
Jamaica Plain	1,581	60%	0.28	1,038	40%	1.13
Waterfront	1,500	3%	0.64	52,751	97%	1.00
South End	1,199	10%	0.28	10,386	90%	0.71
Mattapan	1,196	21%	0.35	4,477	79%	0.90
Fenway	1,111	9%	0.31	11,394	91%	0.68

Transit Route: Route 15 (Kane Sq. – Ruggles Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	3,685	56%	0.14	2,858	44%	1.09
Fenway	3,177	25%	0.13	9,328	75%	0.81
Longwood	2,975	20%	0.19	11,931	80%	0.64
North Roxbury	2,738	44%	0.17	3,509	56%	1.13
Waterfront	2,141	4%	0.54	52,110	96%	1.01
South End	2,049	18%	0.22	9,536	82%	0.74
South Roxbury	2,035	26%	0.26	5,851	74%	0.88
Mission Hill	1,537	26%	0.25	4,394	74%	0.90
Downtown	1,203	7%	0.44	16,006	93%	0.62
Mattapan	953	17%	0.39	4,720	83%	0.86

Transit Route: Route 16 (Forest Hills Sta. – UMass)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Roxbury	3,853	49%	0.19	4,033	51%	0.95
North Dorchester	3,357	68%	0.12	1,598	32%	1.29
South Dorchester	2,236	34%	0.29	4,307	66%	0.89
North Roxbury	1,924	31%	0.17	4,323	69%	1.08
Waterfront	1,830	3%	0.45	52,421	97%	1.02
South End	1,158	10%	0.27	10,427	90%	0.72
Mattapan	1,028	18%	0.37	4,645	82%	0.88
Downtown	730	4%	0.45	16,479	96%	0.62
East Somerville	635	2%	0.70	33,523	98%	1.02
Roslindale	534	25%	0.43	1,590	75%	0.94

Transit Route: Route 17 (Fields Corner Sta. – Andrew Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	3,353	51%	0.14	3,191	49%	0.96
North Dorchester	2,834	57%	0.15	2,121	43%	1.12
South Roxbury	2,318	29%	0.26	5,568	71%	0.80
Waterfront	1,099	2%	0.43	53,151	98%	1.01
Mattapan	601	11%	0.41	5,072	89%	0.83
East Somerville	363	1%	0.73	33,795	99%	1.02
North Roxbury	211	3%	0.26	6,036	97%	0.87
Downtown	190	1%	0.46	17,019	99%	0.62
Westwood	183	1%	0.78	16,043	99%	0.95
North Milton	165	7%	0.55	2,302	93%	1.13

Transit Route: Route 18 (Ashmont Sta. – Andrew Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	4,811	74%	0.11	1,733	26%	1.03
North Dorchester	2,009	41%	0.14	2,946	59%	1.14
Waterfront	1,185	2%	0.44	53,065	98%	1.02
Mattapan	1,006	18%	0.35	4,667	82%	0.85
South Roxbury	687	9%	0.30	7,199	91%	0.77
East Somerville	378	1%	0.74	33,780	99%	1.02
North Milton	294	12%	0.50	2,172	88%	1.15
Hyde Park	218	5%	0.76	3,933	95%	0.98
Westwood	207	1%	0.79	16,020	99%	0.95
North Quincy	153	4%	0.55	3,491	96%	0.89

Transit Route: Route 19 (Fields Corner Sta. – Ruggles or Kenmore Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	12,822	100%	0.13	-317	0%	1.10
Longwood	11,393	76%	0.11	3,513	24%	1.21
Mission Hill	3,460	58%	0.20	2,471	42%	1.07
South Roxbury	3,429	43%	0.18	4,458	57%	1.11
Waterfront	3,151	6%	0.54	51,100	94%	1.03
North Roxbury	3,090	49%	0.19	3,157	51%	1.23
South Dorchester	2,213	34%	0.16	4,330	66%	1.15
South End	2,189	19%	0.19	9,396	81%	0.82
Downtown	1,733	10%	0.41	15,476	90%	0.63
East Somerville	1,184	3%	0.63	32,973	97%	1.03

Transit Route: Route 21 (Ashmont Sta. – Forest Hills Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	3,471	53%	0.15	3,072	47%	0.93
Mattapan	2,040	36%	0.10	3,633	64%	1.12
Hyde Park	831	20%	0.53	3,321	80%	1.00
Roslindale	825	39%	0.34	1,299	61%	0.95
Waterfront	802	1%	0.66	53,449	99%	1.00
Jamaica Plain	407	16%	0.31	2,212	84%	1.03
West Roxbury	355	11%	0.71	3,011	89%	1.13
North Milton	346	14%	0.43	2,121	86%	1.19
East Dedham	248	6%	0.88	4,018	94%	1.35
Westwood	239	1%	0.75	15,988	99%	0.95

Transit Route: Route 22 (Ashmont Sta. – Ruggles Sta. via Talbot Ave.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	10,016	67%	0.10	4,889	33%	1.09
Fenway	7,932	63%	0.14	4,573	37%	0.93
Mission Hill	4,299	72%	0.17	1,632	28%	1.15
South Roxbury	3,947	50%	0.15	3,939	50%	1.20
North Roxbury	2,895	46%	0.21	3,352	54%	1.12
Waterfront	2,507	5%	0.57	51,743	95%	1.01
South Dorchester	2,217	34%	0.20	4,326	66%	0.99
Downtown	1,546	9%	0.44	15,663	91%	0.62
South End	1,485	13%	0.25	10,100	87%	0.74
Mattapan	1,479	26%	0.28	4,194	74%	0.96

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 23 - 35

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

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	3,270	26%	0.13	9,235	74%	0.81
South Roxbury	3,132	40%	0.16	4,754	60%	1.09
Longwood	2,793	19%	0.20	12,112	81%	0.64
South Dorchester	2,521	39%	0.16	4,023	61%	1.03
North Roxbury	2,418	39%	0.18	3,829	61%	1.14
South End	2,073	18%	0.23	9,512	82%	0.73
Waterfront	1,860	3%	0.56	52,391	97%	1.01
Mission Hill	1,428	24%	0.23	4,503	76%	0.92
Mattapan	1,215	21%	0.36	4,457	79%	0.89
Downtown	1,021	6%	0.44	16,188	94%	0.62

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

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	2,139	33%	0.19	4,405	67%	0.90
Mattapan	1,420	25%	0.23	4,253	75%	0.96
Roslindale	619	29%	0.44	1,505	71%	0.94
Waterfront	597	1%	0.71	53,654	99%	1.00
West Roxbury	560	17%	0.66	2,806	83%	1.14
Westwood	550	3%	0.76	15,677	97%	0.95
North Quincy	329	9%	0.70	3,315	91%	0.88
East Dedham	323	8%	0.69	3,942	92%	1.38
West Dedham	233	6%	0.79	3,430	94%	1.44
South Quincy	213	1%	0.83	14,968	99%	0.93

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

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	4,001	61%	0.10	2,543	39%	0.98
Mattapan	1,650	29%	0.11	4,022	71%	1.09
Waterfront	683	1%	0.63	53,568	99%	1.00
Hyde Park	565	14%	0.58	3,586	86%	0.99
Roslindale	292	14%	0.51	1,832	86%	0.92
North Milton	241	10%	0.42	2,226	90%	1.19
Westwood	204	1%	0.79	16,023	99%	0.95
West Roxbury	160	5%	0.82	3,206	95%	1.13
East Somerville	158	0%	0.82	34,000	100%	1.02
East Dedham	157	4%	0.94	4,109	96%	1.35

Transit Route: Route 27 (Mattapan Sta. – Ashmont Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	2,105	32%	0.12	4,439	68%	0.89
Mattapan	1,111	20%	0.19	4,562	80%	0.92
Hyde Park	637	15%	0.41	3,515	85%	1.01
Waterfront	406	1%	0.64	53,845	99%	0.99
Roslindale	294	14%	0.54	1,830	86%	0.91
North Quincy	264	7%	0.61	3,379	93%	0.88
West Roxbury	254	8%	0.80	3,112	92%	1.12
Westwood	225	1%	0.81	16,002	99%	0.95
North Milton	223	9%	0.36	2,243	91%	1.21
East Dedham	189	4%	0.89	4,077	96%	1.35

Transit Route: Route 28 (Mattapan Sta. – Ruggles Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	9,627	65%	0.09	5,279	35%	1.06
Fenway	9,346	75%	0.12	3,159	25%	0.92
North Roxbury	3,011	48%	0.19	3,236	52%	1.16
South Roxbury	2,950	37%	0.20	4,937	63%	1.06
Mission Hill	2,934	49%	0.21	2,997	51%	1.00
Waterfront	2,509	5%	0.60	51,742	95%	1.01
South End	2,149	19%	0.22	9,436	81%	0.75
Mattapan	1,561	28%	0.18	4,112	72%	1.22
Roslindale	890	42%	0.45	1,234	58%	0.97
East Somerville	849	2%	0.66	33,309	98%	1.03

Transit Route: Route 29 (Mattapan Sta. – Jackson Sq. Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	3,571	24%	0.20	11,334	76%	0.65
South Roxbury	3,567	45%	0.17	4,319	55%	1.07
Mission Hill	2,973	50%	0.19	2,958	50%	1.02
North Roxbury	2,635	42%	0.25	3,612	58%	0.99
Fenway	2,429	19%	0.15	10,075	81%	0.81
Waterfront	1,882	3%	0.62	52,369	97%	1.01
Mattapan	1,473	26%	0.16	4,200	74%	1.21
Jamaica Plain	1,314	50%	0.33	1,306	50%	1.12
South End	1,228	11%	0.28	10,357	89%	0.72
South Brookline	1,084	21%	0.48	4,125	79%	0.97

Transit Route: Route 30 (Mattapan Sta. – Roslindale Sq.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Roxbury	826	25%	0.47	2,539	75%	1.17
Mattapan	772	14%	0.23	4,901	86%	0.92
Jamaica Plain	630	24%	0.29	1,990	76%	1.04
Hyde Park	626	15%	0.29	3,526	85%	1.11
Waterfront	463	1%	0.77	53,788	99%	0.99
Westwood	403	2%	0.69	15,824	98%	0.95
East Dedham	351	8%	0.71	3,914	92%	1.37
West Dedham	289	8%	0.69	3,373	92%	1.45
East Somerville	157	0%	0.83	34,001	100%	1.02
North Quincy	156	4%	0.84	3,487	96%	0.87

Transit Route: Route 31 (Mattapan Sta. – Forest Hills Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Mattapan	1,661	29%	0.09	4,012	71%	1.10
South Dorchester	1,487	23%	0.32	5,057	77%	0.83
Hyde Park	994	24%	0.38	3,157	76%	1.03
Roslindale	989	47%	0.31	1,135	53%	0.96
Jamaica Plain	618	24%	0.29	2,001	76%	1.03
Waterfront	602	1%	0.74	53,648	99%	0.99
West Roxbury	553	16%	0.67	2,813	84%	1.14
South Roxbury	549	7%	0.40	7,337	93%	0.76
East Dedham	345	8%	0.82	3,920	92%	1.35
Westwood	300	2%	0.75	15,927	98%	0.95

Transit Route: Route 32 (Wolcott Sq./Cleary Sq. – Forest Hills Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Roxbury	3,275	42%	0.15	4,612	58%	0.97
Jamaica Plain	1,612	62%	0.27	1,008	38%	1.10
Mattapan	1,319	23%	0.33	4,354	77%	0.90
Waterfront	917	2%	0.72	53,334	98%	1.00
West Roxbury	794	24%	0.52	2,572	76%	1.18
Westwood	674	4%	0.66	15,553	96%	0.96
Roslindale	449	21%	0.19	1,675	79%	1.19
North Milton	416	17%	0.65	2,051	83%	1.15
South Dorchester	378	6%	0.42	6,165	94%	0.83
West Dedham	319	9%	0.64	3,343	91%	1.47

Transit Route: Route 33 (River & Milton Sts. – Mattapan Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Mattapan	1,124	20%	0.32	4,548	80%	0.89
West Roxbury	979	29%	0.51	2,387	71%	1.19
Westwood	836	5%	0.68	15,391	95%	0.96
Waterfront	623	1%	0.80	53,628	99%	0.99
Jamaica Plain	594	23%	0.36	2,026	77%	1.03
Roslindale	455	21%	0.18	1,669	79%	1.19
West Dedham	415	11%	0.65	3,248	89%	1.49
Hyde Park	366	9%	0.14	3,785	91%	1.43
Norwood	278	5%	0.98	5,761	95%	1.22
Needham	197	2%	1.12	9,248	98%	1.17

Transit Route: Route 34 (Dedham Line – Forest Hills Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Roxbury	3,367	43%	0.15	4,519	57%	0.97
Norwood	2,897	48%	0.25	3,143	52%	1.73
East Dedham	2,168	51%	0.42	2,097	49%	1.58
Jamaica Plain	1,668	64%	0.27	951	36%	1.11
Mattapan	1,148	20%	0.35	4,525	80%	0.88
Hyde Park	1,068	26%	0.45	3,084	74%	1.06
West Roxbury	1,029	31%	0.39	2,337	69%	1.28
Waterfront	952	2%	0.73	53,299	98%	1.00
West Dedham	844	23%	0.42	2,819	77%	1.65
Walpole	715	100%	0.36	-865	0%	1.48

Transit Route: Route 35 (Dedham Mall – Forest Hills Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	8,016	54%	0.07	6,890	46%	0.98
Mission Hill	5,299	89%	0.13	632	11%	1.11
Fenway	3,201	26%	0.21	9,303	74%	0.74
South Brookline	2,566	49%	0.27	2,643	51%	1.08
North Brookline	2,048	44%	0.28	2,617	56%	0.83
Waterfront	1,415	3%	0.68	52,836	97%	1.00
North Roxbury	1,303	21%	0.31	4,944	79%	0.85
South Roxbury	949	12%	0.36	6,937	88%	0.77
Hyde Park	911	22%	0.44	3,241	78%	1.05
South End	776	7%	0.43	10,809	93%	0.68

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 36 – 48

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Roxbury	3,344	42%	0.15	4,543	58%	0.97
Jamaica Plain	1,654	63%	0.28	966	37%	1.13
Hyde Park	1,307	31%	0.44	2,845	69%	1.06
Mattapan	1,212	21%	0.37	4,460	79%	0.88
West Roxbury	927	28%	0.19	2,438	72%	1.60
West Dedham	900	25%	0.36	2,762	75%	1.68
Waterfront	887	2%	0.74	53,363	98%	1.00
Westwood	767	5%	0.62	15,460	95%	0.97
South Newton	583	20%	0.85	2,311	80%	1.24
East Dedham	542	13%	0.58	3,723	87%	1.45

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Hyde Park	742	18%	0.45	3,410	82%	1.02
Jamaica Plain	557	21%	0.30	2,063	79%	1.04
Mattapan	377	7%	0.53	5,296	93%	0.82
Waterfront	348	1%	0.81	53,902	99%	0.99
Westwood	336	2%	0.64	15,890	98%	0.96
West Dedham	304	8%	0.49	3,359	92%	1.49
North Newton	238	10%	0.91	2,208	90%	1.09
South Newton	205	7%	0.67	2,688	93%	1.24
Needham	189	2%	0.89	9,256	98%	1.17
East Dedham	187	4%	0.71	4,079	96%	1.38

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	7,597	51%	0.08	7,308	49%	1.00
Mission Hill	5,350	90%	0.14	581	10%	1.17
South Roxbury	4,068	52%	0.16	3,818	48%	1.04
Fenway	2,555	20%	0.23	9,950	80%	0.75
South Brookline	2,406	46%	0.29	2,803	54%	1.09
Waterfront	1,781	3%	0.66	52,470	97%	1.01
North Brookline	1,746	37%	0.31	2,920	63%	0.83
Jamaica Plain	1,651	63%	0.20	968	37%	1.42
North Roxbury	1,513	24%	0.25	4,734	76%	0.98
Mattapan	742	13%	0.40	4,931	87%	0.88

Transit Route: Route 39 (Forest Hills Sta. – Back Bay Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	11,585	93%	0.11	920	7%	1.04
Longwood	10,168	68%	0.09	4,738	32%	1.15
Mission Hill	5,128	86%	0.15	803	14%	1.20
Back Bay	4,543	56%	0.08	3,549	44%	1.06
Downtown	3,675	21%	0.31	13,534	79%	0.64
Waterfront	2,939	5%	0.47	51,312	95%	1.03
South End	2,758	24%	0.12	8,827	76%	0.89
North Roxbury	2,701	43%	0.24	3,546	57%	0.89
South Brookline	2,477	48%	0.25	2,732	52%	1.06
Chinatown	1,724	11%	0.17	14,515	89%	0.73

Transit Route: Route 40 (Georgetowne – Forest Hills Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Roxbury	666	20%	0.38	2,699	80%	1.26
Hyde Park	641	15%	0.18	3,511	85%	1.21
Westwood	629	4%	0.65	15,598	96%	0.96
Mattapan	570	10%	0.43	5,103	90%	0.83
Jamaica Plain	533	20%	0.31	2,087	80%	1.04
Waterfront	469	1%	0.80	53,782	99%	0.99
West Dedham	331	9%	0.57	3,331	91%	1.52
South Newton	286	10%	0.97	2,608	90%	1.22
North Milton	248	10%	0.70	2,219	90%	1.13
Norwood	245	4%	0.93	5,795	96%	1.22

Transit Route: Route 41 (Centre & Eliot Sts. – JFK/UMass Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Mission Hill	3,329	56%	0.12	2,602	44%	1.02
North Roxbury	2,799	45%	0.13	3,448	55%	1.10
South Roxbury	2,682	34%	0.20	5,204	66%	0.85
North Dorchester	2,168	44%	0.12	2,787	56%	1.13
Longwood	1,832	12%	0.20	13,074	88%	0.60
Waterfront	1,624	3%	0.53	52,627	97%	1.01
South Brookline	1,445	28%	0.34	3,764	72%	0.97
South End	1,157	10%	0.24	10,428	90%	0.71
Downtown	1,047	6%	0.44	16,162	94%	0.62
Jamaica Plain	885	34%	0.19	1,734	66%	1.20

Transit Route: Route 42 (Forest Hills Sta. – Ruggles Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	3,663	29%	0.12	8,842	71%	0.81
North Roxbury	3,588	57%	0.15	2,659	43%	1.00
Longwood	3,374	23%	0.19	11,532	77%	0.64
Mission Hill	2,590	44%	0.19	3,341	56%	0.94
South End	2,438	21%	0.18	9,147	79%	0.73
South Roxbury	2,066	26%	0.17	5,821	74%	0.87
Waterfront	1,434	3%	0.57	52,817	97%	1.00
Jamaica Plain	1,335	51%	0.20	1,284	49%	1.19
Downtown	1,124	7%	0.42	16,085	93%	0.62
Chinatown	651	4%	0.36	15,588	96%	0.63

Transit Route: Route 43 (Ruggles Sta. – Park & Tremont Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	9,737	78%	0.10	2,768	22%	0.84
Chinatown	8,073	50%	0.08	8,165	50%	1.05
Waterfront	7,734	14%	0.24	46,516	86%	1.13
South End	7,161	62%	0.08	4,423	38%	1.17
Downtown	6,609	38%	0.06	10,600	62%	0.99
Back Bay	5,320	66%	0.10	2,772	34%	0.89
North Roxbury	3,731	60%	0.16	2,516	40%	0.88
Longwood	3,291	22%	0.20	11,615	78%	0.62
West End	3,131	38%	0.09	5,149	62%	0.97
East Somerville	1,495	4%	0.49	32,663	96%	1.04

Transit Route: Route 44 (Jackson Sq. Sta. – Ruggles Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Roxbury	3,545	57%	0.14	2,702	43%	1.07
Fenway	3,418	27%	0.12	9,086	73%	0.81
Longwood	3,366	23%	0.18	11,540	77%	0.65
Mission Hill	3,071	52%	0.16	2,860	48%	0.97
South Roxbury	2,800	36%	0.13	5,087	64%	0.96
South End	2,511	22%	0.19	9,074	78%	0.73
Waterfront	1,428	3%	0.56	52,823	97%	1.00
Jamaica Plain	1,178	45%	0.27	1,442	55%	1.08
Downtown	1,050	6%	0.41	16,159	94%	0.62
Chinatown	732	5%	0.36	15,507	95%	0.63

Transit Route: Route 45 (Franklin Park – Ruggles Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	3,329	27%	0.13	9,175	73%	0.81
South Dorchester	3,029	46%	0.19	3,515	54%	0.99
South Roxbury	2,900	37%	0.18	4,986	63%	1.05
Longwood	2,872	19%	0.19	12,034	81%	0.64
North Roxbury	2,701	43%	0.16	3,546	57%	1.17
South End	1,969	17%	0.22	9,616	83%	0.74
Waterfront	1,926	4%	0.57	52,324	96%	1.01
Mattapan	1,673	29%	0.28	4,000	71%	0.95
Mission Hill	1,368	23%	0.23	4,563	77%	0.92
Downtown	936	5%	0.45	16,273	95%	0.62

Transit Route: Route 47 (Central Sq., Cambridge – Broadway Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	15,362	100%	0.12	-2,857	0%	1.03
Longwood	12,192	82%	0.09	2,714	18%	1.14
Waterfront	11,020	20%	0.27	43,231	80%	1.11
Downtown	9,099	53%	0.24	8,111	47%	0.66
South End	8,078	70%	0.10	3,507	30%	1.06
Chinatown	6,926	43%	0.15	9,312	57%	0.74
Central Square	5,891	83%	0.09	1,235	17%	0.92
North Roxbury	4,667	75%	0.16	1,579	25%	0.95
Mission Hill	3,541	60%	0.22	2,390	40%	0.95
North Brookline	2,662	57%	0.22	2,003	43%	0.92

Transit Route: Route 48 (Centre & Eliot Sts. – Jamaica Plain Loop)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Mission Hill	2,590	44%	0.10	3,341	56%	0.94
South Roxbury	2,138	27%	0.10	5,748	73%	0.82
Jamaica Plain	1,472	56%	0.11	1,147	44%	1.21
South Brookline	1,238	24%	0.27	3,971	76%	0.96
North Roxbury	862	14%	0.21	5,384	86%	0.84
Waterfront	576	1%	0.64	53,675	99%	1.00
Downtown	430	3%	0.47	16,779	97%	0.62
Back Bay	343	4%	0.43	7,748	96%	0.61
Chinatown	287	2%	0.43	15,952	98%	0.62
Roslindale	253	12%	0.39	1,871	88%	0.92

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 50 – 67

Transit Route: Route 50 (Cleary Sq. – Forest Hills Sta. via Metropolitan)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Roxbury	619	18%	0.41	2,746	82%	1.20
Jamaica Plain	504	19%	0.28	2,116	81%	1.03
Mattapan	445	8%	0.40	5,228	92%	0.83
Hyde Park	432	10%	0.17	3,719	90%	1.14
Waterfront	385	1%	0.78	53,866	99%	0.99
Westwood	368	2%	0.66	15,859	98%	0.95
West Dedham	300	8%	0.63	3,363	92%	1.46
East Dedham	195	5%	0.60	4,070	95%	1.38
North Milton	188	8%	0.67	2,279	92%	1.12
East Somerville	127	0%	0.82	34,030	100%	1.02

Transit Route: Route 51 (Cleveland Circle – Forest Hills Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Brighton	3,269	100%	0.14	-442	0%	1.19
North Brookline	1,720	37%	0.26	2,945	63%	0.88
North Allston	1,419	12%	0.28	10,752	88%	1.15
Waterfront	1,025	2%	0.70	53,226	98%	1.00
East Watertown	838	23%	0.54	2,858	77%	0.97
South Brookline	717	14%	0.22	4,493	86%	1.17
Jamaica Plain	691	26%	0.33	1,929	74%	1.07
Hyde Park	646	16%	0.54	3,505	84%	1.01
Longwood	634	4%	0.42	14,271	96%	0.56
South Allston	618	89%	0.19	80	11%	0.88

Transit Route: Route 52 (Dedham Mall – Watertown Yard)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Brighton	2,149	76%	0.15	678	24%	1.01
East Watertown	1,540	42%	0.24	2,156	58%	1.07
North Brighton	710	52%	0.17	656	48%	1.31
North Allston	639	5%	0.43	11,532	95%	1.05
North Newton	636	26%	0.39	1,810	74%	1.24
Needham	631	7%	0.56	8,814	93%	1.22
South Waltham	593	28%	0.76	1,548	72%	0.96
Westwood	558	3%	0.71	15,669	97%	0.96
Waterfront	558	1%	0.77	53,693	99%	1.00
West Watertown	547	23%	0.26	1,863	77%	0.91

Transit Route: Route 55 (Queensberry St. – Park & Tremont Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	15,779	100%	0.09	-3,274	0%	1.07
Waterfront	8,071	15%	0.26	46,180	85%	1.14
Back Bay	7,777	96%	0.08	314	4%	1.17
Chinatown	7,720	48%	0.09	8,518	52%	1.07
Longwood	7,503	50%	0.11	7,403	50%	0.86
Downtown	6,128	36%	0.07	11,081	64%	1.01
South End	5,266	45%	0.12	6,318	55%	0.89
West End	3,213	39%	0.10	5,067	61%	0.99
North Roxbury	2,203	35%	0.28	4,043	65%	0.83
East Somerville	1,727	5%	0.49	32,430	95%	1.04

Transit Route: Route 57 (Watertown Yard – Kenmore Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	10,788	86%	0.15	1,717	14%	0.94
Longwood	9,698	65%	0.10	5,208	35%	1.12
North Brookline	4,324	93%	0.21	342	7%	1.09
Mission Hill	2,771	47%	0.24	3,160	53%	0.94
Waterfront	2,157	4%	0.59	52,094	96%	1.01
North Allston	2,064	17%	0.28	10,107	83%	1.29
East Watertown	1,880	51%	0.24	1,816	49%	1.08
North Roxbury	1,350	22%	0.33	4,897	78%	0.84
South Brookline	1,277	25%	0.34	3,932	75%	1.06
South Brighton	1,251	44%	0.19	1,576	56%	1.29

Transit Route: Route 59 (Needham Junction – Watertown Sq.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Needham	3,979	42%	0.18	5,466	58%	1.57
East Watertown	941	25%	0.19	2,755	75%	1.05
South Waltham	512	24%	0.67	1,629	76%	0.97
West Watertown	477	20%	0.18	1,933	80%	0.92
South Newton	311	11%	0.29	2,582	89%	1.37
Westwood	309	2%	0.78	15,918	98%	0.95
Wellesley	280	6%	1.06	4,695	94%	1.17
Waterfront	254	0%	0.84	53,997	100%	0.99
West Roxbury	240	7%	0.78	3,125	93%	1.13
South Belmont	234	10%	0.57	2,067	90%	0.98

Transit Route: Route 60 (Chestnut Hill – Kenmore Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	10,130	68%	0.07	4,776	32%	0.98
Fenway	9,929	79%	0.14	2,576	21%	0.82
Mission Hill	3,944	67%	0.12	1,987	33%	0.97
North Brookline	3,167	68%	0.19	1,498	32%	0.89
South Brookline	2,164	42%	0.19	3,045	58%	1.11
South Newton	1,431	49%	0.35	1,463	51%	1.29
Waterfront	1,342	2%	0.58	52,909	98%	1.00
North Roxbury	774	12%	0.35	5,473	88%	0.81
Downtown	653	4%	0.39	16,557	96%	0.62
East Somerville	615	2%	0.63	33,543	98%	1.02

Transit Route: Route 62 (Bedford V.A. Hosp. – Alewife Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	4,328	50%	0.19	4,282	50%	0.95
West Arlington	1,640	44%	0.21	2,079	56%	1.30
Davis Square	1,625	100%	0.32	-894	0%	0.73
East Lexington	1,213	42%	0.29	1,695	58%	2.03
Bedford	1,023	21%	0.50	3,768	79%	2.12
West Lexington	704	45%	0.37	854	55%	2.38
Burlington	692	5%	0.95	12,408	95%	1.45
East Arlington	505	20%	0.18	2,030	80%	1.01
North Belmont	464	38%	0.29	746	62%	1.32
West Woburn	435	14%	0.94	2,614	86%	1.56

Transit Route: Route 64 (Oak Sq. – University Pk. Cambridge)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Central Square	10,260	100%	0.06	-3,133	0%	1.12
North Allston	6,258	51%	0.16	5,913	49%	1.37
East Cambridge	4,582	24%	0.08	14,823	76%	0.97
Harvard Square	3,566	100%	0.17	-14,440	0%	0.68
Spring Hill	1,833	32%	0.18	3,868	68%	0.84
South Allston	1,675	100%	0.14	-977	0%	0.91
East Somerville	1,499	4%	0.47	32,659	96%	1.05
North Brookline	1,424	31%	0.32	3,242	69%	0.82
Waterfront	1,148	2%	0.54	53,103	98%	1.01
South Brighton	959	34%	0.23	1,868	66%	0.91

Transit Route: Route 65 (Brighton Center – Kenmore Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	10,325	69%	0.08	4,581	31%	1.01
Fenway	8,466	68%	0.17	4,039	32%	0.84
North Brookline	5,171	100%	0.16	-506	0%	1.13
Mission Hill	3,724	63%	0.14	2,207	37%	0.98
South Brookline	3,240	62%	0.18	1,970	38%	1.19
South Brighton	2,761	98%	0.15	66	2%	1.14
Waterfront	1,832	3%	0.60	52,419	97%	1.01
East Somerville	781	2%	0.65	33,377	98%	1.03
East Watertown	651	18%	0.54	3,046	82%	0.96
Downtown	617	4%	0.42	16,592	96%	0.62

Transit Route: Route 66 (Harvard Sq. – Dudley Sta. via Brookline)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	8,927	60%	0.08	5,979	40%	1.01
North Brookline	6,595	100%	0.16	-1,929	0%	1.23
Mission Hill	4,838	82%	0.15	1,092	18%	1.05
North Allston	4,717	39%	0.20	7,454	61%	1.47
South Brookline	3,197	61%	0.22	2,012	39%	1.16
Fenway	2,430	19%	0.26	10,074	81%	0.75
Central Square	2,314	32%	0.27	4,813	68%	0.74
Waterfront	2,231	4%	0.60	52,020	96%	1.02
North Roxbury	2,227	36%	0.20	4,020	64%	0.93
South Brighton	2,173	77%	0.17	653	23%	1.25

Transit Route: Route 67 (Turkey Hill – Alewife Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	4,240	49%	0.14	4,370	51%	0.95
Davis Square	1,748	100%	0.23	-1,017	0%	0.74
East Arlington	815	32%	0.10	1,719	68%	1.11
North Belmont	714	59%	0.19	496	41%	1.27
West Arlington	431	12%	0.11	3,288	88%	1.44
Fresh Pond	401	85%	0.34	70	15%	1.00
East Lexington	390	13%	0.56	2,518	87%	1.62
Waterfront	355	1%	0.68	53,895	99%	0.99
West Woburn	320	10%	0.74	2,729	90%	1.54
South Belmont	311	14%	0.45	1,990	86%	1.00

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 68 – 79

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Central Square	8,537	100%	0.05	-1,410	0%	1.06
East Cambridge	4,361	22%	0.08	15,043	78%	0.97
Harvard Square	3,054	100%	0.05	-13,928	0%	0.94
Spring Hill	2,744	48%	0.11	2,957	52%	0.86
North Allston	1,714	14%	0.32	10,457	86%	1.01
East Somerville	1,071	3%	0.44	33,087	97%	1.05
Waterfront	730	1%	0.48	53,521	99%	1.00
Longwood	202	1%	0.51	14,704	99%	0.55
West End	195	2%	0.32	8,085	98%	0.71
North Newton	161	7%	0.81	2,285	93%	1.09

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Cambridge	11,672	60%	0.08	7,732	40%	1.03
Central Square	6,297	88%	0.07	829	12%	0.93
Spring Hill	4,687	82%	0.08	1,014	18%	0.89
Harvard Square	3,285	100%	0.05	-14,159	0%	0.93
East Somerville	3,080	9%	0.29	31,078	91%	1.08
Charlestown	2,076	22%	0.26	7,330	78%	0.89
North Allston	1,620	13%	0.36	10,551	87%	1.00
West End	956	12%	0.27	7,324	88%	0.71
Downtown	924	5%	0.38	16,285	95%	0.62
Waterfront	806	1%	0.50	53,445	99%	1.00

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Central Square	7,198	100%	0.07	-72	0%	0.95
North Allston	5,200	43%	0.15	6,971	57%	1.27
Harvard Square	2,667	100%	0.18	-13,541	0%	0.66
South Waltham	2,026	95%	0.17	115	5%	1.65
East Watertown	1,455	39%	0.23	2,241	61%	1.31
West Watertown	1,274	53%	0.18	1,136	47%	1.35
North Waltham	1,103	65%	0.33	582	35%	2.30
South Belmont	888	39%	0.43	1,412	61%	1.08
North Newton	858	35%	0.43	1,588	65%	1.16
South Allston	815	100%	0.36	-117	0%	0.68

Transit Route: Route 71 (Watertown Sq. – Harvard Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Allston	2,354	19%	0.12	9,817	81%	1.10
Central Square	2,047	29%	0.18	5,080	71%	0.73
Spring Hill	507	9%	0.24	5,194	91%	0.80
Waterfront	427	1%	0.59	53,824	99%	1.00
South Belmont	255	11%	0.25	2,045	89%	1.09
East Watertown	248	7%	0.11	3,448	93%	1.33
West Watertown	242	10%	0.15	2,168	90%	0.95
North Newton	222	9%	0.50	2,223	91%	1.10
East Somerville	219	1%	0.59	33,939	99%	1.03
South Newton	177	6%	0.76	2,717	94%	1.22

Transit Route: Route 72 (Aberdeen & Mt. Auburn – Harvard Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Allston	2,404	20%	0.13	9,768	80%	1.10
Central Square	1,897	27%	0.14	5,229	73%	0.77
Harvard Square	1,047	100%	0.06	-11,921	0%	0.96
North Cambridge	897	10%	0.23	7,713	90%	1.00
Spring Hill	823	14%	0.23	4,879	86%	0.81
Waterfront	502	1%	0.56	53,748	99%	1.00
North Belmont	389	32%	0.19	822	68%	1.37
North Newton	279	11%	0.77	2,167	89%	1.09
East Somerville	249	1%	0.59	33,909	99%	1.03
Longwood	175	1%	0.59	14,730	99%	0.55

Transit Route: Route 73 (Waverly Sq. – Harvard Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Allston	2,347	19%	0.13	9,824	81%	1.10
Central Square	2,174	31%	0.18	4,953	69%	0.73
Spring Hill	487	9%	0.25	5,215	91%	0.80
Waterfront	422	1%	0.60	53,828	99%	1.00
North Newton	269	11%	0.64	2,177	89%	1.10
East Somerville	236	1%	0.60	33,922	99%	1.03
West Arlington	204	5%	0.70	3,516	95%	1.06
South Newton	158	5%	0.83	2,736	95%	1.21
East Lexington	149	5%	0.90	2,758	95%	1.57
Longwood	145	1%	0.61	14,761	99%	0.55

Transit Route: Route 74 (Belmont Ctr. – Harvard Sta. via Concord Ave.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	4,350	51%	0.18	4,260	49%	1.07
North Allston	2,424	20%	0.13	9,748	80%	1.10
Central Square	1,823	26%	0.20	5,303	74%	0.73
North Belmont	776	64%	0.20	434	36%	1.39
Waterfront	585	1%	0.57	53,666	99%	1.00
North Newton	391	16%	0.81	2,055	84%	1.09
Spring Hill	359	6%	0.23	5,342	94%	0.81
East Somerville	310	1%	0.59	33,848	99%	1.03
West Arlington	266	7%	0.46	3,454	93%	1.09
East Lexington	225	8%	0.68	2,682	92%	1.59

Transit Route: Route 75 (Belmont Ctr. – Harvard Sta. via Fresh Pond Pkwy.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	3,423	40%	0.18	5,187	60%	1.05
North Allston	2,379	20%	0.13	9,793	80%	1.10
Central Square	1,764	25%	0.19	5,363	75%	0.73
North Belmont	642	53%	0.19	568	47%	1.38
Waterfront	537	1%	0.57	53,714	99%	1.00
North Newton	339	14%	0.80	2,107	86%	1.09
Spring Hill	299	5%	0.24	5,402	95%	0.81
East Somerville	262	1%	0.59	33,896	99%	1.03
South Newton	178	6%	0.87	2,715	94%	1.21
Longwood	170	1%	0.60	14,735	99%	0.55

Transit Route: Route 76 (Hanscom Air Force Base – Alewife Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	4,380	51%	0.17	4,230	49%	0.95
Davis Square	1,661	100%	0.29	-930	0%	0.73
West Arlington	1,585	43%	0.25	2,135	57%	1.22
East Lexington	1,063	37%	0.27	1,845	63%	1.95
Burlington	515	4%	0.92	12,586	96%	1.44
East Arlington	454	18%	0.17	2,081	82%	1.00
North Belmont	430	35%	0.26	781	65%	1.32
Fresh Pond	410	87%	0.40	61	13%	1.00
South Belmont	370	16%	0.55	1,931	84%	1.00
Waterfront	359	1%	0.74	53,892	99%	0.99

Transit Route: Route 77 (Arlington Heights – Harvard Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	3,190	37%	0.17	5,420	63%	1.23
North Allston	2,371	19%	0.16	9,801	81%	1.10
Davis Square	2,195	100%	0.15	-1,464	0%	0.97
East Arlington	1,007	40%	0.12	1,528	60%	1.38
Waterfront	823	2%	0.59	53,428	98%	1.00
West Arlington	721	19%	0.14	2,998	81%	1.58
Central Square	328	5%	0.23	6,799	95%	0.75
Medford Hillside	320	100%	0.29	-682	0%	0.88
North Newton	314	13%	0.88	2,132	87%	1.09
East Somerville	285	1%	0.53	33,873	99%	1.05

Transit Route: Route 78 (Arlmont Village – Harvard Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	4,479	52%	0.18	4,131	48%	1.08
North Allston	2,435	20%	0.14	9,737	80%	1.10
Central Square	1,830	26%	0.20	5,296	74%	0.73
West Arlington	1,305	35%	0.17	2,415	65%	1.27
Waterfront	656	1%	0.57	53,595	99%	1.00
North Belmont	571	47%	0.24	639	53%	1.38
North Newton	441	18%	0.85	2,005	82%	1.09
East Somerville	370	1%	0.60	33,787	99%	1.03
Spring Hill	273	5%	0.25	5,428	95%	0.81
East Arlington	259	10%	0.21	2,276	90%	0.95

Transit Route: Route 79 (Arlington Heights – Alewife Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	5,060	59%	0.14	3,550	41%	0.97
Davis Square	2,531	100%	0.14	-1,800	0%	0.78
East Arlington	1,467	58%	0.09	1,068	42%	1.30
West Arlington	1,087	29%	0.10	2,633	71%	1.54
Medford Hillside	477	100%	0.29	-839	0%	0.84
Waterfront	443	1%	0.67	53,808	99%	0.99
Fresh Pond	368	78%	0.38	103	22%	1.00
W. Medford/Medford Sq	358	34%	0.33	704	66%	1.12
North Allston	311	3%	0.64	11,861	97%	0.98
South Belmont	303	13%	0.61	1,997	87%	0.99

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 80 – 93

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Cambridge	10,750	55%	0.09	8,655	45%	0.99
East Somerville	8,197	24%	0.17	25,961	76%	1.35
Spring Hill	6,988	100%	0.10	-1,287	0%	1.07
Charlestown	2,408	26%	0.28	6,998	74%	0.92
North Cambridge	1,882	22%	0.28	6,728	78%	0.92
South Medford	1,851	100%	0.12	-254	0%	1.37
Davis Square	1,677	100%	0.11	-945	0%	1.06
Winter Hill	1,439	100%	0.11	-497	0%	1.41
Waterfront	963	2%	0.63	53,288	98%	1.00
West End	855	10%	0.31	7,425	90%	0.71

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Central Square	6,913	97%	0.07	214	3%	1.10
Spring Hill	4,594	81%	0.08	1,107	19%	1.07
North Cambridge	3,589	42%	0.15	5,021	58%	1.25
Harvard Square	2,308	100%	0.08	-13,183	0%	1.16
North Allston	1,819	15%	0.36	10,352	85%	1.02
East Somerville	1,230	4%	0.37	32,928	96%	1.09
Waterfront	1,038	2%	0.53	53,212	98%	1.01
Winter Hill	518	55%	0.25	424	45%	0.92
BU	410	100%	0.37	-1,443	0%	0.60
North Newton	372	15%	0.86	2,074	85%	1.09

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	4,322	50%	0.13	4,288	50%	0.94
Davis Square	1,650	100%	0.22	-918	0%	0.73
West Arlington	1,563	42%	0.16	2,156	58%	1.21
Fresh Pond	402	85%	0.33	69	15%	1.00
North Belmont	396	33%	0.19	814	67%	1.30
East Arlington	385	15%	0.11	2,150	85%	1.00
Waterfront	322	1%	0.66	53,929	99%	0.99
North Allston	264	2%	0.64	11,907	98%	0.98
South Belmont	251	11%	0.43	2,049	89%	1.00
East Somerville	242	1%	0.73	33,915	99%	1.02

Transit Route: Route 85 (Spring Hill – Kendall/MIT Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Spring Hill	6,994	100%	0.03	-1,293	0%	1.08
East Cambridge	5,117	26%	0.08	14,288	74%	1.00
Central Square	4,760	67%	0.06	2,366	33%	0.85
East Somerville	4,355	13%	0.16	29,802	87%	1.14
Harvard Square	1,933	100%	0.18	-12,808	0%	0.62
Winter Hill	1,316	100%	0.08	-374	0%	0.98
North Allston	726	6%	0.45	11,446	94%	0.99
Waterfront	626	1%	0.55	53,625	99%	1.00
Charlestown	225	2%	0.43	9,181	98%	0.87
Downtown	206	1%	0.41	17,003	99%	0.62

Transit Route: Route 86 (Sullivan Sta. – Cleveland Circle)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Somerville	6,554	19%	0.16	27,604	81%	1.24
Spring Hill	5,320	93%	0.09	381	7%	1.01
Central Square	4,440	62%	0.15	2,686	38%	0.82
North Allston	4,369	36%	0.16	7,803	64%	1.33
South Brighton	2,819	100%	0.12	8	0%	1.02
Harvard Square	1,989	100%	0.07	-12,863	0%	0.98
Charlestown	1,251	13%	0.21	8,155	87%	0.95
Waterfront	1,067	2%	0.59	53,184	98%	1.01
North Brighton	685	50%	0.13	682	50%	1.23
Winter Hill	661	70%	0.22	281	30%	0.92

Transit Route: Route 87 (Clarendon Hill – Lechmere Sta. via Somerville Ave.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Cambridge	10,728	55%	0.10	8,677	45%	1.01
Spring Hill	6,119	100%	0.09	-418	0%	1.15
East Somerville	4,438	13%	0.23	29,719	87%	1.18
North Cambridge	4,035	47%	0.15	4,575	53%	1.08
Davis Square	2,248	100%	0.09	-1,517	0%	1.10
Charlestown	2,214	24%	0.29	7,192	76%	0.90
Winter Hill	1,258	100%	0.23	-316	0%	0.98
South Medford	1,141	71%	0.25	456	29%	1.04
Waterfront	1,014	2%	0.59	53,237	98%	1.00
West End	890	11%	0.31	7,390	89%	0.71

Transit Route: Route 88 (Clarendon Hill – Lechmere Sta. via Highland Ave.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Cambridge	10,690	55%	0.09	8,715	45%	1.00
Spring Hill	6,589	100%	0.08	-888	0%	1.12
East Somerville	6,271	18%	0.16	27,887	82%	1.26
North Cambridge	4,075	47%	0.16	4,535	53%	1.02
Charlestown	2,307	25%	0.26	7,099	75%	0.91
Davis Square	2,020	100%	0.09	-1,289	0%	1.09
Winter Hill	1,332	100%	0.13	-390	0%	1.13
South Medford	1,264	79%	0.21	333	21%	1.08
Waterfront	901	2%	0.60	53,350	98%	1.00
West End	838	10%	0.31	7,442	90%	0.71

Transit Route: Route 89 (Clarendon Hill – Sullivan Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Somerville	12,908	38%	0.16	21,250	62%	1.31
North Cambridge	4,060	47%	0.17	4,550	53%	1.00
Spring Hill	3,537	62%	0.14	2,164	38%	0.95
Davis Square	3,184	100%	0.08	-2,453	0%	1.14
Charlestown	2,266	24%	0.17	7,140	76%	0.96
South Medford	1,797	100%	0.11	-200	0%	1.31
Winter Hill	1,056	100%	0.11	-114	0%	1.35
Waterfront	970	2%	0.63	53,281	98%	1.00
Downtown	870	5%	0.48	16,340	95%	0.62
East Cambridge	841	4%	0.40	18,563	96%	0.74

Transit Route: Route 90 (Davis Sq. Sta. – Wellington Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Somerville	15,661	46%	0.11	18,497	54%	1.35
Spring Hill	7,574	100%	0.07	-1,872	0%	1.11
North Cambridge	2,812	33%	0.19	5,798	67%	0.97
East Medford	2,481	46%	0.17	2,950	54%	1.15
Charlestown	2,437	26%	0.18	6,969	74%	0.96
Winter Hill	2,038	100%	0.09	-1,096	0%	1.24
South Medford	1,312	82%	0.21	285	18%	1.10
East Cambridge	1,146	6%	0.31	18,258	94%	0.76
Downtown	1,132	7%	0.47	16,077	93%	0.62
Waterfront	975	2%	0.63	53,276	98%	1.00

Transit Route: Route 91 (Sullivan Sta. – Central Sq., Cambridge)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Central Square	7,434	100%	0.04	-307	0%	0.96
East Somerville	6,466	19%	0.09	27,691	81%	1.22
Spring Hill	4,980	87%	0.06	721	13%	0.93
Harvard Square	3,397	100%	0.18	-14,271	0%	0.64
Charlestown	1,261	13%	0.15	8,145	87%	0.95
North Allston	1,029	8%	0.39	11,143	92%	1.00
Winter Hill	574	61%	0.19	368	39%	0.91
Waterfront	513	1%	0.53	53,737	99%	1.00
East Cambridge	506	3%	0.20	18,899	97%	0.79
BU	459	100%	0.34	-1,492	0%	0.60

Transit Route: Route 92 (Assembly Sq. Mall – Downtown via Main St.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Somerville	13,421	39%	0.10	20,737	61%	1.20
Chinatown	8,009	49%	0.07	8,229	51%	0.88
Downtown	7,883	46%	0.04	9,326	54%	1.05
Waterfront	7,499	14%	0.21	46,752	86%	1.12
Back Bay	4,949	61%	0.23	3,143	39%	0.65
West End	4,856	59%	0.07	3,424	41%	0.98
Charlestown	3,913	42%	0.08	5,493	58%	1.35
North End	3,054	89%	0.06	367	11%	1.21
East Cambridge	2,085	11%	0.23	17,319	89%	0.79
South End	2,002	17%	0.29	9,583	83%	0.69

Transit Route: Route 93 (Sullivan Sta. – Downtown via Bunker Hill)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Chinatown	7,653	47%	0.07	8,586	53%	0.88
Waterfront	7,304	13%	0.21	46,947	87%	1.12
Downtown	7,239	42%	0.04	9,970	58%	1.06
East Somerville	5,488	16%	0.12	28,670	84%	1.14
Back Bay	4,634	57%	0.23	3,458	43%	0.65
West End	4,409	53%	0.06	3,871	47%	1.11
Charlestown	2,992	32%	0.07	6,414	68%	1.38
North End	2,883	84%	0.05	538	16%	1.22
East Cambridge	2,033	10%	0.21	17,371	90%	0.80
South End	1,772	15%	0.29	9,813	85%	0.69

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 94 – 109

Transit Route: Route 94 (Medford Sq. – Davis Sq. Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	3,553	41%	0.16	5,057	59%	0.98
Davis Square	3,193	100%	0.05	-2,462	0%	1.07
South Medford	1,495	94%	0.10	102	6%	1.17
East Somerville	658	2%	0.52	33,500	98%	1.05
East Arlington	503	20%	0.14	2,032	80%	1.04
Waterfront	500	1%	0.65	53,751	99%	1.00
North Allston	280	2%	0.66	11,892	98%	0.98
East Cambridge	276	1%	0.54	19,129	99%	0.73
Winchester	250	7%	0.65	3,210	93%	1.52
West Arlington	239	6%	0.50	3,481	94%	1.10

Transit Route: Route 95 (West Medford – Sullivan Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Somerville	13,474	39%	0.16	20,684	61%	1.28
East Medford	2,836	52%	0.13	2,595	48%	1.31
Spring Hill	2,656	47%	0.22	3,045	53%	0.85
Charlestown	2,276	24%	0.16	7,130	76%	0.95
Downtown	917	5%	0.49	16,292	95%	0.62
Waterfront	847	2%	0.70	53,404	98%	1.00
Winter Hill	843	89%	0.14	99	11%	1.18
West Malden	765	17%	0.30	3,818	83%	0.89
East Cambridge	695	4%	0.40	18,710	96%	0.74
South Medford	683	43%	0.13	914	57%	1.37

Transit Route: Route 96 (Medford Sq. – Harvard Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	2,638	31%	0.18	5,972	69%	1.12
North Allston	2,358	19%	0.15	9,813	81%	1.10
Davis Square	1,751	100%	0.09	-1,020	0%	1.15
South Medford	1,216	76%	0.10	381	24%	1.23
Waterfront	781	1%	0.59	53,470	99%	1.00
Spring Hill	778	14%	0.18	4,923	86%	0.91
East Somerville	667	2%	0.49	33,491	98%	1.07
Central Square	455	6%	0.23	6,672	94%	0.75
Winter Hill	324	34%	0.30	618	66%	0.95
East Cambridge	293	2%	0.47	19,112	98%	0.74

Transit Route: Route 97 (Malden Sta. – Wellington Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Somerville	7,847	23%	0.45	26,311	77%	1.07
West Malden	3,860	84%	0.07	723	16%	1.15
West Everett	2,917	100%	0.05	-516	0%	1.23
East Everett	2,779	100%	0.11	-396	0%	1.10
East Medford	2,469	45%	0.23	2,963	55%	1.16
East Malden	2,183	39%	0.13	3,396	61%	1.02
Downtown	1,362	8%	0.51	15,847	92%	0.61
Charlestown	1,310	14%	0.48	8,096	86%	0.87
Waterfront	790	1%	0.73	53,461	99%	0.99
Chinatown	674	4%	0.52	15,565	96%	0.62

Transit Route: Route 99 (Boston Reg. Med. Ctr. Stoneham – Wellington Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Somerville	8,217	24%	0.46	25,941	76%	1.07
West Malden	6,215	100%	0.06	-1,631	0%	1.23
East Medford	2,885	53%	0.24	2,546	47%	1.17
East Malden	2,471	44%	0.12	3,108	56%	1.06
West Everett	1,578	66%	0.10	823	34%	1.05
Downtown	1,490	9%	0.50	15,719	91%	0.61
Charlestown	1,316	14%	0.48	8,090	86%	0.86
East Everett	1,256	53%	0.23	1,127	47%	1.00
Waterfront	840	2%	0.72	53,411	98%	0.99
Chinatown	755	5%	0.52	15,483	95%	0.62

Transit Route: Route 100 (Elm St. – Wellington Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Medford	2,933	54%	0.09	2,498	46%	1.28
West Malden	1,732	38%	0.10	2,851	62%	0.92
East Somerville	1,474	4%	0.45	32,684	96%	1.04
W. Medford/Medford Sq	379	36%	0.20	682	64%	1.19
Waterfront	298	1%	0.73	53,953	99%	0.99
Downtown	246	1%	0.52	16,963	99%	0.61
Stoneham	188	2%	0.86	7,503	98%	1.50
South Medford	184	12%	0.31	1,413	88%	1.00
Melrose	182	5%	0.64	3,743	95%	1.15
East Malden	174	3%	0.37	5,405	97%	0.90

Transit Route: Route 101 (Malden Sta. – Sullivan Sta. via Medford Sq.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Somerville	14,408	42%	0.21	19,750	58%	1.35
West Malden	5,403	100%	0.13	-820	0%	1.23
Spring Hill	3,031	53%	0.23	2,670	47%	0.89
Charlestown	2,405	26%	0.21	7,001	74%	0.96
East Medford	2,274	42%	0.21	3,157	58%	1.30
East Malden	1,533	27%	0.22	4,045	73%	1.03
Downtown	1,284	7%	0.49	15,925	93%	0.62
Waterfront	1,237	2%	0.69	53,014	98%	1.00
Davis Square	1,221	100%	0.20	-490	0%	0.87
South Medford	953	60%	0.16	644	40%	1.54

Transit Route: Route 104 (Malden Sta. – Sullivan Sta. via Ferry St.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Somerville	10,421	31%	0.25	23,737	69%	1.16
West Malden	5,233	100%	0.09	-650	0%	1.17
West Everett	3,109	100%	0.07	-708	0%	1.23
East Malden	3,019	54%	0.10	2,559	46%	1.13
East Everett	2,482	100%	0.13	-99	0%	1.13
Charlestown	2,313	25%	0.18	7,093	75%	0.94
Downtown	1,317	8%	0.49	15,892	92%	0.62
Waterfront	828	2%	0.72	53,423	98%	1.00
East Medford	823	15%	0.35	4,608	85%	1.10
Chinatown	693	4%	0.51	15,546	96%	0.62

Transit Route: Route 105 (Malden Sta. – Sullivan Sta. via Main St.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Somerville	10,606	31%	0.24	23,552	69%	1.16
West Malden	5,951	100%	0.08	-1,368	0%	1.18
East Malden	3,264	59%	0.09	2,314	41%	1.23
Charlestown	2,300	24%	0.18	7,106	76%	0.94
East Everett	1,971	83%	0.17	412	17%	1.06
West Everett	1,967	82%	0.07	434	18%	1.22
Downtown	1,311	8%	0.49	15,898	92%	0.62
East Medford	1,042	19%	0.36	4,389	81%	1.11
Waterfront	853	2%	0.72	53,398	98%	1.00
Chinatown	692	4%	0.51	15,546	96%	0.62

Transit Route: Route 106 (Franklin Sq./Lebanon St. Loop – Wellington Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Malden	5,142	100%	0.08	-559	0%	1.18
East Malden	3,308	59%	0.09	2,270	41%	1.25
East Somerville	1,828	5%	0.55	32,330	95%	1.05
East Medford	1,804	33%	0.32	3,627	67%	1.14
West Everett	1,723	72%	0.10	678	28%	1.08
East Everett	1,200	50%	0.22	1,183	50%	1.01
Waterfront	588	1%	0.76	53,663	99%	0.99
Stoneham	529	7%	0.68	7,161	93%	1.54
West Revere	503	7%	0.53	6,647	93%	0.99
Downtown	470	3%	0.54	16,739	97%	0.61

Transit Route: Route 108 (Linden Sq. – Wellington Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Malden	5,621	100%	0.04	-1,038	0%	1.24
East Malden	3,736	67%	0.08	1,842	33%	1.26
East Medford	3,063	56%	0.17	2,369	44%	1.26
East Somerville	2,032	6%	0.50	32,126	94%	1.05
West Everett	1,307	54%	0.20	1,094	46%	0.91
West Revere	1,152	16%	0.45	5,998	84%	1.00
Downtown	693	4%	0.51	16,517	96%	0.61
Waterfront	617	1%	0.73	53,634	99%	0.99
Melrose	528	13%	0.46	3,397	87%	1.21
Chinatown	401	2%	0.53	15,837	98%	0.62

Transit Route: Route 109 (Linden Sq. – Sullivan Sta.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Somerville	9,896	29%	0.20	24,261	71%	1.14
East Everett	2,669	100%	0.07	-286	0%	1.13
West Everett	2,316	96%	0.04	85	4%	1.14
Charlestown	2,221	24%	0.15	7,185	76%	0.94
East Malden	1,342	24%	0.13	4,237	76%	1.03
West Revere	926	13%	0.38	6,225	87%	0.99
Downtown	807	5%	0.51	16,402	95%	0.61
Chelsea	748	6%	0.34	12,604	94%	0.81
Waterfront	582	1%	0.74	53,669	99%	0.99
Spring Hill	547	10%	0.40	5,155	90%	0.78

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 110 – 134

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Revere	6,337	38%	0.20	10,249	62%	1.14
West Everett	3,207	100%	0.11	-806	0%	1.19
East Everett	2,520	100%	0.12	-137	0%	1.34
Chelsea	1,525	11%	0.28	11,827	89%	0.90
East Somerville	1,371	4%	0.59	32,787	96%	1.05
East Medford	1,174	22%	0.37	4,257	78%	1.12
West Revere	978	14%	0.16	6,173	86%	1.24
East Malden	761	14%	0.28	4,817	86%	1.00
Waterfront	687	1%	0.77	53,564	99%	1.00
East Boston	419	5%	0.55	7,963	95%	0.74

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Chelsea	9,529	71%	0.11	3,823	29%	1.35
East Cambridge	7,080	36%	0.20	12,324	64%	0.80
West End	4,738	57%	0.08	3,542	43%	0.94
Waterfront	3,742	7%	0.32	50,508	93%	1.05
Charlestown	3,456	37%	0.11	5,949	63%	1.25
Chinatown	3,202	20%	0.19	13,036	80%	0.68
North End	3,083	90%	0.07	338	10%	1.14
East Somerville	2,870	8%	0.53	31,288	92%	1.06
East Everett	1,660	70%	0.15	723	30%	1.15
East Revere	1,438	9%	0.30	15,149	91%	1.04

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Chelsea	12,572	94%	0.09	779	6%	1.34
East Everett	3,286	100%	0.08	-903	0%	1.24
West Everett	2,167	90%	0.16	234	10%	1.01
East Somerville	1,433	4%	0.60	32,725	96%	1.05
East Boston	1,077	13%	0.14	7,305	87%	0.96
East Medford	1,033	19%	0.40	4,398	81%	1.10
Waterfront	767	1%	0.71	53,484	99%	1.00
Winthrop	590	30%	0.31	1,351	70%	0.23
West Revere	510	7%	0.35	6,641	93%	1.04
Downtown	454	3%	0.45	16,755	97%	0.62

Transit Route: Route 114 (Bellingham Sq. – Maverick Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Chelsea	12,838	96%	0.11	514	4%	1.30
East Boston	8,262	99%	0.09	120	1%	1.25
East Revere	2,253	14%	0.27	14,334	86%	1.04
Downtown	1,218	7%	0.40	15,991	93%	0.62
East Everett	1,143	48%	0.27	1,240	52%	0.98
Kendall/MIT	1,051	100%	0.62	-3,644	0%	0.72
Waterfront	837	2%	0.67	53,413	98%	1.00
East Somerville	837	2%	0.68	33,321	98%	1.03
West Revere	591	8%	0.19	6,560	92%	1.14
Chinatown	554	3%	0.48	15,684	97%	0.62

Transit Route: Route 116 (Wonderland Sta. – Maverick Sta. via Revere)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Chelsea	12,029	90%	0.13	1,323	10%	1.33
East Boston	8,578	100%	0.10	-196	0%	1.27
East Revere	6,062	37%	0.20	10,524	63%	1.19
Downtown	1,476	9%	0.40	15,733	91%	0.62
Waterfront	1,031	2%	0.68	53,220	98%	1.00
Kendall/MIT	1,006	100%	0.62	-3,599	0%	0.72
East Somerville	880	3%	0.69	33,278	97%	1.03
East Everett	699	29%	0.33	1,684	71%	0.98
East Lynn	698	4%	0.66	17,579	96%	0.57
West Revere	690	10%	0.19	6,461	90%	1.21

Transit Route: Route 117 (Wonderland Sta. – Maverick Sta. via Beach)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Chelsea	12,292	92%	0.14	1,060	8%	1.36
East Boston	9,050	100%	0.10	-668	0%	1.40
East Revere	6,783	41%	0.21	9,804	59%	1.20
Waterfront	4,576	8%	0.29	49,675	92%	1.07
West End	4,281	52%	0.08	4,000	48%	0.93
Chinatown	3,414	21%	0.18	12,824	79%	0.69
North End	3,373	99%	0.07	48	1%	1.13
East Somerville	1,877	5%	0.61	32,280	95%	1.04
Kendall/MIT	1,588	100%	0.51	-4,182	0%	0.73
East Cambridge	1,379	7%	0.32	18,026	93%	0.77

Transit Route: Route 119 (Northgate Shopping Ctr. – Beachmont Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Revere	6,223	38%	0.11	10,364	62%	1.23
West Revere	1,007	14%	0.08	6,144	86%	1.37
Winthrop	890	46%	0.22	1,051	54%	0.23
East Lynn	767	4%	0.66	17,510	96%	0.57
East Boston	554	7%	0.46	7,828	93%	0.74
West Lynn	528	14%	0.78	3,171	86%	0.92
Chelsea	498	4%	0.32	12,854	96%	0.85
East Somerville	454	1%	0.74	33,704	99%	1.02
North Saugus	405	8%	0.97	4,696	92%	1.87
Waterfront	374	1%	0.77	53,877	99%	0.99

Transit Route: Route 120 (Orient Heights Sta. – Maverick Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Boston	5,315	63%	0.02	3,067	37%	1.40
Chelsea	3,573	27%	0.39	9,779	73%	0.80
East Revere	1,988	12%	0.42	14,599	88%	0.90
Winthrop	1,139	59%	0.15	802	41%	0.23
Kendall/MIT	872	100%	0.54	-3,466	0%	0.72
West Revere	776	11%	0.63	6,375	89%	0.96
Downtown	506	3%	0.32	16,703	97%	0.62
Chinatown	439	3%	0.40	15,799	97%	0.62
East Somerville	437	1%	0.61	33,720	99%	1.02
South End	355	3%	0.54	11,230	97%	0.67

Transit Route: Route 121 (Wood Island Sta. – Maverick Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Boston	6,416	77%	0.02	1,967	23%	1.25
Chelsea	3,209	24%	0.39	10,142	76%	0.80
Kendall/MIT	874	100%	0.54	-3,468	0%	0.72
East Revere	738	4%	0.42	15,849	96%	0.89
Downtown	603	4%	0.32	16,606	96%	0.62
Winthrop	477	25%	0.15	1,464	75%	0.23
South End	381	3%	0.54	11,204	97%	0.67
West Revere	373	5%	0.63	6,778	95%	0.95
Chinatown	353	2%	0.40	15,885	98%	0.62
East Somerville	317	1%	0.61	33,841	99%	1.02

Transit Route: Route 131 (Melrose Highlands – Malden Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Malden	5,093	100%	0.07	-510	0%	1.13
East Malden	2,479	44%	0.12	3,099	56%	1.05
East Somerville	978	3%	0.57	33,180	97%	1.03
West Everett	800	33%	0.26	1,601	67%	0.86
Melrose	561	14%	0.12	3,364	86%	1.66
Stoneham	516	7%	0.58	7,174	93%	1.56
East Medford	411	8%	0.42	5,020	92%	1.07
Waterfront	370	1%	0.75	53,881	99%	0.99
Wakefield	350	7%	0.55	4,619	93%	1.53
West Revere	282	4%	0.67	6,869	96%	0.96

Transit Route: Route 132 (Redstone Shopping Ctr. – Malden Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Malden	3,987	87%	0.07	596	13%	1.05
Stoneham	2,456	32%	0.17	5,234	68%	1.89
East Malden	1,886	34%	0.20	3,693	66%	0.94
East Woburn	1,263	8%	0.90	14,679	92%	1.71
Wakefield	925	19%	0.53	4,044	81%	1.53
East Somerville	897	3%	0.59	33,261	97%	1.03
Melrose	552	14%	0.18	3,373	86%	1.39
East Medford	422	8%	0.43	5,009	92%	1.05
North Saugus	394	8%	1.09	4,707	92%	1.86
Reading	382	6%	0.81	5,710	94%	1.44

Transit Route: Route 134 (North Woburn – Wellington Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Medford	3,367	62%	0.15	2,064	38%	1.26
East Woburn	2,756	17%	0.41	13,187	83%	1.94
East Somerville	1,946	6%	0.50	32,212	94%	1.05
Wilmington	774	8%	1.23	8,345	92%	2.15
Burlington	757	6%	0.89	12,344	94%	1.45
Winchester	702	20%	0.40	2,758	80%	1.74
Stoneham	686	9%	0.98	7,004	91%	1.52
West Woburn	659	22%	0.47	2,389	78%	1.76
West Malden	425	9%	0.35	4,158	91%	0.86
Waterfront	356	1%	0.84	53,895	99%	0.99

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 136 & 137 – 217

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Malden	5,125	100%	0.09	-542	0%	1.13
Reading	2,714	45%	0.18	3,378	55%	1.78
East Malden	2,499	45%	0.16	3,079	55%	1.05
Wakefield	1,385	28%	0.23	3,584	72%	1.96
Stoneham	1,226	16%	0.57	6,465	84%	1.64
East Woburn	1,160	7%	1.20	14,782	93%	1.71
East Somerville	1,093	3%	0.61	33,065	97%	1.03
West Everett	798	33%	0.29	1,603	67%	0.86
North Saugus	607	12%	1.07	4,494	88%	1.91
Melrose	508	13%	0.19	3,417	87%	1.62

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	8,003	64%	0.10	4,502	36%	0.80
South End	6,186	53%	0.06	5,399	47%	1.14
Back Bay	3,768	47%	0.07	4,324	53%	1.02
North Roxbury	3,181	51%	0.13	3,066	49%	0.89
Downtown	2,783	16%	0.29	14,426	84%	0.64
Longwood	2,708	18%	0.29	12,198	82%	0.58
Waterfront	2,350	4%	0.44	51,901	96%	1.03
South Waltham	2,231	100%	0.13	-90	0%	1.43
Chinatown	1,955	12%	0.14	14,284	88%	0.75
North Waltham	1,039	62%	0.27	645	38%	2.03

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	25,772	48%	0.12	28,479	52%	1.25
Downtown	12,791	74%	0.22	4,418	26%	0.65
Chinatown	6,187	38%	0.21	10,052	62%	0.66
South End	5,408	47%	0.09	6,177	53%	0.94
East Boston	3,538	42%	0.05	4,844	58%	1.07
North Roxbury	3,320	53%	0.12	2,927	47%	0.90
Fenway	2,786	22%	0.24	9,719	78%	0.67
Back Bay	2,736	34%	0.21	5,356	66%	0.64
Longwood	2,659	18%	0.35	12,246	82%	0.56
North Dorchester	1,951	39%	0.24	3,004	61%	0.94

Transit Route: Route 201 (Fields Corner Sta. – Fields Corner Sta. via Neponset Ave.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	3,261	50%	0.11	3,283	50%	1.05
North Quincy	1,814	50%	0.13	1,830	50%	1.27
Mattapan	960	17%	0.38	4,713	83%	0.84
Waterfront	932	2%	0.52	53,319	98%	1.01
South Quincy	841	6%	0.41	14,340	94%	0.99
North Milton	288	12%	0.43	2,179	88%	1.18
East Somerville	268	1%	0.81	33,890	99%	1.02
Westwood	236	1%	0.85	15,991	99%	0.95
South Roxbury	222	3%	0.33	7,664	97%	0.76
Hyde Park	221	5%	0.83	3,931	95%	0.98

Transit Route: Route 202 (Fields Corner Sta. – Fields Corner Sta. via Adams St.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Dorchester	3,261	50%	0.11	3,283	50%	1.05
North Quincy	1,814	50%	0.13	1,830	50%	1.27
Mattapan	960	17%	0.38	4,713	83%	0.84
Waterfront	932	2%	0.52	53,319	98%	1.01
South Quincy	841	6%	0.41	14,340	94%	0.99
North Milton	288	12%	0.43	2,179	88%	1.18
East Somerville	268	1%	0.81	33,890	99%	1.02
Westwood	236	1%	0.85	15,991	99%	0.95
South Roxbury	222	3%	0.33	7,664	97%	0.76
Hyde Park	221	5%	0.83	3,931	95%	0.98

Transit Route: Route 210 (Quincy Ctr. Sta. – No. Quincy Sta./Fields Corner Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	9,343	62%	0.22	5,838	38%	1.25
South Dorchester	2,316	35%	0.16	4,228	65%	0.97
North Quincy	2,182	60%	0.16	1,461	40%	1.31
North Braintree	1,326	33%	0.31	2,720	67%	1.48
Waterfront	1,283	2%	0.57	52,968	98%	1.01
South Braintree	1,078	25%	0.49	3,172	75%	1.48
Mattapan	618	11%	0.50	5,054	89%	0.83
South Roxbury	489	6%	0.39	7,398	94%	0.75
Downtown	457	3%	0.55	16,752	97%	0.61
North Milton	418	17%	0.47	2,049	83%	1.18

Transit Route: Route 211 (Quincy Ctr. Sta. – Squantum)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	7,708	51%	0.23	7,473	49%	1.12
North Quincy	1,228	34%	0.09	2,416	66%	1.50
Waterfront	669	1%	0.50	53,582	99%	1.00
South Dorchester	526	8%	0.51	6,018	92%	0.81
North Braintree	296	7%	0.67	3,750	93%	1.27
Westwood	266	2%	0.90	15,960	98%	0.95
East Somerville	183	1%	0.84	33,975	99%	1.02
Mattapan	173	3%	0.80	5,499	97%	0.81
South Braintree	173	4%	0.72	4,077	96%	1.37
Hyde Park	152	4%	0.98	4,000	96%	0.97

Transit Route: Route 212 (Quincy Ctr. Sta. – No. Quincy Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	7,676	51%	0.21	7,505	49%	1.09
North Quincy	1,472	40%	0.08	2,172	60%	1.31
Waterfront	540	1%	0.49	53,710	99%	1.00
South Dorchester	302	5%	0.52	6,241	95%	0.80
North Braintree	256	6%	0.65	3,790	94%	1.26
Westwood	190	1%	0.90	16,037	99%	0.95
North Milton	158	6%	0.43	2,309	94%	1.14
East Somerville	131	0%	0.84	34,027	100%	1.02
South Braintree	125	3%	0.71	4,125	97%	1.37
South Weymouth	94	1%	0.40	14,083	99%	0.61

Transit Route: Route 214 (Quincy Ctr. Sta. – Germantown)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	6,690	44%	0.10	8,492	56%	1.14
Waterfront	269	0%	0.70	53,982	100%	0.99
North Braintree	260	6%	0.51	3,786	94%	1.26
North Quincy	196	5%	0.45	3,448	95%	0.89
Westwood	117	1%	0.98	16,110	99%	0.95
North Weymouth	99	2%	0.65	5,710	98%	1.04
South Braintree	93	2%	0.70	4,157	98%	1.36
South Weymouth	83	1%	0.41	14,094	99%	0.61
Hingham	45	0%	0.76	9,081	100%	1.21
East Somerville	44	0%	0.94	34,114	100%	1.02

Transit Route: Route 215 (Quincy Ctr. Sta. – Ashmont Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	6,668	44%	0.21	8,514	56%	1.27
South Dorchester	3,906	60%	0.14	2,637	40%	1.07
North Quincy	2,115	58%	0.22	1,528	42%	1.16
Waterfront	1,266	2%	0.59	52,984	98%	1.01
Mattapan	1,251	22%	0.38	4,422	78%	0.86
North Braintree	633	16%	0.55	3,413	84%	1.32
Westwood	453	3%	0.91	15,774	97%	0.95
Hyde Park	391	9%	0.84	3,760	91%	0.98
East Somerville	320	1%	0.84	33,838	99%	1.02
South Braintree	299	7%	0.70	3,951	93%	1.40

Transit Route: Route 216 (Quincy Ctr. Sta. – Houghs Neck)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	6,383	42%	0.10	8,798	58%	1.18
North Quincy	341	9%	0.45	3,302	91%	0.89
North Braintree	312	8%	0.51	3,734	92%	1.26
Waterfront	307	1%	0.70	53,944	99%	0.99
Westwood	147	1%	0.98	16,080	99%	0.95
North Weymouth	119	2%	0.65	5,691	98%	1.04
South Braintree	106	2%	0.70	4,144	98%	1.37
South Weymouth	94	1%	0.41	14,083	99%	0.61
Hingham	62	1%	0.76	9,064	99%	1.21
East Somerville	55	0%	0.94	34,103	100%	1.02

Transit Route: Route 217 (Wollaston Sta. – Ashmont Sta. via Wollaston Beach)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	7,489	49%	0.25	7,693	51%	1.16
South Dorchester	2,419	37%	0.23	4,125	63%	0.91
North Quincy	1,582	43%	0.12	2,061	57%	1.47
Waterfront	986	2%	0.55	53,265	98%	1.00
Mattapan	872	15%	0.37	4,801	85%	0.87
Hyde Park	523	13%	0.82	3,629	87%	0.98
North Braintree	495	12%	0.70	3,550	88%	1.28
Westwood	441	3%	0.89	15,786	97%	0.95
East Somerville	272	1%	0.85	33,885	99%	1.02
South Braintree	262	6%	0.76	3,987	94%	1.38

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 220 – 350

Transit Route: Route 220 (Quincy Ctr. Sta. – Hingham)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	8,851	58%	0.16	6,330	42%	1.15
Hingham	2,239	25%	0.42	6,887	75%	1.51
North Weymouth	733	13%	0.39	5,077	87%	1.15
North Quincy	576	16%	0.55	3,067	84%	0.89
Waterfront	554	1%	0.79	53,697	99%	0.99
North Braintree	328	8%	0.61	3,718	92%	1.27
Westwood	156	1%	1.03	16,070	99%	0.95
South Weymouth	154	1%	0.40	14,023	99%	0.62
North Milton	146	6%	0.64	2,320	94%	1.12
East Somerville	109	0%	1.02	34,049	100%	1.01

Transit Route: Route 221 (Quincy Ctr. Sta. – Fort Point)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	8,466	56%	0.13	6,716	44%	1.15
North Weymouth	653	11%	0.30	5,157	89%	1.13
North Quincy	517	14%	0.51	3,127	86%	0.89
Waterfront	445	1%	0.74	53,805	99%	0.99
North Braintree	396	10%	0.55	3,650	90%	1.27
Hingham	157	2%	0.70	8,970	98%	1.24
Westwood	150	1%	1.01	16,077	99%	0.95
North Milton	130	5%	0.58	2,337	95%	1.12
South Weymouth	124	1%	0.39	14,053	99%	0.61
South Braintree	116	3%	0.78	4,134	97%	1.37

Transit Route: Route 222 (Quincy Ctr. Sta. – East Weymouth)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	9,309	61%	0.16	5,872	39%	1.16
North Weymouth	3,483	60%	0.27	2,327	40%	1.38
Hingham	698	8%	0.62	8,428	92%	1.31
North Quincy	694	19%	0.55	2,949	81%	0.89
Waterfront	654	1%	0.79	53,597	99%	0.99
South Weymouth	531	4%	0.38	13,647	96%	0.63
North Braintree	356	9%	0.59	3,690	91%	1.28
Westwood	174	1%	1.05	16,053	99%	0.95
North Milton	170	7%	0.66	2,297	93%	1.12
East Somerville	132	0%	1.02	34,026	100%	1.01

Transit Route: Route 225 (Quincy Ctr. Sta. – Weymouth Landing)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	9,232	61%	0.15	5,949	39%	1.21
South Weymouth	1,609	11%	0.12	12,569	89%	0.79
North Weymouth	1,322	23%	0.36	4,488	77%	1.23
North Braintree	841	21%	0.35	3,205	79%	1.37
Waterfront	686	1%	0.70	53,565	99%	0.99
North Quincy	683	19%	0.51	2,960	81%	0.89
Westwood	240	1%	0.96	15,987	99%	0.95
Hingham	222	2%	0.69	8,905	98%	1.25
North Milton	209	8%	0.60	2,258	92%	1.12
South Braintree	162	4%	0.62	4,088	96%	1.43

Transit Route: Route 230 (Quincy Ctr. Sta. – Montello Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	8,228	54%	0.17	6,953	46%	1.15
South Braintree	1,522	36%	0.39	2,728	64%	1.64
North Braintree	1,095	27%	0.30	2,950	73%	1.44
Holbrook	892	44%	0.36	1,125	56%	1.45
Waterfront	762	1%	0.80	53,489	99%	0.99
Downtown	718	4%	0.73	16,491	96%	0.61
South Weymouth	643	5%	0.52	13,534	95%	0.62
North Quincy	586	16%	0.54	3,058	84%	0.89
Stoughton	458	3%	0.91	12,878	97%	1.11
Randolph	446	6%	0.71	7,293	94%	1.26

Transit Route: Route 236 (Quincy Ctr. Sta. – South Shore Plaza)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	7,905	52%	0.15	7,277	48%	1.14
North Braintree	2,092	52%	0.16	1,954	48%	1.57
South Braintree	848	20%	0.38	3,401	80%	1.49
Waterfront	562	1%	0.74	53,689	99%	0.99
Downtown	560	3%	0.68	16,649	97%	0.61
North Quincy	433	12%	0.52	3,210	88%	0.89
Chinatown	232	1%	0.68	16,006	99%	0.62
South Weymouth	194	1%	0.43	13,984	99%	0.62
Westwood	188	1%	1.03	16,039	99%	0.95
North Milton	171	7%	0.65	2,296	93%	1.12

Transit Route: Route 238 (Quincy Ctr. Sta. – Holbrook/Randolph Comm. Rail Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	8,289	55%	0.14	6,892	45%	1.21
Randolph	2,799	36%	0.29	4,940	64%	1.45
North Braintree	1,690	42%	0.35	2,356	58%	1.42
Waterfront	625	1%	0.76	53,625	99%	0.99
Stoughton	509	4%	0.92	12,827	96%	1.11
North Quincy	503	14%	0.51	3,140	86%	0.89
South Braintree	469	11%	0.55	3,780	89%	1.49
Westwood	377	2%	1.04	15,850	98%	0.94
South Weymouth	374	3%	0.51	13,803	97%	0.61
North Milton	267	11%	0.59	2,200	89%	1.13

Transit Route: Route 240 (Avon Line – Ashmont Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	8,421	55%	0.21	6,761	45%	1.15
Randolph	3,989	52%	0.24	3,750	48%	1.68
South Dorchester	1,853	28%	0.20	4,690	72%	0.89
North Braintree	1,483	37%	0.36	2,563	63%	1.45
Waterfront	963	2%	0.72	53,288	98%	1.00
Mattapan	737	13%	0.32	4,936	87%	0.87
North Quincy	608	17%	0.54	3,036	83%	0.90
Westwood	556	3%	1.00	15,671	97%	0.94
Stoughton	535	4%	0.92	12,801	96%	1.11
Hyde Park	502	12%	0.78	3,650	88%	0.98

Transit Route: Route 245 (Quincy Ctr. Sta. – Mattapan Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Quincy	7,449	49%	0.19	7,733	51%	1.23
North Braintree	733	18%	0.66	3,313	82%	1.28
Mattapan	719	13%	0.35	4,954	87%	0.86
Waterfront	677	1%	0.67	53,574	99%	1.00
Hyde Park	628	15%	0.51	3,524	85%	1.01
North Quincy	596	16%	0.24	3,047	84%	1.02
Westwood	514	3%	0.91	15,713	97%	0.95
South Dorchester	380	6%	0.53	6,163	94%	0.81
Roslindale	303	14%	0.68	1,821	86%	0.90
West Roxbury	272	8%	0.94	3,093	92%	1.12

Transit Route: Route 325 (Elm St. – Haymarket Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	4,595	8%	0.19	49,656	92%	1.08
West End	2,753	33%	0.06	5,528	67%	0.89
Chinatown	2,597	16%	0.10	13,642	84%	0.72
North End	1,883	55%	0.03	1,538	45%	1.05
East Somerville	1,315	4%	0.46	32,843	96%	1.04
Back Bay	1,259	16%	0.26	6,832	84%	0.63
West Malden	1,028	22%	0.17	3,555	78%	0.88
East Cambridge	935	5%	0.26	18,470	95%	0.76
East Medford	773	14%	0.14	4,658	86%	1.14
Fenway	707	6%	0.37	11,798	94%	0.64

Transit Route: Route 326 (West Medford – Haymarket Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	4,516	8%	0.19	49,735	92%	1.08
West End	2,724	33%	0.05	5,557	67%	0.89
Chinatown	2,544	16%	0.09	13,695	84%	0.72
North End	1,869	55%	0.03	1,552	45%	1.05
Back Bay	1,184	15%	0.25	6,908	85%	0.63
East Somerville	1,035	3%	0.50	33,122	97%	1.03
East Cambridge	905	5%	0.25	18,499	95%	0.76
Fenway	692	6%	0.36	11,813	94%	0.64
South End	561	5%	0.34	11,024	95%	0.68
Kendall/MIT	433	100%	0.35	-3,027	0%	0.73

Transit Route: Route 350 (North Burlington – Alewife Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Burlington	6,284	48%	0.23	6,816	52%	1.87
North Cambridge	4,251	49%	0.14	4,359	51%	0.94
Davis Square	1,832	100%	0.24	-1,101	0%	0.74
East Woburn	974	6%	0.90	14,968	94%	1.71
East Arlington	701	28%	0.13	1,834	72%	1.08
West Arlington	639	17%	0.31	3,081	83%	1.18
East Lexington	478	16%	0.81	2,429	84%	1.61
Fresh Pond	434	92%	0.37	37	8%	0.99
Winchester	429	12%	0.47	3,031	88%	1.57
West Woburn	425	14%	0.46	2,623	86%	1.65

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 351 – 434

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
North Cambridge	4,181	49%	0.07	4,429	51%	0.93
Burlington	4,063	31%	0.22	9,037	69%	1.71
Bedford	1,911	40%	0.55	2,880	60%	1.78
Davis Square	1,642	100%	0.15	-911	0%	0.73
Billerica	533	21%	0.76	2,011	79%	1.42
West Arlington	444	12%	0.50	3,276	88%	1.06
Fresh Pond	435	92%	0.21	36	8%	0.99
East Woburn	414	3%	1.09	15,529	97%	1.68
North Belmont	408	34%	0.41	802	66%	1.15
East Arlington	359	14%	0.13	2,175	86%	0.92

Transit Route: Route 352 (Burlington – State Street)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	5,425	10%	0.18	48,826	90%	1.09
West End	4,388	53%	0.05	3,892	47%	0.93
Chinatown	3,649	22%	0.08	12,590	78%	0.75
North End	2,893	85%	0.03	528	15%	1.11
Burlington	2,216	17%	0.20	10,884	83%	1.54
Downtown	1,995	12%	0.02	15,214	88%	0.97
Back Bay	1,906	24%	0.23	6,186	76%	0.64
East Cambridge	1,216	6%	0.24	18,189	94%	0.76
South End	1,084	9%	0.32	10,501	91%	0.68
East Somerville	1,013	3%	0.45	33,145	97%	1.03

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	5,405	10%	0.21	48,846	90%	1.09
West End	4,098	49%	0.06	4,182	51%	0.89
East Woburn	3,533	22%	0.32	12,409	78%	1.92
Chinatown	3,532	22%	0.09	12,706	78%	0.75
Burlington	3,413	26%	0.29	9,687	74%	1.63
North End	2,891	85%	0.03	530	15%	1.09
Downtown	2,004	12%	0.03	15,205	88%	0.96
Back Bay	1,685	21%	0.25	6,407	79%	0.63
East Somerville	1,098	3%	0.57	33,059	97%	1.03
Fenway	1,002	8%	0.37	11,503	92%	0.64

Transit Route: Route 355 (Mishawum Sta. – State Street)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	5,335	10%	0.19	48,916	90%	1.09
East Woburn	4,317	27%	0.21	11,625	73%	1.87
West End	4,080	49%	0.06	4,200	51%	0.89
Chinatown	3,543	22%	0.08	12,695	78%	0.75
North End	2,887	84%	0.03	534	16%	1.09
Downtown	2,043	12%	0.02	15,166	88%	0.96
Back Bay	1,684	21%	0.24	6,408	79%	0.63
South End	1,000	9%	0.32	10,585	91%	0.68
East Somerville	992	3%	0.50	33,166	97%	1.03
Fenway	986	8%	0.35	11,519	92%	0.64

Transit Route: Route 411 (Malden Sta. – Revere/Jack Satter House)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Revere	7,676	46%	0.16	8,911	54%	1.20
West Malden	4,547	99%	0.09	36	1%	1.13
East Malden	3,751	67%	0.14	1,827	33%	1.28
West Revere	2,088	29%	0.15	5,063	71%	1.33
East Lynn	1,254	7%	0.69	17,023	93%	0.57
East Somerville	1,228	4%	0.62	32,930	96%	1.04
West Lynn	851	23%	0.81	2,848	77%	0.92
West Everett	796	33%	0.30	1,605	67%	0.90
North Saugus	781	15%	0.92	4,320	85%	1.93
Waterfront	756	1%	0.74	53,495	99%	1.00

Transit Route: Route 424 (Eastern & Essex – Haymarket Sta./Wonderland Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Revere	5,505	33%	0.21	11,081	67%	1.04
Waterfront	3,806	7%	0.27	50,445	93%	1.06
West End	3,438	42%	0.07	4,842	58%	0.87
East Lynn	3,404	19%	0.09	14,873	81%	0.92
North End	2,796	82%	0.04	625	18%	1.06
Chinatown	2,558	16%	0.14	13,680	84%	0.69
East Somerville	1,005	3%	0.60	33,153	97%	1.03
West Revere	903	13%	0.42	6,247	87%	1.01
North Saugus	666	13%	0.82	4,435	87%	1.90
East Boston	649	8%	0.51	7,734	92%	0.74

Transit Route: Route 426 (Central Sq., Lynn – Haymarket Sta./Wonderland Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	9,769	53%	0.11	8,508	47%	1.24
East Revere	7,262	44%	0.23	9,324	56%	1.17
Waterfront	4,175	8%	0.33	50,076	92%	1.06
West End	3,564	43%	0.10	4,717	57%	0.87
North End	2,833	83%	0.05	587	17%	1.07
Chinatown	2,585	16%	0.18	13,653	84%	0.69
North Salem	2,356	72%	0.11	921	28%	1.24
South Salem	2,211	62%	0.23	1,347	38%	1.37
Swampscott	1,876	78%	0.28	535	22%	1.39
West Revere	1,851	26%	0.23	5,300	74%	1.27

Transit Route: Route 428 (Oaklandvale – Haymarket Sta. via Granada Highlands)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West End	3,373	41%	0.06	4,907	59%	0.87
Waterfront	3,361	6%	0.23	50,890	94%	1.05
North End	2,780	81%	0.03	641	19%	1.05
Chinatown	2,490	15%	0.13	13,749	85%	0.68
South Saugus	1,824	49%	0.25	1,896	51%	1.71
East Malden	1,688	30%	0.24	3,890	70%	0.97
West Revere	1,477	21%	0.27	5,674	79%	1.06
East Revere	1,295	8%	0.51	15,292	92%	0.91
North Saugus	1,218	24%	0.49	3,883	76%	2.17
East Somerville	1,165	3%	0.59	32,993	97%	1.03

Transit Route: Route 429 (Northgate Shopping Ctr. – Central Sq., Lynn)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	8,698	48%	0.11	9,579	52%	0.95
South Saugus	2,350	63%	0.28	1,370	37%	1.88
North Saugus	1,929	38%	0.47	3,172	62%	2.36
West Revere	1,458	20%	0.33	5,693	80%	1.09
East Revere	1,435	9%	0.48	15,152	91%	0.93
West Lynn	1,291	35%	0.22	2,407	65%	1.32
East Malden	1,257	23%	0.44	4,322	77%	0.93
Melrose	695	18%	0.85	3,229	82%	1.16
Wakefield	688	14%	1.09	4,281	86%	1.47
Stoneham	550	7%	1.22	7,140	93%	1.49

Transit Route: Route 430 (Appleton St., Saugus – Malden Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Malden	4,654	100%	0.06	-71	0%	1.12
East Malden	3,429	61%	0.10	2,149	39%	1.22
South Saugus	1,299	35%	0.21	2,421	65%	1.75
West Revere	1,139	16%	0.52	6,012	84%	0.99
West Everett	1,023	43%	0.23	1,378	57%	0.88
East Somerville	957	3%	0.60	33,201	97%	1.03
North Saugus	490	10%	0.49	4,611	90%	2.10
East Revere	435	3%	0.74	16,152	97%	0.89
Waterfront	421	1%	0.78	53,830	99%	0.99
East Lynn	390	2%	0.72	17,887	98%	0.57

Transit Route: Route 431 (Neptune Towers – Central Sq., Lynn)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	13,084	72%	0.05	5,193	28%	0.93
West Lynn	1,482	40%	0.18	2,217	60%	1.03
North Saugus	444	9%	0.79	4,657	91%	1.85
East Revere	424	3%	0.59	16,163	97%	0.89
South Saugus	380	10%	0.69	3,341	90%	1.35
Swampscott	361	15%	0.39	2,050	85%	0.94
South Salem	274	8%	0.54	3,283	92%	0.90
South Peabody	274	3%	0.75	8,541	97%	1.29
Nahant	198	28%	0.84	506	72%	1.72
West Revere	197	3%	0.66	6,954	97%	0.96

Transit Route: Route 434 (Peabody – Haymarket Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	3,716	7%	0.27	50,535	93%	1.06
East Revere	3,595	22%	0.22	12,991	78%	1.04
West End	3,368	41%	0.08	4,912	59%	0.87
South Peabody	3,128	35%	0.29	5,687	65%	1.51
East Lynn	2,896	16%	0.12	15,381	84%	0.81
North End	2,753	80%	0.04	668	20%	1.06
Chinatown	2,435	15%	0.15	13,804	85%	0.69
East Somerville	1,018	3%	0.62	33,140	97%	1.03
North Peabody	983	10%	1.05	8,514	90%	2.10
North Saugus	860	17%	0.85	4,241	83%	1.92

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 435 – 459

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	7,615	42%	0.09	10,662	58%	1.00
South Peabody	4,296	49%	0.29	4,519	51%	1.88
South Danvers	3,547	85%	0.23	618	15%	1.97
North Peabody	1,366	14%	1.04	8,131	86%	2.20
West Lynn	634	17%	0.15	3,064	83%	1.35
North Saugus	565	11%	0.88	4,536	89%	1.89
South Salem	415	12%	0.65	3,142	88%	0.92
South Saugus	370	10%	0.81	3,350	90%	1.36
West Revere	277	4%	0.76	6,874	96%	0.96
Nahant	250	36%	0.95	453	64%	1.76

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	8,551	47%	0.07	9,726	53%	1.26
South Peabody	2,867	33%	0.36	5,949	67%	1.57
South Danvers	1,787	43%	0.38	2,378	57%	1.60
North Peabody	1,518	16%	0.90	7,979	84%	2.21
North Saugus	695	14%	0.83	4,406	86%	1.91
West Lynn	684	18%	0.15	3,015	82%	1.39
Lynnfield	595	14%	0.28	3,704	86%	0.90
South Saugus	429	12%	0.76	3,291	88%	1.37
South Salem	310	9%	0.64	3,248	91%	0.91
Nahant	279	40%	0.91	424	60%	1.79

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

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	7,916	43%	0.08	10,361	57%	0.86
Swampscott	2,687	100%	0.16	-276	0%	1.39
West Lynn	794	21%	0.36	2,905	79%	0.96
South Salem	670	19%	0.38	2,887	81%	0.95
Waterfront	224	0%	0.99	54,027	100%	0.99
North Saugus	140	3%	0.94	4,961	97%	1.84
East Somerville	119	0%	1.01	34,039	100%	1.02
West Revere	93	1%	0.77	7,058	99%	0.95
South Saugus	88	2%	0.84	3,632	98%	1.34
East Boston	71	1%	0.80	8,311	99%	0.73

Transit Route: Route 441 (Marblehead – Haymarket Sta./Wonderland Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	15,811	87%	0.10	2,466	13%	1.24
East Revere	6,757	41%	0.21	9,829	59%	1.11
Waterfront	4,089	8%	0.31	50,162	92%	1.06
West End	3,541	43%	0.09	4,739	57%	0.87
North End	2,848	83%	0.05	572	17%	1.06
Chinatown	2,605	16%	0.16	13,633	84%	0.69
Swampscott	2,583	100%	0.23	-172	0%	1.54
West Lynn	1,815	49%	0.26	1,884	51%	1.18
West Revere	1,389	19%	0.41	5,762	81%	1.03
South Salem	1,306	37%	0.46	2,252	63%	0.98

Transit Route: Route 442 (Marblehead – Haymarket Sta./Wonderland Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	15,612	85%	0.10	2,665	15%	1.23
East Revere	6,721	41%	0.21	9,866	59%	1.11
Waterfront	4,036	7%	0.30	50,215	93%	1.06
West End	3,508	42%	0.09	4,773	58%	0.87
North End	2,839	83%	0.05	582	17%	1.06
Chinatown	2,574	16%	0.16	13,665	84%	0.69
West Lynn	1,739	47%	0.25	1,959	53%	1.18
Swampscott	1,728	72%	0.26	683	28%	1.25
Marblehead	1,430	49%	0.18	1,497	51%	1.31
West Revere	1,373	19%	0.40	5,778	81%	1.03

Transit Route: Route 448 (Marblehead – Downtown Crossing)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	29,250	54%	0.13	25,001	46%	1.34
Downtown	15,978	93%	0.05	1,231	7%	0.99
Chinatown	10,522	65%	0.07	5,716	35%	0.87
East Lynn	7,821	43%	0.10	10,456	57%	0.87
Back Bay	6,648	82%	0.27	1,444	18%	0.64
East Revere	5,368	32%	0.20	11,218	68%	1.01
West End	3,524	43%	0.17	4,756	57%	0.79
South End	2,741	24%	0.30	8,844	76%	0.69
South Boston	2,398	100%	0.30	-971	0%	0.75
Swampscott	2,356	98%	0.21	55	2%	1.48

Transit Route: Route 449 (Marblehead – Downtown Crossing)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	29,212	54%	0.13	25,039	46%	1.34
Downtown	15,919	93%	0.04	1,290	7%	0.99
Chinatown	10,501	65%	0.06	5,737	35%	0.87
East Lynn	7,598	42%	0.09	10,679	58%	0.86
Back Bay	6,608	82%	0.26	1,484	18%	0.64
East Revere	5,250	32%	0.18	11,337	68%	1.01
West End	3,495	42%	0.17	4,785	58%	0.79
South End	2,727	24%	0.30	8,858	76%	0.69
South Boston	2,405	100%	0.29	-977	0%	0.75
Fenway	1,869	15%	0.40	10,636	85%	0.64

Transit Route: Route 450 (Salem Depot – Haymarket Sta./Wonderland Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Revere	5,570	34%	0.22	11,017	66%	1.04
Waterfront	3,900	7%	0.29	50,351	93%	1.06
East Lynn	3,584	20%	0.11	14,693	80%	0.93
West End	3,496	42%	0.08	4,785	58%	0.87
North End	2,812	82%	0.04	609	18%	1.06
North Salem	2,600	79%	0.07	677	21%	1.27
Chinatown	2,582	16%	0.15	13,656	84%	0.69
South Salem	1,508	42%	0.27	2,050	58%	1.09
South Peabody	1,091	12%	0.59	7,724	88%	1.37
East Somerville	1,057	3%	0.62	33,100	97%	1.03

Transit Route: Route 451 (No. Beverly – Salem Depot)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
West Beverly	4,504	61%	0.08	2,912	39%	1.46
North Salem	2,025	62%	0.05	1,251	38%	1.15
East Beverly	500	17%	0.37	2,408	83%	1.36
South Peabody	253	3%	0.73	8,562	97%	1.32
North Peabody	203	2%	1.54	9,294	98%	2.03
East Lynn	114	1%	0.66	18,163	99%	0.57
Waterfront	96	0%	1.09	54,154	100%	0.99
West End	77	1%	0.80	8,203	99%	0.68
East Somerville	64	0%	1.04	34,094	100%	1.01
East Cambridge	57	0%	0.95	19,348	100%	0.72

Transit Route: Route 455 (Salem Depot – Haymarket Sta./Wonderland Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	9,268	51%	0.10	9,008	49%	1.28
East Revere	8,459	51%	0.23	8,128	49%	1.17
Waterfront	4,430	8%	0.33	49,821	92%	1.07
East Boston	4,354	52%	0.08	4,028	48%	1.29
West End	3,994	48%	0.09	4,287	52%	0.93
Chinatown	3,059	19%	0.19	13,179	81%	0.69
North End	2,934	86%	0.07	487	14%	1.11
Chelsea	2,899	22%	0.40	10,453	78%	0.85
North Salem	2,382	73%	0.11	895	27%	1.24
South Salem	2,224	63%	0.22	1,333	37%	1.36

Transit Route: Route 456 (Salem Depot – Central Sq., Lynn)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
East Lynn	8,655	47%	0.06	9,622	53%	1.42
North Salem	2,519	77%	0.07	757	23%	1.24
South Salem	1,506	42%	0.26	2,052	58%	1.09
South Peabody	1,017	12%	0.58	7,798	88%	1.36
West Lynn	905	24%	0.18	2,794	76%	1.26
North Saugus	590	12%	0.81	4,511	88%	1.89
West Beverly	562	8%	0.60	6,854	92%	0.95
South Saugus	431	12%	0.73	3,290	88%	1.37
North Peabody	354	4%	1.37	9,143	96%	2.04
Swampscott	344	14%	0.46	2,067	86%	1.00

Transit Route: Route 459 (Salem Depot – Downtown Crossing)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	29,226	54%	0.14	25,025	46%	1.34
Downtown	15,481	90%	0.05	1,728	10%	0.99
Chinatown	10,369	64%	0.07	5,870	36%	0.87
East Lynn	8,744	48%	0.08	9,533	52%	1.25
Back Bay	6,412	79%	0.28	1,679	21%	0.64
West End	3,460	42%	0.18	4,820	58%	0.79
East Revere	3,354	20%	0.27	13,233	80%	1.00
South End	2,680	23%	0.32	8,904	77%	0.69
North Salem	2,347	72%	0.10	930	28%	1.24
South Boston	2,331	100%	0.32	-904	0%	0.75

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Route 465 – 556

Transit Route: Route 465 (Liberty Tree Mall – Salem Depot)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Danvers	3,431	82%	0.23	735	18%	1.93
South Peabody	2,656	30%	0.29	6,159	70%	1.74
North Salem	1,909	58%	0.08	1,368	42%	1.23
North Peabody	963	10%	1.05	8,534	90%	2.16
South Salem	346	10%	0.35	3,211	90%	0.99
West Beverly	148	2%	0.85	7,269	98%	0.93
Waterfront	132	0%	1.25	54,119	100%	0.99
East Lynn	113	1%	0.75	18,163	99%	0.57
East Somerville	87	0%	1.23	34,071	100%	1.01
North Saugus	78	2%	1.33	5,023	98%	1.83

Transit Route: Route 468 (Danvers Sq. – Salem Depot)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
South Danvers	2,615	63%	0.22	1,551	37%	1.58
North Salem	1,951	60%	0.04	1,325	40%	1.15
South Peabody	934	11%	0.34	7,882	89%	1.41
North Peabody	159	2%	1.21	9,338	98%	2.06
West Beverly	149	2%	0.71	7,267	98%	0.94
Waterfront	88	0%	1.18	54,163	100%	0.99
East Lynn	83	0%	0.71	18,194	100%	0.57
East Somerville	54	0%	1.16	34,104	100%	1.01
East Revere	50	0%	0.96	16,537	100%	0.88
West Lynn	48	1%	0.83	3,651	99%	0.91

Transit Route: Route 500 (Riverside Sta. – Federal & Franklin Sts.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	12,551	23%	0.14	41,700	77%	1.17
Downtown	9,259	54%	0.03	7,950	46%	0.97
Chinatown	9,078	56%	0.04	7,160	44%	0.90
Back Bay	5,689	70%	0.18	2,403	30%	0.65
South End	3,280	28%	0.23	8,305	72%	0.70
Fenway	3,182	25%	0.31	9,323	75%	0.65
West End	2,986	36%	0.13	5,294	64%	0.78
North Dorchester	1,363	28%	0.44	3,592	72%	0.86
Kendall/MIT	954	100%	0.34	-3,548	0%	0.73
Beacon Hill	905	100%	0.08	-1,147	0%	0.78

Transit Route: Route 501 (Brighton Ctr. – Federal & Franklin Sts.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	13,055	24%	0.18	41,196	76%	1.18
Chinatown	9,103	56%	0.06	7,135	44%	0.91
Downtown	9,085	53%	0.04	8,124	47%	0.98
Back Bay	5,577	69%	0.25	2,514	31%	0.65
South End	3,279	28%	0.28	8,306	72%	0.70
West End	2,979	36%	0.17	5,301	64%	0.79
South Brighton	2,776	98%	0.13	50	2%	1.10
Fenway	1,788	14%	0.41	10,717	86%	0.65
North Allston	1,657	14%	0.30	10,515	86%	1.10
North Dorchester	1,193	24%	0.55	3,762	76%	0.86

Transit Route: Route 502 (Watertown Yard – Copley Sq.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	4,374	35%	0.12	8,131	65%	0.68
Back Bay	2,751	34%	0.05	5,340	66%	0.94
Chinatown	1,792	11%	0.14	14,447	89%	0.70
Waterfront	1,124	2%	0.40	53,127	98%	1.01
South End	950	8%	0.06	10,635	92%	0.80
Downtown	874	5%	0.28	16,335	95%	0.63
Longwood	599	4%	0.35	14,307	96%	0.56
BU	588	100%	0.25	-1,621	0%	0.62
North Roxbury	567	9%	0.35	5,680	91%	0.78
East Watertown	540	15%	0.13	3,156	85%	1.04

Transit Route: Route 503 (Brighton Center – Copley Sq.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	3,029	24%	0.21	9,476	76%	0.69
South Brighton	2,694	95%	0.13	133	5%	1.10
Back Bay	2,666	33%	0.07	5,426	67%	0.95
Chinatown	1,790	11%	0.17	14,448	89%	0.70
Waterfront	1,601	3%	0.48	52,650	97%	1.01
North Allston	1,478	12%	0.30	10,694	88%	1.10
South End	952	8%	0.09	10,633	92%	0.81
East Watertown	898	24%	0.25	2,798	76%	1.02
Downtown	706	4%	0.33	16,503	96%	0.63
North Brighton	688	50%	0.12	679	50%	1.33

Transit Route: Route 504 (Watertown Yard – Federal & Franklin Sts.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	12,617	23%	0.15	41,634	77%	1.17
Downtown	9,134	53%	0.03	8,075	47%	0.98
Chinatown	9,033	56%	0.04	7,206	44%	0.90
Back Bay	5,654	70%	0.21	2,437	30%	0.65
South End	3,308	29%	0.24	8,277	71%	0.70
Fenway	3,144	25%	0.34	9,360	75%	0.65
West End	2,987	36%	0.13	5,293	64%	0.79
North Dorchester	1,342	27%	0.46	3,612	73%	0.86
Beacon Hill	1,131	100%	0.07	-1,372	0%	0.81
East Somerville	938	3%	0.49	33,219	97%	1.03

Transit Route: Route 505 (Waltham Ctr. – Federal & Franklin Sts.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	12,652	23%	0.15	41,598	77%	1.17
Chinatown	9,069	56%	0.05	7,169	44%	0.90
Downtown	9,059	53%	0.03	8,150	47%	0.97
Back Bay	5,558	69%	0.22	2,534	31%	0.65
South End	3,251	28%	0.25	8,333	72%	0.70
Fenway	3,125	25%	0.36	9,380	75%	0.65
West End	2,943	36%	0.14	5,338	64%	0.78
South Waltham	1,959	91%	0.12	182	9%	1.22
North Dorchester	1,339	27%	0.49	3,615	73%	0.86
East Somerville	944	3%	0.51	33,213	97%	1.03

Transit Route: Route 553 (Roberts – Federal & Franklin Sts.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	12,740	23%	0.17	41,511	77%	1.18
Chinatown	8,987	55%	0.05	7,251	45%	0.90
Downtown	8,793	51%	0.04	8,416	49%	0.97
Back Bay	5,421	67%	0.24	2,671	33%	0.65
South End	3,205	28%	0.27	8,380	72%	0.70
Fenway	3,055	24%	0.40	9,450	76%	0.65
West End	2,880	35%	0.15	5,400	65%	0.78
South Waltham	1,870	87%	0.10	272	13%	1.56
North Dorchester	1,287	26%	0.53	3,667	74%	0.86
East Somerville	999	3%	0.56	33,159	97%	1.03

Transit Route: Route 554 (Waverly Sq. – Federal & Franklin Sts.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	12,787	24%	0.18	41,464	76%	1.18
Chinatown	8,962	55%	0.05	7,277	45%	0.90
Downtown	8,707	51%	0.04	8,502	49%	0.97
Back Bay	5,394	67%	0.24	2,698	33%	0.65
South End	3,194	28%	0.28	8,391	72%	0.70
Fenway	3,082	25%	0.41	9,422	75%	0.65
West End	2,871	35%	0.16	5,409	65%	0.79
South Waltham	2,071	97%	0.18	70	3%	1.29
North Dorchester	1,295	26%	0.54	3,660	74%	0.86
East Somerville	1,086	3%	0.62	33,072	97%	1.03

Transit Route: Route 555 (Riverside Sta. – Federal & Franklin Sts. via Newton)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	10,055	19%	0.20	44,196	81%	1.17
Chinatown	9,752	60%	0.08	6,486	40%	1.07
Downtown	8,591	50%	0.06	8,618	50%	1.02
Back Bay	7,109	88%	0.08	983	12%	1.04
Fenway	7,086	57%	0.18	5,419	43%	0.69
South End	3,807	33%	0.11	7,778	67%	0.86
West End	2,853	34%	0.17	5,427	66%	0.81
BU	1,289	100%	0.28	-2,322	0%	0.63
East Somerville	1,283	4%	0.53	32,875	96%	1.03
North Roxbury	959	15%	0.42	5,288	85%	0.79

Transit Route: Route 556 (Waltham Highlands – Federal & Franklin Sts.)

Destination Neighborhood	Origins in Service Area			Origins not in Service Area		
	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	12,742	23%	0.17	41,509	77%	1.18
Chinatown	8,999	55%	0.05	7,239	45%	0.90
Downtown	8,827	51%	0.04	8,382	49%	0.97
Back Bay	5,463	68%	0.23	2,628	32%	0.65
South End	3,213	28%	0.27	8,372	72%	0.70
Fenway	3,042	24%	0.40	9,463	76%	0.65
West End	2,890	35%	0.15	5,390	65%	0.78
South Waltham	2,101	98%	0.13	40	2%	1.29
North Dorchester	1,287	26%	0.53	3,668	74%	0.86
East Somerville	1,009	3%	0.56	33,148	97%	1.03

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 82 – Continued
Ten Greatest Destination Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 558, CT1-3, Silver Line Waterfront, and Silver Line Washington Street

Transit Route: Route 558 (Riverside – Federal & Franklin Sts.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	12,766	24%	0.17	41,485	76%	1.18
Chinatown	8,993	55%	0.05	7,245	45%	0.90
Downtown	8,783	51%	0.04	8,426	49%	0.97
Back Bay	5,466	68%	0.24	2,626	32%	0.65
South End	3,219	28%	0.27	8,366	72%	0.70
Fenway	3,034	24%	0.41	9,471	76%	0.65
West End	2,880	35%	0.16	5,400	65%	0.78
South Waltham	2,233	100%	0.17	-92	0%	1.25
North Dorchester	1,283	26%	0.54	3,672	74%	0.86
West Watertown	1,223	51%	0.16	1,187	49%	1.01

Transit Route: Route 701/CT1: Central Sq., Cambridge – So. End Med. Area)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	8,483	68%	0.08	4,022	32%	0.91
Central Square	5,650	79%	0.07	1,476	21%	0.93
South End	5,005	43%	0.07	6,579	57%	1.06
Longwood	3,555	24%	0.26	11,351	76%	0.60
North Roxbury	2,876	46%	0.19	3,371	54%	0.85
Waterfront	2,799	5%	0.37	51,452	95%	1.03
Harvard Square	1,944	100%	0.24	-12,818	0%	0.62
Back Bay	1,608	20%	0.09	6,484	80%	0.84
Downtown	1,361	8%	0.33	15,848	92%	0.63
East Somerville	1,212	4%	0.50	32,946	96%	1.04

Transit Route: Route 708/CT3 (Beth Israel Deaconess – Andrew Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Fenway	12,014	96%	0.10	490	4%	0.96
Longwood	10,928	73%	0.08	3,977	27%	1.07
South End	4,648	40%	0.09	6,937	60%	0.99
North Roxbury	4,444	71%	0.14	1,803	29%	0.96
Mission Hill	3,322	56%	0.20	2,609	44%	0.94
Waterfront	2,401	4%	0.41	51,850	96%	1.03
Downtown	1,692	10%	0.37	15,517	90%	0.62
North Brookline	1,152	25%	0.24	3,513	75%	0.84
East Somerville	881	3%	0.61	33,277	97%	1.03
South Brookline	853	16%	0.35	4,357	84%	0.98

Transit Route: Routes 741, 742, 746/Silver Line Waterfront

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Waterfront	28,666	53%	0.09	25,585	47%	1.30
Downtown	14,343	83%	0.03	2,866	17%	0.91
Chinatown	10,829	67%	0.04	5,410	33%	0.82
Back Bay	5,682	70%	0.22	2,410	30%	0.63
South End	2,682	23%	0.25	8,903	77%	0.69
West End	2,594	31%	0.15	5,686	69%	0.74
Fenway	1,712	14%	0.35	10,793	86%	0.64
Kendall/MIT	1,520	100%	0.35	-4,114	0%	0.73
North Dorchester	1,429	29%	0.46	3,526	71%	0.86
South Boston	1,161	81%	0.25	267	19%	0.75

Transit Route: Route 747/CT2 (Sullivan Sta. – Ruggles Sta.)

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Longwood	11,000	74%	0.09	3,905	26%	1.12
Fenway	10,904	87%	0.13	1,601	13%	0.99
Central Square	9,141	100%	0.10	-2,015	0%	0.96
East Somerville	7,848	23%	0.16	26,310	77%	1.25
East Cambridge	6,037	31%	0.11	13,367	69%	1.03
Spring Hill	5,225	92%	0.12	476	8%	0.94
Mission Hill	3,165	53%	0.22	2,766	47%	0.93
North Brookline	2,996	64%	0.22	1,669	36%	0.92
North Roxbury	2,369	38%	0.25	3,878	62%	0.86
Waterfront	2,289	4%	0.53	51,962	96%	1.02

Transit Route: Route 749/Silver Line Washington St.

Destination	Origins in Service Area			Origins not in Service Area		
Neighborhood	# Trips	% Trips	Transit $	# Trips	% Trips	Transit $
Chinatown	11,078	68%	0.07	5,161	32%	1.02
Downtown	10,164	59%	0.05	7,045	41%	0.96
Waterfront	8,839	16%	0.20	45,412	84%	1.14
South End	7,406	64%	0.07	4,179	36%	1.09
Fenway	7,182	57%	0.18	5,323	43%	0.69
Back Bay	6,347	78%	0.12	1,745	22%	0.76
West End	3,161	38%	0.14	5,119	62%	0.82
North Roxbury	3,016	48%	0.11	3,231	52%	0.88
Longwood	2,019	14%	0.31	12,886	86%	0.57
Beacon Hill	1,183	100%	0.09	-1,425	0%	0.86

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Rail Rapid Transit Lines, Routes 1 – 7

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	27,245	49%	0.18	28,441	51%	1.20
Chinatown	11,657	46%	0.09	13,592	54%	0.72
Downtown	10,637	57%	0.05	8,085	43%	0.81
East Cambridge	8,736	37%	0.14	14,787	63%	0.80
South Quincy	7,504	65%	0.33	3,982	35%	1.21
North Cambridge	6,253	53%	0.20	5,503	47%	1.25
Central Square	4,429	46%	0.14	5,110	54%	1.07
South Dorchester	3,508	100%	0.33	-1,465	0%	1.21
West End	2,968	38%	0.11	4,874	62%	0.70
North Braintree	2,385	54%	0.40	1,995	46%	1.10

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	9,415	17%	0.15	46,271	83%	0.83
East Boston	7,530	54%	0.11	6,412	46%	1.27
East Revere	7,286	76%	0.20	2,313	24%	1.29
Chinatown	7,071	28%	0.09	18,179	72%	0.47
Downtown	3,878	21%	0.02	14,844	79%	0.65
West End	3,346	43%	0.04	4,496	57%	0.74
East Cambridge	2,163	9%	0.27	21,360	91%	0.53
Chelsea	2,137	13%	0.44	13,738	87%	0.98
North End	2,091	51%	0.04	2,013	49%	0.90
East Somerville	1,654	8%	0.44	20,147	92%	0.92

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chinatown	18,300	72%	0.09	6,949	28%	1.06
Waterfront	17,145	31%	0.20	38,540	69%	0.94
East Cambridge	10,875	46%	0.19	12,648	54%	0.65
Downtown	10,250	55%	0.04	8,472	45%	0.98
South End	7,435	58%	0.13	5,328	42%	0.75
West End	5,913	75%	0.09	1,929	25%	0.71
Back Bay	5,391	64%	0.09	3,008	36%	0.92
East Somerville	5,227	24%	0.25	16,575	76%	1.07
Fenway	4,124	29%	0.14	10,052	71%	0.76
North End	3,287	80%	0.09	817	20%	1.25

Transit Route: Green B Branch (Boston College – Government Center Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chinatown	13,921	55%	0.08	11,329	45%	0.94
Waterfront	13,312	24%	0.20	42,374	76%	0.89
Fenway	8,033	57%	0.16	6,144	43%	0.75
Back Bay	6,544	78%	0.09	1,856	22%	1.03
Downtown	5,543	30%	0.04	13,179	70%	0.79
South End	3,663	29%	0.16	9,100	71%	0.60
West End	3,547	45%	0.11	4,295	55%	0.56
North Brookline	3,490	100%	0.24	-433	0%	1.03
East Cambridge	2,327	10%	0.35	21,196	90%	0.53
East Somerville	2,307	11%	0.47	19,495	89%	0.94

Transit Route: Green C Branch (Cleveland Circle – North Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chinatown	14,597	58%	0.09	10,652	42%	0.96
Waterfront	13,551	24%	0.20	42,134	76%	0.89
Fenway	9,405	66%	0.15	4,772	34%	0.76
Back Bay	7,116	85%	0.09	1,283	15%	1.03
Downtown	5,901	32%	0.04	12,821	68%	0.85
Longwood	4,630	44%	0.17	5,898	56%	0.45
West End	4,546	58%	0.09	3,297	42%	0.65
North Brookline	4,357	100%	0.20	-1,300	0%	1.12
South End	4,089	32%	0.16	8,674	68%	0.60
North End	2,893	70%	0.08	1,211	30%	1.15

Transit Route: Green D Branch (Riverside – Government Center Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chinatown	14,514	57%	0.09	10,736	43%	0.95
Waterfront	13,678	25%	0.21	42,007	75%	0.89
Fenway	11,881	84%	0.16	2,295	16%	0.83
Longwood	8,513	81%	0.09	2,016	19%	0.81
Back Bay	7,382	88%	0.09	1,018	12%	1.05
Downtown	5,620	30%	0.04	13,102	70%	0.80
South End	4,842	38%	0.16	7,920	62%	0.61
Mission Hill	3,603	68%	0.25	1,661	32%	0.93
West End	3,548	45%	0.11	4,295	55%	0.56
BU	2,979	53%	0.17	2,685	47%	0.96

Transit Route: Green E Branch (Heath St. – Lechmere Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chinatown	15,281	61%	0.09	9,969	39%	1.04
Waterfront	14,979	27%	0.21	40,706	73%	0.90
East Cambridge	12,820	55%	0.14	10,703	45%	0.80
Longwood	9,354	89%	0.08	1,174	11%	1.01
Fenway	7,522	53%	0.14	6,655	47%	0.93
South End	7,204	56%	0.14	5,559	44%	0.72
Downtown	6,736	36%	0.05	11,986	64%	0.93
Back Bay	6,061	72%	0.09	2,339	28%	1.10
West End	5,183	66%	0.08	2,659	34%	1.09
Mission Hill	4,691	89%	0.19	573	11%	1.16

Transit Route: Mattapan Line (Mattapan Sta. – Ashmont Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	2,272	100%	0.14	-229	0%	1.08
Mattapan	1,731	25%	0.17	5,300	75%	1.30
Hyde Park	534	26%	0.40	1,487	74%	1.29
North Quincy	467	25%	0.53	1,373	75%	0.90
Waterfront	310	1%	0.66	55,376	99%	0.69
South Boston	307	16%	0.67	1,579	84%	0.75
Randolph	296	3%	0.76	9,244	97%	1.26
Roslindale	291	100%	0.54	-122	0%	1.10
East Dedham	286	8%	0.84	3,360	92%	1.31
South Quincy	266	2%	0.69	11,220	98%	0.96

Transit Route: Route 1 (Harvard Sq. – Dudley Sta. via Mass. Ave.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Central Square	7,725	81%	0.10	1,814	19%	0.95
South End	6,696	52%	0.08	6,066	48%	0.70
Fenway	5,396	38%	0.11	8,781	62%	0.77
Waterfront	4,889	9%	0.43	50,797	91%	0.71
Chinatown	4,397	17%	0.23	20,853	83%	0.36
Back Bay	4,261	51%	0.08	4,138	49%	0.52
East Cambridge	2,460	10%	0.17	21,063	90%	0.57
Harvard Square	2,040	100%	0.06	-4,411	0%	0.92
Spring Hill	1,872	33%	0.21	3,752	67%	0.81
North Allston	1,699	24%	0.24	5,297	76%	0.99

Transit Route: Route 4 (North Sta. – World Trade Ctr.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	34,803	63%	0.09	20,882	37%	1.21
Chinatown	12,932	51%	0.07	12,317	49%	0.60
Downtown	12,447	66%	0.03	6,275	34%	0.88
West End	4,061	52%	0.05	3,781	48%	0.79
North End	3,102	76%	0.05	1,002	24%	1.04
East Cambridge	2,674	11%	0.27	20,850	89%	0.53
South End	2,202	17%	0.28	10,561	83%	0.44
East Somerville	2,119	10%	0.41	19,683	90%	0.93
Chelsea	2,101	13%	0.51	13,773	87%	0.94
Fenway	1,928	14%	0.36	12,248	86%	0.52

Transit Route: Route 5 (City Point – McCormack Housing)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	2,858	5%	0.16	52,828	95%	0.74
North Dorchester	1,697	52%	0.10	1,543	48%	0.97
Brockton	428	2%	1.11	17,055	98%	0.94
Hingham	364	3%	1.02	10,900	97%	1.24
Chinatown	360	1%	0.35	24,889	99%	0.34
Downtown	341	2%	0.33	18,381	98%	0.23
South Weymouth	279	2%	0.42	13,921	98%	0.67
North Weymouth	261	4%	0.91	6,817	96%	1.14
East Somerville	252	1%	0.67	21,550	99%	0.89
Stoughton	228	2%	1.19	12,279	98%	1.34

Transit Route: Route 7 (City Point – Otis & Summer Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	33,892	61%	0.09	21,793	39%	1.21
Chinatown	12,048	48%	0.05	13,201	52%	0.67
Downtown	11,420	61%	0.02	7,302	39%	0.70
South End	2,174	17%	0.25	10,588	83%	0.45
West End	2,047	26%	0.12	5,795	74%	0.44
East Cambridge	1,769	8%	0.34	21,754	92%	0.51
Fenway	1,741	12%	0.35	12,436	88%	0.52
Brockton	1,708	10%	0.97	15,775	90%	0.94
East Somerville	1,685	8%	0.43	20,116	92%	0.92
Chelsea	1,530	10%	0.53	14,345	90%	0.93

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 8 – 22

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	12,442	88%	0.12	1,735	12%	0.92
South End	9,733	76%	0.07	3,029	24%	0.73
Longwood	9,717	92%	0.06	811	8%	1.01
Chinatown	4,813	19%	0.24	20,437	81%	0.36
Waterfront	4,804	9%	0.40	50,882	91%	0.72
Back Bay	4,745	56%	0.12	3,655	44%	0.40
Mission Hill	2,814	53%	0.20	2,450	47%	0.95
BU	2,369	42%	0.18	3,295	58%	0.77
North Roxbury	2,043	52%	0.17	1,920	48%	1.17
Downtown	1,674	9%	0.34	17,048	91%	0.23

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	19,153	34%	0.20	36,532	66%	0.91
Chinatown	14,357	57%	0.10	10,892	43%	0.59
Fenway	13,887	98%	0.12	290	2%	1.14
South End	11,741	92%	0.09	1,021	8%	1.23
Longwood	10,097	96%	0.08	431	4%	1.13
Downtown	9,245	49%	0.16	9,478	51%	0.25
Back Bay	8,254	98%	0.08	145	2%	1.05
Mission Hill	3,119	59%	0.23	2,145	41%	1.01
BU	2,541	45%	0.18	3,123	55%	0.84
North Roxbury	2,303	58%	0.20	1,660	42%	1.19

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	7,750	14%	0.24	47,936	86%	0.78
Chinatown	7,623	30%	0.13	17,627	70%	0.43
South End	6,263	49%	0.06	6,499	51%	0.89
Back Bay	3,704	44%	0.06	4,695	56%	0.74
Fenway	2,510	18%	0.18	11,667	82%	0.59
Downtown	2,385	13%	0.24	16,337	87%	0.23
North Roxbury	1,989	50%	0.15	1,974	50%	1.10
East Somerville	1,179	5%	0.54	20,622	95%	0.90
East Cambridge	995	4%	0.41	22,528	96%	0.50
West End	901	11%	0.28	6,941	89%	0.36

Transit Route: Route 11 (City Point – Downtown)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	35,543	64%	0.10	20,142	36%	1.29
Chinatown	16,485	65%	0.06	8,765	35%	0.75
Downtown	12,853	69%	0.03	5,869	31%	0.62
South End	3,793	30%	0.17	8,970	70%	0.51
Back Bay	2,262	27%	0.18	6,138	73%	0.38
West End	2,087	27%	0.14	5,755	73%	0.42
East Cambridge	1,925	8%	0.35	21,598	92%	0.51
Brockton	1,922	11%	0.98	15,561	89%	0.94
Fenway	1,838	13%	0.33	12,339	87%	0.52
East Somerville	1,796	8%	0.45	20,005	92%	0.92

Transit Route: Route 14 (Roslindale Sq. Heath St. Loop)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Mission Hill	4,200	80%	0.08	1,064	20%	0.85
North Roxbury	3,402	86%	0.15	561	14%	1.02
South End	3,308	26%	0.23	9,455	74%	0.43
South Roxbury	2,947	89%	0.18	351	11%	1.18
Longwood	2,851	27%	0.17	7,677	73%	0.40
Fenway	1,849	13%	0.32	12,327	87%	0.52
Jamaica Plain	1,571	100%	0.27	-598	0%	1.11
Mattapan	1,567	22%	0.39	5,464	78%	1.20
South Brookline	1,410	35%	0.28	2,587	65%	1.02
Waterfront	919	2%	0.60	54,767	98%	0.69

Transit Route: Route 15 (Kane Sq. – Ruggles Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South End	5,464	43%	0.13	7,299	57%	0.45
South Dorchester	3,494	100%	0.19	-1,451	0%	1.18
Chinatown	2,647	10%	0.33	22,602	90%	0.34
North Roxbury	2,506	63%	0.15	1,457	37%	1.08
Longwood	2,273	22%	0.15	8,256	78%	0.41
North Dorchester	1,922	59%	0.21	1,318	41%	0.98
Fenway	1,721	12%	0.10	12,455	88%	0.62
Waterfront	1,561	3%	0.52	54,125	97%	0.69
Back Bay	1,391	17%	0.21	7,008	83%	0.34
South Boston	1,274	68%	0.48	612	32%	0.76

Transit Route: Route 16 (Forest Hills Sta. – UMass)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South End	3,668	29%	0.20	9,094	71%	0.43
North Dorchester	3,533	100%	0.11	-293	0%	1.25
South Roxbury	2,596	79%	0.24	702	21%	1.05
Waterfront	2,387	4%	0.39	53,298	96%	0.70
North Roxbury	2,114	53%	0.15	1,849	47%	0.99
South Boston	1,451	77%	0.16	435	23%	0.86
South Dorchester	1,422	70%	0.32	621	30%	1.06
Fenway	1,288	9%	0.39	12,888	91%	0.51
Mattapan	1,159	16%	0.42	5,872	84%	1.17
Chinatown	1,040	4%	0.37	24,210	96%	0.34

Transit Route: Route 17 (Fields Corner Sta. – Andrew Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	3,683	100%	0.16	-1,640	0%	1.10
North Dorchester	2,862	88%	0.12	379	12%	1.01
South Roxbury	1,857	56%	0.28	1,441	44%	0.95
Waterfront	1,222	2%	0.37	54,463	98%	0.70
Mattapan	700	10%	0.42	6,331	90%	1.12
Chinatown	338	1%	0.39	24,912	99%	0.34
Brockton	319	2%	1.12	17,164	98%	0.94
Downtown	228	1%	0.40	18,494	99%	0.23
Hingham	210	2%	1.05	11,054	98%	1.24
South Boston	180	10%	0.15	1,706	90%	0.82

Transit Route: Route 18 (Ashmont Sta. – Andrew Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	4,478	100%	0.13	-2,435	0%	1.12
North Dorchester	2,446	75%	0.11	795	25%	1.02
Waterfront	1,298	2%	0.38	54,387	98%	0.70
Mattapan	752	11%	0.37	6,279	89%	1.13
Downtown	302	2%	0.40	18,420	98%	0.23
Brockton	300	2%	1.11	17,183	98%	0.94
South Boston	267	14%	0.15	1,620	86%	0.82
Hingham	220	2%	1.04	11,044	98%	1.24
South Weymouth	179	1%	0.48	14,021	99%	0.67
Stoughton	178	1%	1.17	12,329	99%	1.34

Transit Route: Route 19 (Fields Corner Sta. – Ruggles or Kenmore Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	12,256	86%	0.11	1,920	14%	0.89
Longwood	9,745	93%	0.06	784	7%	1.01
South End	7,618	60%	0.13	5,144	40%	0.50
Back Bay	4,671	56%	0.13	3,729	44%	0.38
Chinatown	3,062	12%	0.29	22,188	88%	0.35
Mission Hill	3,033	58%	0.17	2,231	42%	1.01
North Roxbury	2,823	71%	0.18	1,140	29%	1.21
Waterfront	2,625	5%	0.52	53,060	95%	0.70
BU	2,200	39%	0.17	3,463	61%	0.76
South Dorchester	1,853	91%	0.21	190	9%	1.25

Transit Route: Route 21 (Ashmont Sta. – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	2,707	100%	0.17	-664	0%	1.04
Mattapan	2,337	33%	0.11	4,694	67%	1.31
Roslindale	528	100%	0.35	-359	0%	1.12
Hyde Park	377	19%	0.50	1,643	81%	1.25
North Milton	320	41%	0.43	452	59%	1.32
North Quincy	212	12%	0.67	1,628	88%	0.89
South Milton	210	11%	0.59	1,770	89%	1.47
Jamaica Plain	206	21%	0.25	767	79%	1.03
Waterfront	200	0%	0.67	55,486	100%	0.69
East Dedham	159	4%	0.83	3,487	96%	1.31

Transit Route: Route 22 (Ashmont Sta. – Ruggles Sta. via Talbot Ave.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	9,615	91%	0.05	913	9%	0.92
Fenway	8,816	62%	0.11	5,361	38%	0.76
South End	5,545	43%	0.17	7,218	57%	0.46
Mission Hill	4,047	77%	0.14	1,217	23%	1.03
Back Bay	3,184	38%	0.20	5,215	62%	0.35
North Roxbury	2,790	70%	0.18	1,173	30%	1.10
BU	2,151	38%	0.24	3,513	62%	0.60
Chinatown	1,969	8%	0.32	23,281	92%	0.34
Mattapan	1,702	24%	0.36	5,328	76%	1.24
Waterfront	1,648	3%	0.56	54,037	97%	0.69

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 23 - 35

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South End	5,444	43%	0.13	7,319	57%	0.45
North Roxbury	2,799	71%	0.15	1,164	29%	1.07
South Dorchester	2,451	100%	0.20	-409	0%	1.14
Chinatown	2,429	10%	0.32	22,820	90%	0.34
Longwood	2,241	21%	0.15	8,287	79%	0.41
Fenway	1,919	14%	0.10	12,258	86%	0.62
Back Bay	1,407	17%	0.19	6,992	83%	0.34
Mattapan	1,391	20%	0.39	5,640	80%	1.19
Waterfront	1,253	2%	0.54	54,432	98%	0.69
South Roxbury	1,213	37%	0.21	2,085	63%	1.16

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	1,989	97%	0.21	54	3%	1.03
Mattapan	1,689	24%	0.24	5,342	76%	1.21
Roslindale	418	100%	0.45	-249	0%	1.11
North Quincy	375	20%	0.68	1,465	80%	0.89
West Roxbury	341	28%	0.64	872	72%	1.20
South Quincy	301	3%	0.84	11,185	97%	0.95
East Dedham	293	8%	0.53	3,353	92%	1.34
Waterfront	262	0%	0.70	55,423	100%	0.69
Randolph	243	3%	0.85	9,297	97%	1.25
South Milton	202	10%	0.32	1,778	90%	1.57

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	3,366	100%	0.10	-1,323	0%	1.08
Mattapan	2,279	32%	0.11	4,752	68%	1.30
North Milton	300	39%	0.40	473	61%	1.32
Hyde Park	263	13%	0.55	1,758	87%	1.24
North Quincy	215	12%	0.59	1,625	88%	0.89
Waterfront	187	0%	0.64	55,498	100%	0.69
South Milton	173	9%	0.60	1,807	91%	1.47
South Boston	158	8%	0.64	1,729	92%	0.75
East Dedham	114	3%	0.88	3,531	97%	1.31
Roslindale	113	67%	0.54	56	33%	1.09

Transit Route: Route 27 (Mattapan Sta. – Ashmont Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	1,711	84%	0.13	332	16%	1.02
Mattapan	1,187	17%	0.17	5,844	83%	1.18
Hyde Park	311	15%	0.41	1,709	85%	1.25
North Quincy	278	15%	0.58	1,562	85%	0.89
South Quincy	193	2%	0.77	11,293	98%	0.95
Waterfront	162	0%	0.65	55,523	100%	0.69
Roslindale	156	92%	0.56	13	8%	1.09
Randolph	154	2%	0.77	9,386	98%	1.25
East Dedham	151	4%	0.83	3,495	96%	1.31
South Milton	131	7%	0.52	1,850	93%	1.47

Transit Route: Route 28 (Mattapan Sta. – Ruggles Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	9,672	68%	0.11	4,504	32%	0.75
Longwood	9,479	90%	0.05	1,049	10%	0.91
South End	7,072	55%	0.15	5,691	45%	0.46
Back Bay	3,331	40%	0.20	5,069	60%	0.35
North Roxbury	3,280	83%	0.17	682	17%	1.14
Mission Hill	2,586	49%	0.16	2,679	51%	0.95
BU	2,229	39%	0.24	3,435	61%	0.60
Chinatown	2,218	9%	0.31	23,032	91%	0.34
Waterfront	1,804	3%	0.55	53,881	97%	0.69
Mattapan	1,729	25%	0.25	5,302	75%	1.41

Transit Route: Route 29 (Mattapan Sta. – Jackson Sq. Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South End	3,900	31%	0.15	8,862	69%	0.44
North Roxbury	2,622	66%	0.19	1,341	34%	0.98
Longwood	2,513	24%	0.15	8,016	76%	0.41
Mission Hill	2,204	42%	0.17	3,060	58%	0.83
Chinatown	2,118	8%	0.34	23,132	92%	0.34
Mattapan	1,963	28%	0.20	5,068	72%	1.39
South Roxbury	1,762	53%	0.20	1,536	47%	1.18
Fenway	1,320	9%	0.10	12,856	91%	0.62
Back Bay	1,274	15%	0.20	7,125	85%	0.34
South Dorchester	1,010	49%	0.31	1,033	51%	1.05

Transit Route: Route 30 (Mattapan Sta. – Roslindale Sq.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Mattapan	1,011	14%	0.26	6,019	86%	1.18
Hyde Park	608	30%	0.29	1,412	70%	1.33
South Dorchester	504	25%	0.55	1,539	75%	0.96
West Roxbury	440	36%	0.42	773	64%	1.22
South Roxbury	409	12%	0.48	2,889	88%	0.90
Jamaica Plain	405	42%	0.26	568	58%	1.03
East Dedham	360	10%	0.68	3,285	90%	1.32
South Newton	242	11%	0.98	1,916	89%	1.12
South Quincy	237	2%	0.91	11,249	98%	0.95
West Dedham	204	6%	0.72	3,444	94%	1.45

Transit Route: Route 31 (Mattapan Sta. – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Mattapan	1,756	25%	0.10	5,275	75%	1.29
South Dorchester	1,364	67%	0.37	679	33%	0.97
Roslindale	680	100%	0.31	-511	0%	1.12
Hyde Park	536	27%	0.35	1,485	73%	1.27
South Roxbury	442	13%	0.36	2,856	87%	0.91
Jamaica Plain	369	38%	0.22	604	62%	1.03
East Dedham	229	6%	0.77	3,417	94%	1.31
West Roxbury	221	18%	0.62	992	82%	1.19
South Milton	184	9%	0.48	1,796	91%	1.48
South Quincy	183	2%	0.87	11,303	98%	0.95

Transit Route: Route 32 (Wolcott Sq./Cleary Sq. – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Roxbury	2,976	90%	0.15	322	10%	1.07
Mattapan	2,134	30%	0.37	4,897	70%	1.20
South Dorchester	1,410	69%	0.42	633	31%	1.00
Jamaica Plain	1,246	100%	0.24	-273	0%	1.07
North Roxbury	993	25%	0.26	2,970	75%	0.85
Waterfront	445	1%	0.70	55,240	99%	0.69
West Roxbury	440	36%	0.49	773	64%	1.23
North Dorchester	395	12%	0.47	2,846	88%	0.85
North Milton	368	48%	0.64	404	52%	1.31
South Boston	366	19%	0.71	1,521	81%	0.75

Transit Route: Route 33 (River & Milton Sts. – Mattapan Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Mattapan	1,565	22%	0.36	5,466	78%	1.17
South Dorchester	587	29%	0.64	1,456	71%	0.96
West Roxbury	579	48%	0.48	634	52%	1.23
Hyde Park	395	20%	0.14	1,625	80%	1.57
Jamaica Plain	373	38%	0.33	600	62%	1.03
South Roxbury	352	11%	0.54	2,946	89%	0.90
Roslindale	348	100%	0.18	-179	0%	1.31
Westwood	337	3%	0.43	10,935	97%	0.75
South Newton	294	14%	1.04	1,864	86%	1.12
South Quincy	271	2%	0.98	11,215	98%	0.95

Transit Route: Route 34 (Dedham Line – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Roxbury	2,965	90%	0.17	334	10%	1.07
Norwood	2,255	33%	0.23	4,678	67%	1.46
Mattapan	1,825	26%	0.42	5,206	74%	1.18
East Dedham	1,775	49%	0.39	1,871	51%	1.57
Jamaica Plain	1,213	100%	0.28	-240	0%	1.08
South Dorchester	1,116	55%	0.45	927	45%	1.00
North Roxbury	957	24%	0.28	3,006	76%	0.85
Walpole	793	41%	0.34	1,146	59%	1.31
West Dedham	745	20%	0.39	2,903	80%	1.70
Hyde Park	722	36%	0.51	1,298	64%	1.33

Transit Route: Route 35 (Dedham Mall – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	7,002	67%	0.04	3,526	33%	0.82
Mission Hill	5,133	98%	0.11	131	2%	1.03
Fenway	3,846	27%	0.21	10,331	73%	0.58
South Brookline	2,533	63%	0.27	1,465	37%	1.11
South End	1,995	16%	0.36	10,768	84%	0.42
BU	1,765	31%	0.29	3,899	69%	0.56
Hyde Park	1,354	67%	0.48	666	33%	1.34
North Roxbury	1,094	28%	0.30	2,869	72%	0.88
North Brookline	1,088	36%	0.19	1,968	64%	0.78
Waterfront	878	2%	0.63	54,808	98%	0.69

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 36 – 48

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Roxbury	2,982	90%	0.17	316	10%	1.07
Mattapan	2,086	30%	0.42	4,945	70%	1.19
Hyde Park	1,419	70%	0.46	601	30%	1.34
Jamaica Plain	1,358	100%	0.29	-385	0%	1.09
South Dorchester	1,214	59%	0.44	829	41%	1.00
West Dedham	1,057	29%	0.30	2,591	71%	1.70
North Roxbury	1,001	25%	0.29	2,962	75%	0.85
East Dedham	696	19%	0.53	2,950	81%	1.42
Westwood	691	6%	0.45	10,581	94%	0.76
Norwood	651	9%	0.79	6,283	91%	1.01

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Hyde Park	896	44%	0.46	1,124	56%	1.28
Mattapan	819	12%	0.54	6,212	88%	1.11
Jamaica Plain	438	45%	0.30	535	55%	1.03
South Roxbury	324	10%	0.54	2,974	90%	0.89
East Dedham	273	7%	0.73	3,372	93%	1.33
North Milton	254	33%	0.81	519	67%	1.28
South Milton	252	13%	0.82	1,728	87%	1.46
West Dedham	234	6%	0.46	3,414	94%	1.49
Westwood	196	2%	0.49	11,077	98%	0.75
Norwood	169	2%	0.84	6,765	98%	1.01

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	6,830	65%	0.04	3,698	35%	0.83
Mission Hill	5,207	99%	0.10	57	1%	1.06
Fenway	3,804	27%	0.22	10,372	73%	0.58
South Roxbury	3,111	94%	0.21	187	6%	1.18
South Brookline	2,423	61%	0.27	1,575	39%	1.11
South End	2,142	17%	0.36	10,621	83%	0.42
North Roxbury	2,012	51%	0.25	1,951	49%	0.96
BU	1,766	31%	0.29	3,898	69%	0.56
Jamaica Plain	1,566	100%	0.21	-593	0%	1.35
Mattapan	1,397	20%	0.46	5,634	80%	1.19

Transit Route: Route 39 (Forest Hills Sta. – Back Bay Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	8,618	82%	0.06	1,910	18%	1.01
Fenway	7,505	53%	0.12	6,672	47%	0.91
Chinatown	6,602	26%	0.14	18,648	74%	0.42
South End	6,406	50%	0.10	6,356	50%	0.64
Back Bay	5,958	71%	0.06	2,442	29%	0.83
Waterfront	4,974	9%	0.41	50,711	91%	0.71
Mission Hill	4,685	89%	0.16	579	11%	1.19
Downtown	2,186	12%	0.23	16,536	88%	0.23
South Brookline	2,141	54%	0.28	1,856	46%	1.13
North Roxbury	1,502	38%	0.26	2,461	62%	0.98

Transit Route: Route 40 (Georgetowne – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Mattapan	1,052	15%	0.44	5,978	85%	1.12
Hyde Park	857	42%	0.19	1,163	58%	1.44
Jamaica Plain	433	45%	0.29	540	55%	1.03
North Milton	370	48%	0.68	403	52%	1.29
South Newton	352	16%	0.97	1,806	84%	1.12
Westwood	329	3%	0.43	10,943	97%	0.75
South Roxbury	324	10%	0.52	2,975	90%	0.90
Norwood	267	4%	0.77	6,667	96%	1.01
South Milton	221	11%	0.42	1,760	89%	1.51
West Roxbury	213	18%	0.34	1,000	82%	1.28

Transit Route: Route 41 (Centre & Eliot Sts. – JFK/UMass Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South End	3,353	26%	0.20	9,409	74%	0.43
North Roxbury	3,072	78%	0.13	891	22%	1.02
North Dorchester	2,799	86%	0.13	441	14%	1.06
Mission Hill	2,793	53%	0.11	2,471	47%	0.84
Waterfront	1,706	3%	0.50	53,980	97%	0.69
Fenway	1,648	12%	0.33	12,528	88%	0.52
South Boston	1,532	81%	0.29	354	19%	0.79
Longwood	1,449	14%	0.19	9,080	86%	0.39
South Roxbury	1,279	39%	0.25	2,019	61%	1.04
Chinatown	1,076	4%	0.38	24,174	96%	0.34

Transit Route: Route 42 (Forest Hills Sta. – Ruggles Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South End	5,556	44%	0.12	7,206	56%	0.45
North Roxbury	3,349	85%	0.14	614	15%	1.01
Longwood	2,437	23%	0.15	8,091	77%	0.41
Chinatown	2,273	9%	0.32	22,977	91%	0.34
Fenway	2,174	15%	0.10	12,003	85%	0.62
Back Bay	1,474	18%	0.19	6,925	82%	0.34
Mission Hill	1,440	27%	0.19	3,824	73%	0.80
Waterfront	1,081	2%	0.54	54,605	98%	0.69
Jamaica Plain	759	78%	0.21	214	22%	1.16
Downtown	561	3%	0.37	18,161	97%	0.23

Transit Route: Route 43 (Ruggles Sta. – Park & Tremont Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chinatown	16,052	64%	0.08	9,198	36%	0.89
Waterfront	13,262	24%	0.19	42,424	76%	0.89
South End	7,100	56%	0.09	5,663	44%	0.98
Downtown	6,372	34%	0.04	12,350	66%	0.67
East Cambridge	2,308	10%	0.32	21,215	90%	0.53
West End	2,207	28%	0.08	5,635	72%	0.65
East Somerville	2,100	10%	0.44	19,701	90%	0.93
Longwood	1,892	18%	0.22	8,637	82%	0.41
Back Bay	1,832	22%	0.11	6,568	78%	0.54
Fenway	1,690	12%	0.13	12,487	88%	0.67

Transit Route: Route 44 (Jackson Sq. Sta. – Ruggles Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South End	5,621	44%	0.12	7,141	56%	0.45
North Roxbury	3,502	88%	0.13	461	12%	1.04
Longwood	2,554	24%	0.14	7,974	76%	0.41
Chinatown	2,268	9%	0.32	22,981	91%	0.34
Fenway	2,193	15%	0.09	11,983	85%	0.62
Mission Hill	2,046	39%	0.17	3,219	61%	0.81
Back Bay	1,482	18%	0.18	6,918	82%	0.34
Waterfront	1,084	2%	0.53	54,602	98%	0.69
Jamaica Plain	736	76%	0.29	236	24%	1.08
South Roxbury	631	19%	0.19	2,667	81%	1.13

Transit Route: Route 45 (Franklin Park – Ruggles Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South End	5,573	44%	0.13	7,190	56%	0.45
North Roxbury	2,773	70%	0.14	1,190	30%	1.09
Chinatown	2,631	10%	0.32	22,618	90%	0.34
South Dorchester	2,505	100%	0.24	-462	0%	1.10
Longwood	2,248	21%	0.15	8,280	79%	0.41
Fenway	1,950	14%	0.10	12,227	86%	0.62
Mattapan	1,868	27%	0.33	5,163	73%	1.22
Back Bay	1,415	17%	0.20	6,984	83%	0.34
Waterfront	1,321	2%	0.54	54,365	98%	0.69
South Boston	788	42%	0.52	1,098	58%	0.76

Transit Route: Route 47 (Central Sq., Cambridge – Broadway Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	12,635	23%	0.22	43,050	77%	0.80
Fenway	11,221	79%	0.13	2,956	21%	0.86
Longwood	10,246	97%	0.06	282	3%	1.02
South End	9,842	77%	0.09	2,921	23%	0.71
Chinatown	7,571	30%	0.12	17,679	70%	0.41
Central Square	7,565	79%	0.09	1,973	21%	0.73
Downtown	6,386	34%	0.16	12,337	66%	0.24
Back Bay	3,961	47%	0.19	4,439	53%	0.37
BU	3,427	61%	0.16	2,237	39%	0.88
Mission Hill	3,145	60%	0.20	2,119	40%	0.95

Transit Route: Route 48 (Centre & Eliot Sts. – Jamaica Plain Loop)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Mission Hill	2,119	40%	0.08	3,145	60%	0.80
South Roxbury	1,764	53%	0.14	1,534	47%	1.00
Jamaica Plain	1,355	100%	0.11	-382	0%	1.18
North Roxbury	1,187	30%	0.19	2,775	70%	0.84
South Brookline	824	21%	0.26	3,174	79%	0.98
Longwood	437	4%	0.23	10,091	96%	0.38
South End	295	2%	0.38	12,468	98%	0.42
Roslindale	271	100%	0.41	-103	0%	1.11
Waterfront	230	0%	0.63	55,456	100%	0.69
Back Bay	117	1%	0.42	8,283	99%	0.34

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 50 – 67

Transit Route: Route 50 (Cleary Sq. – Forest Hills Sta. via Metropolitan)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Mattapan	818	12%	0.41	6,213	88%	1.12
Hyde Park	533	26%	0.16	1,487	74%	1.38
Jamaica Plain	376	39%	0.25	597	61%	1.03
North Milton	270	35%	0.65	503	65%	1.29
South Roxbury	262	8%	0.49	3,036	92%	0.89
West Roxbury	250	21%	0.38	962	79%	1.24
East Dedham	235	6%	0.52	3,410	94%	1.34
South Milton	232	12%	0.39	1,748	88%	1.49
South Newton	228	11%	0.98	1,930	89%	1.12
West Dedham	194	5%	0.66	3,454	95%	1.45

Transit Route: Route 51 (Cleveland Circle – Forest Hills Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Brighton	3,213	100%	0.15	-1,280	0%	1.10
North Brookline	1,811	59%	0.21	1,246	41%	0.80
Chinatown	1,402	6%	0.44	23,847	94%	0.34
North Allston	990	14%	0.22	6,006	86%	0.98
Hyde Park	846	42%	0.57	1,175	58%	1.28
North Brighton	826	100%	0.18	-361	0%	1.20
South Allston	819	100%	0.19	-177	0%	0.82
Mattapan	773	11%	0.63	6,258	89%	1.11
South Brookline	718	18%	0.22	3,280	82%	1.16
Jamaica Plain	582	60%	0.35	391	40%	1.08

Transit Route: Route 52 (Dedham Mall – Watertown Yard)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Brighton	2,235	100%	0.16	-303	0%	0.94
Needham	985	12%	0.52	6,986	88%	1.24
North Brighton	920	100%	0.21	-455	0%	1.21
West Dedham	901	25%	0.50	2,747	75%	1.61
West Roxbury	709	58%	0.30	504	42%	1.46
Hyde Park	687	34%	0.82	1,333	66%	1.25
Westwood	677	6%	0.54	10,596	94%	0.75
East Watertown	603	44%	0.19	775	56%	1.00
South Waltham	559	11%	0.73	4,629	89%	0.88
Norwood	548	8%	1.02	6,386	92%	1.01

Transit Route: Route 55 (Queensberry St. – Park & Tremont Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chinatown	15,959	63%	0.08	9,290	37%	0.98
Waterfront	14,034	25%	0.20	41,651	75%	0.88
Fenway	10,386	73%	0.11	3,790	27%	1.02
Back Bay	7,767	92%	0.09	633	8%	1.14
South End	6,615	52%	0.13	6,148	48%	0.71
Downtown	6,599	35%	0.04	12,123	65%	0.69
Longwood	5,702	54%	0.09	4,827	46%	0.73
East Cambridge	2,648	11%	0.33	20,875	89%	0.53
West End	2,440	31%	0.09	5,402	69%	0.67
East Somerville	2,274	10%	0.45	19,528	90%	0.93

Transit Route: Route 57 (Watertown Yard – Kenmore Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	10,526	74%	0.15	3,651	26%	0.76
Longwood	7,781	74%	0.06	2,747	26%	0.95
Back Bay	3,791	45%	0.16	4,608	55%	0.37
North Brookline	3,419	100%	0.18	-362	0%	1.02
BU	2,863	51%	0.17	2,801	49%	1.05
South End	2,808	22%	0.28	9,954	78%	0.43
Mission Hill	2,297	44%	0.20	2,967	56%	0.91
Waterfront	1,752	3%	0.57	53,933	97%	0.69
North Allston	1,409	20%	0.25	5,587	80%	1.06
Chinatown	1,332	5%	0.32	23,918	95%	0.34

Transit Route: Route 59 (Needham Junction – Watertown Sq.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Needham	4,052	51%	0.19	3,919	49%	1.65
Westwood	456	4%	0.62	10,817	96%	0.75
South Waltham	426	8%	0.64	4,762	92%	0.88
West Roxbury	397	33%	0.83	816	67%	1.19
South Newton	342	16%	0.28	1,816	84%	1.29
Waterfront	337	1%	0.82	55,348	99%	0.69
North Brighton	330	71%	0.51	135	29%	0.98
West Watertown	330	20%	0.16	1,292	80%	0.97
West Dedham	284	8%	0.99	3,364	92%	1.45
East Watertown	283	21%	0.15	1,096	79%	1.00

Transit Route: Route 60 (Chestnut Hill – Kenmore Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	11,200	79%	0.15	2,977	21%	0.68
Longwood	9,040	86%	0.05	1,488	14%	0.85
Mission Hill	4,768	91%	0.13	496	9%	0.96
Back Bay	3,467	41%	0.14	4,933	59%	0.37
BU	2,618	46%	0.17	3,045	54%	0.72
South End	2,256	18%	0.27	10,506	82%	0.43
South Brookline	2,071	52%	0.22	1,927	48%	1.20
North Brookline	1,818	59%	0.18	1,238	41%	0.84
Chinatown	1,484	6%	0.30	23,766	94%	0.34
South Newton	1,470	68%	0.34	688	32%	1.22

Transit Route: Route 62 (Bedford V.A. Hosp. – Alewife Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Cambridge	5,106	43%	0.16	6,649	57%	0.89
Davis Square	1,380	100%	0.30	-98	0%	0.79
East Lexington	1,192	30%	0.30	2,736	70%	2.00
West Arlington	1,090	92%	0.27	92	8%	1.39
West Lexington	747	33%	0.36	1,528	67%	2.34
Bedford	688	18%	0.43	3,071	82%	2.15
Fresh Pond	590	100%	0.36	-480	0%	0.92
South Belmont	579	21%	0.61	2,149	79%	1.05
North Newton	406	100%	1.16	-1,258	0%	1.03
North Belmont	406	41%	0.34	582	59%	1.36

Transit Route: Route 64 (Oak Sq. – University Pk. Cambridge)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Central Square	8,296	87%	0.06	1,243	13%	0.96
East Cambridge	7,038	30%	0.05	16,485	70%	0.72
North Allston	4,475	64%	0.15	2,521	36%	1.20
Harvard Square	2,963	100%	0.18	-5,335	0%	0.49
Waterfront	2,461	4%	0.50	53,224	96%	0.70
Spring Hill	2,168	39%	0.21	3,456	61%	0.77
South Allston	1,786	100%	0.16	-1,144	0%	0.89
North Brookline	1,284	42%	0.31	1,773	58%	0.78
East Somerville	986	5%	0.46	20,816	95%	0.93
Downtown	712	4%	0.37	18,010	96%	0.23

Transit Route: Route 65 (Brighton Center – Kenmore Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	9,911	70%	0.16	4,266	30%	0.69
Longwood	9,055	86%	0.05	1,474	14%	0.87
Mission Hill	4,718	90%	0.13	546	10%	0.96
North Brookline	4,399	100%	0.14	-1,343	0%	1.02
South Brookline	3,518	88%	0.20	480	12%	1.25
Back Bay	3,288	39%	0.15	5,111	61%	0.37
South Brighton	3,273	100%	0.18	-1,341	0%	1.05
BU	2,097	37%	0.19	3,567	63%	0.75
South End	2,076	16%	0.29	10,686	84%	0.43
Waterfront	1,241	2%	0.56	54,445	98%	0.69

Transit Route: Route 66 (Harvard Sq. – Dudley Sta. via Brookline)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Longwood	7,448	71%	0.05	3,080	29%	0.84
North Brookline	6,374	100%	0.14	-3,318	0%	1.14
Mission Hill	4,616	88%	0.14	648	12%	1.03
Central Square	4,604	48%	0.24	4,935	52%	0.60
North Allston	4,069	58%	0.18	2,927	42%	1.38
South End	3,990	31%	0.32	8,772	69%	0.43
South Brookline	3,623	91%	0.25	374	9%	1.23
Fenway	3,148	22%	0.28	11,029	78%	0.58
BU	1,954	34%	0.29	3,710	66%	0.63
North Roxbury	1,949	49%	0.23	2,014	51%	0.99

Transit Route: Route 67 (Turkey Hill – Alewife Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Cambridge	5,153	44%	0.12	6,602	56%	0.90
Davis Square	1,533	100%	0.22	-251	0%	0.80
North Belmont	619	63%	0.21	368	37%	1.33
Fresh Pond	612	100%	0.27	-502	0%	0.92
East Arlington	584	100%	0.11	-202	0%	1.25
South Belmont	459	17%	0.46	2,269	83%	1.05
East Lexington	364	9%	0.49	3,564	91%	1.60
North Newton	358	100%	0.99	-1,210	0%	1.04
East Watertown	273	20%	0.65	1,106	80%	0.90
South Newton	264	12%	1.08	1,894	88%	1.11

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 68 – 79

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Central Square	7,017	74%	0.07	2,521	26%	1.00
East Cambridge	6,902	29%	0.05	16,621	71%	0.72
Spring Hill	2,795	50%	0.15	2,829	50%	0.85
Waterfront	2,199	4%	0.45	53,487	96%	0.70
Harvard Square	1,895	100%	0.05	-4,267	0%	0.91
North Allston	925	13%	0.33	6,071	87%	0.88
Downtown	877	5%	0.35	17,845	95%	0.23
West End	567	7%	0.26	7,275	93%	0.36
Fenway	447	3%	0.37	13,730	97%	0.51
East Somerville	440	2%	0.45	21,361	98%	0.95

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Cambridge	13,562	58%	0.05	9,961	42%	0.76
Central Square	7,086	74%	0.08	2,452	26%	0.76
Spring Hill	4,522	80%	0.12	1,102	20%	0.91
East Somerville	2,532	12%	0.30	19,269	88%	1.01
Harvard Square	2,286	100%	0.05	-4,658	0%	0.87
West End	1,193	15%	0.17	6,649	85%	0.37
Waterfront	999	2%	0.49	54,687	98%	0.69
Kendall/MIT	770	100%	0.15	-224	0%	0.61
North Allston	736	11%	0.35	6,261	89%	0.88
Charlestown	605	7%	0.31	7,804	93%	0.87

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Central Square	8,334	87%	0.07	1,204	13%	0.75
North Allston	3,586	51%	0.15	3,410	49%	1.18
Harvard Square	2,948	100%	0.19	-5,320	0%	0.48
South Waltham	2,167	42%	0.18	3,022	58%	1.56
North Newton	2,087	100%	0.45	-2,939	0%	1.14
East Cambridge	1,256	5%	0.31	22,267	95%	0.51
South Newton	1,217	56%	0.80	941	44%	1.14
North Waltham	1,056	31%	0.33	2,368	69%	2.21
Spring Hill	991	18%	0.31	4,634	82%	0.72
East Watertown	941	68%	0.22	438	32%	1.32

Transit Route: Route 71 (Watertown Sq. – Harvard Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Central Square	3,101	33%	0.19	6,437	67%	0.59
North Allston	1,659	24%	0.14	5,337	76%	1.02
Harvard Square	1,031	100%	0.04	-3,402	0%	0.82
Spring Hill	631	11%	0.18	4,994	89%	0.76
North Newton	548	100%	0.52	-1,400	0%	1.06
Waterfront	502	1%	0.54	55,183	99%	0.69
BU	425	7%	0.49	5,239	93%	0.52
South Newton	383	18%	0.75	1,775	82%	1.12
East Cambridge	360	2%	0.48	23,163	98%	0.50
West Watertown	159	10%	0.19	1,463	90%	1.01

Transit Route: Route 72 (Aberdeen & Mt. Auburn – Harvard Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Central Square	3,706	39%	0.15	5,833	61%	0.63
North Allston	1,499	21%	0.15	5,497	79%	1.02
Spring Hill	1,384	25%	0.17	4,241	75%	0.78
Harvard Square	1,315	100%	0.05	-3,687	0%	0.90
North Cambridge	765	7%	0.24	10,990	93%	0.96
Waterfront	481	1%	0.52	55,205	99%	0.69
East Cambridge	432	2%	0.43	23,091	98%	0.50
BU	246	4%	0.47	5,417	96%	0.52
North Newton	153	100%	0.76	-1,005	0%	1.04
South Newton	112	5%	0.87	2,046	95%	1.12

Transit Route: Route 73 (Waverly Sq. – Harvard Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Central Square	3,134	33%	0.19	6,405	67%	0.59
North Allston	1,518	22%	0.14	5,478	78%	1.02
Harvard Square	1,046	100%	0.04	-3,418	0%	0.82
Spring Hill	641	11%	0.18	4,984	89%	0.76
Waterfront	428	1%	0.53	55,257	99%	0.69
East Cambridge	355	2%	0.47	23,168	98%	0.50
BU	313	6%	0.49	5,351	94%	0.52
North Newton	300	100%	0.66	-1,151	0%	1.05
South Newton	265	12%	0.84	1,893	88%	1.12
North Waltham	204	6%	0.72	3,220	94%	1.44

Transit Route: Route 74 (Belmont Ctr. – Harvard Sta. via Concord Ave.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Cambridge	5,054	43%	0.18	6,702	57%	1.07
Central Square	2,812	29%	0.19	6,726	71%	0.59
North Allston	1,493	21%	0.15	5,503	79%	1.01
Harvard Square	764	100%	0.04	-3,136	0%	0.84
Waterfront	479	1%	0.52	55,206	99%	0.69
Fresh Pond	438	100%	0.18	-328	0%	1.23
East Cambridge	395	2%	0.47	23,128	98%	0.50
Spring Hill	379	7%	0.17	5,245	93%	0.77
BU	285	5%	0.49	5,379	95%	0.52
North Belmont	267	27%	0.24	720	73%	1.42

Transit Route: Route 75 (Belmont Ctr. – Harvard Sta. via Fresh Pond Pkwy.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Cambridge	4,448	38%	0.19	7,308	62%	1.02
Central Square	2,798	29%	0.19	6,740	71%	0.59
North Allston	1,498	21%	0.15	5,499	79%	1.01
Harvard Square	595	100%	0.04	-2,967	0%	0.84
Fresh Pond	495	100%	0.18	-384	0%	1.26
Waterfront	455	1%	0.52	55,231	99%	0.69
Spring Hill	389	7%	0.17	5,236	93%	0.77
East Cambridge	373	2%	0.46	23,151	98%	0.50
BU	286	5%	0.49	5,378	95%	0.52
North Belmont	258	26%	0.24	729	74%	1.41

Transit Route: Route 76 (Hanscom Air Force Base – Alewife Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Cambridge	5,087	43%	0.15	6,668	57%	0.89
Davis Square	1,381	100%	0.27	-99	0%	0.79
East Lexington	975	25%	0.27	2,953	75%	1.93
West Arlington	960	81%	0.31	221	19%	1.32
South Belmont	595	22%	0.54	2,134	78%	1.06
Fresh Pond	594	100%	0.32	-484	0%	0.92
North Newton	393	100%	1.11	-1,245	0%	1.03
North Belmont	355	36%	0.30	632	64%	1.37
Lincoln	341	21%	0.44	1,251	79%	1.95
South Newton	274	13%	1.22	1,885	87%	1.11

Transit Route: Route 77 (Arlington Heights – Harvard Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Cambridge	4,013	34%	0.18	7,743	66%	1.17
Davis Square	2,133	100%	0.19	-851	0%	1.06
Central Square	1,530	16%	0.21	8,009	84%	0.60
North Allston	1,396	20%	0.16	5,600	80%	1.01
Spring Hill	797	14%	0.16	4,827	86%	0.85
East Arlington	683	100%	0.14	-300	0%	1.51
Waterfront	570	1%	0.55	55,115	99%	0.69
East Cambridge	421	2%	0.46	23,102	98%	0.50
BU	241	4%	0.49	5,422	96%	0.52
East Lexington	168	4%	0.52	3,760	96%	1.62

Transit Route: Route 78 (Arlmont Village – Harvard Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Cambridge	5,193	44%	0.18	6,563	56%	1.07
Central Square	2,866	30%	0.20	6,672	70%	0.59
North Allston	1,508	22%	0.15	5,488	78%	1.01
Harvard Square	867	100%	0.04	-3,238	0%	0.84
Waterfront	515	1%	0.52	55,170	99%	0.69
Fresh Pond	503	100%	0.20	-392	0%	1.17
West Arlington	480	41%	0.21	701	59%	1.37
East Cambridge	429	2%	0.47	23,094	98%	0.50
Spring Hill	382	7%	0.17	5,242	93%	0.77
BU	289	5%	0.49	5,375	95%	0.52

Transit Route: Route 79 (Arlington Heights – Alewife Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Cambridge	5,660	48%	0.12	6,096	52%	0.91
Davis Square	1,931	100%	0.15	-650	0%	0.84
East Arlington	1,683	100%	0.10	-1,301	0%	1.40
West Arlington	842	71%	0.11	339	29%	1.63
Fresh Pond	610	100%	0.30	-500	0%	0.92
South Belmont	485	18%	0.59	2,243	82%	1.04
Medford Hillside	461	100%	0.34	-392	0%	0.98
North Newton	365	100%	1.00	-1,217	0%	1.04
East Lexington	323	8%	0.47	3,604	92%	1.61
East Watertown	261	19%	0.70	1,117	81%	0.90

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 80 – 93

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Cambridge	12,476	53%	0.04	11,047	47%	0.74
East Somerville	5,107	23%	0.15	16,694	77%	1.20
Spring Hill	4,292	76%	0.12	1,332	24%	0.90
South Medford	2,229	100%	0.14	-1,358	0%	1.33
Charlestown	1,982	24%	0.26	6,427	76%	0.87
East Arlington	1,438	100%	0.17	-1,056	0%	1.18
North Cambridge	1,368	12%	0.32	10,388	88%	0.83
Winter Hill	1,327	100%	0.12	-1,479	0%	1.31
West End	1,162	15%	0.16	6,680	85%	0.37
Davis Square	1,083	84%	0.12	199	16%	1.02

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Central Square	8,543	90%	0.08	995	10%	0.88
Spring Hill	5,509	98%	0.09	115	2%	1.06
North Cambridge	4,418	38%	0.16	7,337	62%	1.28
East Cambridge	1,753	7%	0.25	21,770	93%	0.52
Harvard Square	1,435	100%	0.07	-3,807	0%	1.13
North Allston	1,027	15%	0.36	5,969	85%	0.89
Waterfront	834	1%	0.51	54,851	99%	0.69
Davis Square	520	41%	0.23	762	59%	0.98
Fresh Pond	420	100%	0.26	-310	0%	1.08
Downtown	296	2%	0.39	18,426	98%	0.23

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Cambridge	4,930	42%	0.10	6,825	58%	0.89
Davis Square	1,382	100%	0.19	-100	0%	0.79
West Arlington	1,098	93%	0.18	83	7%	1.32
Fresh Pond	605	100%	0.23	-494	0%	0.92
South Belmont	431	16%	0.41	2,297	84%	1.06
North Belmont	341	35%	0.20	646	65%	1.34
North Newton	307	100%	0.97	-1,159	0%	1.04
South Newton	237	11%	1.07	1,921	89%	1.11
East Arlington	203	53%	0.11	180	47%	1.08
East Watertown	197	14%	0.63	1,182	86%	0.90

Transit Route: Route 85 (Spring Hill – Kendall/MIT Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Cambridge	7,462	32%	0.03	16,061	68%	0.73
Spring Hill	5,710	100%	0.07	-86	0%	0.95
East Somerville	3,370	15%	0.17	18,431	85%	1.01
Waterfront	1,944	3%	0.49	53,741	97%	0.69
Central Square	1,502	16%	0.06	8,036	84%	0.73
Winter Hill	1,382	100%	0.13	-1,534	0%	1.01
East Boston	936	7%	0.58	13,006	93%	0.82
Downtown	728	4%	0.36	17,994	96%	0.23
Harvard Square	633	100%	0.21	-3,005	0%	0.46
Fenway	587	4%	0.36	13,590	96%	0.51

Transit Route: Route 86 (Sullivan Sta. – Cleveland Circle)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Spring Hill	7,063	100%	0.11	-1,438	0%	0.96
Central Square	6,971	73%	0.16	2,567	27%	0.64
East Somerville	4,222	19%	0.20	17,579	81%	1.15
North Allston	3,507	50%	0.15	3,489	50%	1.25
Harvard Square	2,861	100%	0.05	-5,233	0%	0.88
East Cambridge	2,426	10%	0.33	21,097	90%	0.51
South Brighton	2,368	100%	0.16	-435	0%	0.98
Charlestown	2,347	28%	0.26	6,062	72%	0.91
Chinatown	959	4%	0.43	24,291	96%	0.34
Waterfront	870	2%	0.56	54,816	98%	0.69

Transit Route: Route 87 (Clarendon Hill – Lechmere Sta. via Somerville Ave.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Cambridge	12,703	54%	0.04	10,820	46%	0.74
Spring Hill	5,806	100%	0.11	-181	0%	1.04
East Somerville	3,319	15%	0.23	18,482	85%	1.07
North Cambridge	3,269	28%	0.16	8,486	72%	0.99
Davis Square	3,052	100%	0.12	-1,770	0%	1.12
South Medford	1,473	100%	0.26	-602	0%	1.09
West End	1,150	15%	0.16	6,692	85%	0.37
East Arlington	1,010	100%	0.14	-627	0%	1.31
Charlestown	973	12%	0.30	7,436	88%	0.87
Winter Hill	902	100%	0.26	-1,054	0%	1.01

Transit Route: Route 88 (Clarendon Hill – Lechmere Sta. via Highland Ave.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Cambridge	12,401	53%	0.04	11,122	47%	0.74
Spring Hill	4,609	82%	0.10	1,016	18%	0.96
East Somerville	3,839	18%	0.15	17,962	82%	1.13
Davis Square	3,334	100%	0.11	-2,052	0%	1.07
North Cambridge	3,260	28%	0.15	8,496	72%	0.92
South Medford	1,749	100%	0.22	-878	0%	1.11
Charlestown	1,311	16%	0.26	7,098	84%	0.87
East Arlington	1,225	100%	0.19	-842	0%	1.10
Winter Hill	1,164	100%	0.16	-1,316	0%	1.13
West End	1,144	15%	0.15	6,698	85%	0.37

Transit Route: Route 89 (Clarendon Hill – Sullivan Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Somerville	10,557	48%	0.16	11,244	52%	1.13
Davis Square	3,932	100%	0.09	-2,650	0%	1.11
Charlestown	3,771	45%	0.15	4,638	55%	0.90
North Cambridge	3,324	28%	0.14	8,432	72%	0.91
Spring Hill	3,026	54%	0.15	2,599	46%	0.80
South Medford	2,335	100%	0.12	-1,464	0%	1.28
Winter Hill	1,978	100%	0.13	-2,130	0%	1.26
East Arlington	1,410	100%	0.18	-1,028	0%	1.10
East Cambridge	1,274	5%	0.34	22,249	95%	0.50
East Medford	805	14%	0.44	4,759	86%	1.14

Transit Route: Route 90 (Davis Sq. Sta. – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Somerville	13,056	60%	0.11	8,746	40%	1.18
Spring Hill	6,597	100%	0.08	-973	0%	0.93
Charlestown	4,092	49%	0.18	4,318	51%	0.90
East Medford	3,183	57%	0.21	2,381	43%	1.25
Winter Hill	3,173	100%	0.10	-3,325	0%	1.22
Davis Square	2,753	100%	0.15	-1,471	0%	0.94
North Cambridge	2,486	21%	0.18	9,270	79%	0.88
South Medford	2,231	100%	0.22	-1,360	0%	1.12
East Cambridge	2,052	9%	0.26	21,472	91%	0.51
West Malden	767	11%	0.41	6,404	89%	0.94

Transit Route: Route 91 (Sullivan Sta. – Central Sq., Cambridge)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Central Square	8,223	86%	0.03	1,315	14%	0.75
Spring Hill	5,370	95%	0.08	254	5%	0.85
East Somerville	4,313	20%	0.11	17,489	80%	1.11
East Cambridge	2,654	11%	0.16	20,869	89%	0.52
Harvard Square	2,357	100%	0.15	-4,729	0%	0.48
Charlestown	2,196	26%	0.17	6,213	74%	0.90
Waterfront	616	1%	0.52	55,069	99%	0.69
Winter Hill	567	100%	0.23	-719	0%	0.95
Fenway	511	4%	0.45	13,666	96%	0.51
Downtown	406	2%	0.38	18,316	98%	0.23

Transit Route: Route 92 (Assembly Sq. Mall – Downtown via Main St.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	12,467	22%	0.15	43,218	78%	0.89
East Somerville	12,219	56%	0.17	9,582	44%	1.08
Chinatown	9,838	39%	0.06	15,411	61%	0.61
Downtown	7,949	42%	0.03	10,773	58%	0.80
West End	4,324	55%	0.06	3,518	45%	0.61
Charlestown	4,263	51%	0.11	4,146	49%	1.35
East Cambridge	4,120	18%	0.24	19,403	82%	0.55
North End	3,047	74%	0.06	1,057	26%	1.05
Chelsea	2,134	13%	0.52	13,740	87%	0.94
East Medford	1,992	36%	0.41	3,572	64%	1.12

Transit Route: Route 93 (Sullivan Sta. – Downtown via Bunker Hill)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	12,662	23%	0.15	43,023	77%	0.89
Chinatown	9,814	39%	0.07	15,436	61%	0.62
Downtown	8,017	43%	0.03	10,705	57%	0.84
East Cambridge	4,135	18%	0.23	19,388	82%	0.56
East Somerville	4,021	18%	0.19	17,781	82%	1.05
West End	3,868	49%	0.05	3,975	51%	0.82
North End	2,913	71%	0.06	1,192	29%	1.08
Charlestown	2,842	34%	0.11	5,567	66%	1.41
Chelsea	1,641	10%	0.50	14,233	90%	0.94
Fenway	1,395	10%	0.36	12,781	90%	0.52

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 94 – 109

Transit Route: Route 94 (Medford Sq. – Davis Sq. Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Davis Square	3,218	100%	0.06	-1,936	0%	1.06
North Cambridge	2,961	25%	0.14	8,794	75%	0.88
South Medford	1,322	100%	0.09	-451	0%	1.19
East Arlington	1,268	100%	0.14	-885	0%	1.08
Medford Hillside	263	100%	0.05	-193	0%	1.41
Charlestown	208	2%	0.64	8,201	98%	0.82
Waterfront	206	0%	0.64	55,480	100%	0.69
East Cambridge	156	1%	0.52	23,368	99%	0.50
Stoneham	147	2%	1.05	6,818	98%	1.43
North Newton	137	100%	0.99	-989	0%	1.04

Transit Route: Route 95 (West Medford – Sullivan Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Somerville	11,144	51%	0.14	10,658	49%	1.10
Charlestown	4,014	48%	0.13	4,395	52%	0.90
East Medford	3,141	56%	0.14	2,424	44%	1.40
Spring Hill	2,431	43%	0.23	3,194	57%	0.73
Winter Hill	1,895	100%	0.13	-2,047	0%	1.15
West Malden	1,487	21%	0.32	5,684	79%	0.98
East Cambridge	1,229	5%	0.32	22,294	95%	0.50
South Medford	1,040	100%	0.13	-170	0%	1.30
Davis Square	829	65%	0.30	452	35%	0.80
Downtown	652	3%	0.43	18,070	97%	0.23

Transit Route: Route 96 (Medford Sq. – Harvard Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
North Cambridge	2,589	22%	0.18	9,167	78%	1.06
Davis Square	1,705	100%	0.13	-423	0%	1.17
Central Square	1,485	16%	0.21	8,053	84%	0.60
North Allston	1,358	19%	0.15	5,638	81%	1.01
Spring Hill	1,251	22%	0.15	4,373	78%	0.86
South Medford	799	92%	0.15	72	8%	1.27
Waterfront	532	1%	0.55	55,154	99%	0.69
East Cambridge	458	2%	0.45	23,065	98%	0.50
BU	219	4%	0.49	5,445	96%	0.52
W. Medford/Medford Sq	149	51%	0.24	142	49%	1.32

Transit Route: Route 97 (Malden Sta. – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Somerville	7,732	35%	0.40	14,070	65%	0.92
West Malden	4,660	65%	0.07	2,511	35%	1.20
West Everett	3,235	100%	0.07	-683	0%	1.30
East Malden	2,999	49%	0.15	3,151	51%	1.19
East Everett	2,821	98%	0.13	54	2%	1.15
East Medford	2,764	50%	0.19	2,800	50%	1.21
Charlestown	1,650	20%	0.45	6,759	80%	0.83
Winter Hill	844	100%	0.50	-996	0%	0.90
Chelsea	833	5%	0.45	15,042	95%	0.94
Downtown	478	3%	0.47	18,244	97%	0.23

Transit Route: Route 99 (Boston Reg. Med. Ctr. Stoneham – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Somerville	7,906	36%	0.41	13,896	64%	0.92
West Malden	6,334	88%	0.07	838	12%	1.26
East Malden	3,392	55%	0.13	2,758	45%	1.26
East Medford	3,081	55%	0.21	2,483	45%	1.21
West Everett	2,249	88%	0.11	302	12%	1.18
Charlestown	1,752	21%	0.45	6,658	79%	0.83
East Everett	1,443	50%	0.23	1,432	50%	1.06
Winter Hill	895	100%	0.51	-1,047	0%	0.90
East Boston	548	4%	0.70	13,393	96%	0.81
Chelsea	516	3%	0.54	15,358	97%	0.93

Transit Route: Route 100 (Elm St. – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Medford	3,050	55%	0.08	2,514	45%	1.36
West Malden	1,564	22%	0.13	5,607	78%	1.00
East Somerville	613	3%	0.37	21,189	97%	0.91
Charlestown	415	5%	0.56	7,994	95%	0.82
W. Medford/Medford Sq	378	100%	0.19	-87	0%	1.20
North Medford	366	100%	0.24	-91	0%	1.47
Waterfront	185	0%	0.71	55,500	100%	0.69
Medford Hillside	184	100%	0.33	-115	0%	0.96
South Medford	172	20%	0.24	698	80%	1.02
West Everett	156	6%	0.36	2,395	94%	0.97

Transit Route: Route 101 (Malden Sta. – Sullivan Sta. via Medford Sq.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Somerville	11,058	51%	0.19	10,744	49%	1.14
West Malden	5,760	80%	0.15	1,412	20%	1.29
Charlestown	4,066	48%	0.18	4,343	52%	0.90
East Malden	2,763	45%	0.23	3,387	55%	1.24
Spring Hill	2,596	46%	0.24	3,029	54%	0.75
East Medford	2,458	44%	0.23	3,107	56%	1.35
Winter Hill	1,420	100%	0.15	-1,572	0%	1.27
East Cambridge	1,324	6%	0.38	22,199	94%	0.50
South Medford	1,138	100%	0.15	-267	0%	1.42
East Arlington	1,016	100%	0.26	-633	0%	1.06

Transit Route: Route 104 (Malden Sta. – Sullivan Sta. via Ferry St.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Somerville	9,252	42%	0.19	12,550	58%	1.01
West Malden	5,398	75%	0.09	1,774	25%	1.20
East Malden	3,934	64%	0.12	2,216	36%	1.30
West Everett	3,395	100%	0.09	-844	0%	1.33
Charlestown	3,371	40%	0.16	5,038	60%	0.89
East Everett	2,616	91%	0.13	259	9%	1.19
East Medford	1,394	25%	0.34	4,171	75%	1.14
East Cambridge	981	4%	0.39	22,543	96%	0.50
Chelsea	946	6%	0.45	14,928	94%	0.94
Winter Hill	845	100%	0.40	-997	0%	0.92

Transit Route: Route 105 (Malden Sta. – Sullivan Sta. via Main St.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Somerville	9,328	43%	0.19	12,473	57%	1.01
West Malden	5,832	81%	0.08	1,340	19%	1.21
East Malden	4,476	73%	0.09	1,674	27%	1.38
Charlestown	3,425	41%	0.15	4,984	59%	0.89
West Everett	2,465	97%	0.09	86	3%	1.31
East Everett	2,017	70%	0.19	858	30%	1.12
East Medford	1,464	26%	0.34	4,100	74%	1.15
East Cambridge	985	4%	0.39	22,538	96%	0.50
Winter Hill	878	100%	0.41	-1,030	0%	0.92
Spring Hill	775	14%	0.46	4,849	86%	0.70

Transit Route: Route 106 (Franklin Sq./Lebanon St. Loop – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Malden	5,130	72%	0.09	2,042	28%	1.24
East Malden	4,115	67%	0.11	2,035	33%	1.45
West Everett	2,094	82%	0.12	457	18%	1.22
East Medford	1,822	33%	0.28	3,743	67%	1.20
East Everett	1,116	39%	0.23	1,759	61%	1.09
East Somerville	485	2%	0.51	21,317	98%	0.91
Charlestown	451	5%	0.56	7,958	95%	0.83
West Revere	391	6%	0.47	6,272	94%	1.21
Stoneham	340	5%	0.59	6,625	95%	1.48
Melrose	277	10%	0.17	2,379	90%	1.62

Transit Route: Route 108 (Linden Sq. – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Malden	5,457	76%	0.05	1,715	24%	1.29
East Malden	4,315	70%	0.09	1,835	30%	1.43
East Medford	3,297	59%	0.13	2,267	41%	1.33
West Everett	1,312	51%	0.20	1,240	49%	1.07
West Revere	909	14%	0.43	5,754	86%	1.21
East Somerville	669	3%	0.44	21,132	97%	0.91
Charlestown	456	5%	0.54	7,953	95%	0.83
Melrose	359	14%	0.45	2,297	86%	1.31
East Boston	275	2%	0.71	13,666	98%	0.81
Waterfront	250	0%	0.70	55,436	100%	0.69

Transit Route: Route 109 (Linden Sq. – Sullivan Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Somerville	9,224	42%	0.15	12,578	58%	1.00
Charlestown	3,374	40%	0.12	5,035	60%	0.89
East Everett	2,816	98%	0.08	59	2%	1.19
West Everett	2,532	99%	0.06	19	1%	1.23
East Malden	1,804	29%	0.15	4,346	71%	1.20
Chelsea	1,324	8%	0.38	14,550	92%	0.94
Winter Hill	1,140	100%	0.35	-1,292	0%	0.91
West Revere	1,089	16%	0.34	5,575	84%	1.20
Spring Hill	1,053	19%	0.41	4,571	81%	0.70
East Cambridge	953	4%	0.35	22,571	96%	0.50

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 110 – 134

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Revere	5,594	58%	0.25	4,005	42%	1.26
West Everett	3,670	100%	0.09	-1,118	0%	1.26
East Everett	2,664	93%	0.11	211	7%	1.32
East Boston	1,751	13%	0.58	12,191	87%	0.82
East Medford	1,400	25%	0.28	4,165	75%	1.17
West Revere	1,397	21%	0.19	5,266	79%	1.37
Chelsea	1,234	8%	0.31	14,640	92%	1.01
East Malden	796	13%	0.29	5,354	87%	1.16
Winthrop	668	100%	0.88	-77	0%	1.31
Charlestown	489	6%	0.57	7,921	94%	0.83

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chelsea	9,684	61%	0.15	6,191	39%	1.36
East Cambridge	7,212	31%	0.20	16,311	69%	0.55
Waterfront	5,497	10%	0.19	50,188	90%	0.76
Chinatown	4,912	19%	0.12	20,338	81%	0.40
East Boston	4,431	32%	0.39	9,511	68%	0.87
West End	4,132	53%	0.05	3,710	47%	0.57
North End	2,571	63%	0.05	1,534	37%	0.87
East Everett	2,089	73%	0.19	786	27%	1.17
East Somerville	1,983	9%	0.41	19,818	91%	0.94
Downtown	1,207	6%	0.02	17,515	94%	0.42

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chelsea	10,587	67%	0.10	5,288	33%	1.32
East Everett	3,737	100%	0.08	-862	0%	1.28
East Boston	3,441	25%	0.16	10,500	75%	0.96
West Everett	2,433	95%	0.14	118	5%	1.12
East Medford	1,180	21%	0.31	4,385	79%	1.15
East Somerville	396	2%	0.53	21,406	98%	0.91
Waterfront	271	0%	0.73	55,415	100%	0.69
Charlestown	261	3%	0.54	8,148	97%	0.83
West Revere	209	3%	0.33	6,454	97%	1.23
East Cambridge	145	1%	0.63	23,379	99%	0.49

Transit Route: Route 114 (Bellingham Sq. – Maverick Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chelsea	11,559	73%	0.11	4,315	27%	1.32
East Boston	11,392	82%	0.09	2,550	18%	1.13
East Revere	2,007	21%	0.27	7,592	79%	1.20
East Everett	1,923	67%	0.22	952	33%	1.03
West Revere	850	13%	0.19	5,813	87%	1.32
Winthrop	530	90%	0.83	61	10%	1.30
Waterfront	314	1%	0.70	55,371	99%	0.69
East Somerville	221	1%	0.69	21,580	99%	0.89
East Cambridge	208	1%	0.61	23,316	99%	0.50
Downtown	186	1%	0.44	18,537	99%	0.23

Transit Route: Route 116 (Wonderland Sta. – Maverick Sta. via Revere)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Boston	11,774	84%	0.10	2,167	16%	1.14
Chelsea	10,798	68%	0.13	5,076	32%	1.34
East Revere	5,829	61%	0.20	3,770	39%	1.29
East Everett	1,672	58%	0.26	1,203	42%	1.03
West Revere	1,278	19%	0.18	5,385	81%	1.35
Winthrop	776	100%	0.77	-185	0%	1.31
Waterfront	348	1%	0.70	55,337	99%	0.69
North Saugus	225	6%	0.96	3,287	94%	1.63
Downtown	224	1%	0.44	18,498	99%	0.23
East Somerville	210	1%	0.69	21,591	99%	0.89

Transit Route: Route 117 (Wonderland Sta. – Maverick Sta. via Beach)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Boston	12,233	88%	0.13	1,709	12%	1.30
Chelsea	11,909	75%	0.17	3,965	25%	1.42
Waterfront	6,457	12%	0.17	49,228	88%	0.78
East Revere	6,288	66%	0.25	3,311	34%	1.34
Chinatown	5,282	21%	0.12	19,968	79%	0.41
West End	3,540	45%	0.05	4,303	55%	0.56
North End	2,395	58%	0.04	1,709	42%	0.89
East Cambridge	1,573	7%	0.30	21,950	93%	0.52
East Everett	1,540	54%	0.34	1,335	46%	1.05
East Somerville	1,467	7%	0.49	20,335	93%	0.92

Transit Route: Route 119 (Northgate Shopping Ctr. – Beachmont Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Revere	5,417	56%	0.12	4,182	44%	1.33
East Boston	2,344	17%	0.48	11,598	83%	0.82
West Revere	1,656	25%	0.09	5,007	75%	1.45
Chelsea	1,562	10%	0.29	14,312	90%	0.98
Winthrop	1,473	100%	0.74	-882	0%	1.32
East Malden	791	13%	0.44	5,359	87%	1.09
South Saugus	451	21%	0.59	1,685	79%	1.27
North Saugus	427	12%	0.89	3,084	88%	1.64
West Lynn	416	10%	0.76	3,893	90%	1.15
East Lynn	348	2%	0.63	19,964	98%	0.67

Transit Route: Route 120 (Orient Heights Sta. – Maverick Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Boston	5,315	38%	0.02	8,627	62%	1.22
Chelsea	1,287	8%	0.39	14,587	92%	0.93
East Revere	669	7%	0.40	8,930	93%	1.09
Fenway	261	2%	0.52	13,915	98%	0.51
Waterfront	225	0%	0.56	55,461	100%	0.69
East Somerville	189	1%	0.62	21,612	99%	0.89
Chinatown	160	1%	0.41	25,090	99%	0.34
Downtown	147	1%	0.31	18,576	99%	0.23
East Cambridge	134	1%	0.53	23,389	99%	0.50
East Lynn	103	1%	0.75	20,209	99%	0.67

Transit Route: Route 121 (Wood Island Sta. – Maverick Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Boston	6,554	47%	0.02	7,388	53%	1.14
Chelsea	1,139	7%	0.39	14,735	93%	0.93
East Revere	361	4%	0.40	9,237	96%	1.08
Fenway	200	1%	0.52	13,977	99%	0.51
Waterfront	164	0%	0.56	55,521	100%	0.69
East Somerville	133	1%	0.62	21,668	99%	0.89
East Cambridge	124	1%	0.53	23,399	99%	0.50
Downtown	117	1%	0.31	18,605	99%	0.23
Chinatown	111	0%	0.41	25,139	100%	0.34
South End	88	1%	0.56	12,675	99%	0.42

Transit Route: Route 131 (Melrose Highlands – Malden Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Malden	4,876	68%	0.07	2,296	32%	1.18
East Malden	3,131	51%	0.13	3,019	49%	1.26
West Everett	892	35%	0.25	1,659	65%	1.01
East Medford	538	10%	0.42	5,026	90%	1.12
Stoneham	435	6%	0.48	6,530	94%	1.49
Melrose	432	16%	0.11	2,224	84%	1.68
Wakefield	280	5%	0.51	5,372	95%	1.57
West Revere	236	4%	0.62	6,428	96%	1.16
East Somerville	174	1%	0.56	21,628	99%	0.90
Winchester	134	4%	1.09	3,241	96%	1.56

Transit Route: Route 132 (Redstone Shopping Ctr. – Malden Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Malden	3,743	52%	0.09	3,429	48%	1.12
East Malden	2,648	43%	0.24	3,502	57%	1.14
Stoneham	2,073	30%	0.14	4,892	70%	1.86
Wakefield	902	16%	0.52	4,751	84%	1.59
East Woburn	619	6%	0.99	9,223	94%	1.55
Melrose	509	19%	0.21	2,147	81%	1.46
Winchester	476	14%	1.03	2,899	86%	1.58
East Medford	462	8%	0.50	5,102	92%	1.11
Reading	381	6%	0.83	5,754	94%	1.58
North Saugus	272	8%	1.06	3,240	92%	1.64

Transit Route: Route 134 (North Woburn – Wellington Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Medford	3,270	59%	0.16	2,295	41%	1.35
East Woburn	1,863	19%	0.36	7,979	81%	1.78
Winchester	1,125	33%	0.40	2,250	67%	1.84
East Somerville	798	4%	0.47	21,004	96%	0.91
Stoneham	765	11%	0.88	6,200	89%	1.46
Burlington	663	6%	0.96	9,963	94%	1.28
Wilmington	652	8%	1.05	7,464	92%	1.94
West Woburn	514	35%	0.50	937	65%	1.78
Charlestown	513	6%	0.67	7,896	94%	0.82
West Malden	507	7%	0.37	6,665	93%	0.95

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 136 & 137 – 217

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Malden	4,942	69%	0.10	2,230	31%	1.19
East Malden	3,240	53%	0.19	2,910	47%	1.26
Reading	2,566	42%	0.13	3,569	58%	1.93
Wakefield	1,246	22%	0.21	4,406	78%	2.03
Stoneham	1,027	15%	0.52	5,937	85%	1.57
West Everett	881	35%	0.29	1,671	65%	1.01
Melrose	686	26%	0.20	1,970	74%	1.71
East Medford	520	9%	0.49	5,045	91%	1.12
East Woburn	412	4%	1.30	9,430	96%	1.53
West Revere	366	5%	0.69	6,297	95%	1.16

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chinatown	8,789	35%	0.12	16,461	65%	0.44
South End	6,433	50%	0.06	6,329	50%	0.92
Waterfront	5,402	10%	0.38	50,283	90%	0.72
Back Bay	3,698	44%	0.06	4,702	56%	0.79
South Waltham	2,803	54%	0.15	2,385	46%	1.32
Downtown	2,447	13%	0.24	16,275	87%	0.23
Fenway	1,574	11%	0.10	12,603	89%	0.65
North Waltham	1,076	31%	0.26	2,348	69%	1.91
East Somerville	1,009	5%	0.58	20,792	95%	0.90
East Cambridge	931	4%	0.44	22,592	96%	0.50

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	27,507	49%	0.10	28,178	51%	0.95
Downtown	7,828	42%	0.17	10,894	58%	0.24
Chinatown	7,119	28%	0.20	18,131	72%	0.36
South End	6,394	50%	0.06	6,368	50%	0.58
Fenway	2,893	20%	0.32	11,284	80%	0.52
East Boston	2,623	19%	0.10	11,319	81%	1.07
South Boston	1,628	86%	0.16	258	14%	0.95
North Roxbury	1,505	38%	0.14	2,458	62%	0.93
Back Bay	1,496	18%	0.21	6,903	82%	0.35
Longwood	1,372	13%	0.39	9,156	87%	0.37

Transit Route: Route 201 (Fields Corner Sta. – Fields Corner Sta. via Neponset Ave.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	3,266	100%	0.13	-1,223	0%	1.15
North Quincy	2,343	100%	0.12	-502	0%	1.24
South Quincy	928	8%	0.39	10,558	92%	1.01
Mattapan	877	12%	0.41	6,154	88%	1.13
Waterfront	689	1%	0.55	54,997	99%	0.69
North Dorchester	685	21%	0.39	2,556	79%	0.87
South Boston	473	25%	0.60	1,414	75%	0.76
North Weymouth	399	6%	0.82	6,680	94%	1.15
Hingham	301	3%	0.96	10,963	97%	1.25
South Braintree	271	4%	0.80	6,056	96%	1.35

Transit Route: Route 202 (Fields Corner Sta. – Fields Corner Sta. via Adams St.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Dorchester	3,266	100%	0.13	-1,223	0%	1.15
North Quincy	2,343	100%	0.12	-502	0%	1.24
South Quincy	928	8%	0.39	10,558	92%	1.01
Mattapan	877	12%	0.41	6,154	88%	1.13
Waterfront	689	1%	0.55	54,997	99%	0.69
North Dorchester	685	21%	0.39	2,556	79%	0.87
South Boston	473	25%	0.60	1,414	75%	0.76
North Weymouth	399	6%	0.82	6,680	94%	1.15
Hingham	301	3%	0.96	10,963	97%	1.25
South Braintree	271	4%	0.80	6,056	96%	1.35

Transit Route: Route 210 (Quincy Ctr. Sta. – No. Quincy Sta./Fields Corner Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	10,014	87%	0.22	1,472	13%	1.30
North Quincy	2,618	100%	0.17	-777	0%	1.31
South Dorchester	2,439	100%	0.22	-397	0%	1.11
South Braintree	2,016	32%	0.52	4,311	68%	1.47
North Braintree	1,320	30%	0.25	3,060	70%	1.20
North Weymouth	1,229	17%	0.72	5,849	83%	1.18
Waterfront	1,086	2%	0.62	54,599	98%	0.69
South Weymouth	793	6%	0.47	13,406	94%	0.69
Hingham	725	6%	0.94	10,539	94%	1.26
Mattapan	719	10%	0.58	6,312	90%	1.12

Transit Route: Route 211 (Quincy Ctr. Sta. – Squantum)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	8,941	78%	0.21	2,545	22%	1.17
North Quincy	1,318	72%	0.10	522	28%	1.43
North Weymouth	1,042	15%	0.74	6,036	85%	1.16
Waterfront	702	1%	0.56	54,984	99%	0.69
North Braintree	688	16%	0.57	3,692	84%	0.99
Hingham	559	5%	0.91	10,705	95%	1.25
South Braintree	532	8%	0.75	5,796	92%	1.36
South Weymouth	401	3%	0.47	13,799	97%	0.68
Brockton	351	2%	0.97	17,132	98%	0.94
Mattapan	324	5%	0.84	6,706	95%	1.09

Transit Route: Route 212 (Quincy Ctr. Sta. – No. Quincy Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	8,711	76%	0.19	2,775	24%	1.15
North Quincy	1,857	100%	0.10	-17	0%	1.29
North Weymouth	871	12%	0.73	6,207	88%	1.15
Waterfront	545	1%	0.56	55,140	99%	0.69
North Braintree	530	12%	0.55	3,850	88%	0.99
Hingham	473	4%	0.90	10,791	96%	1.25
South Braintree	420	7%	0.74	5,908	93%	1.35
South Weymouth	315	2%	0.46	13,885	98%	0.68
Brockton	309	2%	0.97	17,174	98%	0.94
Randolph	235	2%	0.96	9,305	98%	1.25

Transit Route: Route 214 (Quincy Ctr. Sta. – Germantown)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	7,373	64%	0.10	4,113	36%	1.20
North Weymouth	863	12%	0.66	6,215	88%	1.15
North Braintree	581	13%	0.41	3,799	87%	0.99
Hingham	369	3%	0.86	10,895	97%	1.25
North Quincy	340	18%	0.41	1,500	82%	0.92
South Braintree	321	5%	0.73	6,007	95%	1.35
South Weymouth	246	2%	0.46	13,953	98%	0.68
Waterfront	242	0%	0.68	55,443	100%	0.69
Brockton	188	1%	0.95	17,295	99%	0.94
Randolph	148	2%	0.90	9,393	98%	1.25

Transit Route: Route 215 (Quincy Ctr. Sta. – Ashmont Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	7,766	68%	0.19	3,720	32%	1.31
South Dorchester	3,600	100%	0.19	-1,557	0%	1.16
North Quincy	2,531	100%	0.20	-691	0%	1.18
Mattapan	1,280	18%	0.45	5,751	82%	1.15
North Weymouth	1,208	17%	0.73	5,870	83%	1.16
North Braintree	1,153	26%	0.42	3,227	74%	1.04
Waterfront	864	2%	0.59	54,821	98%	0.69
South Braintree	811	13%	0.73	5,516	87%	1.37
Hingham	656	6%	0.92	10,608	94%	1.26
South Weymouth	558	4%	0.47	13,642	96%	0.68

Transit Route: Route 216 (Quincy Ctr. Sta. – Houghs Neck)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	7,045	61%	0.10	4,441	39%	1.23
North Weymouth	915	13%	0.66	6,163	87%	1.15
North Braintree	623	14%	0.41	3,757	86%	0.99
North Quincy	485	26%	0.41	1,355	74%	0.92
Hingham	388	3%	0.86	10,876	97%	1.25
South Braintree	348	6%	0.73	5,979	94%	1.35
South Weymouth	264	2%	0.46	13,935	98%	0.68
Waterfront	248	0%	0.68	55,437	100%	0.69
Brockton	190	1%	0.95	17,293	99%	0.94
Randolph	154	2%	0.90	9,386	98%	1.25

Transit Route: Route 217 (Wollaston Sta. – Ashmont Sta. via Wollaston Beach)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	8,729	76%	0.22	2,757	24%	1.21
North Quincy	1,840	100%	0.13	1	0%	1.41
South Dorchester	1,578	77%	0.31	464	23%	1.04
North Weymouth	1,176	17%	0.75	5,902	83%	1.16
Mattapan	1,093	16%	0.45	5,938	84%	1.15
North Braintree	898	20%	0.59	3,482	80%	1.00
Waterfront	861	2%	0.58	54,824	98%	0.69
South Braintree	665	11%	0.77	5,663	89%	1.36
Hingham	614	5%	0.92	10,650	95%	1.25
Randolph	559	6%	0.90	8,982	94%	1.26

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 220 – 350

Transit Route: Route 220 (Quincy Ctr. Sta. – Hingham)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	9,099	79%	0.16	2,387	21%	1.21
Hingham	2,926	26%	0.40	8,338	74%	1.68
North Weymouth	1,611	23%	0.46	5,468	77%	1.29
North Quincy	597	32%	0.48	1,243	68%	0.91
South Weymouth	430	3%	0.43	13,770	97%	0.68
North Braintree	386	9%	0.56	3,994	91%	1.00
South Braintree	350	6%	0.86	5,977	94%	1.35
Waterfront	297	1%	0.74	55,389	99%	0.69
Abington	159	2%	1.25	7,370	98%	1.85
Brockton	154	1%	1.02	17,329	99%	0.94

Transit Route: Route 221 (Quincy Ctr. Sta. – Fort Point)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	8,843	77%	0.13	2,643	23%	1.21
North Weymouth	1,655	23%	0.33	5,424	77%	1.25
North Quincy	645	35%	0.43	1,195	65%	0.91
Hingham	636	6%	0.77	10,628	94%	1.27
North Braintree	588	13%	0.45	3,793	87%	1.00
South Braintree	391	6%	0.78	5,936	94%	1.35
South Weymouth	375	3%	0.41	13,824	97%	0.68
Waterfront	253	0%	0.71	55,433	100%	0.69
Brockton	216	1%	0.96	17,267	99%	0.94
Randolph	176	2%	0.94	9,364	98%	1.25

Transit Route: Route 222 (Quincy Ctr. Sta. – East Weymouth)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	9,124	79%	0.15	2,362	21%	1.21
North Weymouth	4,220	60%	0.28	2,858	40%	1.46
Hingham	1,157	10%	0.67	10,106	90%	1.33
North Quincy	686	37%	0.45	1,154	63%	0.91
South Weymouth	640	5%	0.37	13,559	95%	0.70
North Braintree	485	11%	0.50	3,895	89%	1.01
South Braintree	431	7%	0.85	5,896	93%	1.36
Waterfront	294	1%	0.73	55,391	99%	0.69
Brockton	275	2%	0.99	17,208	98%	0.94
Abington	262	3%	1.19	7,267	97%	1.86

Transit Route: Route 225 (Quincy Ctr. Sta. – Weymouth Landing)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	8,841	77%	0.15	2,645	23%	1.26
North Weymouth	2,193	31%	0.37	4,886	69%	1.36
South Weymouth	1,997	14%	0.15	12,203	86%	0.85
North Braintree	1,147	26%	0.33	3,233	74%	1.10
Hingham	735	7%	0.74	10,529	93%	1.29
North Quincy	728	40%	0.45	1,112	60%	0.92
South Braintree	606	10%	0.68	5,721	90%	1.41
Abington	439	6%	0.89	7,091	94%	1.89
Waterfront	307	1%	0.69	55,379	99%	0.69
Brockton	206	1%	0.90	17,277	99%	0.94

Transit Route: Route 230 (Quincy Ctr. Sta. – Montello Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	8,565	75%	0.17	2,921	25%	1.22
South Braintree	2,214	35%	0.39	4,114	65%	1.64
Brockton	2,111	12%	0.40	15,372	88%	0.99
Holbrook	905	41%	0.40	1,278	59%	1.57
North Braintree	865	20%	0.23	3,515	80%	1.18
South Weymouth	730	5%	0.51	13,470	95%	0.69
North Weymouth	596	8%	0.76	6,482	92%	1.16
Waterfront	563	1%	0.76	55,122	99%	0.69
North Quincy	521	28%	0.48	1,319	72%	0.92
Randolph	502	5%	0.70	9,038	95%	1.30

Transit Route: Route 236 (Quincy Ctr. Sta. – South Shore Plaza)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	9,082	79%	0.19	2,404	21%	1.23
South Braintree	1,737	27%	0.43	4,590	73%	1.54
North Braintree	1,584	36%	0.14	2,796	64%	1.41
Waterfront	705	1%	0.78	54,980	99%	0.68
South Weymouth	488	3%	0.46	13,711	97%	0.69
North Quincy	465	25%	0.52	1,375	75%	0.92
North Weymouth	425	6%	0.67	6,653	94%	1.18
Hingham	294	3%	0.97	10,970	97%	1.25
Downtown	231	1%	0.66	18,491	99%	0.23
Abington	198	3%	1.11	7,332	97%	1.87

Transit Route: Route 238 (Quincy Ctr. Sta. – Holbrook/Randolph Comm. Rail Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	9,016	78%	0.17	2,470	22%	1.30
Randolph	2,597	27%	0.41	6,943	73%	1.48
North Braintree	1,277	29%	0.24	3,103	71%	1.20
North Weymouth	756	11%	0.73	6,322	89%	1.17
South Braintree	639	10%	0.50	5,688	90%	1.52
South Weymouth	558	4%	0.50	13,642	96%	0.68
Waterfront	524	1%	0.77	55,162	99%	0.68
Brockton	471	3%	0.87	17,012	97%	0.94
North Quincy	423	23%	0.48	1,417	77%	0.92
Hingham	415	4%	0.97	10,849	96%	1.25

Transit Route: Route 240 (Avon Line – Ashmont Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	9,182	80%	0.21	2,304	20%	1.23
Randolph	4,072	43%	0.30	5,468	57%	1.66
North Braintree	1,461	33%	0.25	2,919	67%	1.20
South Dorchester	1,149	56%	0.32	894	44%	1.03
Mattapan	916	13%	0.43	6,115	87%	1.16
Waterfront	760	1%	0.76	54,925	99%	0.68
North Weymouth	705	10%	0.75	6,373	90%	1.16
South Braintree	639	10%	0.67	5,689	90%	1.44
South Weymouth	566	4%	0.52	13,634	96%	0.68
Brockton	542	3%	0.87	16,941	97%	0.94

Transit Route: Route 245 (Quincy Ctr. Sta. – Mattapan Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Quincy	8,377	73%	0.16	3,109	27%	1.27
North Weymouth	1,115	16%	0.72	5,964	84%	1.16
North Braintree	1,042	24%	0.53	3,338	76%	0.99
Mattapan	886	13%	0.46	6,145	87%	1.14
Waterfront	631	1%	0.67	55,055	99%	0.69
South Braintree	616	10%	0.78	5,711	90%	1.36
Randolph	569	6%	0.86	8,972	94%	1.26
Hingham	524	5%	0.91	10,740	95%	1.25
North Quincy	449	24%	0.24	1,391	76%	1.03
South Weymouth	433	3%	0.48	13,766	97%	0.68

Transit Route: Route 325 (Elm St. – Haymarket Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	7,473	13%	0.13	48,213	87%	0.81
Chinatown	5,825	23%	0.09	19,425	77%	0.44
West End	2,487	32%	0.05	5,356	68%	0.53
North End	1,834	45%	0.04	2,271	55%	0.88
West Malden	1,509	21%	0.27	5,662	79%	0.97
East Somerville	1,279	6%	0.41	20,522	94%	0.92
East Cambridge	1,276	5%	0.29	22,247	95%	0.52
Chelsea	935	6%	0.52	14,939	94%	0.93
East Medford	886	16%	0.19	4,679	84%	1.20
Downtown	815	4%	0.01	17,908	96%	0.57

Transit Route: Route 326 (West Medford – Haymarket Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	7,455	13%	0.13	48,231	87%	0.81
Chinatown	5,815	23%	0.09	19,435	77%	0.44
West End	2,485	32%	0.05	5,357	68%	0.53
North End	1,838	45%	0.04	2,266	55%	0.87
East Cambridge	1,264	5%	0.29	22,259	95%	0.52
East Somerville	1,259	6%	0.43	20,542	94%	0.92
Chelsea	1,062	7%	0.51	14,812	93%	0.93
Downtown	791	4%	0.01	17,931	96%	0.57
Fenway	668	5%	0.35	13,509	95%	0.51
North Braintree	643	15%	0.75	3,737	85%	0.97

Transit Route: Route 350 (North Burlington – Alewife Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Burlington	5,486	52%	0.20	5,140	48%	2.05
North Cambridge	5,066	43%	0.15	6,689	57%	0.90
Davis Square	1,507	100%	0.28	-225	0%	0.80
East Lexington	837	21%	0.79	3,090	79%	1.62
East Arlington	677	100%	0.17	-295	0%	1.22
Fresh Pond	625	100%	0.36	-514	0%	0.92
West Woburn	578	40%	0.46	874	60%	1.78
West Lexington	515	23%	1.07	1,760	77%	1.85
West Arlington	496	42%	0.40	685	58%	1.31
South Belmont	476	17%	0.74	2,252	83%	1.04

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 351 – 434

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Burlington	4,866	46%	0.22	5,761	54%	1.82
North Cambridge	4,619	39%	0.10	7,136	61%	0.88
Bedford	1,943	52%	0.60	1,817	48%	1.72
Davis Square	1,374	100%	0.24	-93	0%	0.79
Billerica	1,326	27%	0.69	3,634	73%	1.52
Fresh Pond	639	100%	0.26	-529	0%	0.91
West Woburn	421	29%	0.59	1,031	71%	1.64
East Lexington	412	10%	0.81	3,516	90%	1.57
West Lexington	370	16%	1.06	1,906	84%	1.82
East Woburn	349	4%	1.00	9,493	96%	1.54

Transit Route: Route 352 (Burlington – State Street)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	8,832	16%	0.14	46,853	84%	0.83
Chinatown	7,048	28%	0.08	18,202	72%	0.47
West End	4,073	52%	0.05	3,769	48%	0.58
Downtown	3,658	20%	0.02	15,064	80%	0.64
North End	2,569	63%	0.04	1,535	37%	0.94
Burlington	2,155	20%	0.22	8,471	80%	1.43
East Cambridge	1,750	7%	0.29	21,773	93%	0.52
East Somerville	1,457	7%	0.42	20,345	93%	0.92
Chelsea	1,311	8%	0.49	14,563	92%	0.93
South End	1,050	8%	0.32	11,712	92%	0.43

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	8,784	16%	0.15	46,902	84%	0.82
Chinatown	7,042	28%	0.08	18,208	72%	0.47
Downtown	3,659	20%	0.02	15,063	80%	0.64
West End	3,651	47%	0.06	4,192	53%	0.54
East Woburn	3,109	32%	0.34	6,733	68%	1.82
Burlington	2,961	28%	0.27	7,665	72%	1.53
North End	2,534	62%	0.04	1,570	38%	0.92
East Cambridge	1,620	7%	0.32	21,903	93%	0.52
East Somerville	1,500	7%	0.48	20,301	93%	0.92
Chelsea	1,313	8%	0.53	14,562	92%	0.93

Transit Route: Route 355 (Mishawum Sta. – State Street)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	8,711	16%	0.15	46,974	84%	0.82
Chinatown	7,037	28%	0.08	18,212	72%	0.47
East Woburn	4,579	47%	0.23	5,263	53%	1.81
West End	3,636	46%	0.05	4,207	54%	0.54
Downtown	3,634	19%	0.02	15,088	81%	0.64
North End	2,522	61%	0.04	1,582	39%	0.92
East Cambridge	1,577	7%	0.31	21,947	93%	0.52
East Somerville	1,432	7%	0.46	20,369	93%	0.92
Chelsea	1,262	8%	0.51	14,613	92%	0.93
South End	1,023	8%	0.32	11,739	92%	0.43

Transit Route: Route 411 (Malden Sta. – Revere/Jack Satter House)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Revere	7,135	74%	0.20	2,463	26%	1.31
East Malden	4,983	81%	0.12	1,167	19%	1.43
West Malden	4,419	62%	0.08	2,753	38%	1.17
West Revere	2,779	42%	0.16	3,885	58%	1.46
East Boston	1,968	14%	0.56	11,974	86%	0.82
Winthrop	1,032	100%	0.83	-441	0%	1.31
West Everett	968	38%	0.25	1,583	62%	1.04
Melrose	607	23%	0.50	2,049	77%	1.30
South Saugus	579	27%	0.58	1,558	73%	1.30
North Saugus	549	16%	0.85	2,962	84%	1.67

Transit Route: Route 424 (Eastern & Essex – Haymarket Sta./Wonderland Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Revere	6,847	71%	0.27	2,752	29%	1.23
Waterfront	6,017	11%	0.15	49,669	89%	0.78
Chinatown	5,078	20%	0.11	20,172	80%	0.41
East Lynn	3,919	19%	0.12	16,393	81%	1.00
West End	2,990	38%	0.05	4,852	62%	0.52
North End	2,389	58%	0.03	1,715	42%	0.85
East Boston	1,605	12%	0.39	12,337	88%	0.85
West Revere	1,543	23%	0.45	5,120	77%	1.21
Chelsea	1,261	8%	0.49	14,613	92%	0.95
East Somerville	1,199	5%	0.45	20,603	95%	0.91

Transit Route: Route 426 (Central Sq., Lynn – Haymarket Sta./Wonderland Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	10,704	53%	0.13	9,608	47%	1.35
East Revere	7,614	79%	0.30	1,984	21%	1.34
Waterfront	6,115	11%	0.18	49,571	89%	0.78
Chinatown	5,061	20%	0.11	20,188	80%	0.41
West End	3,008	38%	0.05	4,834	62%	0.52
West Revere	2,708	41%	0.28	3,955	59%	1.41
South Salem	2,579	39%	0.23	3,965	61%	1.42
East Boston	2,416	17%	0.43	11,526	83%	0.86
North End	2,402	59%	0.04	1,702	41%	0.85
North Salem	1,885	51%	0.10	1,781	49%	1.29

Transit Route: Route 428 (Oaklandvale – Haymarket Sta. via Granada Highlands)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	5,675	10%	0.16	50,011	90%	0.77
Chinatown	4,928	20%	0.11	20,322	80%	0.40
West End	2,963	38%	0.05	4,879	62%	0.51
North End	2,408	59%	0.03	1,696	41%	0.84
West Revere	1,728	26%	0.42	4,936	74%	1.27
East Malden	1,561	25%	0.39	4,589	75%	1.17
Chelsea	1,542	10%	0.59	14,332	90%	0.93
South Saugus	1,503	70%	0.24	633	30%	1.68
East Boston	1,275	9%	0.43	12,667	91%	0.85
East Somerville	1,238	6%	0.48	20,563	94%	0.91

Transit Route: Route 429 (Northgate Shopping Ctr. – Central Sq., Lynn)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	9,127	45%	0.13	11,185	55%	1.04
West Revere	2,325	35%	0.44	4,339	65%	1.27
South Saugus	1,863	87%	0.25	273	13%	1.86
North Saugus	1,673	48%	0.38	1,839	52%	2.20
East Malden	1,187	19%	0.56	4,963	81%	1.11
East Revere	1,107	12%	0.60	8,492	88%	1.12
Melrose	895	34%	0.79	1,762	66%	1.29
East Boston	818	6%	0.86	13,124	94%	0.81
Wakefield	791	14%	1.14	4,861	86%	1.53
West Lynn	787	18%	0.28	3,523	82%	1.53

Transit Route: Route 430 (Appleton St., Saugus – Malden Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Malden	4,459	62%	0.08	2,713	38%	1.17
East Malden	4,180	68%	0.14	1,970	32%	1.42
West Revere	1,236	19%	0.51	5,428	81%	1.22
South Saugus	1,092	51%	0.17	1,044	49%	1.67
West Everett	998	39%	0.23	1,553	61%	1.03
East Lynn	655	3%	0.78	19,657	97%	0.67
North Saugus	431	12%	0.40	3,081	88%	1.86
Melrose	414	16%	0.50	2,242	84%	1.33
East Medford	320	6%	0.44	5,245	94%	1.12
West Lynn	299	7%	0.79	4,010	93%	1.16

Transit Route: Route 431 (Neptune Towers – Central Sq., Lynn)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	12,420	61%	0.05	7,892	39%	1.01
West Lynn	923	21%	0.19	3,386	79%	1.25
East Revere	779	8%	0.62	8,820	92%	1.08
West Revere	387	6%	0.69	6,276	94%	1.15
North Saugus	237	7%	0.73	3,275	93%	1.64
Swampscott	212	9%	0.41	2,145	91%	1.03
South Salem	210	3%	0.57	6,334	97%	0.94
Nahant	203	40%	0.78	305	60%	1.81
South Saugus	202	9%	0.58	1,934	91%	1.25
Winthrop	155	26%	1.22	436	74%	1.28

Transit Route: Route 434 (Peabody – Haymarket Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	6,025	11%	0.15	49,660	89%	0.78
Chinatown	5,074	20%	0.11	20,176	80%	0.41
East Revere	4,759	50%	0.29	4,839	50%	1.23
East Lynn	3,594	18%	0.16	16,718	82%	0.91
West End	2,987	38%	0.05	4,855	62%	0.52
South Peabody	2,454	37%	0.27	4,136	63%	1.40
North End	2,389	58%	0.03	1,716	42%	0.85
West Revere	1,509	23%	0.47	5,154	77%	1.21
East Boston	1,498	11%	0.39	12,444	89%	0.85
Chelsea	1,272	8%	0.50	14,602	92%	0.94

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 435 – 459

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	8,335	41%	0.10	11,977	59%	1.09
South Peabody	3,993	61%	0.28	2,597	39%	1.88
South Danvers	3,268	100%	0.21	-761	0%	1.94
North Peabody	1,748	21%	0.89	6,391	79%	1.97
West Lynn	683	16%	0.22	3,627	84%	1.53
South Salem	571	9%	0.74	5,973	91%	0.96
West Revere	409	6%	0.86	6,255	94%	1.15
North Salem	363	10%	0.61	3,303	90%	0.77
North Danvers	338	10%	0.27	3,121	90%	1.05
North Saugus	286	8%	0.84	3,226	92%	1.67

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	10,152	50%	0.08	10,160	50%	1.34
South Peabody	2,545	39%	0.32	4,045	61%	1.59
South Danvers	1,903	76%	0.33	603	24%	1.51
North Peabody	1,784	22%	0.82	6,355	78%	1.97
West Lynn	877	20%	0.21	3,432	80%	1.59
West Revere	521	8%	0.80	6,142	92%	1.15
North Danvers	444	13%	0.41	3,016	87%	0.96
South Salem	432	7%	0.73	6,111	93%	0.96
East Revere	422	4%	0.70	9,177	96%	1.09
North Saugus	407	12%	0.81	3,105	88%	1.68

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

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	8,118	40%	0.09	12,194	60%	0.97
Swampscott	2,243	95%	0.15	114	5%	1.51
South Salem	1,187	18%	0.34	5,356	82%	1.01
West Lynn	472	11%	0.40	3,837	89%	1.21
West Revere	99	1%	0.82	6,564	99%	1.14
East Boston	48	0%	0.83	13,894	100%	0.81
East Revere	48	1%	0.72	9,551	99%	1.08
Brockton	47	0%	1.73	17,435	100%	0.94
North Saugus	31	1%	0.88	3,481	99%	1.63
Chelsea	25	0%	0.81	15,849	100%	0.91

Transit Route: Route 441 (Marblehead – Haymarket Sta./Wonderland Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	14,838	73%	0.12	5,474	27%	1.30
East Revere	7,765	81%	0.30	1,834	19%	1.29
Waterfront	6,079	11%	0.17	49,607	89%	0.78
Chinatown	5,077	20%	0.11	20,173	80%	0.41
West End	3,005	38%	0.05	4,837	62%	0.52
North End	2,401	59%	0.04	1,703	41%	0.85
Swampscott	2,297	97%	0.23	60	3%	1.67
East Boston	2,058	15%	0.41	11,884	85%	0.86
West Revere	1,883	28%	0.47	4,780	72%	1.23
South Salem	1,762	27%	0.44	4,782	73%	1.04

Transit Route: Route 442 (Marblehead – Haymarket Sta./Wonderland Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	14,354	71%	0.11	5,958	29%	1.28
East Revere	7,749	81%	0.29	1,849	19%	1.29
Waterfront	6,045	11%	0.16	49,640	89%	0.78
Chinatown	5,068	20%	0.11	20,182	80%	0.41
West End	2,995	38%	0.05	4,847	62%	0.52
North End	2,393	58%	0.03	1,711	42%	0.85
East Boston	1,975	14%	0.41	11,967	86%	0.86
West Revere	1,867	28%	0.46	4,797	72%	1.23
Marblehead	1,690	51%	0.18	1,647	49%	1.51
Swampscott	1,658	70%	0.28	699	30%	1.31

Transit Route: Route 448 (Marblehead – Downtown Crossing)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	33,414	60%	0.10	22,272	40%	1.20
Chinatown	11,688	46%	0.06	13,561	54%	0.62
Downtown	11,030	59%	0.02	7,692	41%	0.68
East Lynn	7,835	39%	0.15	12,477	61%	0.99
East Revere	6,483	68%	0.33	3,116	32%	1.23
Swampscott	2,120	90%	0.24	237	10%	1.64
West End	2,007	26%	0.13	5,835	74%	0.43
South End	1,914	15%	0.27	10,849	85%	0.44
Brockton	1,731	10%	0.99	15,752	90%	0.94
East Boston	1,730	12%	0.39	12,212	88%	0.87

Transit Route: Route 449 (Marblehead – Downtown Crossing)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	33,041	59%	0.09	22,645	41%	1.19
Chinatown	11,413	45%	0.06	13,836	55%	0.62
Downtown	10,963	59%	0.02	7,759	41%	0.68
East Lynn	7,371	36%	0.13	12,941	64%	0.98
East Revere	6,578	69%	0.29	3,021	31%	1.22
West End	1,989	25%	0.12	5,853	75%	0.43
South End	1,871	15%	0.26	10,891	85%	0.44
East Boston	1,772	13%	0.39	12,170	87%	0.86
East Cambridge	1,700	7%	0.36	21,823	93%	0.51
Brockton	1,685	10%	0.97	15,798	90%	0.94

Transit Route: Route 450 (Salem Depot – Haymarket Sta./Wonderland Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Revere	6,841	71%	0.29	2,758	29%	1.23
Waterfront	6,038	11%	0.16	49,648	89%	0.78
Chinatown	5,074	20%	0.11	20,176	80%	0.41
East Lynn	4,351	21%	0.14	15,962	79%	1.01
West End	2,998	38%	0.05	4,844	62%	0.52
North Salem	2,544	69%	0.07	1,122	31%	1.33
North End	2,395	58%	0.03	1,709	42%	0.85
South Salem	2,168	33%	0.26	4,375	67%	1.14
East Boston	1,652	12%	0.40	12,290	88%	0.85
West Revere	1,564	23%	0.48	5,100	77%	1.21

Transit Route: Route 451 (No. Beverly – Salem Depot)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
West Beverly	4,487	74%	0.07	1,606	26%	1.63
North Salem	2,346	64%	0.06	1,319	36%	1.23
East Beverly	691	22%	0.29	2,488	78%	1.51
East Lynn	440	2%	0.69	19,872	98%	0.67
South Salem	378	6%	0.41	6,165	94%	1.01
West Lynn	217	5%	0.85	4,092	95%	1.15
North Peabody	203	2%	1.46	7,936	98%	1.75
South Peabody	159	2%	0.74	6,431	98%	1.25
Marblehead	113	3%	0.94	3,225	97%	0.98
Wenham	104	11%	0.10	838	89%	0.48

Transit Route: Route 455 (Salem Depot – Haymarket Sta./Wonderland Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	10,117	50%	0.13	10,196	50%	1.36
East Revere	8,289	86%	0.29	1,310	14%	1.35
Waterfront	6,386	11%	0.19	49,300	89%	0.78
East Boston	5,819	42%	0.13	8,123	58%	1.26
Chinatown	5,226	21%	0.12	20,024	79%	0.41
Chelsea	3,850	24%	0.38	12,025	76%	1.02
West End	3,507	45%	0.05	4,336	55%	0.56
South Salem	2,595	40%	0.22	3,949	60%	1.42
North End	2,539	62%	0.04	1,566	38%	0.88
West Revere	2,500	38%	0.37	4,164	62%	1.31

Transit Route: Route 456 (Salem Depot – Central Sq., Lynn)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
East Lynn	9,584	47%	0.07	10,729	53%	1.39
North Salem	2,336	64%	0.06	1,329	36%	1.30
South Salem	1,987	30%	0.23	4,557	70%	1.14
West Revere	441	7%	0.73	6,223	93%	1.15
East Revere	434	5%	0.66	9,164	95%	1.09
West Lynn	333	8%	0.22	3,977	92%	1.42
North Saugus	212	6%	0.74	3,300	94%	1.66
Nahant	181	36%	0.83	327	64%	1.88
South Peabody	143	2%	0.52	6,447	98%	1.28
West Beverly	133	2%	0.57	5,960	98%	0.96

Transit Route: Route 459 (Salem Depot – Downtown Crossing)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	33,387	60%	0.10	22,299	40%	1.20
Chinatown	11,655	46%	0.06	13,595	54%	0.62
Downtown	10,949	58%	0.02	7,773	42%	0.68
East Lynn	9,912	49%	0.12	10,400	51%	1.34
East Revere	4,701	49%	0.37	4,898	51%	1.23
South Salem	2,599	40%	0.23	3,945	60%	1.42
West End	1,988	25%	0.13	5,854	75%	0.43
South End	1,886	15%	0.27	10,877	85%	0.44
North Salem	1,872	51%	0.11	1,793	49%	1.29
Brockton	1,704	10%	1.00	15,779	90%	0.94

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Route 465 – 556

Transit Route: Route 465 (Liberty Tree Mall – Salem Depot)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Danvers	3,257	100%	0.22	-750	0%	1.94
South Peabody	2,724	41%	0.29	3,865	59%	1.79
North Salem	2,320	63%	0.13	1,346	37%	1.31
North Peabody	1,577	19%	0.91	6,562	81%	1.95
South Salem	993	15%	0.45	5,550	85%	1.05
East Lynn	638	3%	0.74	19,674	97%	0.67
West Lynn	459	11%	0.79	3,851	89%	1.16
North Danvers	297	9%	0.27	3,162	91%	1.05
East Beverly	198	6%	1.13	2,981	94%	1.24
West Beverly	191	3%	0.97	5,902	97%	0.93

Transit Route: Route 468 (Danvers Sq. – Salem Depot)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South Danvers	2,358	94%	0.15	149	6%	1.38
North Salem	2,148	59%	0.05	1,518	41%	1.21
South Peabody	718	11%	0.34	5,872	89%	1.33
East Lynn	338	2%	0.68	19,974	98%	0.67
South Salem	228	3%	0.37	6,316	97%	1.01
North Peabody	192	2%	1.10	7,947	98%	1.77
West Lynn	190	4%	0.76	4,119	96%	1.15
West Beverly	179	3%	0.78	5,913	97%	0.95
East Beverly	96	3%	0.97	3,083	97%	1.25
East Boston	67	0%	1.02	13,874	100%	0.81

Transit Route: Route 500 (Riverside Sta. – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	16,941	30%	0.11	38,744	70%	0.95
Chinatown	10,423	41%	0.05	14,827	59%	0.66
Downtown	7,647	41%	0.02	11,075	59%	0.66
West End	1,721	22%	0.12	6,121	78%	0.43
East Cambridge	1,517	6%	0.34	22,006	94%	0.51
South End	1,402	11%	0.24	11,360	89%	0.45
East Somerville	1,355	6%	0.42	20,446	94%	0.91
Brockton	1,257	7%	0.96	16,226	93%	0.94
Fenway	1,118	8%	0.33	13,059	92%	0.52
Chelsea	1,070	7%	0.51	14,804	93%	0.93

Transit Route: Route 501 (Brighton Ctr. – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	17,120	31%	0.12	38,565	69%	0.96
Chinatown	10,684	42%	0.05	14,565	58%	0.65
Downtown	7,515	40%	0.02	11,207	60%	0.66
South Brighton	3,387	100%	0.19	-1,454	0%	1.03
West End	1,708	22%	0.12	6,134	78%	0.43
East Cambridge	1,528	6%	0.37	21,995	94%	0.51
East Somerville	1,455	7%	0.46	20,346	93%	0.92
South End	1,328	10%	0.26	11,434	90%	0.45
Brockton	1,263	7%	0.97	16,220	93%	0.94
North Brighton	1,127	100%	0.20	-662	0%	1.28

Transit Route: Route 502 (Watertown Yard – Copley Sq.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chinatown	5,377	21%	0.13	19,873	79%	0.40
Waterfront	3,658	7%	0.37	52,027	93%	0.70
Back Bay	2,943	35%	0.05	5,456	65%	0.71
Fenway	1,346	9%	0.14	12,831	91%	0.56
Downtown	1,193	6%	0.23	17,529	94%	0.23
South End	1,107	9%	0.07	11,655	91%	0.56
East Cambridge	703	3%	0.39	22,820	97%	0.50
West End	650	8%	0.26	7,192	92%	0.36
East Somerville	637	3%	0.52	21,164	97%	0.90
Chelsea	447	3%	0.61	15,428	97%	0.92

Transit Route: Route 503 (Brighton Center – Copley Sq.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chinatown	5,726	23%	0.13	19,524	77%	0.40
Waterfront	3,756	7%	0.40	51,930	93%	0.70
South Brighton	3,545	100%	0.17	-1,612	0%	1.02
Back Bay	2,786	33%	0.05	5,614	67%	0.71
North Brighton	1,125	100%	0.18	-660	0%	1.26
North Allston	1,091	16%	0.29	5,905	84%	0.93
Downtown	1,057	6%	0.24	17,665	94%	0.23
South End	991	8%	0.07	11,771	92%	0.56
East Somerville	717	3%	0.55	21,084	97%	0.90
East Cambridge	716	3%	0.42	22,807	97%	0.50

Transit Route: Route 504 (Watertown Yard – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	17,098	31%	0.12	38,587	69%	0.96
Chinatown	10,298	41%	0.05	14,952	59%	0.66
Downtown	7,679	41%	0.02	11,043	59%	0.66
West End	1,719	22%	0.11	6,123	78%	0.43
East Cambridge	1,527	6%	0.34	21,996	94%	0.51
South End	1,461	11%	0.25	11,301	89%	0.45
East Somerville	1,393	6%	0.44	20,409	94%	0.91
Brockton	1,273	7%	0.96	16,210	93%	0.94
Fenway	1,122	8%	0.35	13,055	92%	0.52
Chelsea	1,097	7%	0.52	14,777	93%	0.93

Transit Route: Route 505 (Waltham Ctr. – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	16,893	30%	0.12	38,792	70%	0.95
Chinatown	10,334	41%	0.05	14,916	59%	0.65
Downtown	7,625	41%	0.02	11,097	59%	0.66
South Waltham	2,141	41%	0.13	3,047	59%	1.11
West End	1,707	22%	0.12	6,135	78%	0.43
East Cambridge	1,505	6%	0.35	22,018	94%	0.51
South End	1,435	11%	0.25	11,328	89%	0.45
East Somerville	1,344	6%	0.44	20,458	94%	0.91
Brockton	1,277	7%	0.98	16,206	93%	0.94
Chelsea	1,071	7%	0.52	14,803	93%	0.93

Transit Route: Route 553 (Roberts – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	17,072	31%	0.13	38,614	69%	0.96
Chinatown	10,322	41%	0.05	14,928	59%	0.65
Downtown	7,604	41%	0.02	11,118	59%	0.66
West End	1,704	22%	0.12	6,138	78%	0.43
South Waltham	1,645	32%	0.11	3,543	68%	1.40
East Cambridge	1,512	6%	0.37	22,011	94%	0.51
South End	1,427	11%	0.26	11,335	89%	0.45
East Somerville	1,374	6%	0.47	20,427	94%	0.91
Brockton	1,314	8%	1.00	16,169	92%	0.94
Fenway	1,093	8%	0.36	13,084	92%	0.51

Transit Route: Route 554 (Waverly Sq. – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	17,087	31%	0.13	38,598	69%	0.96
Chinatown	10,337	41%	0.05	14,913	59%	0.65
Downtown	7,618	41%	0.02	11,104	59%	0.66
South Waltham	2,691	52%	0.19	2,497	48%	1.18
West End	1,707	22%	0.12	6,136	78%	0.43
East Cambridge	1,527	6%	0.37	21,996	94%	0.51
South End	1,428	11%	0.26	11,334	89%	0.45
East Somerville	1,395	6%	0.49	20,406	94%	0.91
Brockton	1,309	7%	1.00	16,174	93%	0.94
Fenway	1,096	8%	0.36	13,081	92%	0.51

Transit Route: Route 555 (Riverside Sta. – Federal & Franklin Sts. via Newton)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	17,184	31%	0.16	38,501	69%	0.96
Chinatown	15,017	59%	0.07	10,233	41%	0.94
Downtown	8,174	44%	0.03	10,548	56%	0.73
Back Bay	3,697	44%	0.08	4,702	56%	0.89
South End	2,338	18%	0.13	10,424	82%	0.64
Fenway	2,299	16%	0.20	11,878	84%	0.57
West End	2,274	29%	0.14	5,568	71%	0.45
East Cambridge	2,159	9%	0.36	21,365	91%	0.52
East Somerville	1,940	9%	0.47	19,861	91%	0.92
Chelsea	1,445	9%	0.55	14,429	91%	0.94

Transit Route: Route 556 (Waltham Highlands – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	17,115	31%	0.12	38,570	69%	0.96
Chinatown	10,343	41%	0.05	14,907	59%	0.65
Downtown	7,637	41%	0.02	11,085	59%	0.66
South Waltham	2,295	44%	0.15	2,893	56%	1.15
West End	1,701	22%	0.12	6,141	78%	0.43
East Cambridge	1,518	6%	0.36	22,005	94%	0.51
South End	1,437	11%	0.26	11,326	89%	0.45
East Somerville	1,393	6%	0.47	20,408	94%	0.91
Brockton	1,299	7%	0.99	16,184	93%	0.94
Chelsea	1,098	7%	0.53	14,776	93%	0.93

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

TABLE 83 – Continued
Ten Greatest Origin Neighborhoods and Associated Projected Change in Trips, Percent of Change, and Cost of Transit Trips in and outside Service Area: Routes 558, CT1-3, Silver Line Waterfront, and Silver Line Washington Street

Transit Route: Route 558 (Riverside – Federal & Franklin Sts.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	17,136	31%	0.13	38,550	69%	0.96
Chinatown	10,321	41%	0.05	14,928	59%	0.65
Downtown	7,636	41%	0.02	11,086	59%	0.66
South Waltham	2,310	45%	0.17	2,878	55%	1.14
West End	1,703	22%	0.12	6,140	78%	0.43
East Cambridge	1,524	6%	0.37	21,999	94%	0.51
South End	1,423	11%	0.26	11,339	89%	0.45
East Somerville	1,395	6%	0.48	20,407	94%	0.91
Brockton	1,309	7%	1.01	16,174	93%	0.94
Fenway	1,080	8%	0.37	13,097	92%	0.51

Transit Route: Route 701/CT1: Central Sq., Cambridge – So. End Med. Area)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
South End	6,685	52%	0.06	6,078	48%	0.77
Waterfront	5,452	10%	0.35	50,234	90%	0.72
Chinatown	5,437	22%	0.21	19,812	78%	0.36
Fenway	5,091	36%	0.09	9,085	64%	0.76
Central Square	4,747	50%	0.08	4,791	50%	0.81
Back Bay	4,322	51%	0.07	4,078	49%	0.53
East Cambridge	2,227	9%	0.14	21,296	91%	0.56
Downtown	1,444	8%	0.30	17,278	92%	0.23
Longwood	1,251	12%	0.25	9,277	88%	0.40
Harvard Square	1,226	100%	0.22	-3,597	0%	0.47

Transit Route: Route 708/CT3 (Beth Israel Deaconess – Andrew Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	10,263	72%	0.11	3,913	28%	0.79
Longwood	10,050	95%	0.05	478	5%	0.95
South End	9,169	72%	0.07	3,593	28%	0.64
Back Bay	3,549	42%	0.17	4,851	58%	0.36
Chinatown	3,527	14%	0.25	21,722	86%	0.35
Waterfront	3,314	6%	0.37	52,371	94%	0.71
Mission Hill	3,022	57%	0.18	2,242	43%	0.93
BU	2,622	46%	0.20	3,042	54%	0.66
North Roxbury	1,823	46%	0.16	2,140	54%	1.10
North Brookline	1,243	41%	0.22	1,814	59%	0.79

Transit Route: Routes 741, 742, 746/Silver Line Waterfront

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Waterfront	32,964	59%	0.09	22,722	41%	1.14
Chinatown	10,960	43%	0.06	14,289	57%	0.54
Downtown	10,607	57%	0.02	8,115	43%	0.53
South End	1,935	15%	0.27	10,828	85%	0.44
Brockton	1,672	10%	0.98	15,811	90%	0.94
West End	1,658	21%	0.13	6,184	79%	0.40
Back Bay	1,604	19%	0.24	6,795	81%	0.35
Fenway	1,517	11%	0.37	12,659	89%	0.51
East Cambridge	1,498	6%	0.35	22,025	94%	0.51
East Somerville	1,439	7%	0.44	20,362	93%	0.91

Transit Route: Route 747/CT2 (Sullivan Sta. – Ruggles Sta.)

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Fenway	10,347	73%	0.13	3,830	27%	0.83
Longwood	9,659	92%	0.06	869	8%	1.00
East Cambridge	8,582	36%	0.07	14,942	64%	0.76
Central Square	5,733	60%	0.09	3,805	40%	0.83
East Somerville	5,415	25%	0.16	16,386	75%	1.14
South End	5,140	40%	0.23	7,623	60%	0.45
Spring Hill	4,281	76%	0.16	1,344	24%	0.86
Waterfront	3,673	7%	0.50	52,013	93%	0.70
BU	3,310	58%	0.15	2,354	42%	0.89
Back Bay	3,247	39%	0.23	5,153	61%	0.35

Transit Route: Route 749/Silver Line Washington St.

	Destinations in Service Area			Destinations not in Service Area		
Origin Neighborhood	**# Trips**	**% Trips**	**Transit $**	**# Trips**	**% Trips**	**Transit $**
Chinatown	15,363	61%	0.06	9,886	39%	0.79
Waterfront	14,293	26%	0.16	41,393	74%	0.92
Downtown	8,777	47%	0.03	9,945	53%	0.60
South End	6,770	53%	0.09	5,993	47%	0.78
Fenway	2,676	19%	0.26	11,501	81%	0.54
Back Bay	2,481	30%	0.14	5,918	70%	0.42
West End	2,129	27%	0.12	5,713	73%	0.45
East Cambridge	1,872	8%	0.34	21,652	92%	0.51
East Somerville	1,719	8%	0.44	20,083	92%	0.92
North Roxbury	1,526	39%	0.18	2,437	61%	0.93

Neighborhood lies outside route's service area

For projected percentages, a service-area percentage of 100% and a non-service area percentage of 0% reflect that service-area trips are projected to increase and non-service-area trips are projected to decrease.

Table 84
Top 20 Neighborhoods Listed in Top 10 Destination Neighborhoods for All Transit Routes for Existing Trips, Count and Percent of Routes Listing the Neighborhood, Percent of Routes for which the Neighborhood Lies in the Routes' Service Area

Destination Neighborhood	Count of Routes Listing the Neighborhood	Percent of Routes	
		Listing the Neighborhood	Serving the Neighborhood
Downtown	137	79%	66%
Back Bay	90	52%	73%
Chinatown	62	36%	34%
South End	53	30%	36%
Fenway	48	28%	27%
South Dorchester	46	26%	41%
West End	43	25%	40%
Harvard Square	41	24%	54%
Longwood	38	22%	21%
South Newton	37	21%	78%
North End	33	19%	36%
Kendall/MIT	29	17%	62%
North Dorchester	29	17%	59%
South Quincy	29	17%	34%
South Roxbury	29	17%	34%
Central Square	28	16%	36%
North Cambridge	28	16%	29%
Waterfront	28	16%	32%
Spring Hill	27	16%	41%
East Revere	24	14%	25%

Table 81 shows the ten greatest origin neighborhoods for all existing trips with a destination in the service area of each transit route. The table also shows the number of these trips, the number of trips originating from the neighborhood that do not have a destination in the transit route's service area, the associated percentages of trips originating from each neighborhood that do and do not have a destination in the transit route's service area, and the associated relative cost index of transit trips originating from each neighborhood that do and do not have a destination in the transit route's service area. Of the 174 analyzed transit routes, the greatest number (68 or 39%) list South Dorchester as one of their 10 greatest origin neighborhoods for trips that are destined for each route's service area. This is followed by South End, Chinatown, and Back Bay. The 20 greatest origin

neighborhoods, in terms of their inclusion in the top-10 list for each transit route, are listed in Table 85, along with the number and percentage of times each neighborhood was listed, and the percentage of routes for which the neighborhood lies in the routes' service area. Chelsea lies in the service area of the greatest percentage of routes (71%) that list it as one of the 10 greatest origin neighborhoods, followed by East Boston (68%) and North Quincy (67%). Downtown lies in the service area of the smallest percentage of these routes (6%), followed by Longwood (7%) and North Roxbury (18%). Several neighborhoods do not lie in the service area of any of the routes that list them as one of their top 10 origins for their service-area destinations. These include Mission Hill, Beacon Hill, BU, North Newton, and North Allston.

Table 85
Top 20 Neighborhoods Listed in Top 10 Origin Neighborhoods for All Transit Routes for Existing Trips, Count and Percent of Routes Listing the Neighborhood, Percent of Routes for which the Neighborhood Lies in the Routes' Service Area

Origin Neighborhood	Count of Routes Listing the Neighborhood	Percent of Routes	
		Listing the Neighborhood	Serving the Neighborhood
South Dorchester	68	39%	60%
South End	57	33%	42%
Chinatown	52	30%	21%
Back Bay	48	28%	50%
Downtown	48	28%	6%
Fenway	46	26%	24%
South Roxbury	41	24%	51%
Mattapan	39	22%	46%
North Roxbury	39	22%	18%
North End	37	21%	41%
East Revere	36	21%	47%
Harvard Square	32	18%	41%
West End	32	18%	28%
East Boston	31	18%	68%
Longwood	30	17%	7%
North Dorchester	30	17%	60%
Davis Square	29	17%	62%
South Quincy	29	17%	34%
Chelsea	28	16%	71%
Central Square	27	16%	33%

Table 82 shows the ten greatest destination neighborhoods for the projected change in all trips with an origin in the service area of each transit route. The table also shows the number of these trips, the number of trips destined for the neighborhood that do not have an origin in the transit route's service area, the associated percentages of trips destined for each neighborhood that do and do not have an origin in the transit route's service area, and the associated relative cost index of transit trips destined for each neighborhood that do and do not have an origin in the transit route's service area. Of the 174 analyzed transit routes, the greatest number (161 or 93%) list the Waterfront as one of their 10 greatest destination neighborhoods for trips that originate from each route's service area. This is followed by East Somerville, Downtown, and Chinatown. The 20 greatest destination neighborhoods, in terms of their inclusion in the top-10 list for each transit route, are listed in Table 86, along with the number and percentage of times each neighborhood was listed, and the percentage of routes for which the neighborhood lies in the routes' service area. Westwood lies in the service area of the greatest percentage of routes (100%) that list it as one of the 10 greatest destination neighborhoods, followed by the Waterfront (82%) and East Somerville (79%). Mission Hill lies in the service area of the smallest percentage of these routes (0%), followed by North Roxbury (16%) and South Dorchester (19%). Several other neighborhoods do not lie in the service area of any of the routes that list them as one of their top 10 destinations for their service-area origins. These include North End, Jamaica Plain, West Malden, East Arlington, and South Brighton.

Table 83 shows the ten greatest origin neighborhoods for the projected change in all trips with a destination in the service area of each transit route. The table also shows the number of these trips, the number of trips originating from the neighborhood that do not have a destination in the transit route's service area, the associated percentages of trips originating from each neighborhood that do and do not have a destination in the transit route's service area, and the associated relative cost index of transit trips originating from each neighborhood that do and do not have a destination in the transit route's service area. Of the 174 analyzed transit routes, the greatest number (122 or 70%) list the Waterfront as one of their 10 greatest origin neighborhoods for trips that are destined for each route's service area. This is followed by Chinatown, East Cambridge, and East Somerville. The 20 greatest origin neighborhoods, in terms of their inclusion in the top-10 list for

Table 86
Top 20 Neighborhoods Listed in Top 10 Destination Neighborhoods for All Transit Routes for the Projected Change in Trips, Count and Percent of Routes Listing the Neighborhood, Percent of Routes for which the Neighborhood Lies in the Routes' Service Area

Destination Neighborhood	Count of Routes Listing the Neighborhood	Percent of Routes	
		Listing the Neighborhood	Serving the Neighborhood
Waterfront	161	93%	82%
East Somerville	97	56%	79%
Downtown	77	44%	56%
Chinatown	63	36%	35%
South End	56	32%	39%
Fenway	55	32%	36%
West End	49	28%	43%
Back Bay	43	25%	56%
Longwood	41	24%	29%
North Roxbury	37	21%	16%
Westwood	34	20%	100%
Mattapan	33	19%	36%
North Allston	27	16%	33%
East Cambridge	26	15%	54%
Mission Hill	26	15%	0%
South Dorchester	26	15%	19%
South Roxbury	26	15%	27%
East Revere	25	14%	24%
North Quincy	24	14%	67%
Spring Hill	24	14%	33%

each transit route, are listed in Table 87, along with the number and percentage of times each neighborhood was listed, and the percentage of routes for which the neighborhood lies in the routes' service area. Brockton lies in the service area of the greatest percentage of routes (97%) that list it as one of the 10 greatest origin neighborhoods, followed by East Cambridge (83%) and Chelsea (76%). North Roxbury lies in the service area of the smallest percentage of these routes (0%), followed by Longwood (10%) and South Dorchester (12%). Several other neighborhoods do not lie in the service area of any of the routes that list them as one of their top 10 origins for their service-area destinations. These include Mission Hill, North End, East Malden, Jamaica Plain, and East Arlington.

Table 87
Top 20 Neighborhoods Listed in Top 10 Origin Neighborhoods for All Transit Routes for the Projected Change in Trips, Count and Percent of Routes Listing the Neighborhood, Percent of Routes for which the Neighborhood Lies in the Routes' Service Area

Origin Neighborhood	Count of Routes Listing the Neighborhood	Percent of Routes	
		Listing the Neighborhood	Serving the Neighborhood
Waterfront	122	70%	76%
Chinatown	74	43%	45%
East Cambridge	69	40%	83%
East Somerville	64	37%	69%
Downtown	60	34%	38%
South End	59	34%	39%
Fenway	55	32%	38%
West End	50	29%	44%
Back Bay	37	21%	38%
Chelsea	34	20%	76%
Mattapan	33	19%	36%
Longwood	31	18%	10%
Brockton	29	17%	97%
East Boston	28	16%	64%
Spring Hill	27	16%	37%
North Roxbury	26	15%	0%
South Dorchester	26	15%	12%
West Revere	26	15%	58%
South Quincy	25	14%	24%
Charlestown	24	14%	29%

3.6.5 Summary of Trips and Costs

The analysis of this section largely reinforces the conclusions of previous sections. Most existing trips have origins and destinations that are mainly served by routes with the greatest ridership totals. These transit routes typically serve downtown Boston or other neighborhoods that attract a large number of trips. Population and employment densities are typically greater in these neighborhoods, as are the number of zero-vehicle households. Transit costs are also generally lower for existing trips to and from these neighborhoods. Finally, the largest number of existing trips occurs within neighborhoods or between neighborhoods that are nearby or within the same town. These neighborhoods include Chinatown, Downtown, Fenway, and Harvard Square.

In terms of the projected 2030 change in trips, there are several neighborhoods that appear consistently throughout this section when identifying transit routes that have greater projected increases in trips to and from their service areas, greater numbers of projected origins and destinations, and greater costs for transit trips. The two neighborhoods that stand out are the Waterfront and East Somerville. Neighborhoods such as Chinatown, Downtown, East Boston, East Cambridge, Fenway, Longwood, and North Roxbury are also noticeable for their projected trip increases. Therefore, while the existing transit system appears to adequately serve existing travel patterns, increases in the number of trips to neighborhoods that currently have higher transit costs indicate that potential changes may be advisable.