

MBTA Systemwide Passenger Survey

Somerville Garage 2008-09

BUS SYSTEM



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Somerville Garage

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ABSTRACT

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

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

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

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

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KEYWORDS

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Introduction

1.1 THE SYSTEMWIDE SURVEY

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

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

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

1.2 SOMERVILLE GARAGE SURVEY METHOD

This volume presents the survey results for passengers riding the bus routes that are based at Somerville Garage¹ (62, 64, 67, 68, 69, 70, 71, 72, 73, 74, 75,

¹ Trackless trolley routes are based at North Cambridge Car House but included in Somerville Garage.

76, 77, 78, 79, 80, 83, 84, 85, 86, 87, 88, 350, 351); these routes, along with the MBTA's other bus routes, belong to the local bus component of the MBTA system.

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

Survey forms were offered to all riders riding Somerville Garage bus routes between 6:00 AM and 3:30 PM on a typical weekday in 2008 or 2009. This distribution strategy was designed to provide approximately 85% of the weekday riders on the bus routes with an opportunity to receive a survey form during what would be considered typical travel conditions.² Completed survey forms could be returned to the survey distributors or Customer Service Agents in the stations, or could be mailed in postage-free. Also, the riders were informed that they could use an online survey form instead of the paper form.

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

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

1.3 ORGANIZATION OF DATA IN THIS REPORT

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

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

² Surveys were not distributed on Monday mornings or Friday afternoons, as the travel at these times is typically lighter than at other times during the week.

Chapter

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

took them to travel from the stop where they left the surveyed bus route to their overall trip destination

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

2

Results for the Somerville Garage Bus Routes as a Whole

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

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

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

Trip Purpose Slightly more than 90% of the trips made on Somerville Garage bus routes were in one of the seven categories that are “home-based” (that is, home was either the origin or destination of the trip). A majority of these (65% of all trips) were “home-based work” (either heading to work from home or to home from work). Of the other six types of home-based trips, “home-based school” had the second-largest percentage of all trips (9%), followed by “home-based other” (5%).

“Work-based” trips (those with one end at work and the other end not at home) accounted for 6% of all bus trips. Combining those trips with home-based work trips and home-based work-related trips shows that 73% of all trips had work or a work-related activity as one end of the trip.

Reasons for Using the MBTA The most common reason for using a Somerville Garage bus route was convenience (56%). The next-most-common responses were “environmentally responsible” (48%), “avoid driving/traffic” (44%), and “avoid parking at destination” (41%). The least common reason was “speed/travel time” (20%).

Alternative Means When asked whether they would make the same trip by other means on days that they did not use the surveyed bus route, 57% of the respondents answered “yes.” Of those riders, the largest number (38% of all surveyed bus riders) indicated that they would use another MBTA service. The

next-most-commonly selected travel mode options were “drive alone” (32%), “other” (26%), and “bicycle” (16%). (The respondents indicating “other” wrote in alternatives that included walking, taking a taxi, and being driven by someone else.) Some respondents reported more than one alternative mode.

2.2 ORIGIN LOCATIONS AND ACTIVITIES

Bus routes that are operated out of the Somerville Garage primarily serve towns lying to the north and west of Boston as well as Boston itself. The greatest number of riders on Somerville Garage bus routes reported starting their trip in these towns; the most common origins were Arlington (14%), the Spring Hill neighborhood of Somerville (10%), Watertown (10%), and the Central Square and Harvard Square neighborhoods of Cambridge (both 7%).

The most common “activity” before boarding a Somerville Garage bus route was “home” (78%), followed by “work” (8%) and “personal business” and “school” (both 3%). These proportions of reported activities reflect a traditional morning commute pattern.

2.3 ACCESS TO THE BUS

The most common mode of access to Somerville Garage bus routes was walking, which accounted for 74% of the trips. The next-most-common access modes were transferring from rapid transit (13%), transferring from another MBTA bus (7%), driving (3%), and drop-off (2%). Private transportation modes (that is, any means other than using a fixed-route transit service) accounted for 79% of all access trips.

Public transportation modes accounted for the remaining 81% of all access trips to the bus; as for how these modes had themselves been accessed by riders, the most common method was walking, which accounted for 18% of the preliminary access trips. Of the first transit mode used on public transportation access trips to the bus, the most common mode was rapid transit (10% of the preliminary access trips) followed by another MBTA bus (slightly less than 10%).

The greatest number of riders directly transferring to the surveyed bus route from a connecting bus route transferred from Route 66 (14%). The greatest number of riders on the surveyed bus route who transferred from a nonconnecting bus route (that is, via an intermediate transit mode) transferred from Route 88 (6%).

Overall, people who walked to the place where they boarded the bus made the shortest access trips (6 minutes on average). People who were dropped off had the second-lowest average access time (7 minutes), and riders who drove themselves had the longest (11 minutes). Slightly more than 65% of the respondents made access trips of less than or equal to 5 minutes, and 90% made access trips of less than or equal to 10 minutes.

2.4 EGRESS FROM THE BUS

The most common mode of egress from Somerville Garage bus routes was walking, which accounted for 58% of the trips. The next-most-common egress modes were transferring to rapid transit (32%) and transferring to another MBTA bus (7%). Private transportation modes (that is, any means other than using a fixed-route transit service) accounted for 61% of all egress trips.

Public transportation modes accounted for the remaining 39% of all egress trips from the bus; as for how riders left these modes themselves, the most common method was walking, which accounted for 34% of the preliminary egress trips. Of the final transit mode used on public transportation egress trips from the bus, the most common mode was rapid transit (29% of the preliminary egress trips) followed by another MBTA bus (9%).

The greatest number of riders directly transferring from the surveyed bus route to a connecting bus route transferred to Route 66 (10%). The greatest number of riders on the surveyed bus route who transferred to a nonconnecting bus route (that is, via an intermediate transit mode) transferred to the Silver Line Waterfront (Route SL2–12%).

Overall, people whose egress mode was walking made the shortest egress trips (6 minutes on average). Riders who were picked up had the second-lowest average egress time (11 minutes), and people who drove themselves had the longest (15 minutes). Slightly less than 65% of the respondents made egress trips of less than or equal to 5 minutes, and 86% made egress trips of less than or equal to 10 minutes.

2.5 DESTINATION LOCATIONS AND ACTIVITIES

Bus routes that are operated out of the Somerville Garage primarily serve Boston and towns lying to the north and west of Boston as well as Boston itself. The greatest number of riders on Somerville Garage bus routes reported being destined for these towns; the most common destinations were the Harvard Square neighborhood of Cambridge (15%), Watertown (7%), the Kendall/MIT neighborhood of Cambridge (6%), and Arlington (6%).

The most common “activity” after leaving a Somerville Garage bus route was “work” (62%), followed by “home” (11%) and “school” (7%). These proportions of reported activities reflect a traditional morning commute pattern.

2.6 ORIGIN-DESTINATION CROSS-TABULATION

The most common origin-destination pair was Arlington to Harvard Square (2% of all trips). The next-most-common pairs were Watertown to Harvard Square (2%) and trips within Arlington (2%). In the top 25 origin-destination pairs, which make up 26% of all trips, Cambridge or Somerville neighborhoods represent 52% of the origins and 64% of the destinations.

2.7 SOCIOECONOMIC CHARACTERISTICS

Slightly more than 75% of the riders were between the ages of 25 and 64, and 13% were college age (19–24). Slightly less than 10% of respondents to the survey were over the age of 65, and 2% were under the age of 19. Low percentages may be due to under-sampling and/or a low response rate among certain age groups.

Women made up 65% of Somerville Garage ridership, while men accounted for 35%. One surveyed rider self-identified as transgender.

Slightly less than 55% of the riders reported household incomes greater than \$60,000. The single most common income bracket selected was “\$100,000 or more.” Possible explanations for this are that the question’s answer choices may not have been calibrated properly for 2008 incomes¹ or people may have (intentionally or unintentionally) inflated their incomes in their answers. This question was left blank by many people. The average household size across all Somerville Garage bus routes was 2.44.

Slightly more than 75% of the riders self-identified themselves as white. The next-most-common race was Asian (10%), followed by black or African-American (9%). Six percent of respondents chose “other,” which called for writing something in; many wrote in “Hispanic.” In response to a separate question, which asked riders if they were “Hispanic/Latino,” 6% of the respondents answered “yes.”

2.8 USAGE RATES AND FARE TYPES

Slightly less than 50% of those surveyed indicated that they used the surveyed bus route five days per week, and another 16% used it six or seven days per week. Only 7% of the riders reported that they used the route less than one day per week.

Of the riders who used the surveyed bus route on the weekend, the largest percentage used it “occasionally” on both Saturday and Sunday (40%), and another 12% of the weekend users used it “regularly” on both Saturday and Sunday. Slightly less than 35% of all Somerville Garage bus riders responded “not at all” to both the Saturday and Sunday usage questions.

Slightly less than 65% of the Somerville Garage bus riders paid their fares using a monthly pass, which they used 4.7 days per week on average. The largest percentage of monthly pass riders (44% of all riders) used the LinkPass, followed by the Local Bus Pass (11%). Slightly more than 30% of riders paid by the ride, with 23% using CharlieCards and 2% using CharlieTickets. It is not surprising that many more riders who paid by the ride used the CharlieCard, as single-ride CharlieTicket users pay a surcharge.

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

2.9 VEHICLE AVAILABILITY

A majority of Somerville Garage bus riders (79%) are licensed to drive, and 63% live in households with at least one vehicle. However, only 37% of the respondents had a household vehicle available to use for the surveyed trip instead of riding the bus, and, on a per capita basis, 53% of the riders owned fewer than 0.5 vehicles.

2.10 SERVICE QUALITY

Survey respondents were asked to rate Somerville Garage bus service on a scale of “1” (poor) to “5” (excellent) by twelve measures of service quality. The rating “3” was labeled “average.” Most respondents rated the service quality for most measures as “3” or “4.” The two measures with the highest percentage of “excellent” (“5”) ratings were “announcement of stops” and “fare collection system” (both 28%), while the measure with the highest percentage of “2” ratings was “stop amenities (shelters, benches)” (24%).

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

Respondents were also asked to indicate which three of the twelve service quality measures were most important to them. The top three were reliability, frequency, and “travel time/speed.”

2.11 COMMENTS AND SUGGESTIONS

Approximately half of the returned survey forms had comments written on them (either in the form’s Comments/Suggestions field or in the margins). These comments varied from vague positive and negative statements such as “Great job!” or “The T is run poorly” to specific suggestions such as “#211: A shelter at the new Squantum stop on Huckins is necessary.” Many riders used the Comments/Suggestions field to complain about a specific issue; others used the space to suggest ideas about how the MBTA could improve their transit experience. The most common comments were complaints about unreliable service, discourtesy of MBTA personnel, overcrowded vehicles during peak hours, uncleanliness, and jerky stops and starts. Other common comments included requests for:

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

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

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

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

Somerville Garage
 All Routes

Expanded Results

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	19,781	64.8%	64.8%
Home-based School	2,594	8.5%	73.3%
Home-based Shopping	941	3.1%	76.4%
Home-based Social Activity	615	2.0%	78.4%
Home-based Personal Business	1,460	4.8%	83.2%
Home-based Work-related	680	2.2%	85.4%
Home-based Other	1,561	5.1%	90.5%
Work-based	1,887	6.2%	96.7%
Non-Home or Work-based	1,002	3.3%	100.0%
TOTAL	30,520		
No Answer	1,522		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	17,746	56.2%
Speed/travel time	6,338	20.1%
Avoid driving/traffic	13,810	43.8%
Avoid parking at destination	12,984	41.1%
Environmentally responsible	15,181	48.1%
Less expensive	12,630	40.0%
Can read/do work	10,307	32.7%
Only transportation available	10,283	32.6%
Other	1,145	3.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	31,555	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	17,611	56.5%
No	13,574	43.5%
TOTAL	31,185	100.0%
No answer	857	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	5,339	32.1%
Non-MBTA bus	406	2.4%
Carpool/vanpool	2,439	14.7%
Bicycle	2,722	16.4%
Other MBTA service	6,315	37.9%
Other	4,308	25.9%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	16,646	
(No alternatives reported)	964	

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

Origin Locations and Activities

Expanded Results

Somerville Garage

All Routes

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Arlington	4,481	14.0%	1.4%	82.3%	2.0%	6.5%	1.3%	3.4%	0.4%	0.7%	1.8%
Somerville: Spring Hill	3,234	10.1%	0.1%	94.0%	0.7%	1.6%	0.6%	2.1%	0.6%	0.3%	
Watertown	3,149	9.8%	1.0%	87.8%		4.4%	3.3%	0.9%			2.5%
Cambridge: Central Square	2,162	6.7%	1.1%	70.7%	1.8%	3.9%	6.4%	7.8%	1.8%	1.6%	4.9%
Cambridge: Harvard Square	2,109	6.6%	1.6%	32.6%	14.0%	24.3%	4.3%	5.7%	2.6%	11.0%	3.9%
Belmont	1,842	5.7%	1.2%	86.7%	0.4%	6.4%	1.4%	1.7%	0.2%		2.0%
Cambridge: North Cambridge	1,600	5.0%	1.8%	69.2%	2.8%	12.0%	2.3%	5.8%	0.6%	1.7%	4.1%
Somerville: Davis Square	1,567	4.9%	2.7%	85.5%	2.2%	1.9%		2.5%	0.9%	2.4%	1.9%
Boston: Brighton	1,445	4.5%	1.2%	84.4%	1.2%	9.2%	1.3%	2.2%		0.5%	
Waltham	1,218	3.8%		87.3%	2.4%	4.1%		3.1%			3.1%
Cambridge: Fresh Pond	1,110	3.5%	0.5%	79.7%		6.1%		11.8%			2.0%
Boston: Allston	706	2.2%		94.9%		1.0%			4.1%		
Cambridge: East Cambridge	618	1.9%		74.5%		5.6%	6.6%		6.6%	3.3%	3.3%
Medford	550	1.7%		85.8%	12.1%	2.1%					
Somerville: Winter Hill	452	1.4%		91.3%		2.5%	6.2%				
Lexington	440	1.4%		93.1%		1.1%		3.6%			2.2%
Newton	413	1.3%		92.2%		4.1%	3.7%				
Somerville: East Somerville	384	1.2%		97.1%		2.9%					
Boston: Beacon Hill	317	1.0%		45.2%	4.0%	17.1%		12.0%	14.5%		7.3%
Cambridge: Kendall/MIT	214	0.7%		24.1%	17.8%	39.0%		11.9%	7.2%		
Malden	204	0.6%	19.5%	75.0%				5.5%			
Boston: Fenway	188	0.6%		71.9%	9.7%	6.1%		12.3%			
Revere	169	0.5%		100.0%							
Boston: Financial/Retail	166	0.5%				40.1%		17.4%	19.5%	22.9%	
Other (< 0.5 % of riders)	3,304	10.3%	2.1%	66.1%	5.3%	14.1%	0.2%	1.6%	1.8%	0.7%	8.2%
OVERALL TOTAL	32,042	100.0%	1.2%	77.8%	2.8%	7.6%	1.8%	3.4%	1.2%	1.4%	2.7%

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



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Somerville Garage

All Routes

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	23,576		74.2%		Walk	5,782		18.2%	
Drive/Park Access	804		2.5%		Drive/Park	306		1.0%	
Drop-off Access	510		1.6%		Drop-off	143		0.5%	
Taxi Access	25		0.1%		Other	140		0.4%	
Shuttle/Van Access	90		0.3%		TOTAL	6,371		20.1%	
Bicycle Access	44		0.1%		No Answer	219			
Other Access	132		0.4%						
Total Private Trans.	25,182		79.3%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	2,279		7.2%		MBTA Bus	3,141		9.9%	
Other Bus	19		0.1%		Other Bus	38		0.1%	
Rapid Transit	4,188		13.2%		Rapid Transit	3,181		10.0%	
Commuter Rail	104		0.3%		Commuter Rail	230		0.7%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	6,590		20.7%		TOTAL	6,590		20.7%	
TOTAL	31,772		100.0%						
No Answer	270								

<i>Bus Transfers from Connecting Routes:</i>	Number of Riders		Percent of Riders		<i>Bus Transfers from Nonconnecting Routes:</i>	Number of Riders		Percent of Riders	
66	314		13.6%		88	57		6.3%	
71	256		11.2%		89	50		5.5%	
1	223		9.7%		94	49		5.5%	
77	218		9.5%		32	40		4.4%	
70	107		4.7%		441	38		4.2%	
Other	1,179		51.3%		Other	668		74.1%	
TOTAL	2,298		100.0%		TOTAL	902		100.0%	

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	14,660	68.8%	194	28.7%	279	64.8%	35	15.3%	15,167	67.0%
6-10	4,744	22.3%	253	37.5%	83	19.4%	103	45.3%	5,184	22.9%
11-15	1,356	6.4%	143	21.2%	39	9.1%	55	24.1%	1,593	7.0%
16-20	422	2.0%	60	8.9%	29	6.7%	8	3.5%	519	2.3%
21-30	140	0.7%	15	2.2%	0	0.0%	6	2.7%	161	0.7%
31-45	0	0.0%	7	1.0%	0	0.0%	21	9.1%	27	0.1%
Over 45	0	0.0%	3	0.4%	0	0.0%	0	0.0%	3	0.0%
TOTAL	21,322	100.0%	674	100.0%	431	100.0%	226	100.0%	22,653	100.0%
No Answer	2,254		130		80		65		2,529	
Avg. Time (min)	5.6		10.8		7.1		12.7		5.8	



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Expanded Results

Somerville Garage

All Routes

For Passengers Transferring to Other Transit:

<i>Egress Mode from this Bus:</i>	Number of Riders	Percent of Riders	<i>Egress Mode from the Transit System:</i>	Number of Riders	Percent of Riders
Walk Egress	17,872	57.5%	Walk	10,656	34.3%
Drive/Park Egress	213	0.7%	Drive	49	0.2%
Pick-up Egress	198	0.6%	Pick-up	91	0.3%
Taxi Egress	21	0.1%	Other	621	2.0%
Shuttle/Van Egress	469	1.5%	TOTAL	11,416	36.7%
Bicycle Egress	11	0.0%	No Answer	626	
Other Egress	267	0.9%			
Total Private Trans.	19,051	61.3%	<i>Final Transit Mode Used on Trip:</i>	Number of Riders	Percent of Riders
MBTA Bus	2,016	6.5%	MBTA Bus	2,778	8.9%
Other Bus	0	0.0%	Other Bus	109	0.4%
Rapid Transit	9,979	32.1%	Rapid Transit	9,044	29.1%
Commuter Rail	48	0.2%	Commuter Rail	110	0.4%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	12,042	38.7%	TOTAL	12,042	38.7%
TOTAL	31,093	100.0%			
No Answer	949				

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
66	207	10.3%
71	173	8.6%
1	163	8.1%
59	160	7.9%
502	154	7.6%
Other	1,158	57.5%
TOTAL	2,016	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	106	11.9%
749	98	11.0%
47	77	8.7%
MPA	69	7.8%
1	58	6.5%
Other	479	54.1%
TOTAL	886	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	9,981	64.4%	6	4.6%	48	64.9%	121	24.6%	10,156	62.7%
6-10	3,519	22.7%	78	57.8%	0	0.0%	141	28.6%	3,737	23.1%
11-15	1,354	8.7%	0	0.0%	6	8.3%	68	13.8%	1,428	8.8%
16-20	591	3.8%	18	13.6%	0	0.0%	64	13.1%	674	4.2%
21-30	57	0.4%	32	24.0%	20	26.8%	39	8.0%	148	0.9%
31-45	0	0.0%	0	0.0%	0	0.0%	39	7.9%	39	0.2%
Over 45	0	0.0%	0	0.0%	0	0.0%	20	4.0%	20	0.1%
TOTAL	15,501	100.0%	135	100.0%	74	100.0%	492	100.0%	16,202	100.0%
No Answer	2,371		79		124		276		2,850	
Avg. Time (min)	6.2		14.6		10.8		16.1		6.6	

Destination Locations and Activities

Somerville Garage
 All Routes

Expanded Results

City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	DESTINATION ACTIVITIES							
				Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: Harvard Square	4,807	15.0%	4.3%	2.8%	15.8%	60.0%	2.2%	4.7%	1.9%	2.8%	5.4%
Watertown	2,112	6.6%	2.5%	5.5%	1.0%	72.7%	7.9%	3.1%	1.4%	2.2%	3.8%
Cambridge: Kendall/MIT	2,046	6.4%	0.7%	0.5%	8.5%	87.8%		0.1%		0.8%	1.6%
Arlington	1,955	6.1%	3.5%	44.0%	4.8%	26.7%	5.3%	9.2%	2.7%	0.8%	2.9%
Cambridge: Central Square	1,796	5.6%	5.8%	10.9%	4.3%	50.0%	1.5%	6.8%	1.5%	2.2%	17.0%
Boston: Financial/Retail	1,736	5.4%	4.5%		1.7%	84.6%	0.6%	0.3%	4.9%	1.4%	2.1%
Cambridge: North Cambridge	1,623	5.1%	4.2%	13.2%	7.0%	49.3%	5.3%	10.3%	3.0%	2.3%	5.4%
Waltham	1,271	4.0%	3.5%	16.7%	9.1%	61.7%			2.3%		6.8%
Cambridge: Fresh Pond	1,116	3.5%	1.7%	17.7%	2.4%	55.4%	5.0%	11.0%	0.5%		6.3%
Cambridge: East Cambridge	1,004	3.1%	2.9%	6.8%		70.5%	4.7%	1.1%	5.6%	5.5%	2.9%
Somerville: Spring Hill	950	3.0%	4.1%	38.1%	4.7%	31.0%	7.1%	7.5%			7.5%
Belmont	813	2.5%		37.5%	2.7%	45.4%	4.4%	1.7%	2.7%		5.7%
Somerville: Davis Square	738	2.3%	10.1%	12.7%	3.8%	39.3%		3.4%	4.2%	10.1%	16.3%
Boston: Brighton	674	2.1%	1.9%	37.2%	3.0%	44.3%	2.7%	3.4%	2.8%	1.7%	3.0%
Boston: Beacon Hill	603	1.9%		5.8%	1.2%	77.1%		15.8%			
Lexington	554	1.7%	2.2%	8.9%	5.6%	74.4%	2.2%	1.1%	1.1%	1.1%	3.3%
Boston: Govt Center	553	1.7%	4.1%		5.5%	80.3%			9.7%		0.5%
Boston: Longwood Med Area	527	1.6%	1.8%		6.9%	85.5%		4.8%		0.9%	
Boston: Park Square	525	1.6%			4.2%	92.6%	1.2%	0.9%		1.2%	
Boston: Allston	517	1.6%	5.4%	23.6%	6.9%	57.2%					6.9%
Boston: Back Bay	472	1.5%	1.4%		4.3%	86.6%				3.7%	4.0%
Medford	406	1.3%		18.3%	23.3%	39.5%			7.0%		11.9%
Unspecified	386	1.2%	60.7%	2.9%		23.5%	0.9%	1.2%			10.8%
Burlington	379	1.2%		5.8%		86.3%	7.1%				0.8%
Boston: Waterfront	377	1.2%	6.7%			89.8%			0.9%	0.9%	1.6%
Boston: Fenway	371	1.2%		3.9%	26.0%	67.8%				1.0%	1.3%
Newton	350	1.1%		4.9%	5.4%	81.5%					8.2%
Boston: Prudential/Hancock	302	0.9%		0.9%	3.2%	79.1%	3.2%	1.2%		7.3%	5.0%
Boston: So Bos Indust	295	0.9%	5.9%		4.3%	89.8%					
Boston: South End	284	0.9%	1.7%	6.1%		47.2%	5.5%	22.0%	17.5%		
Boston: North End	248	0.8%				93.0%		1.9%	1.1%		4.0%
Boston: North Dorchester	234	0.7%			62.8%	37.2%					
Boston: B U	171	0.5%			34.6%	65.4%					
Boston: Charlestown	163	0.5%			39.1%	60.9%					
Other (< 0.5 % of riders)	1,685	5.3%	1.3%	10.8%	8.6%	60.6%	1.6%	7.1%	2.2%	1.0%	7.0%

City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
OVERALL TOTAL	32,042	100.0%	3.7%	11.1%	7.4%	62.0%	2.6%	4.3%	2.1%	1.7%	5.2%

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

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Somerville Garage

Expanded Results

All Routes

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Harvard Square	Watertown	Cambridge : Kendall/MI	Arlington	Cambridge : Central Square	Boston: Financial/ Retail	Cambridge : North Cambridge	Waltham	Cambridge : Fresh Pond	Cambridge : East Cambridge	Other & % of Row	Row Total & % of Overall
Arlington	683	16	347	526	195	480	191	31	90	164	1726	4481
											38.5%	14.0%
Somerville: Spring Hill	249	68	264	38	166	308	173	111	0	142	1703	3234
											52.7%	10.1%
Watertown	682	264	203	76	242	259	69	201	56	34	1063	3149
											33.8%	9.8%
Cambridge: Central Square	447	325	111	142	139	26	148	58	42	37	581	2162
											26.9%	6.7%
Cambridge: Harvard Square	104	86	138	254	64	0	277	29	214	202	674	2109
											32.0%	6.6%
Belmont	444	16	221	25	71	171	15	103	100	13	633	1842
											34.4%	5.7%
Cambridge: North Cambridge	330	50	82	117	167	24	150	29	66	40	476	1600
											29.8%	5.0%
Somerville: Davis Square	181	66	83	142	67	121	61	15	6	98	664	1567
											42.4%	4.9%
Boston: Brighton	268	78	120	0	71	33	58	86	32	17	640	1445
											44.3%	4.5%
Waltham	97	207	75	0	136	75	30	66	53	19	440	1218
											36.1%	3.8%
Cambridge: Fresh Pond	286	17	65	100	46	85	18	0	19	47	424	1110
											38.2%	3.5%
Boston: Allston	0	149	146	0	69	7	78	58	6	33	131	706
											18.6%	2.2%
Cambridge: East Cambridge	226	46	0	11	82	18	28	0	41	0	78	706
											12.6%	2.2%
Medford	11	44	19	46	19	0	10	23	46	68	264	550
											47.9%	1.7%
Somerville: Winter Hill	40	20	22	11	20	19	0	0	0	49	261	452
											57.8%	1.4%
Lexington	70	17	29	10	25	58	0	0	0	14	217	440
											49.4%	1.4%
Newton	200	0	72	0	19	0	30	0	30	0	61	413
											14.9%	1.3%
Somerville: East Somerville	78	29	0	23	0	0	36	0	11	10	185	384
											48.3%	1.2%
Other & % of Column	355	546	49	396	198	52	250	415	305	18	1295	4245
	7.4%	25.9%	2.4%	20.2%	11.0%	3.0%	15.4%	32.6%	27.3%	1.8%	30.5%	13.2%
Column Total & % of Overall	4807	2112	2046	1955	1796	1736	1623	1271	1116	1004	11626	32042
	15.0%	6.6%	6.4%	6.1%	5.6%	5.4%	5.1%	4.0%	3.5%	3.1%	36.3%	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Expanded Results

Somerville Garage

All Routes

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	622	2.0%	2.0%
19 - 24	4,222	13.4%	15.3%
25 - 34	9,491	30.0%	45.4%
35 - 44	5,513	17.4%	62.8%
45 - 64	8,912	28.2%	91.0%
65 and Older	2,834	9.0%	100.0%
TOTAL	31,593	100.0%	100.0%
No Answer	449		

Gender of Riders:	Number of Riders	Percent of Riders
Male	11,927	38.8%
Female	18,807	61.2%
Transgender	5	0.0%
TOTAL	30,738	100.0%
No Answer	1,304	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	3,327	11.8%	11.8%
\$20,000 - \$29,999	1,954	6.9%	18.7%
\$30,000 - \$39,999	2,323	8.2%	26.9%
\$40,000 - \$49,999	3,026	10.7%	37.5%
\$50,000 - \$59,999	2,364	8.4%	45.9%
\$60,000 - \$74,999	3,296	11.6%	57.5%
\$75,000 - \$99,999	4,696	16.6%	74.1%
\$100,000 or more	7,327	25.9%	100.0%
TOTAL	28,313	100.0%	100.0%
No Answer	3,729		

Mean Household Size: 2.44



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Somerville Garage

All Routes

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	383	1.3%
Black or African-American	2,685	8.9%
Native Hawaiian or Other Pacific Islander	56	0.2%
Asian	3,040	10.0%
White	23,060	76.2%
Other	1,696	5.6%
TOTAL	30,261	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	1,716	5.8%
No	28,052	94.2%
TOTAL	29,769	100.0%
No Answer	2,273	



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Somerville Garage

Expanded Results

All Routes

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	2,097	6.6%	6.6%
One Day	1,060	3.4%	10.0%
Two Days	2,120	6.7%	16.7%
Three Days	2,713	8.6%	25.3%
Four Days	2,982	9.4%	34.8%
Five Days	15,312	48.5%	83.3%
Six Days	2,462	7.8%	91.1%
Seven Days	2,725	8.6%	99.7%
Only Visiting	98	0.3%	100.0%
TOTAL	31,569	100.0%	100.0%
No Answer	472		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	3,544 12.2%	1,224 4.2%	322 1.1%	504	5,089 17.5%
Occasionally	155 0.5%	11,655 40.2%	2,338 8.1%	1,319	14,148 48.8%
Not at all	96 0.3%	113 0.4%	9,570 33.0%	289	9,779 33.7%
No Answer	108	183	77	545	
Sunday Total	3,794 13.1%	12,992 44.8%	12,230 42.1%		29,017 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Somerville Garage

Expanded Results

All Routes

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	7,457	23.3%	3.7
Pay-per-ride CharlieTicket (paper)	486	1.5%	4.4
Monthly pass	20,485	64.0%	4.7
Full cash fare on-board bus	495	1.5%	2.9
Reduced fare	1,763	5.5%	3.5
<i>Student</i>	217	0.7%	5.2
<i>Senior</i>	1,182	3.7%	2.9
<i>Disability</i>	343	1.1%	4.3
<i>No Reduced Fare Selected</i>	21	0.1%	5.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	88	0.3%	3.7
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	1,179	3.7%	5.1
Other	34	0.1%	3.4
No Fare Payment Type Selected	56		
All Payment Types	31,986	100.0%	4.3

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	14,029	43.9%	4.6
Student	354	1.1%	5.2
Senior	1,027	3.2%	4.0
Disability	507	1.6%	4.4
Inner Express Bus	370	1.2%	4.4
Outer Express Bus	16	0.0%	4.6
Zone	599	1.9%	4.6
Boat	0	0.0%	0.0
Local Bus	3,583	11.2%	4.9
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	20,485	64.0%	4.7

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	212	0.7%	4.1
1	122	0.4%	4.9
2	48	0.1%	5.0
3	28	0.1%	5.1
4	32	0.1%	4.8
5	0	0.0%	0.0
6	48	0.1%	5.0
7	58	0.2%	5.0
8	52	0.2%	4.8
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	599	1.9%	4.6

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

Vehicle Availability

Expanded Results

Somerville Garage

All Routes

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	24,569	78.5%
Not Licensed	6,736	21.5%
TOTAL	31,305	100.0%
No Answer	737	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	11,429	36.6%
1 vehicle	13,214	42.3%
2 vehicles	5,327	17.0%
3 or more vehicles	1,281	4.1%
TOTAL	31,249	100.0%
No Answer	793	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	11,629	37.2%
No	19,661	62.8%
TOTAL	31,290	100.0%
No Answer	752	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	10,952	36.2%	36.2%
0.01 to 0.49 vehicles	5,212	17.2%	53.4%
0.50 to 0.99 vehicles	8,699	28.7%	82.1%
1.00 to 1.49 vehicles	5,203	17.2%	99.3%
1.50 to 1.99 vehicles	89	0.3%	99.6%
2 or more vehicles	122	0.4%	100.0%
TOTAL RESPONSES	30,277		



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Somerville Garage

All Routes

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	9.0%	19.0%	36.6%	27.4%	7.9%	31,092	950	13,084
Safety and security	3.9	1.2%	3.1%	23.8%	45.4%	26.5%	30,707	1,335	4,279
Cleanliness/condition of vehicles	3.3	5.3%	12.5%	39.4%	35.2%	7.6%	30,838	1,204	2,042
Courtesy of drivers	3.6	3.4%	7.9%	32.4%	38.2%	18.1%	30,946	1,096	2,166
Announcement of stops	3.8	3.1%	7.0%	26.8%	35.1%	28.0%	30,488	1,554	499
Availability of seating on buses	3.4	4.6%	10.5%	35.8%	35.4%	13.6%	30,855	1,187	2,508
Frequency of service	3.0	10.6%	21.4%	34.4%	26.3%	7.3%	30,567	1,475	9,806
Travel time/speed	3.5	2.9%	9.6%	37.9%	38.6%	11.0%	30,573	1,469	4,623
Parking availability	3.1	11.0%	13.8%	42.0%	23.0%	10.2%	12,465	19,577	148
Stop amenities	2.7	15.9%	24.0%	38.3%	16.7%	5.0%	27,897	4,145	838
Fare collection system	3.8	4.5%	5.6%	22.1%	40.0%	27.9%	30,064	1,978	499
Signage on vehicles	3.7	2.1%	5.8%	32.0%	40.8%	19.3%	28,323	3,719	334

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



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

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

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

3.1 TRIP PURPOSE

3.1.1 DESCRIPTION OF TABLE

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

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

For each of the trip purposes, the table shows the number of riders and the percentage that these riders represent relative to the total number of riders using the respective route who specified their activities at both trip ends. It also

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

3.1.2 OVERVIEW OF RESULTS

On every route belonging to the Somerville Garage, the percentage of home-based trips exceeded that of non-home-based trips, and the most common trip purpose category was home-based work. The bus routes with the highest percentages of home-based work trips were Routes 351 (96%), 84 (91%), and 64 (79%).

Work-based trips typically composed a much smaller percentage of trips. This category included trips such as from an office to an off-site meeting, a restaurant, or a shop. The highest percentage of work-based trips on Somerville Garage bus routes was on Route 69 (16%), but no other surveyed bus route exceeded 10%.

The percentages of home-based shopping trips across all Somerville Garage bus routes ranged between 0% on Routes 84 and 351 and 14% on Route 67. The percentages of school-based trips similarly ranged between 0% on several routes and 21% on Route 68. Home-based other trips (trips for which riders identified home as the purpose at one end of the trip and “other” at the other end) ranged between 0% on Routes 79 and 84 and 12% on Route 83.

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

3.2 REASONS FOR USING THE MBTA

3.2.1 DESCRIPTION OF TABLE

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

The table presents both the number and percent of riders who selected each reason. Riders were allowed to check as many reasons as they felt were relevant. Therefore the values in the “Number of Riders” column have not been totaled in the table; the number at the bottom of that column is the number of riders who checked at least one reason. The values in the “Percent of Riders”

column may add up to more than 100%. The percentages were calculated by dividing the number of responses for each reason by the total number of people who checked at least one reason.

3.2.2 OVERVIEW OF RESULTS

Responses varied across routes. The most frequently selected reason for using bus transit was “convenience.” The percentages of riders choosing “convenience” were highest on Route 68, 74, and 78 (all 69%).

The second- and third-most frequently selected reasons were “environmentally responsible” and “avoid driving/traffic.” The percentage of riders choosing “environmentally responsible” was highest on Route 72 (70%), and the percentage of riders choosing “avoid driving/traffic” was highest on Route 84 (71%).

The fourth- and fifth-most frequently selected reasons were “avoid parking at destination” followed by “less expensive than other choices.” The percentage of riders choosing “avoid parking at destination” was highest on Route 84 (66%), and the percentage of riders choosing “less expensive than other choices” was highest on Route 62 (65%).

3.3 ALTERNATIVE MEANS OF TRANSPORTATION

3.3.1 DESCRIPTION OF TABLES

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

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

3.3.2 OVERVIEW OF RESULTS

Between 45% and 78% of the riders indicated that they had used other means of making the same trip. The percentage of riders answering affirmatively to this question was highest on Route 85. The most common alternative mode of

transportation reported by riders who made the same trip using other means when not riding the surveyed bus route was “other MBTA service.” The percentage of riders choosing “other MBTA service” was highest on Route 79 (64%).

“Drive alone” was the second-most-commonly selected alternative mode on most routes. The percentage of riders choosing “drive alone” was highest on Route 76 (63%). “Other” was the third-most-commonly selected alternative mode. The percentage of riders choosing “other” was highest on Route 69 (49%). The “other” responses that had write-in mode descriptions were most often “walk,” “taxi,” or “dropped off.” After “other,” “bicycle” and “carpool/vanpool” were the next-most-frequently selected transportation alternatives. The percentage of riders choosing “bicycle” was highest on Route 351 (33%) and the percentage of riders choosing “carpool/vanpool” was highest on Route 350 (25%).

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

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

Route: 62

Bedford VA Hospital - Alewife

Both Directions

Expanded Results

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	321	74.5%	74.5%
Home-based School	34	8.0%	82.5%
Home-based Shopping	6	1.4%	83.9%
Home-based Social Activity	0	0.0%	83.9%
Home-based Personal Business	14	3.3%	87.3%
Home-based Work-related	0	0.0%	87.3%
Home-based Other	21	4.8%	92.0%
Work-based	23	5.4%	97.5%
Non-Home or Work-based	11	2.5%	100.0%
TOTAL	431		
No Answer	23		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	237	52.8%
Speed/travel time	70	15.6%
Avoid driving/traffic	304	67.9%
Avoid parking at destination	211	47.2%
Environmentally responsible	266	59.5%
Less expensive	292	65.2%
Can read/do work	208	46.4%
Only transportation available	105	23.4%
Other	32	7.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	448	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	227	51.8%	Drive alone	68	35.6%
No	211	48.2%	Non-MBTA bus	0	0.0%
TOTAL	438	100.0%	Carpool/vanpool	21	10.8%
No answer	16		Bicycle	58	30.6%
			Other MBTA service	78	40.7%
			Other	11	5.8%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	191	
			(No alternatives reported)	36	

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

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

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

Route: 64

Expanded Results

Oak Sq - University Park

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	638	79.4%	79.4%
Home-based School	47	5.9%	85.3%
Home-based Shopping	24	2.9%	88.3%
Home-based Social Activity	7	0.9%	89.2%
Home-based Personal Business	16	2.0%	91.2%
Home-based Work-related	7	0.9%	92.1%
Home-based Other	25	3.2%	95.3%
Work-based	31	3.8%	99.1%
Non-Home or Work-based	7	0.9%	100.0%
TOTAL	804		
No Answer	27		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	497	60.4%
Speed/travel time	198	24.0%
Avoid driving/traffic	354	43.0%
Avoid parking at destination	312	37.9%
Environmentally responsible	341	41.4%
Less expensive	377	45.8%
Can read/do work	270	32.8%
Only transportation available	278	33.7%
Other	51	6.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	824	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	541	66.2%
No	276	33.8%
TOTAL	817	100.0%
No answer	14	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	129	23.8%
Non-MBTA bus	16	3.0%
Carpool/vanpool	25	4.7%
Bicycle	47	8.7%
Other MBTA service	304	56.3%
Other	93	17.1%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	541	
(No alternatives reported)	0	

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

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

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

Route: 67

Expanded Results

Turkey Hill - Alewife

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	217	57.8%	57.8%
Home-based School	26	6.8%	64.6%
Home-based Shopping	51	13.6%	78.3%
Home-based Social Activity	12	3.3%	81.5%
Home-based Personal Business	19	5.2%	86.7%
Home-based Work-related	18	4.9%	91.6%
Home-based Other	12	3.3%	94.8%
Work-based	19	5.2%	100.0%
Non-Home or Work-based	0	0.0%	100.0%
TOTAL	374		
No Answer	26		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	264	68.2%
Speed/travel time	80	20.8%
Avoid driving/traffic	230	59.4%
Avoid parking at destination	184	47.5%
Environmentally responsible	193	50.0%
Less expensive	175	45.3%
Can read/do work	168	43.4%
Only transportation available	57	14.8%
Other	6	1.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	387	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	206	53.1%	Drive alone	55	28.3%
No	181	46.9%	Non-MBTA bus	0	0.0%
TOTAL	387	100.0%	Carpool/vanpool	12	6.3%
No answer	13		Bicycle	6	3.1%
			Other MBTA service	113	58.5%
			Other	26	13.2%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	193	
			(No alternatives reported)	12	

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

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

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

Route: 68

Expanded Results

Harvard Sq - Kendall Sq

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	251	62.1%	62.1%
Home-based School	87	21.4%	83.5%
Home-based Shopping	5	1.1%	84.7%
Home-based Social Activity	0	0.0%	84.7%
Home-based Personal Business	10	2.5%	87.1%
Home-based Work-related	5	1.3%	88.5%
Home-based Other	5	1.3%	89.8%
Work-based	23	5.7%	95.5%
Non-Home or Work-based	18	4.5%	100.0%
TOTAL	404		
No Answer	10		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	274	69.2%
Speed/travel time	146	36.8%
Avoid driving/traffic	81	20.6%
Avoid parking at destination	138	34.9%
Environmentally responsible	161	40.7%
Less expensive	100	25.4%
Can read/do work	71	18.0%
Only transportation available	118	29.8%
Other	15	3.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	396	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	315	77.0%	Drive alone	61	20.1%
No	94	23.0%	Non-MBTA bus	5	1.5%
TOTAL	409	100.0%	Carpool/vanpool	10	3.3%
No answer	5		Bicycle	57	18.8%
			Other MBTA service	179	59.5%
			Other	116	38.4%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	301	
			(No alternatives reported)	14	

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

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

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

Route: 69

Expanded Results

Harvard Sq - Lechmere Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	602	33.3%	33.3%
Home-based School	199	11.0%	44.3%
Home-based Shopping	41	2.3%	46.6%
Home-based Social Activity	62	3.4%	50.0%
Home-based Personal Business	172	9.5%	59.5%
Home-based Work-related	78	4.3%	63.8%
Home-based Other	194	10.8%	74.5%
Work-based	286	15.8%	90.4%
Non-Home or Work-based	174	9.6%	100.0%
TOTAL	1,807		
No Answer	78		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,187	63.7%
Speed/travel time	293	15.7%
Avoid driving/traffic	593	31.8%
Avoid parking at destination	636	34.1%
Environmentally responsible	732	39.3%
Less expensive	636	34.1%
Can read/do work	481	25.8%
Only transportation available	710	38.1%
Other	41	2.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,864	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	933	51.8%
No	870	48.2%
TOTAL	1,803	100.0%
No answer	82	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	112	13.5%
Non-MBTA bus	18	2.2%
Carpool/vanpool	139	16.7%
Bicycle	137	16.4%
Other MBTA service	313	37.5%
Other	412	49.3%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	835	
(No alternatives reported)	98	

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

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

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

Route: 70

Expanded Results

Cedarwood/Central Sq Waltham - University Park

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,564	68.4%	68.4%
Home-based School	294	7.8%	76.2%
Home-based Shopping	152	4.0%	80.2%
Home-based Social Activity	19	0.5%	80.7%
Home-based Personal Business	85	2.3%	83.0%
Home-based Work-related	86	2.3%	85.3%
Home-based Other	238	6.3%	91.7%
Work-based	218	5.8%	97.5%
Non-Home or Work-based	95	2.5%	100.0%
TOTAL	3,751		
No Answer	208		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,528	39.3%
Speed/travel time	379	9.8%
Avoid driving/traffic	1,183	30.5%
Avoid parking at destination	918	23.6%
Environmentally responsible	1,500	38.6%
Less expensive	1,519	39.1%
Can read/do work	1,034	26.6%
Only transportation available	1,605	41.3%
Other	257	6.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,883	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	1,774	45.9%
No	2,091	54.1%
TOTAL	3,865	100.0%
No answer	94	

Other Modes Reported by Riders Who Checked "Yes":

	Number of Riders	Percent of Riders*
Drive alone	491	29.6%
Non-MBTA bus	114	6.9%
Carpool/vanpool	191	11.5%
Bicycle	257	15.5%
Other MBTA service	521	31.4%
Other	371	22.3%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	1,660	
(No alternatives reported)	114	

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

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

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

Route: 71

Expanded Results

Watertown Sq - Harvard Sq

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,353	77.4%	77.4%
Home-based School	186	6.1%	83.5%
Home-based Shopping	49	1.6%	85.1%
Home-based Social Activity	17	0.6%	85.7%
Home-based Personal Business	80	2.6%	88.3%
Home-based Work-related	32	1.1%	89.4%
Home-based Other	175	5.8%	95.1%
Work-based	99	3.3%	98.4%
Non-Home or Work-based	49	1.6%	100.0%
TOTAL	3,042		
No Answer	188		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,826	57.7%
Speed/travel time	622	19.7%
Avoid driving/traffic	1,392	44.0%
Avoid parking at destination	1,419	44.8%
Environmentally responsible	1,406	44.4%
Less expensive	1,404	44.4%
Can read/do work	1,016	32.1%
Only transportation available	856	27.0%
Other	177	5.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,165	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	1,566	49.7%	Drive alone	812	55.2%
No	1,583	50.3%	Non-MBTA bus	32	2.2%
			Carpool/vanpool	270	18.3%
TOTAL	3,148	100.0%	Bicycle	221	15.0%
No answer	82		Other MBTA service	276	18.7%
			Other	188	12.8%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	1,472	
			(No alternatives reported)	93	

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

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

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

Route: 72

Expanded Results

Aberdeen Ave/Mt Auburn - Harvard Sq

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	244	59.4%	59.4%
Home-based School	47	11.5%	70.9%
Home-based Shopping	7	1.6%	72.5%
Home-based Social Activity	29	7.0%	79.5%
Home-based Personal Business	9	2.3%	81.7%
Home-based Work-related	22	5.3%	87.1%
Home-based Other	20	4.9%	91.9%
Work-based	27	6.6%	98.5%
Non-Home or Work-based	6	1.5%	100.0%
TOTAL	411		
No Answer	29		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	298	68.3%
Speed/travel time	151	34.6%
Avoid driving/traffic	253	58.0%
Avoid parking at destination	253	58.0%
Environmentally responsible	304	69.5%
Less expensive	193	44.2%
Can read/do work	183	41.9%
Only transportation available	89	20.4%
Other	23	5.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	437	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	283	68.2%
No	132	31.8%
TOTAL	415	100.0%
No answer	25	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	82	30.0%
Non-MBTA bus	0	0.0%
Carpool/vanpool	44	16.0%
Bicycle	56	20.4%
Other MBTA service	88	32.1%
Other	102	37.5%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	274	
(No alternatives reported)	9	

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

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

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

Route: 73

Expanded Results

Waverly Sq - Harvard Sq

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,163	71.4%	71.4%
Home-based School	159	5.2%	76.6%
Home-based Shopping	61	2.0%	78.6%
Home-based Social Activity	61	2.0%	80.6%
Home-based Personal Business	155	5.1%	85.7%
Home-based Work-related	38	1.2%	87.0%
Home-based Other	82	2.7%	89.6%
Work-based	266	8.8%	98.4%
Non-Home or Work-based	48	1.6%	100.0%
TOTAL	3,031		
No Answer	113		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,629	52.2%
Speed/travel time	494	15.8%
Avoid driving/traffic	1,408	45.1%
Avoid parking at destination	1,533	49.2%
Environmentally responsible	1,429	45.8%
Less expensive	1,299	41.6%
Can read/do work	1,106	35.5%
Only transportation available	760	24.4%
Other	96	3.1%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,119	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	1,433	46.3%
No	1,661	53.7%
TOTAL	3,094	100.0%
No answer	50	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	669	48.8%
Non-MBTA bus	71	5.2%
Carpool/vanpool	232	16.9%
Bicycle	195	14.2%
Other MBTA service	301	22.0%
Other	255	18.6%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	1,370	
(No alternatives reported)	63	

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

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

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

Route: 74

Expanded Results

Belmont Ctr - Harvard Sq

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	319	57.4%	57.4%
Home-based School	61	10.9%	68.4%
Home-based Shopping	11	1.9%	70.3%
Home-based Social Activity	50	9.0%	79.4%
Home-based Personal Business	18	3.2%	82.6%
Home-based Work-related	18	3.2%	85.8%
Home-based Other	22	3.9%	89.7%
Work-based	57	10.3%	100.0%
Non-Home or Work-based	0	0.0%	100.0%
TOTAL	555		
No Answer	11		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	383	68.6%
Speed/travel time	165	29.5%
Avoid driving/traffic	298	53.2%
Avoid parking at destination	261	46.7%
Environmentally responsible	337	60.3%
Less expensive	219	39.1%
Can read/do work	197	35.2%
Only transportation available	151	27.0%
Other	32	5.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	559	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	258	46.1%
No	301	53.9%
TOTAL	559	100.0%
No answer	7	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	89	36.2%
Non-MBTA bus	0	0.0%
Carpool/vanpool	29	11.6%
Bicycle	61	24.7%
Other MBTA service	104	42.1%
Other	50	20.3%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	247	
(No alternatives reported)	11	

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

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

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

Route: 75

Expanded Results

Belmont Ctr - Harvard Sq via Huron Towers

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	182	54.7%	54.7%
Home-based School	32	9.7%	64.4%
Home-based Shopping	7	2.1%	66.6%
Home-based Social Activity	11	3.2%	69.8%
Home-based Personal Business	29	8.6%	78.4%
Home-based Work-related	14	4.3%	82.7%
Home-based Other	18	5.4%	88.1%
Work-based	25	7.6%	95.7%
Non-Home or Work-based	14	4.3%	100.0%
TOTAL	333		
No Answer	18		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	179	51.5%
Speed/travel time	50	14.4%
Avoid driving/traffic	168	48.4%
Avoid parking at destination	168	48.4%
Environmentally responsible	179	51.6%
Less expensive	154	44.3%
Can read/do work	100	28.9%
Only transportation available	136	39.3%
Other	11	3.1%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	347	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	165	50.0%
No	165	50.0%
TOTAL	329	100.0%
No answer	22	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	75	46.6%
Non-MBTA bus	4	2.2%
Carpool/vanpool	32	20.0%
Bicycle	18	11.1%
Other MBTA service	61	37.8%
Other	25	15.6%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	161	
(No alternatives reported)	4	

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

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

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

Route: 76

Expanded Results

Lincoln Labs/Hanscom - Alewife

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	490	76.5%	76.5%
Home-based School	56	8.8%	85.3%
Home-based Shopping	0	0.0%	85.3%
Home-based Social Activity	11	1.7%	87.0%
Home-based Personal Business	16	2.5%	89.5%
Home-based Work-related	17	2.7%	92.2%
Home-based Other	22	3.4%	95.6%
Work-based	22	3.4%	99.0%
Non-Home or Work-based	6	1.0%	100.0%
TOTAL	640		
No Answer	12		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	375	58.1%
Speed/travel time	61	9.4%
Avoid driving/traffic	400	62.0%
Avoid parking at destination	203	31.5%
Environmentally responsible	402	62.3%
Less expensive	338	52.3%
Can read/do work	376	58.3%
Only transportation available	144	22.3%
Other	14	2.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	646	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	371	58.4%
No	264	41.6%
TOTAL	635	100.0%
No answer	17	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	225	62.7%
Non-MBTA bus	37	10.3%
Carpool/vanpool	83	23.1%
Bicycle	69	19.3%
Other MBTA service	35	9.8%
Other	33	9.2%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	358	
(No alternatives reported)	12	

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

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

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

Route: 77

Expanded Results

Arlington Heights - Harvard Sq

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,787	47.4%	47.4%
Home-based School	377	10.0%	57.4%
Home-based Shopping	246	6.5%	63.9%
Home-based Social Activity	123	3.3%	67.2%
Home-based Personal Business	391	10.4%	77.5%
Home-based Work-related	138	3.7%	81.2%
Home-based Other	140	3.7%	84.9%
Work-based	346	9.2%	94.1%
Non-Home or Work-based	223	5.9%	100.0%
TOTAL	3,773		
No Answer	156		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,342	60.3%
Speed/travel time	878	22.6%
Avoid driving/traffic	1,676	43.2%
Avoid parking at destination	1,821	46.9%
Environmentally responsible	2,109	54.3%
Less expensive	1,420	36.6%
Can read/do work	1,411	36.3%
Only transportation available	1,476	38.0%
Other	16	0.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,882	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	2,109	55.5%
No	1,688	44.5%
TOTAL	3,797	100.0%
No answer	132	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	719	36.3%
Non-MBTA bus	16	0.8%
Carpool/vanpool	254	12.9%
Bicycle	386	19.5%
Other MBTA service	694	35.1%
Other	649	32.8%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	1,977	
(No alternatives reported)	132	

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

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

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

Route: 78

Expanded Results

Arlmont Village - Harvard Sq

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	431	64.7%	64.7%
Home-based School	39	5.8%	70.6%
Home-based Shopping	40	6.1%	76.6%
Home-based Social Activity	15	2.3%	78.9%
Home-based Personal Business	36	5.4%	84.3%
Home-based Work-related	8	1.3%	85.6%
Home-based Other	40	6.1%	91.6%
Work-based	32	4.8%	96.5%
Non-Home or Work-based	24	3.5%	100.0%
TOTAL	666		
No Answer	11		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	453	68.5%
Speed/travel time	185	27.9%
Avoid driving/traffic	386	58.4%
Avoid parking at destination	348	52.5%
Environmentally responsible	324	48.9%
Less expensive	320	48.3%
Can read/do work	285	43.1%
Only transportation available	164	24.8%
Other	11	1.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	662	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	384	59.2%
No	264	40.8%
TOTAL	648	100.0%
No answer	29	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	75	21.9%
Non-MBTA bus	0	0.0%
Carpool/vanpool	38	10.9%
Bicycle	43	12.5%
Other MBTA service	199	57.9%
Other	38	10.9%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	343	
(No alternatives reported)	40	

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

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

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

Route: 79

Expanded Results

Arlington Heights - Alewife

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	359	57.1%	57.1%
Home-based School	47	7.4%	64.5%
Home-based Shopping	54	8.5%	73.0%
Home-based Social Activity	54	8.5%	81.6%
Home-based Personal Business	62	9.9%	91.5%
Home-based Work-related	16	2.5%	94.0%
Home-based Other	0	0.0%	94.0%
Work-based	38	6.0%	100.0%
Non-Home or Work-based	0	0.0%	100.0%
TOTAL	629		
No Answer	100		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	341	47.8%
Speed/travel time	178	25.0%
Avoid driving/traffic	489	68.4%
Avoid parking at destination	466	65.3%
Environmentally responsible	419	58.7%
Less expensive	333	46.6%
Can read/do work	288	40.3%
Only transportation available	170	23.8%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	714	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	513	70.3%	Drive alone	172	36.1%
No	216	29.7%	Non-MBTA bus	0	0.0%
TOTAL	729	100.0%	Carpool/vanpool	16	3.3%
No answer	0		Bicycle	62	13.1%
			Other MBTA service	303	63.9%
			Other	62	13.1%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	475	
			(No alternatives reported)	38	

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

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

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

Route: 80

Expanded Results

Arlington Center - Lechmere Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	780	71.9%	71.9%
Home-based School	128	11.8%	83.7%
Home-based Shopping	31	2.8%	86.5%
Home-based Social Activity	0	0.0%	86.5%
Home-based Personal Business	31	2.8%	89.4%
Home-based Work-related	39	3.6%	93.0%
Home-based Other	33	3.0%	96.0%
Work-based	34	3.2%	99.1%
Non-Home or Work-based	10	0.9%	100.0%
TOTAL	1,086		
No Answer	21		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	636	57.5%
Speed/travel time	172	15.5%
Avoid driving/traffic	529	47.8%
Avoid parking at destination	477	43.1%
Environmentally responsible	591	53.4%
Less expensive	368	33.3%
Can read/do work	376	34.0%
Only transportation available	378	34.2%
Other	50	4.5%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,107	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	584	53.3%	Drive alone	167	31.9%
No	513	46.7%	Non-MBTA bus	0	0.0%
			Carpool/vanpool	60	11.4%
TOTAL	1,097	100.0%	Bicycle	79	15.1%
No answer	10		Other MBTA service	295	56.3%
			Other	93	17.6%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	524	
			(No alternatives reported)	60	

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

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

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

Route: 83

Expanded Results

Rindge Ave - Central Sq Cambridge

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	578	43.9%	43.9%
Home-based School	140	10.6%	54.6%
Home-based Shopping	84	6.4%	61.0%
Home-based Social Activity	22	1.7%	62.6%
Home-based Personal Business	136	10.3%	72.9%
Home-based Work-related	0	0.0%	72.9%
Home-based Other	164	12.4%	85.4%
Work-based	85	6.5%	91.9%
Non-Home or Work-based	107	8.1%	100.0%
TOTAL	1,316		
No Answer	85		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	886	66.3%
Speed/travel time	397	29.7%
Avoid driving/traffic	417	31.2%
Avoid parking at destination	365	27.3%
Environmentally responsible	428	32.1%
Less expensive	482	36.1%
Can read/do work	332	24.9%
Only transportation available	448	33.5%
Other	43	3.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,337	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	975	71.8%
No	384	28.2%
TOTAL	1,358	100.0%
No answer	43	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	108	11.9%
Non-MBTA bus	33	3.6%
Carpool/vanpool	128	14.0%
Bicycle	160	17.5%
Other MBTA service	385	42.3%
Other	311	34.2%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	910	
(No alternatives reported)	64	

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

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

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

Route: 84

Expanded Results

Arlmont Village - Alewife

Inbound

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	101	90.9%	90.9%
Home-based School	0	0.0%	90.9%
Home-based Shopping	0	0.0%	90.9%
Home-based Social Activity	0	0.0%	90.9%
Home-based Personal Business	0	0.0%	90.9%
Home-based Work-related	2	1.8%	92.7%
Home-based Other	0	0.0%	92.7%
Work-based	8	7.3%	100.0%
Non-Home or Work-based	0	0.0%	100.0%
TOTAL	111		
No Answer	8		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	81	67.8%
Speed/travel time	46	39.0%
Avoid driving/traffic	85	71.2%
Avoid parking at destination	79	66.1%
Environmentally responsible	73	61.0%
Less expensive	52	44.1%
Can read/do work	58	49.2%
Only transportation available	12	10.2%
Other	4	3.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	119	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	69	59.6%	Drive alone	18	27.3%
No	46	40.4%	Non-MBTA bus	0	0.0%
			Carpool/vanpool	6	9.1%
TOTAL	115	100.0%	Bicycle	8	12.1%
No answer	4		Other MBTA service	40	60.6%
			Other	0	0.0%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	67	
			(No alternatives reported)	2	

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

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

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

Route: 85

Expanded Results

Spring Hill - Kendall Sq

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	188	78.0%	78.0%
Home-based School	31	13.0%	91.0%
Home-based Shopping	2	1.0%	92.0%
Home-based Social Activity	0	0.0%	92.0%
Home-based Personal Business	2	1.0%	93.0%
Home-based Work-related	2	1.0%	94.0%
Home-based Other	12	5.0%	99.0%
Work-based	2	1.0%	100.0%
Non-Home or Work-based	0	0.0%	100.0%
TOTAL	241		
No Answer	19		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	173	66.7%
Speed/travel time	68	26.0%
Avoid driving/traffic	135	51.9%
Avoid parking at destination	157	60.4%
Environmentally responsible	159	61.2%
Less expensive	109	41.8%
Can read/do work	63	24.1%
Only transportation available	60	23.1%
Other	12	4.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	260	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	200	78.3%
No	55	21.7%
TOTAL	255	100.0%
No answer	5	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	46	24.1%
Non-MBTA bus	5	2.5%
Carpool/vanpool	19	10.2%
Bicycle	31	16.5%
Other MBTA service	118	62.1%
Other	60	31.5%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	190	
(No alternatives reported)	10	

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

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

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

Route: 86

Expanded Results

Sullivan Station - Cleveland Circle

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,454	64.9%	64.9%
Home-based School	305	13.6%	78.6%
Home-based Shopping	22	1.0%	79.6%
Home-based Social Activity	22	1.0%	80.6%
Home-based Personal Business	40	1.8%	82.3%
Home-based Work-related	11	0.5%	82.8%
Home-based Other	130	5.8%	88.6%
Work-based	136	6.1%	94.7%
Non-Home or Work-based	119	5.3%	100.0%
TOTAL	2,239		
No Answer	73		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,170	51.8%
Speed/travel time	412	18.2%
Avoid driving/traffic	889	39.3%
Avoid parking at destination	844	37.3%
Environmentally responsible	1,091	48.3%
Less expensive	877	38.8%
Can read/do work	600	26.5%
Only transportation available	883	39.0%
Other	84	3.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,261	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	1,311	58.1%
No	944	41.9%
TOTAL	2,255	100.0%
No answer	57	

Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Drive alone	294	23.3%
Non-MBTA bus	22	1.8%
Carpool/vanpool	221	17.5%
Bicycle	270	21.4%
Other MBTA service	510	40.5%
Other	321	25.5%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	1,261	
(No alternatives reported)	51	

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

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

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

Route: 87

Expanded Results

Arlington Ctr/Clarendon Hill - Lechmere Station

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,403	78.0%	78.0%
Home-based School	142	7.9%	86.0%
Home-based Shopping	22	1.2%	87.2%
Home-based Social Activity	22	1.2%	88.4%
Home-based Personal Business	50	2.8%	91.1%
Home-based Work-related	67	3.7%	94.8%
Home-based Other	11	0.6%	95.4%
Work-based	32	1.8%	97.2%
Non-Home or Work-based	50	2.8%	100.0%
TOTAL	1,798		
No Answer	203		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,168	59.2%
Speed/travel time	529	26.8%
Avoid driving/traffic	905	45.9%
Avoid parking at destination	875	44.3%
Environmentally responsible	1,051	53.3%
Less expensive	697	35.3%
Can read/do work	650	32.9%
Only transportation available	583	29.5%
Other	11	0.5%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,973	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	1,427	73.8%	Drive alone	393	29.4%
No	508	26.2%	Non-MBTA bus	28	2.1%
TOTAL	1,934	100.0%	Carpool/vanpool	235	17.6%
No answer	67		Bicycle	153	11.5%
			Other MBTA service	663	49.5%
			Other	375	28.0%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	1,338	
			(No alternatives reported)	88	

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

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

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

Route: 88

Expanded Results

Clarendon Hill - Lechmere Station via Highland Ave

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,755	76.3%	76.3%
Home-based School	131	5.7%	82.0%
Home-based Shopping	0	0.0%	82.0%
Home-based Social Activity	74	3.2%	85.3%
Home-based Personal Business	69	3.0%	88.3%
Home-based Work-related	49	2.1%	90.4%
Home-based Other	163	7.1%	97.5%
Work-based	44	1.9%	99.4%
Non-Home or Work-based	15	0.6%	100.0%
TOTAL	2,300		
No Answer	29		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,471	63.5%
Speed/travel time	690	29.8%
Avoid driving/traffic	1,235	53.4%
Avoid parking at destination	1,121	48.4%
Environmentally responsible	1,304	56.3%
Less expensive	906	39.2%
Can read/do work	690	29.8%
Only transportation available	776	33.5%
Other	73	3.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,314	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders
Yes	1,588	70.3%
No	672	29.7%
TOTAL	2,260	100.0%
No answer	69	

Other Modes Reported by Riders Who Checked "Yes":

	Number of Riders	Percent of Riders*
Drive alone	269	16.9%
Non-MBTA bus	0	0.0%
Carpool/vanpool	280	17.6%
Bicycle	245	15.4%
Other MBTA service	651	41.0%
Other	683	43.0%
TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	1,588	
(No alternatives reported)	0	

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

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

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

Route: 350

Expanded Results

North Burlington - Alewife via Burlington Mall

Both Directions

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	533	75.2%	75.2%
Home-based School	25	3.5%	78.7%
Home-based Shopping	27	3.8%	82.5%
Home-based Social Activity	5	0.7%	83.2%
Home-based Personal Business	20	2.8%	86.0%
Home-based Work-related	11	1.5%	87.5%
Home-based Other	31	4.3%	91.9%
Work-based	32	4.5%	96.4%
Non-Home or Work-based	26	3.6%	100.0%
TOTAL	709		
No Answer	72		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	317	40.6%
Speed/travel time	65	8.4%
Avoid driving/traffic	361	46.2%
Avoid parking at destination	189	24.1%
Environmentally responsible	340	43.5%
Less expensive	327	41.9%
Can read/do work	298	38.1%
Only transportation available	298	38.2%
Other	78	10.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	781	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	342	44.7%	Drive alone	195	58.6%
No	423	55.3%	Non-MBTA bus	5	1.5%
			Carpool/vanpool	84	25.4%
			Bicycle	91	27.2%
			Other MBTA service	71	21.4%
			Other	31	9.2%
TOTAL	765	100.0%	TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	332	
No answer	16		(No alternatives reported)	10	

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

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

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

Route: 351

Expanded Results

Oak Park/Bedford Woods - Alewife

Outbound

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	68	95.8%	95.8%
Home-based School	0	0.0%	95.8%
Home-based Shopping	0	0.0%	95.8%
Home-based Social Activity	0	0.0%	95.8%
Home-based Personal Business	0	0.0%	95.8%
Home-based Work-related	0	0.0%	95.8%
Home-based Other	3	4.2%	100.0%
Work-based	0	0.0%	100.0%
Non-Home or Work-based	0	0.0%	100.0%
TOTAL	71		
No Answer	0		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	30	41.7%
Speed/travel time	9	12.5%
Avoid driving/traffic	38	54.2%
Avoid parking at destination	6	8.3%
Environmentally responsible	41	58.3%
Less expensive	33	45.8%
Can read/do work	44	62.5%
Only transportation available	27	37.5%
Other	9	12.5%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	71	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	38	54.2%	Drive alone	15	41.7%
No	33	45.8%	Non-MBTA bus	0	0.0%
TOTAL	71	100.0%	Carpool/vanpool	9	25.0%
No answer	0		Bicycle	12	33.3%
			Other MBTA service	12	33.3%
			Other	3	8.3%
			TOTAL RIDERS GIVING AT LEAST 1 ALTERNATE:	35	
			(No alternatives reported)	3	

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

4

Origin Locations and Activities

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

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

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

4.1 ORIGIN LOCATIONS

4.1.1 DESCRIPTION OF THE ORIGIN LOCATIONS SECTION OF THE TABLE

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

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

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

4.1.2 OVERVIEW OF RESULTS

The size of the market for each bus route depends on a number of factors that influence a rider’s choice to use that route instead of another transportation mode. These include, in addition to the route’s proximity to the rider’s origin, its proximity to other transit services and the relative ease of access. Somerville Garage bus routes had varying market sizes. For example, if origins that were reported by less than 0.5% of the riders are included, the highest number of origin locations was 33, the number for people boarding Route 70, while the lowest was 5, the number for Routes 79 and 84. The origin locations with the highest percentages of riders were generally those that the specific bus route served.

4.2 ORIGIN ACTIVITIES

4.2.1 DESCRIPTION OF THE ORIGIN ACTIVITIES SECTION OF THE TABLE

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

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

4.2.2 OVERVIEW OF RESULTS

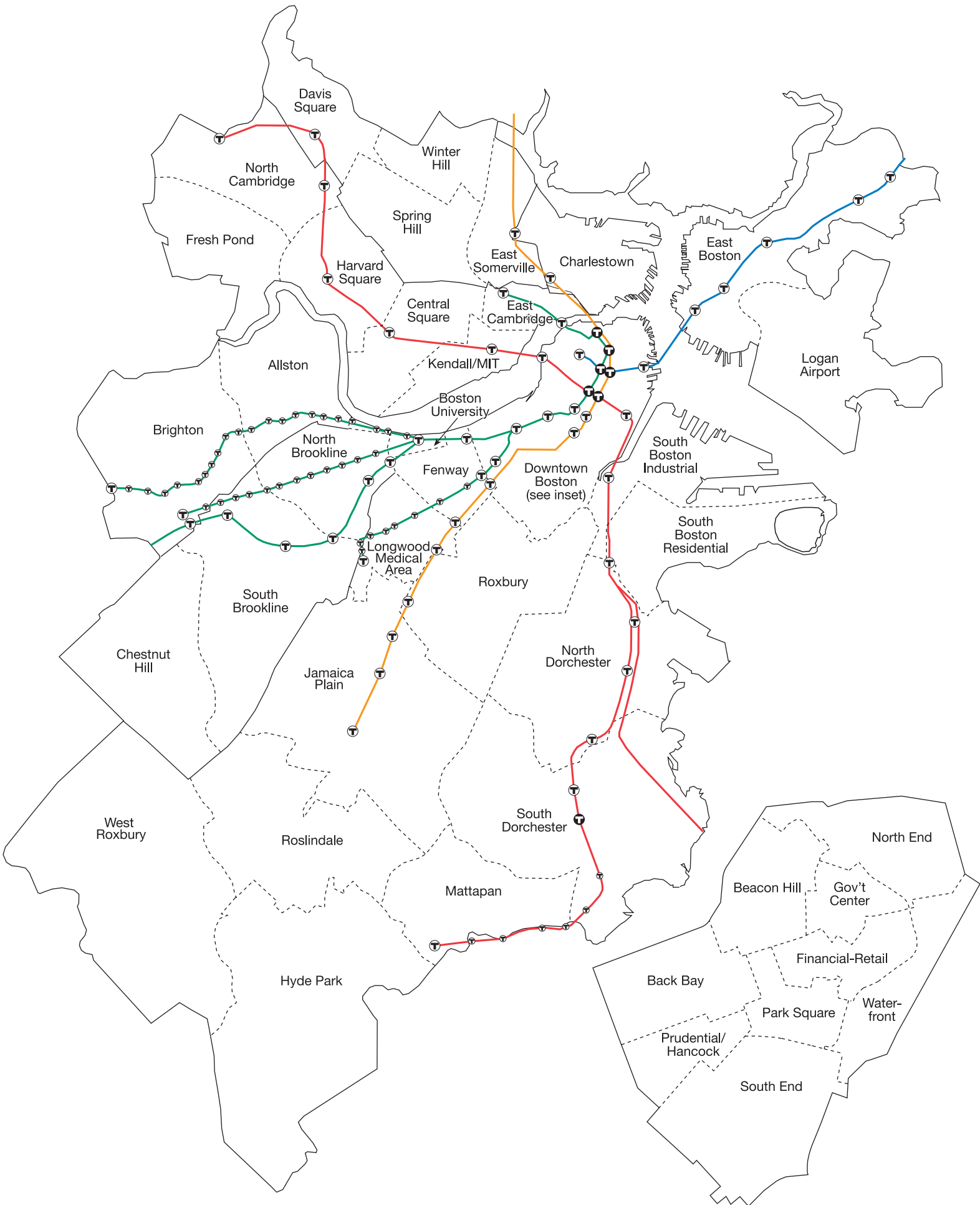
The largest origin activity of people boarding each bus route was home: looking at the riders from the top 10 origin locations for these routes, home was the origin activity for 79%. This is partly a reflection of the hours when the survey was handed out (6:00 AM to 3:30 PM). Had the survey been handed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

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

Most of the remainder of the origin activities of the surveyed riders were split between work, personal business, and store. Looking at the riders with the top 10 origin locations for all Somerville Garage bus routes, work was the origin activity for 7%, followed by personal business and store both with 3%.

The percentages of riders whose origin activity was home were the highest on Routes 351 (100%), 84 (92%), and 71 (91%) and were the lowest on Routes 69 (59%), 77 (63%), and 83 (68%). The percentages of riders with work, personal business, and store origin activities, respectively, were the highest for Routes 86 (14%), 83 (9%), and 67 (7%).

Figure 4-1
Neighborhood Boundaries



Origin Locations and Activities

Route: 62

Expanded Results

Bedford VA Hospital - Alewife

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Arlington	106	23.4%		95.5%	4.5%						
Lexington	99	21.8%		88.9%				11.1%			
Bedford	88	19.4%		87.5%	7.0%	5.5%					
Boston: Back Bay	18	4.1%		33.3%		33.3%	33.3%				
Boston: Fenway	18	4.1%		33.3%	66.7%						
Unspecified	18	4.1%		33.3%		33.3%					33.3%
Boston: Beacon Hill	12	2.7%		100.0%							
Malden	12	2.7%		100.0%							
Somerville: Davis Square	12	2.7%		100.0%							
Billerica	10	2.1%		100.0%							
Boston: Financial/Retail	6	1.4%				100.0%					
Boston: Govt Center	6	1.4%		100.0%							
Boston: So Bos Indust	6	1.4%									100.0%
Cambridge: Harvard Square	6	1.4%				100.0%					
Cambridge: North Cambridge	6	1.4%							100.0%		
Chelsea	6	1.4%		100.0%							
Medford	6	1.4%		100.0%							
Somerville: Spring Hill	6	1.4%		100.0%							
Boston: North Dorchester	5	1.1%	100.0%								
Worcester	5	1.1%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	454	100.0%	1.1%	79.5%	5.1%	6.5%	1.4%	2.4%	1.4%		2.7%

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

Origin Locations and Activities
Route: 64

Expanded Results

Oak Sq - University Park
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Brighton	386	46.5%		90.1%		8.0%				1.9%	
Boston: Allston	217	26.2%		96.7%		3.3%					
Cambridge: Central Square	138	16.6%		86.8%		6.6%	6.6%				
Boston: Financial/Retail	9	1.1%						100.0%			
Boston: Mattapan	9	1.1%		100.0%							
Boston: North Dorchester	9	1.1%		100.0%							
Boston: South Dorchester	9	1.1%		100.0%							
Brookline: North Brookline	9	1.1%	100.0%								
Cambridge: Kendall/MIT	9	1.1%		100.0%							
Ipswich	9	1.1%									100.0%
Quincy	9	1.1%				100.0%					
Somerville: Spring Hill	9	1.1%		100.0%							
Newton	7	0.9%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	831	100.0%	1.1%	88.0%		6.8%	1.1%	1.1%		0.9%	1.1%

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

Origin Locations and Activities

Route: 67

Expanded Results

Turkey Hill - Alewife

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Arlington	294	73.6%		86.8%		2.1%	9.1%		2.1%		
Boston: Govt Center	27	6.7%			50.0%	50.0%					
Boston: North Dorchester	13	3.3%		100.0%							
Boston: Park Square	13	3.3%						100.0%			
Boston: Waterfront	13	3.3%				100.0%					
Cambridge: Harvard Square	13	3.3%						100.0%			
Cambridge: Kendall/MIT	13	3.3%				100.0%					
Belmont	6	1.5%		100.0%							
Winchester	6	1.5%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	400	100.0%		70.3%	3.3%	11.5%	6.7%	6.7%	1.5%		

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

Origin Locations and Activities

Route: 68

Expanded Results

Harvard Sq - Kendall Sq

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Cambridge: Central Square	250	60.3%		87.1%	7.3%	5.5%					
Cambridge: Harvard Square	91	22.1%		88.2%		11.8%					
Cambridge: Kendall/MIT	33	7.9%		13.9%	13.9%	44.2%		13.9%	13.9%		
Cambridge: Fresh Pond	11	2.6%		100.0%							
Boston: East Boston	5	1.1%		100.0%							
Boston: Financial/Retail	5	1.1%				100.0%					
Lexington	5	1.3%		100.0%							
Somerville: Davis Square	5	1.1%		100.0%							
Somerville: Spring Hill	5	1.1%					100.0%				
Watertown	5	1.3%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	414	100.0%		80.6%	5.5%	10.5%	1.1%	1.1%	1.1%		

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

Origin Locations and Activities
Route: 69

Expanded Results

Harvard Sq - Lechmere Station
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Cambridge: Central Square	551	29.2%	3.7%	67.6%		7.1%		14.5%	3.3%	3.7%	
Cambridge: East Cambridge	408	21.7%		69.8%			10.1%		10.1%	5.0%	5.0%
Cambridge: Harvard Square	390	20.7%	4.7%	23.5%	14.1%	24.1%		10.0%	9.4%	9.4%	4.7%
Somerville: Spring Hill	119	6.3%		100.0%							
Cambridge: Fresh Pond	55	2.9%		66.7%							33.3%
Cambridge: North Cambridge	37	1.9%		50.0%		50.0%					
Somerville: Davis Square	37	1.9%			50.0%	50.0%					
Watertown	37	1.9%		100.0%							
Boston: Back Bay	21	1.1%									100.0%
Boston: Financial/Retail	21	1.1%							100.0%		
Boston: Longwood Med Area	21	1.1%			100.0%						
Cambridge: Unspecified	21	1.1%		100.0%							
Melrose	21	1.1%		100.0%							
Somerville: Winter Hill	21	1.1%		100.0%							
Arlington	18	1.0%		100.0%							
Boston: Allston	18	1.0%		100.0%							
Boston: Beacon Hill	18	1.0%		100.0%							
Boston: Roxbury	18	1.0%						100.0%			
Brookline: North Brookline	18	1.0%		100.0%							
Brookline: South Brookline	18	1.0%									100.0%
Fairhaven	18	1.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,885	100.0%	2.1%	59.1%	5.0%	9.0%	2.2%	7.3%	6.2%	4.1%	5.1%

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


MBTA Surveys: 2008-09
Bus Survey
Origin Locations and Activities
Route: 70

Expanded Results

Cedarwood/Central Sq Waltham - University Park
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Waltham	968	24.5%		86.4%	1.9%	3.9%		3.9%			3.9%
Watertown	964	24.4%		73.5%		7.8%	10.8%	3.0%			4.9%
Cambridge: Central Square	459	11.6%		100.0%							
Boston: Allston	248	6.3%		88.4%					11.6%		
Boston: Brighton	209	5.3%		91.0%			9.0%				
Malden	115	2.9%	25.0%	75.0%							
Belmont	86	2.2%		100.0%							
Boston: South End	86	2.2%		100.0%							
Boston: Roslindale	58	1.5%		100.0%							
Boston: Waterfront	58	1.5%				100.0%					
Brookline: North Brookline	58	1.5%		50.0%		50.0%					
Quincy	58	1.5%		50.0%							50.0%
Revere	58	1.5%		100.0%							
Newton	38	0.9%		100.0%							
Boston: Back Bay	29	0.7%									100.0%
Boston: Beacon Hill	29	0.7%							100.0%		
Boston: North Dorchester	29	0.7%		100.0%							
Boston: North End	29	0.7%		100.0%							
Boston: West Roxbury	29	0.7%		100.0%							
Cambridge: East Cambridge	29	0.7%		100.0%							
Cambridge: Fresh Pond	29	0.7%				100.0%					
Cambridge: Harvard Square	29	0.7%		100.0%							
Cambridge: Kendall/MIT	29	0.7%			100.0%						
Cambridge: North Cambridge	29	0.7%		100.0%							
Lynn	29	0.7%		100.0%							
Somerville: Davis Square	29	0.7%						100.0%			
Somerville: East Somerville	29	0.7%		100.0%							
Somerville: Spring Hill	29	0.7%		100.0%							
Other (< 0.5 % of riders)	94	2.4%		100.0%							
OVERALL TOTAL	3,959	100.0%	0.7%	81.8%	1.2%	5.8%	3.1%	2.4%	1.5%		3.6%

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


MBTA Surveys: 2008-09
Bus Survey
Origin Locations and Activities
Route: 71

Expanded Results

Watertown Sq - Harvard Sq
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Watertown	1,458	45.1%	2.2%	93.5%		2.2%					2.1%
Newton	320	9.9%		95.2%			4.8%				
Cambridge: Harvard Square	255	7.9%		59.7%	13.4%	6.7%	6.7%			6.7%	6.7%
Cambridge: Fresh Pond	217	6.7%		85.1%		7.0%		7.9%			
Boston: Beacon Hill	86	2.6%		80.0%					20.0%		
Boston: Fenway	68	2.1%		100.0%							
Somerville: Davis Square	68	2.1%		100.0%							
Somerville: Spring Hill	68	2.1%		100.0%							
Boston: Jamaica Plain	51	1.6%		100.0%							
Boston: South Dorchester	51	1.6%		100.0%							
Cambridge: North Cambridge	51	1.6%		100.0%							
Chelsea	51	1.6%		100.0%							
Medford	51	1.6%		100.0%							
Boston: Brighton	48	1.5%		68.0%				32.0%			
Waltham	46	1.4%		100.0%							
Belmont	34	1.1%		100.0%							
Boston: Allston	34	1.1%		100.0%							
Boston: Roxbury	34	1.1%		100.0%							
Cambridge: Central Square	34	1.1%		50.0%							50.0%
Arlington	17	0.5%		100.0%							
Boston: Charlestown	17	0.5%		100.0%							
Boston: East Boston	17	0.5%		100.0%							
Boston: South End	17	0.5%		100.0%							
Brookline: North Brookline	17	0.5%		100.0%							
Cambridge: East Cambridge	17	0.5%		100.0%							
Lexington	17	0.5%		100.0%							
Quincy	17	0.5%		100.0%							
Revere	17	0.5%		100.0%							
Saugus	17	0.5%		100.0%							
Winthrop	17	0.5%		100.0%							
Other (< 0.5 % of riders)	15	0.5%		100.0%							
OVERALL TOTAL	3,230	100.0%	1.0%	90.9%	1.1%	2.0%	1.0%	1.0%	0.5%	0.5%	2.0%

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

Origin Locations and Activities

Route: 72

Expanded Results

Aberdeen Ave/Mt Auburn - Harvard Sq

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Cambridge: Fresh Pond	276	62.8%	2.2%	96.6%							1.2%
Cambridge: Harvard Square	101	22.9%		25.8%	23.6%	26.9%		5.9%	5.9%	11.8%	
Boston: Govt Center	18	4.1%				66.7%			33.3%		
Boston: Financial/Retail	12	2.7%							100.0%		
Boston: Allston	6	1.4%		100.0%							
Boston: Fenway	6	1.4%			100.0%						
Cambridge: Central Square	6	1.4%									100.0%
Medford	6	1.4%		100.0%							
Somerville: Davis Square	6	1.4%		100.0%							
Cambridge: North Cambridge	3	0.8%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	440	100.0%	1.4%	71.4%	6.8%	8.9%		1.4%	5.4%	2.7%	2.1%

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


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

Expanded Results

Route: 73

Waverly Sq - Harvard Sq

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Belmont	1,252	39.8%	1.0%	85.0%		7.0%	2.0%	2.0%			3.0%
Watertown	525	16.7%		97.6%		2.4%					
Cambridge: Fresh Pond	224	7.1%		67.3%		5.6%		27.1%			
Cambridge: Harvard Square	207	6.6%		22.2%	22.2%	22.2%		11.1%		11.1%	11.1%
Waltham	151	4.8%		91.7%		8.3%					
Boston: Fenway	69	2.2%		66.7%				33.3%			
Medford	69	2.2%		66.7%	33.3%						
Cambridge: North Cambridge	59	1.9%		21.4%		78.6%					
Arlington	46	1.5%		50.0%							50.0%
Boston: Beacon Hill	46	1.5%				50.0%					50.0%
Cambridge: Central Square	46	1.5%		100.0%							
Boston: Allston	23	0.7%		100.0%							
Boston: Back Bay	23	0.7%		100.0%							
Boston: Brighton	23	0.7%		100.0%							
Boston: Financial/Retail	23	0.7%				100.0%					
Boston: Govt Center	23	0.7%				100.0%					
Boston: Logan Airport	23	0.7%									100.0%
Boston: Mattapan	23	0.7%		100.0%							
Boston: North Dorchester	23	0.7%		100.0%							
Boston: So Bos Indust	23	0.7%				100.0%					
Boston: South Dorchester	23	0.7%		100.0%							
Boston: South End	23	0.7%		100.0%							
Boston: Waterfront	23	0.7%				100.0%					
Brookline: North Brookline	23	0.7%		100.0%							
Cambridge: East Cambridge	23	0.7%				100.0%					
Franklin	23	0.7%		100.0%							
Norwood	23	0.7%		100.0%							
Quincy	23	0.7%		100.0%							
Somerville: Spring Hill	23	0.7%		100.0%							
Whitman	23	0.7%		100.0%							
Other (< 0.5 % of riders)	13	0.4%		100.0%							
OVERALL TOTAL	3,144	100.0%	0.4%	76.2%	2.2%	11.3%	0.8%	4.2%		0.7%	4.1%

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

Origin Locations and Activities
Route: 74

Expanded Results

Belmont Ctr - Harvard Sq
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Belmont	221	39.1%	1.6%	87.1%	3.2%	3.2%		3.2%	1.6%		
Cambridge: Harvard Square	79	14.0%		18.1%		27.3%	13.6%			40.9%	
Cambridge: Fresh Pond	43	7.6%		91.7%		8.3%					
Cambridge: North Cambridge	36	6.3%		50.0%		30.0%		20.0%			
Cambridge: Central Square	32	5.7%		100.0%							
Boston: Financial/Retail	22	3.8%				100.0%					
Somerville: East Somerville	14	2.5%		100.0%							
Arlington	11	1.9%		100.0%							
Boston: Brighton	11	1.9%		100.0%							
Boston: So Bos Res	11	1.9%		100.0%							
Boston: Waterfront	11	1.9%		100.0%							
Chelsea	11	1.9%		100.0%							
East Providence, RI	11	1.9%		100.0%							
Holbrook	11	1.9%		100.0%							
Medford	11	1.9%		100.0%							
Quincy	11	1.9%		100.0%							
Somerville: Davis Square	11	1.9%		100.0%							
Unspecified	11	1.9%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	566	100.0%	0.6%	75.9%	1.3%	11.4%	1.9%	2.5%	0.6%	5.7%	

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

Origin Locations and Activities

Route: 75

Expanded Results

Belmont Ctr - Harvard Sq via Huron Towers

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Cambridge: Fresh Pond	114	32.5%		90.6%		6.3%		3.1%			
Belmont	82	23.4%	4.3%	73.9%		21.7%					
Cambridge: Harvard Square	36	10.3%			39.9%	60.1%					
Cambridge: North Cambridge	21	6.1%		100.0%							
Boston: Allston	11	3.1%		100.0%							
Boston: B U	11	3.1%			100.0%						
Boston: Jamaica Plain	11	3.1%						100.0%			
Cambridge: Kendall/MIT	11	3.1%							100.0%		
Dudley	11	3.1%									100.0%
Malden	11	3.1%		100.0%							
Salem	11	3.1%		100.0%							
Somerville: East Somerville	11	3.1%		100.0%							
Somerville: Winter Hill	11	3.1%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	351	100.0%	1.0%	68.3%	7.2%	13.3%		4.1%	3.1%		3.1%

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


MBTA Surveys: 2008-09
Bus Survey
Origin Locations and Activities
Route: 76

Expanded Results

Lincoln Labs/Hanscom - Alewife
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Lexington	263	40.3%		92.7%		1.8%		1.8%			3.7%
Arlington	79	12.2%		100.0%							
Cambridge: North Cambridge	68	10.4%	9.1%	63.6%	9.1%	18.2%					
Somerville: Davis Square	55	8.5%		88.9%	11.1%						
Bedford	19	3.0%		50.0%		50.0%					
Boston: Govt Center	12	1.9%		50.0%					50.0%		
Cambridge: Central Square	12	1.9%		100.0%							
Cambridge: Kendall/MIT	12	1.9%		50.0%		50.0%					
Somerville: Spring Hill	12	1.9%		100.0%							
Unspecified	12	1.9%	50.0%	50.0%							
Lincoln	10	1.5%		100.0%							
Belmont	6	0.9%		100.0%							
Boston: Allston	6	0.9%		100.0%							
Boston: Beacon Hill	6	0.9%		100.0%							
Boston: South End	6	0.9%		100.0%							
Brookline: North Brookline	6	0.9%		100.0%							
Cambridge: Harvard Square	6	0.9%			100.0%						
Cohasset	6	0.9%		100.0%							
Holbrook	6	0.9%		100.0%							
Lynn	6	0.9%		100.0%							
Medford	6	0.9%		100.0%							
Melrose	6	0.9%		100.0%							
Salem	6	0.9%		100.0%							
Somerville: East Somerville	6	0.9%		100.0%							
Watertown	6	0.9%		100.0%							
Hollis, NH	5	0.7%		100.0%							
Waltham	5	0.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	652	100.0%	1.9%	87.1%	2.8%	5.0%		0.7%	0.9%		1.5%

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

Origin Locations and Activities
Route: 77

Expanded Results

Arlington Heights - Harvard Sq
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Arlington	1,927	49.0%	0.8%	69.5%	3.6%	13.2%	1.6%	7.2%		1.6%	2.4%
Cambridge: North Cambridge	551	14.0%		78.9%	6.9%		2.8%	5.7%		2.8%	2.8%
Cambridge: Harvard Square	496	12.6%	3.1%	20.2%	15.3%	30.6%	7.7%	7.7%		15.3%	
Somerville: Davis Square	154	3.9%		75.3%						24.7%	
Cambridge: Central Square	152	3.9%		25.0%			25.0%	25.0%			25.0%
Watertown	114	2.9%		100.0%							
Boston: Beacon Hill	76	1.9%		50.0%				50.0%			
Cambridge: Fresh Pond	76	1.9%		50.0%				50.0%			
Boston: Allston	38	1.0%		100.0%							
Boston: East Boston	38	1.0%		100.0%							
Boston: So Bos Indust	38	1.0%				100.0%					
Boston: South Dorchester	38	1.0%		100.0%							
Cambridge: Kendall/MIT	38	1.0%				100.0%					
Lynn	38	1.0%		100.0%							
Revere	38	1.0%		100.0%							
Somerville: Spring Hill	38	1.0%		100.0%							
Burlington	31	0.8%		50.0%							50.0%
Other (< 0.5 % of riders)	47	1.2%		66.7%							33.3%
OVERALL TOTAL	3,929	100.0%	0.8%	63.5%	4.7%	12.3%	3.1%	8.2%		4.1%	3.4%

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

Origin Locations and Activities
Route: 78

Expanded Results

Arlmont Village - Harvard Sq
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Arlington	139	20.5%		98.0%					2.0%		
Cambridge: Harvard Square	131	19.3%		33.0%		28.7%	19.1%			9.6%	9.6%
Belmont	120	17.7%	2.3%	95.3%		2.3%					
Cambridge: North Cambridge	69	10.3%		56.0%		16.0%		16.0%	4.0%		8.0%
Cambridge: Central Square	50	7.4%		50.0%			25.0%	25.0%			
Cambridge: Fresh Pond	32	4.7%		100.0%							
Boston: Allston	13	1.8%		100.0%							
Boston: Back Bay	13	1.8%			100.0%						
Boston: Beacon Hill	13	1.8%			100.0%						
Boston: Brighton	13	1.8%		100.0%							
Boston: Charlestown	13	1.8%									100.0%
Boston: Govt Center	13	1.8%				100.0%					
Boston: North Dorchester	13	1.8%		100.0%							
Boston: Roslindale	13	1.8%		100.0%							
Boston: So Bos Res	13	1.8%		100.0%							
Brookline: North Brookline	13	1.8%		100.0%							
Lexington	6	0.8%		100.0%							
Other (< 0.5 % of riders)	6	0.8%		100.0%							
OVERALL TOTAL	677	100.0%	0.4%	70.2%	3.7%	9.4%	5.5%	3.5%	0.8%	1.8%	4.5%

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

Origin Locations and Activities

Route: 79

Expanded Results

Arlington Heights - Alewife

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Arlington	600	82.2%	6.3%	91.1%				2.6%			
Boston: Financial/Retail	38	5.2%								100.0%	
Cambridge: Central Square	38	5.2%					100.0%				
Cambridge: North Cambridge	38	5.2%				100.0%					
Winchester	16	2.1%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	729	100.0%	5.2%	77.0%		5.2%	5.2%	2.1%		5.2%	

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

Origin Locations and Activities
Route: 80

Expanded Results

Arlington Center - Lechmere Station
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Medford	370	33.4%		88.1%	8.8%	3.1%					
Somerville: Winter Hill	284	25.6%		96.0%		4.0%					
Somerville: Davis Square	112	10.1%		91.3%	8.7%						
Somerville: East Somerville	96	8.7%		100.0%							
Arlington	78	7.0%		87.5%					12.5%		
Cambridge: East Cambridge	46	4.1%		75.0%		25.0%					
Somerville: Spring Hill	44	4.0%		100.0%							
Boston: Fenway	23	2.1%		50.0%		50.0%					
Boston: B U	11	1.0%				100.0%					
Boston: Longwood Med Area	11	1.0%				100.0%					
Cambridge: Central Square	11	1.0%		100.0%							
Lynn	11	1.0%		100.0%							
Lexington	10	0.9%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,107	100.0%		89.1%	3.8%	6.2%			0.9%		

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

Origin Locations and Activities

Route: 83

Expanded Results

Rindge Ave - Central Sq Cambridge

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Cambridge: North Cambridge	478	34.1%	2.3%	68.3%		6.8%	4.3%	9.1%		2.3%	6.8%
Somerville: Spring Hill	470	33.5%		82.1%		2.3%		11.2%	4.4%		
Cambridge: Central Square	274	19.6%		42.6%	7.6%	8.0%	15.1%	4.0%	7.6%		15.1%
Cambridge: Kendall/MIT	42	3.0%		50.0%				50.0%			
Cambridge: Unspecified	32	2.3%		34.4%		65.6%					
Waltham	32	2.3%		65.6%	34.4%						
Boston: Allston	21	1.5%		100.0%							
Cambridge: Harvard Square	21	1.5%		100.0%							
Malden	21	1.5%		100.0%							
Maynard	11	0.8%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,401	100.0%	0.8%	68.2%	2.3%	6.2%	4.5%	9.1%	3.0%	0.8%	5.3%

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

Origin Locations and Activities

Route: **84**

Expanded Results

Arlmont Village - Alewife

Inbound

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Arlington	107	89.8%		94.3%	3.8%						1.9%
Belmont	6	5.1%		66.7%		33.3%					
Cambridge: Kendall/MIT	2	1.7%				100.0%					
Lexington	2	1.7%		100.0%							
Littleton	2	1.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	119	100.0%		91.5%	3.4%	3.4%					1.7%

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

Origin Locations and Activities

Route: 85

Expanded Results

Spring Hill - Kendall Sq

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Somerville: Spring Hill	198	76.2%	2.4%	96.3%			1.2%				
Cambridge: Central Square	22	8.3%	11.2%	77.7%							11.2%
Cambridge: Kendall/MIT	14	5.4%			33.3%	66.7%					
Somerville: Winter Hill	12	4.6%		100.0%							
Attleboro	5	1.8%		100.0%							
Boston: So Bos Indust	5	1.8%								100.0%	
Concord	5	1.8%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	260	100.0%	2.8%	88.1%	1.8%	3.6%	0.9%			1.8%	0.9%

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

Origin Locations and Activities
Route: 86

Expanded Results

Sullivan Station - Cleveland Circle
Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Brighton	756	32.7%	2.3%	79.6%	2.3%	13.6%		2.3%			
Somerville: Spring Hill	485	21.0%		90.8%	2.3%	2.3%	2.3%			2.3%	
Cambridge: Harvard Square	225	9.7%		27.5%	17.5%	35.1%			5.0%	9.9%	5.0%
Somerville: East Somerville	146	6.3%		92.3%		7.7%					
Boston: Charlestown	78	3.4%		28.6%	14.3%	28.6%			28.6%		
Boston: Allston	68	3.0%		100.0%							
Newton: Chestnut Hill	68	3.0%			75.0%	25.0%					
Brookline: South Brookline	51	2.2%		66.7%	33.3%						
Everett	45	1.9%		75.0%							25.0%
Boston: Longwood Med Area	34	1.5%		50.0%		50.0%					
Malden	34	1.5%		66.7%				33.3%			
Newton	34	1.5%		50.0%		50.0%					
Arlington	22	1.0%		50.0%		50.0%					
Boston: Jamaica Plain	22	1.0%		100.0%							
Cambridge: North Cambridge	22	1.0%		50.0%		50.0%					
Unspecified	22	1.0%	50.0%								50.0%
Belmont	17	0.7%		100.0%							
Boston: West Roxbury	17	0.7%		100.0%							
Waltham	17	0.7%		100.0%							
Watertown	17	0.7%		100.0%							
Weston	17	0.7%			100.0%						
Other (< 0.5 % of riders)	112	4.8%		60.0%		30.0%		10.0%			
OVERALL TOTAL	2,312	100.0%	1.2%	70.7%	7.1%	14.4%	0.5%	1.7%	1.5%	1.5%	1.5%

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

Origin Locations and Activities

Route: 87

Expanded Results

Arlington Ctr/Clarendon Hill - Lechmere Station

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Arlington	806	40.3%	1.3%	94.6%	1.3%	2.7%					
Somerville: Spring Hill	649	32.4%		98.3%	1.7%						
Somerville: Davis Square	261	13.1%	10.7%	81.0%		4.1%		4.1%			
Cambridge: East Cambridge	56	2.8%		100.0%							
Revere	56	2.8%		100.0%							
Boston: Logan Airport	28	1.4%									100.0%
Cambridge: Central Square	28	1.4%						100.0%			
Everett	28	1.4%				100.0%					
Somerville: East Somerville	28	1.4%		100.0%							
Somerville: Winter Hill	28	1.4%					100.0%				
Cambridge: North Cambridge	22	1.1%		100.0%							
Boston: Waterfront	11	0.5%	100.0%								
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,001	100.0%	2.5%	88.7%	1.1%	3.0%	1.4%	1.9%			1.4%

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

Origin Locations and Activities
Route: 88

Expanded Results

Clarendon Hill - Lechmere Station via Highland Ave
Both Directions

City/Neighborhood Origins	ORIGIN LOCATIONS		ORIGIN ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Somerville: Spring Hill	1,076	46.2%		95.9%		2.7%		1.4%			
Somerville: Davis Square	755	32.4%	1.9%	92.3%					1.9%		3.9%
Somerville: Winter Hill	94	4.0%		100.0%							
Somerville: East Somerville	54	2.3%		100.0%							
Cambridge: North Cambridge	49	2.1%		100.0%							
Arlington	44	1.9%		100.0%							
Cambridge: East Cambridge	40	1.7%		100.0%							
Boston: South Dorchester	34	1.5%		100.0%							
Boston: Back Bay	20	0.9%									100.0%
Boston: Beacon Hill	20	0.9%				100.0%					
Boston: Financial/Retail	20	0.9%						100.0%			
Boston: Govt Center	20	0.9%				100.0%					
Boston: North End	20	0.9%							100.0%		
Boston: Park Square	20	0.9%								100.0%	
Watertown	20	0.9%				100.0%					
Brookline: North Brookline	15	0.6%			100.0%						
Cambridge: Central Square	15	0.6%								100.0%	
Lexington	15	0.6%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,329	100.0%	0.6%	88.4%	0.6%	3.8%		1.5%	1.5%	1.5%	2.1%

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


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

Expanded Results

Route: 350

North Burlington - Alewife via Burlington Mall

Both Directions

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Arlington	177	22.6%		93.8%							6.2%
Burlington	128	16.4%	7.7%	65.4%		19.2%		3.8%	3.8%		
Woburn	86	11.0%	5.7%	82.8%				5.7%			5.7%
Cambridge: North Cambridge	55	7.0%	20.0%	40.0%		20.0%					20.0%
Winchester	46	5.8%		100.0%							
Billerica	44	5.7%		100.0%							
Somerville: Davis Square	44	5.6%		100.0%							
Boston: North Dorchester	22	2.8%	50.0%	50.0%							
Boston: So Bos Res	22	2.8%		100.0%							
Cambridge: Central Square	22	2.8%		100.0%							
Cambridge: Fresh Pond	22	2.8%		100.0%							
Cambridge: Harvard Square	22	2.8%		100.0%							
Belmont	11	1.4%		100.0%							
Boston: Roslindale	11	1.4%		100.0%							
Cambridge: Kendall/MIT	11	1.4%		100.0%							
Malden	11	1.4%	100.0%								
Medford	11	1.4%			100.0%						
Newton	11	1.4%		100.0%							
Quincy	11	1.4%		100.0%							
Lexington	5	0.6%		100.0%							
Lowell	5	0.6%		100.0%							
Tewksbury	5	0.6%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	781	100.0%	6.1%	82.6%	1.4%	4.6%		1.3%	0.6%		3.4%

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

Origin Locations and Activities

Route: 351

Expanded Results

Oak Park/Bedford Woods - Alewife

Outbound

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Somerville: Davis Square	18	25.0%		100.0%							
Arlington	9	12.5%		100.0%							
Cambridge: Central Square	9	12.5%		100.0%							
Medford	9	12.5%		100.0%							
Cambridge: North Cambridge	6	8.3%		100.0%							
Boston: Allston	3	4.2%		100.0%							
Boston: East Boston	3	4.2%		100.0%							
Boston: Fenway	3	4.2%		100.0%							
Newton	3	4.2%		100.0%							
Somerville: Spring Hill	3	4.2%		100.0%							
Somerville: Winter Hill	3	4.2%		100.0%							
Watertown	3	4.2%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	71	100.0%		100.0%							

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



Access to the Bus

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

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

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

5.1 ACCESS MODE

5.1.1 DESCRIPTION OF TABLE

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

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

5.1.2 OVERVIEW OF RESULTS

Walking was the most frequently reported private access mode to every Somerville Garage bus route. The highest walk access rates were on Routes 84 and 85 (both 95%) and 80 (90%). Drive access trips were the second-largest private access mode. The highest drive access rates were on Routes 350 and 62 (both 8%) and 73 (6%). Route 350 also had the highest drop-off rate of the bus routes in the Somerville Garage (11%); the next highest rate was on Route 76 (6%) followed by Route 62 (5%).

The public access modes most used by riders on Somerville Garage routes were MBTA bus and rapid transit. The highest bus access rates were on Routes 69 (13%), 71 (12%), and 70 (11%). The highest rapid transit access rates were on Routes 351 (75%), 62 (32%), and 76 (31%). The only commuter rail access trips were reported on Routes 70 (2%) and 77 (less than 1%).

5.2 TRIP TIME FOR ACCESS VIA PRIVATE TRANSPORTATION

5.2.1 DESCRIPTION OF TABLE

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

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

5.2.2 OVERVIEW OF RESULTS

The lowest average walk access times were reported by riders on Routes 72, 68, and 79 (all 4 minutes). The highest walk access times were reported by riders on Routes 351 (14 minutes) and 70 and 62 (both 7 minutes). The highest reported drive/park access times were on Routes 84 (28 minutes), 78 (24 minutes), and 69 (20 minutes), and the highest reported drop-off access times were on Routes 79 (13 minutes) and 70, 71, and 68 (all 10 minutes).

Walk access times to all Somerville Garage bus routes combined averaged 6 minutes. Slightly more than 10% exceeded 10 minutes, or about one-half mile for an average person.

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

5.3.1 DESCRIPTION OF TABLES

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

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

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

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

For surveyed routes where there were too many bus transfer routes to list all individually on one page, the table combines those beyond a set number of

rows as “other.” Because the bus routes are listed in descending order by number of riders, it is the less used ones that are combined.

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

5.3.2 OVERVIEW OF RESULTS

As with access to the surveyed bus routes, the most frequently reported mode for accessing the transit system (for those riders who transferred to the surveyed bus route from another transit mode) was walking. The highest walk rates for this part of the trips were on Routes 351 (71%), 74 (30%), and 62 (29%). The highest drive/park access and drop-off access rates were both 4% on Route 351.

The highest percentages of riders who transferred to the surveyed bus route from another transit mode and had begun their transit trip on another MBTA bus route were on Routes 351 (25%), 75 (19%), and 71 (18%). The highest percentages of riders who transferred to the surveyed bus route from another transit mode and had begun their transit trip on rapid transit were on Routes 351 (54%), 62 (28%), and 76 (22%).

The most commonly listed connecting bus route from which bus riders on the surveyed routes transferred was Route 66, followed by Routes 71 and 1. The most commonly listed nonconnecting bus route from which bus riders on the surveyed routes transferred (with an intermediate transit link or links between the listed route and the surveyed route) was Route 88, followed by Routes 89 and 94.



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 62

Bedford VA Hospital - Alewife

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:	Number of Riders		Percent of Riders		Access Mode to the Transit System:	Number of Riders		Percent of Riders	
Walk Access	228	51.5%	Walk	128	28.9%				
Drive/Park Access	34	7.6%	Drive/Park	0	0.0%				
Drop-off Access	24	5.4%	Drop-off	6	1.4%				
Taxi Access	0	0.0%	Other	6	1.4%				
Shuttle/Van Access	11	2.5%	TOTAL	140	31.7%				
Bicycle Access	0	0.0%	No Answer	6					
Other Access	0	0.0%							
Total Private Trans.	297	67.0%	Initial Transit Mode Used on Trip:						
MBTA Bus	6	1.4%	MBTA Bus	18	4.2%				
Other Bus	0	0.0%	Other Bus	0	0.0%				
Rapid Transit	140	31.7%	Rapid Transit	122	27.5%				
Commuter Rail	0	0.0%	Commuter Rail	6	1.4%				
Boat	0	0.0%	Boat	0	0.0%				
Other	0	0.0%	Other	0	0.0%				
Total Public Trans.	146	33.0%	TOTAL	146	33.0%				
TOTAL	443	100.0%							
No Answer	11								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
77	6	100.0%
TOTAL	6	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
7	6	50.0%
111	6	50.0%
TOTAL	12	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	89	56.5%	14	50.0%	5	33.3%	0	0.0%	109	52.3%
6-10	38	24.4%	5	16.7%	10	66.7%	6	100.0%	59	28.5%
11-15	14	9.1%	10	33.3%	0	0.0%	0	0.0%	24	11.6%
16-20	16	10.0%	0	0.0%	0	0.0%	0	0.0%	16	7.6%
21-30	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	158	100.0%	29	100.0%	14	100.0%	6	100.0%	207	100.0%
No Answer	70		5		10		5		89	
Avg. Time (min)	7.0		8.7		8.0		10.0		7.4	



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 64

Oak Sq - University Park

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:

	Number of Riders	Percent of Riders
Walk Access	736	89.6%
Drive/Park Access	0	0.0%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	7	0.9%
Total Private Trans.	744	90.5%
MBTA Bus	24	2.9%
Other Bus	9	1.1%
Rapid Transit	46	5.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	78	9.5%
TOTAL	822	100.0%
No Answer	9	

Access Mode to the Transit System:

	Number of Riders	Percent of Riders
Walk	69	8.4%
Drive/Park	9	1.1%
Drop-off	0	0.0%
Other	0	0.0%
TOTAL	78	9.5%
No Answer	0	

Initial Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	24	2.9%
Other Bus	0	0.0%
Rapid Transit	36	4.4%
Commuter Rail	18	2.2%
Boat	0	0.0%
Other	0	0.0%
TOTAL	78	9.5%

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
57	14	44.3%
EZ	9	27.9%
66	9	27.9%
TOTAL	33	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	486	73.2%							486	73.2%
6-10	100	15.0%							100	15.0%
11-15	40	6.0%							40	6.0%
16-20	38	5.7%	(No responses)		(No responses)		(No responses)		38	5.7%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	664	100.0%							664	100.0%
No Answer	73						7		80	
Avg. Time (min)		5.6								5.6

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 67

Turkey Hill - Alewife

Both Directions

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	307		76.7%		Walk	93		23.3%	
Drive/Park Access	0		0.0%		Drive/Park	0		0.0%	
Drop-off Access	0		0.0%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	93		23.3%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	307		76.7%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	0		0.0%		MBTA Bus	13		3.3%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	93		23.3%		Rapid Transit	80		20.0%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	93		23.3%		TOTAL	93		23.3%	
TOTAL	400		100.0%						
No Answer	0								

Bus Transfers from Connecting Routes:

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

Bus Transfers from Nonconnecting Routes:

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

	73	13	100.0%
TOTAL	0	0.0%	TOTAL 13 100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	208	74.0%							208	74.0%
6-10	61	21.6%							61	21.6%
11-15	12	4.3%							12	4.3%
16-20	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	281	100.0%							281	100.0%
No Answer	26								26	
Avg. Time (min)		5.3								5.3

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 68

Harvard Sq - Kendall Sq

Both Directions

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	349		86.3%		Walk	45		11.2%	
Drive/Park Access	0		0.0%		Drive/Park	5		1.3%	
Drop-off Access	5		1.1%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	51		12.5%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	353		87.5%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	31		7.8%		MBTA Bus	36		8.9%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	19		4.7%		Rapid Transit	15		3.6%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	51		12.5%		TOTAL	51		12.5%	
TOTAL	404		100.0%						
No Answer	10								

<i>Bus Transfers from Connecting Routes:</i>	Number of Riders		Percent of Riders		<i>Bus Transfers from Nonconnecting Routes:</i>	Number of Riders		Percent of Riders	
73	11		34.2%		96	5		100.0%	
78	5		17.1%						
77	5		17.1%						
72	5		17.1%						
85	5		14.6%						
TOTAL	31		100.0%		TOTAL	5		100.0%	

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	251	76.2%			0	0.0%			251	75.2%
6-10	63	19.1%			5	100.0%			67	20.2%
11-15	11	3.3%			0	0.0%			11	3.2%
16-20	5	1.4%			0	0.0%			5	1.4%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			0	0.0%			0	0.0%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	329	100.0%			5	100.0%			333	100.0%
No Answer	20				0				20	
Avg. Time (min)		4.3				10.0				4.4



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 69

Harvard Sq - Lechmere Station

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:

	Number of Riders	Percent of Riders
Walk Access	1,388	75.2%
Drive/Park Access	39	2.1%
Drop-off Access	0	0.0%
Taxi Access	21	1.1%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	21	1.1%
Total Private Trans.	1,468	79.5%
MBTA Bus	243	13.2%
Other Bus	0	0.0%
Rapid Transit	135	7.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	378	20.5%
TOTAL	1,846	100.0%
No Answer	39	

Access Mode to the Transit System:

	Number of Riders	Percent of Riders
Walk	339	18.4%
Drive/Park	18	1.0%
Drop-off	0	0.0%
Other	21	1.1%
TOTAL	378	20.5%
No Answer	0	

Initial Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	243	13.2%
Other Bus	0	0.0%
Rapid Transit	135	7.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	378	20.5%

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
66	55	22.7%
77	37	15.1%
73	37	15.1%
88	21	8.4%
80	21	8.4%
Other	73	30.2%
TOTAL	243	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	997	76.1%	0	0.0%			0	0.0%	997	72.7%
6-10	199	15.2%	0	0.0%			0	0.0%	199	14.5%
11-15	115	8.7%	0	0.0%			21	50.0%	135	9.8%
16-20	0	0.0%	21	100.0%	(No responses)		0	0.0%	21	1.5%
21-30	0	0.0%	0	0.0%			0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%			21	50.0%	21	1.5%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	1,310	100.0%	21	100.0%			41	100.0%	1,372	100.0%
No Answer	78		18				0		96	
Avg. Time (min)		4.6		20.0				23.0		5.4



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 70

Cedarwood/Central Sq Waltham - University Park

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders	Percent of Riders	<i>Access Mode to the Transit System:</i>	Number of Riders	Percent of Riders
Walk Access	2,697	69.0%	Walk	891	22.8%
Drive/Park Access	38	1.0%	Drive/Park	76	2.0%
Drop-off Access	133	3.4%	Drop-off	0	0.0%
Taxi Access	0	0.0%	Other	0	0.0%
Shuttle/Van Access	0	0.0%	TOTAL	967	24.7%
Bicycle Access	0	0.0%	No Answer	58	
Other Access	19	0.5%			
Total Private Trans.	2,886	73.8%	<i>Initial Transit Mode Used on Trip:</i>		
MBTA Bus	441	11.3%	MBTA Bus	556	14.2%
Other Bus	0	0.0%	Other Bus	0	0.0%
Rapid Transit	518	13.2%	Rapid Transit	432	11.0%
Commuter Rail	66	1.7%	Commuter Rail	38	1.0%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	1,025	26.2%	TOTAL	1,025	26.2%
TOTAL	3,911	100.0%			
No Answer	48				

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
71	58	13.1%
66	58	13.1%
1	58	13.1%
553	38	8.5%
CT1	29	6.5%
Other	201	45.7%
TOTAL	441	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
450	29	25.0%
32	29	25.0%
225	29	25.0%
21	29	25.0%
TOTAL	115	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,115	51.2%	19	50.0%	66	50.0%			1,200	51.1%
6-10	768	35.2%	0	0.0%	19	14.2%			786	33.5%
11-15	229	10.5%	19	50.0%	19	14.2%	(No responses)		267	11.4%
16-20	66	3.0%	0	0.0%	29	21.7%			95	4.1%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	2,178	100.0%	38	100.0%	133	100.0%			2,348	100.0%
No Answer	520		0		0		19		539	
Avg. Time (min)	7.0		10.0		10.1				7.2	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 71

Watertown Sq - Harvard Sq

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	1,973		61.4%		Walk	871		27.1%	
Drive/Park Access	186		5.8%		Drive/Park	68		2.1%	
Drop-off Access	15		0.5%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	34		1.1%	
Shuttle/Van Access	0		0.0%		TOTAL	974		30.3%	
Bicycle Access	17		0.5%		No Answer	32			
Other Access	17		0.5%						
Total Private Trans.	2,209		68.7%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	390		12.1%		MBTA Bus	578		18.0%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	616		19.2%		Rapid Transit	428		13.3%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	1,006		31.3%		TOTAL	1,006		31.3%	
TOTAL	3,215		100.0%						
No Answer	15								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
59	61	15.6%
66	51	13.2%
1	51	13.2%
70	46	11.7%
96	34	8.8%
Other	146	37.6%
TOTAL	390	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
88	34	18.2%
94	17	9.1%
89	17	9.1%
712	17	9.1%
43	17	9.1%
Other	86	45.5%
TOTAL	188	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,210	65.0%	15	11.1%	0	0.0%	0	0.0%	1,225	60.3%
6-10	312	16.8%	61	44.4%	15	100.0%	17	100.0%	405	19.9%
11-15	217	11.6%	46	33.3%	0	0.0%	0	0.0%	263	12.9%
16-20	63	3.4%	15	11.1%	0	0.0%	0	0.0%	78	3.8%
21-30	61	3.3%	0	0.0%	0	0.0%	0	0.0%	61	3.0%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	1,863	100.0%	137	100.0%	15	100.0%	17	100.0%	2,032	100.0%
No Answer	110		49		0		17		177	
Avg. Time (min)	6.8		11.7		10.0		10.0		7.1	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 72

Aberdeen Ave/Mt Auburn - Harvard Sq

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	377		86.4%		Walk	54		12.3%	
Drive/Park Access	0		0.0%		Drive/Park	0		0.0%	
Drop-off Access	0		0.0%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	54		12.3%	
Bicycle Access	0		0.0%		No Answer	6			
Other Access	0		0.0%						
Total Private Trans.	377		86.4%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	18		4.1%		MBTA Bus	18		4.1%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	42		9.6%		Rapid Transit	42		9.6%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	60		13.6%		TOTAL	60		13.6%	
TOTAL	437		100.0%						
No Answer	3								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
69	6	33.3%
66	6	33.3%
1	6	33.3%
TOTAL	18	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	279	77.2%							279	77.2%
6-10	60	16.5%							60	16.5%
11-15	23	6.3%							23	6.3%
16-20	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	362	100.0%							362	100.0%
No Answer	15								15	
Avg. Time (min)		4.0								4.0



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 73

Waverly Sq - Harvard Sq

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:

	Number of Riders	Percent of Riders
Walk Access	2,001	63.6%
Drive/Park Access	201	6.4%
Drop-off Access	86	2.7%
Taxi Access	0	0.0%
Shuttle/Van Access	23	0.7%
Bicycle Access	13	0.4%
Other Access	36	1.1%
Total Private Trans.	2,358	75.0%
MBTA Bus	279	8.9%
Other Bus	0	0.0%
Rapid Transit	507	16.1%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	786	25.0%
TOTAL	3,144	100.0%
No Answer	0	

Access Mode to the Transit System:

	Number of Riders	Percent of Riders
Walk	647	20.6%
Drive/Park	46	1.5%
Drop-off	69	2.2%
Other	23	0.7%
TOTAL	786	25.0%
No Answer	0	

Initial Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	440	14.0%
Other Bus	0	0.0%
Rapid Transit	277	8.8%
Commuter Rail	69	2.2%
Boat	0	0.0%
Other	0	0.0%
TOTAL	786	25.0%

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
1	69	24.8%
77	46	16.5%
66	46	16.5%
96	23	8.3%
86	23	8.3%
Other	71	25.5%
TOTAL	279	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	23	14.3%
SL1	23	14.3%
94	23	14.3%
88	23	14.3%
79	23	14.3%
Other	46	28.6%
TOTAL	161	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,250	68.5%	63	38.5%	86	100.0%	13	21.4%	1,411	66.2%
6-10	389	21.3%	63	38.5%	0	0.0%	23	39.3%	475	22.3%
11-15	161	8.8%	25	15.4%	0	0.0%	23	39.3%	209	9.8%
16-20	25	1.4%	13	7.7%	0	0.0%	0	0.0%	38	1.8%
21-30	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	1,825	100.0%	163	100.0%	86	100.0%	59	100.0%	2,133	100.0%
No Answer	176		38		0		13		226	
Avg. Time (min)		5.8		8.7		3.8		10.9		6.1



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 74

Belmont Ctr - Harvard Sq

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:	Number of Riders		Percent of Riders		Access Mode to the Transit System:	Number of Riders		Percent of Riders	
Walk Access	365		65.7%		Walk	166		29.8%	
Drive/Park Access	11		1.9%		Drive/Park	0		0.0%	
Drop-off Access	4		0.6%		Drop-off	11		1.9%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	176		31.8%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	379		68.2%		Initial Transit Mode Used on Trip:				
MBTA Bus	36		6.5%		MBTA Bus	79		14.3%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	140		25.3%		Rapid Transit	76		13.6%	
Commuter Rail	0		0.0%		Commuter Rail	22		3.9%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	176		31.8%		TOTAL	176		31.8%	
TOTAL	555		100.0%						
No Answer	11								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
86	14	39.9%
96	11	30.0%
77	11	30.0%
TOTAL	36	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
9	11	25.0%
89	11	25.0%
70	11	25.0%
111	11	25.0%
TOTAL	43	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	218	63.5%	0	0.0%	4	100.0%			221	62.0%
6-10	93	27.1%	11	100.0%	0	0.0%			104	29.0%
11-15	14	4.2%	0	0.0%	0	0.0%			14	4.0%
16-20	18	5.2%	0	0.0%	0	0.0%	(No responses)		18	5.0%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	343	100.0%	11	100.0%	4	100.0%			357	100.0%
No Answer	22		0		0				22	
Avg. Time (min)		6.0		10.0		4.0				6.1



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 75

Belmont Ctr - Harvard Sq via Huron Towers

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:

	Number of Riders	Percent of Riders
Walk Access	243	72.2%
Drive/Park Access	4	1.1%
Drop-off Access	4	1.1%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	250	74.3%
MBTA Bus	11	3.2%
Other Bus	0	0.0%
Rapid Transit	76	22.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	86	25.7%
TOTAL	336	100.0%
No Answer	14	

Access Mode to the Transit System:

	Number of Riders	Percent of Riders
Walk	76	22.5%
Drive/Park	0	0.0%
Drop-off	0	0.0%
Other	0	0.0%
TOTAL	76	22.5%
No Answer	11	

Initial Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	65	19.3%
Other Bus	0	0.0%
Rapid Transit	11	3.2%
Commuter Rail	11	3.2%
Boat	0	0.0%
Other	0	0.0%
TOTAL	86	25.7%

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
66	11	100.0%
TOTAL	11	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
89	22	40.0%
39	11	20.0%
15	11	20.0%
106	11	20.0%
TOTAL	54	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	132	63.7%			4	100.0%			136	64.3%
6-10	68	32.9%			0	0.0%			68	32.3%
11-15	4	1.7%	(No responses)		0	0.0%	(No responses)		4	1.7%
16-20	4	1.7%			0	0.0%			4	1.7%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			0	0.0%			0	0.0%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	207	100.0%			4	100.0%			211	100.0%
No Answer	36		4		0				39	
Avg. Time (min)		5.3				2.0				5.2



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 76

Lincoln Labs/Hanscom - Alewife

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	335		52.3%		Walk	183		28.7%	
Drive/Park Access	38		6.0%		Drive/Park	6		1.0%	
Drop-off Access	40		6.2%		Drop-off	6		1.0%	
Taxi Access	0		0.0%		Other	6		1.0%	
Shuttle/Van Access	0		0.0%		TOTAL	202		31.6%	
Bicycle Access	0		0.0%		No Answer	18			
Other Access	6		1.0%						
Total Private Trans.	419		65.6%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	18		2.9%		MBTA Bus	49		7.7%	
Other Bus	5		0.8%		Other Bus	5		0.8%	
Rapid Transit	197		30.8%		Rapid Transit	142		22.1%	
Commuter Rail	0		0.0%		Commuter Rail	25		3.9%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	220		34.4%		TOTAL	220		34.4%	
TOTAL	640		100.0%						
No Answer	12								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
79	12	52.9%
78	6	26.4%
LEX 2	5	20.7%
TOTAL	23	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
66	12	40.0%
94	6	20.0%
455	6	20.0%
1	6	20.0%
TOTAL	31	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	162	54.5%	14	37.5%	14	36.2%	0	0.0%	191	50.0%
6-10	99	33.2%	19	50.0%	25	63.8%	0	0.0%	143	37.6%
11-15	27	9.0%	0	0.0%	0	0.0%	0	0.0%	27	7.0%
16-20	10	3.2%	0	0.0%	0	0.0%	0	0.0%	10	2.5%
21-30	0	0.0%	0	0.0%	0	0.0%	6	100.0%	6	1.6%
31-45	0	0.0%	5	12.5%	0	0.0%	0	0.0%	5	1.3%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	297	100.0%	38	100.0%	40	100.0%	6	100.0%	382	100.0%
No Answer	38		0		0		0		38	
Avg. Time (min)		6.5		10.3		7.2		30.0		7.3

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 77

Arlington Heights - Harvard Sq

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:	Number of Riders		Percent of Riders		Access Mode to the Transit System:	Number of Riders		Percent of Riders	
Walk Access	3,035		77.2%		Walk	754		19.2%	
Drive/Park Access	78		2.0%		Drive/Park	31		0.8%	
Drop-off Access	31		0.8%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	785		20.0%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	3,144		80.0%		Initial Transit Mode Used on Trip:				
MBTA Bus	351		8.9%		MBTA Bus	389		9.9%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	418		10.6%		Rapid Transit	380		9.7%	
Commuter Rail	16		0.4%		Commuter Rail	16		0.4%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	785		20.0%		TOTAL	785		20.0%	
TOTAL	3,929		100.0%						
No Answer	0								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
71	152	43.3%
83	54	15.3%
88	38	10.8%
75	38	10.8%
66	38	10.8%
Other	31	8.9%
TOTAL	351	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
441	38	100.0%
TOTAL	38	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,850	68.8%	16	20.0%	16	100.0%			1,881	67.6%
6-10	714	26.6%	31	40.0%	0	0.0%			745	26.8%
11-15	94	3.5%	31	40.0%	0	0.0%			125	4.5%
16-20	31	1.2%	0	0.0%	0	0.0%	(No responses)		31	1.1%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	2,688	100.0%	78	100.0%	16	100.0%			2,782	100.0%
No Answer	346		0		16				362	
Avg. Time (min)	5.2		11.0		3.0				5.4	



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 78

Arlmont Village - Harvard Sq

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:	Number of Riders		Percent of Riders		Access Mode to the Transit System:	Number of Riders		Percent of Riders	
Walk Access	475		70.5%		Walk	178		26.4%	
Drive/Park Access	8		1.2%		Drive/Park	0		0.0%	
Drop-off Access	0		0.0%		Drop-off	13		1.9%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	191		28.3%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	484		71.7%		Initial Transit Mode Used on Trip:				
MBTA Bus	53		7.8%		MBTA Bus	53		7.8%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	138		20.4%		Rapid Transit	138		20.4%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	191		28.3%		TOTAL	191		28.3%	
TOTAL	674		100.0%						
No Answer	3								

Bus Transfers from Connecting Routes:

	Number of Riders		Percent of Riders	
66	25		47.4%	
86	13		23.7%	
73	13		23.7%	
74	3		5.3%	
TOTAL	53		100.0%	

Bus Transfers from Nonconnecting Routes:

	Number of Riders		Percent of Riders	
11	13		100.0%	
TOTAL	13		100.0%	

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	359	79.6%	0	0.0%					359	78.2%
6-10	83	18.5%	3	33.3%					86	18.8%
11-15	6	1.2%	3	33.3%					8	1.8%
16-20	3	0.6%	0	0.0%	(No responses)		(No responses)		3	0.6%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	3	33.3%					3	0.6%
TOTAL	450	100.0%	8	100.0%					459	100.0%
No Answer	25		0						25	
Avg. Time (min)	4.7		24.3						5.1	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 79

Arlington Heights - Alewife

Both Directions

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	638		87.4%		Walk	38		5.2%	
Drive/Park Access	0		0.0%		Drive/Park	0		0.0%	
Drop-off Access	16		2.1%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	38		5.2%	
Bicycle Access	0		0.0%		No Answer	38			
Other Access	0		0.0%						
Total Private Trans.	653		89.6%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	0		0.0%		MBTA Bus	0		0.0%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	76		10.4%		Rapid Transit	76		10.4%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	76		10.4%		TOTAL	76		10.4%	
TOTAL	729		100.0%						
No Answer	0								

Bus Transfers from Connecting Routes:

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

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

TOTAL 0 0.0% TOTAL 0 0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	444	82.6%			0	0.0%			444	80.2%
6-10	62	11.6%			0	0.0%			62	11.3%
11-15	31	5.8%			16	100.0%			47	8.5%
16-20	0	0.0%	(No responses)		0	0.0%	(No responses)		0	0.0%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			0	0.0%			0	0.0%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	537	100.0%			16	100.0%			553	100.0%
No Answer	100				0				100	
Avg. Time (min)		4.3				13.0				4.5



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 80

Arlington Center - Lechmere Station

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	998		90.2%		Walk	88		7.9%	
Drive/Park Access	21		1.9%		Drive/Park	0		0.0%	
Drop-off Access	0		0.0%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	88		7.9%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	1,019		92.1%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	31		2.8%		MBTA Bus	42		3.8%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	57		5.2%		Rapid Transit	46		4.1%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	88		7.9%		TOTAL	88		7.9%	
TOTAL	1,107		100.0%						
No Answer	0								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
77	19	63.0%
69	11	37.0%
TOTAL	31	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
435	11	100.0%
TOTAL	11	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	639	74.6%	0	0.0%					639	73.8%
6-10	196	22.9%	10	100.0%					206	23.8%
11-15	21	2.5%	0	0.0%					21	2.4%
16-20	0	0.0%	0	0.0%	(No responses)		(No responses)		0	0.0%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	857	100.0%	10	100.0%					867	100.0%
No Answer	141		11						153	
Avg. Time (min)	4.6		9.0						4.7	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 83

Rindge Ave - Central Sq Cambridge

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	1,212		87.2%		Walk	156		11.3%	
Drive/Park Access	0		0.0%		Drive/Park	11		0.8%	
Drop-off Access	11		0.8%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	167		12.0%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	1,223		88.0%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	62		4.5%		MBTA Bus	62		4.5%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	83		6.0%		Rapid Transit	83		6.0%	
Commuter Rail	22		1.6%		Commuter Rail	22		1.6%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	167		12.0%		TOTAL	167		12.0%	
TOTAL	1,390		100.0%						
No Answer	11								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
70	21	33.3%
64	21	33.3%
1	21	33.3%
TOTAL	62	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	720	67.2%			11	100.0%			731	67.6%
6-10	202	18.9%			0	0.0%			202	18.7%
11-15	63	5.9%			0	0.0%			63	5.9%
16-20	64	6.0%	(No responses)		0	0.0%	(No responses)		64	6.0%
21-30	21	1.9%			0	0.0%			21	1.9%
31-45	0	0.0%			0	0.0%			0	0.0%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	1,071	100.0%			11	100.0%			1,082	100.0%
No Answer	141				0				141	
Avg. Time (min)		6.4				3.0				6.3



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 84

Arlmont Village - Alewife

Inbound

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders	Percent of Riders	<i>Access Mode to the Transit System:</i>	Number of Riders	Percent of Riders
Walk Access	113	94.9%	Walk	2	1.7%
Drive/Park Access	4	3.4%	Drive/Park	0	0.0%
Drop-off Access	0	0.0%	Drop-off	0	0.0%
Taxi Access	0	0.0%	Other	0	0.0%
Shuttle/Van Access	0	0.0%	TOTAL	2	1.7%
Bicycle Access	0	0.0%	No Answer	0	
Other Access	0	0.0%			
Total Private Trans.	117	98.3%	<i>Initial Transit Mode Used on Trip:</i>		
MBTA Bus	0	0.0%	MBTA Bus	2	1.7%
Other Bus	0	0.0%	Other Bus	0	0.0%
Rapid Transit	2	1.7%	Rapid Transit	0	0.0%
Commuter Rail	0	0.0%	Commuter Rail	0	0.0%
Boat	0	0.0%	Boat	0	0.0%
Other	0	0.0%	Other	0	0.0%
Total Public Trans.	2	1.7%	TOTAL	2	1.7%
TOTAL	119	100.0%			
No Answer	0				

Bus Transfers from Connecting Routes:

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

Number of Riders	Percent of Riders
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	68	2	100.0%		
TOTAL	0	0.0%	TOTAL	2	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	65	64.0%	0	0.0%					65	61.5%
6-10	20	20.0%	0	0.0%					20	19.2%
11-15	12	12.0%	0	0.0%	(No responses)		(No responses)		12	11.5%
16-20	4	4.0%	2	50.0%					6	5.8%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	2	50.0%					2	1.9%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	101	100.0%	4	100.0%					105	100.0%
No Answer	12		0						12	
Avg. Time (min)	6.2		27.5						7.1	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 85

Spring Hill - Kendall Sq

Both Directions

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	241		94.5%		Walk	5		1.8%	
Drive/Park Access	0		0.0%		Drive/Park	5		1.8%	
Drop-off Access	0		0.0%		Drop-off	5		1.8%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	14		5.5%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	241		94.5%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	0		0.0%		MBTA Bus	0		0.0%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	14		5.5%		Rapid Transit	9		3.7%	
Commuter Rail	0		0.0%		Commuter Rail	5		1.8%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	14		5.5%		TOTAL	14		5.5%	
TOTAL	255		100.0%						
No Answer	5								

Bus Transfers from Connecting Routes:

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

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

TOTAL 0 0.0%

TOTAL 0 0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	169	77.0%							169	77.0%
6-10	38	17.5%							38	17.5%
11-15	12	5.5%							12	5.5%
16-20	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	219	100.0%							219	100.0%
No Answer	22								22	
Avg. Time (min)		4.7								4.7



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 86

Sullivan Station - Cleveland Circle

Both Directions

For Passengers Transferring from Other Transit:

Access Mode to this Bus:

	Number of Riders	Percent of Riders
Walk Access	1,669	73.1%
Drive/Park Access	17	0.7%
Drop-off Access	62	2.7%
Taxi Access	0	0.0%
Shuttle/Van Access	51	2.2%
Bicycle Access	0	0.0%
Other Access	11	0.5%
Total Private Trans.	1,810	79.3%
MBTA Bus	214	9.4%
Other Bus	0	0.0%
Rapid Transit	259	11.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	473	20.7%
TOTAL	2,284	100.0%
No Answer	28	

Access Mode to the Transit System:

	Number of Riders	Percent of Riders
Walk	434	19.0%
Drive/Park	11	0.5%
Drop-off	0	0.0%
Other	17	0.7%
TOTAL	462	20.2%
No Answer	11	

Initial Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	276	12.1%
Other Bus	0	0.0%
Rapid Transit	198	8.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	473	20.7%

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
71	28	13.2%
70	28	13.2%
85	22	10.5%
77	22	10.5%
104	22	10.5%
Other	90	42.1%
TOTAL	214	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
66	17	27.6%
39	11	18.1%
32	11	18.1%
136	11	18.1%
134	11	18.1%
TOTAL	62	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,138	70.3%	17	100.0%	22	100.0%	11	17.9%	1,189	69.1%
6-10	345	21.3%	0	0.0%	0	0.0%	51	82.1%	396	23.0%
11-15	73	4.5%	0	0.0%	0	0.0%	0	0.0%	73	4.3%
16-20	22	1.4%	0	0.0%	0	0.0%	0	0.0%	22	1.3%
21-30	40	2.4%	0	0.0%	0	0.0%	0	0.0%	40	2.3%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	1,618	100.0%	17	100.0%	22	100.0%	62	100.0%	1,720	100.0%
No Answer	51		0		40		0		90	
Avg. Time (min)		5.8		5.0		4.0		7.5		5.8

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Route: 87

Expanded Results

Arlington Ctr/Clarendon Hill - Lechmere Station

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	1,753		87.6%		Walk	177		8.8%	
Drive/Park Access	32		1.6%		Drive/Park	0		0.0%	
Drop-off Access	0		0.0%		Drop-off	0		0.0%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	177		8.8%	
Bicycle Access	0		0.0%		No Answer	28			
Other Access	11		0.5%						
Total Private Trans.	1,796		89.8%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	54		2.7%		MBTA Bus	110		5.5%	
Other Bus	0		0.0%		Other Bus	28		1.4%	
Rapid Transit	151		7.5%		Rapid Transit	67		3.3%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	205		10.2%		TOTAL	205		10.2%	
TOTAL	2,001		100.0%						
No Answer	0								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
77	54	100.0%
TOTAL	54	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
MPA	28	33.3%
442	28	33.3%
110	28	33.3%
TOTAL	84	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,263	72.5%	11	33.3%			11	100.0%	1,284	71.9%
6-10	376	21.6%	22	66.7%			0	0.0%	397	22.3%
11-15	93	5.3%	0	0.0%	(No responses)		0	0.0%	93	5.2%
16-20	11	0.6%	0	0.0%			0	0.0%	11	0.6%
21-30	0	0.0%	0	0.0%			0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	1,742	100.0%	32	100.0%			11	100.0%	1,785	100.0%
No Answer	11		0				0		11	
Avg. Time (min)	5.2		8.3				4.0		5.2	



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 88

Clarendon Hill - Lechmere Station via Highland Ave

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	2,058		89.9%		Walk	168		7.3%	
Drive/Park Access	29		1.3%		Drive/Park	15		0.6%	
Drop-off Access	0		0.0%		Drop-off	20		0.9%	
Taxi Access	0		0.0%		Other	0		0.0%	
Shuttle/Van Access	0		0.0%		TOTAL	202		8.8%	
Bicycle Access	0		0.0%		No Answer	0			
Other Access	0		0.0%						
Total Private Trans.	2,087		91.2%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	15		0.6%		MBTA Bus	15		0.6%	
Other Bus	0		0.0%		Other Bus	0		0.0%	
Rapid Transit	188		8.2%		Rapid Transit	188		8.2%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	202		8.8%		TOTAL	202		8.8%	
TOTAL	2,289		100.0%						
No Answer	40								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
66	15	100.0%
TOTAL	15	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,415	74.6%	0	0.0%					1,415	73.5%
6-10	383	20.2%	15	50.0%					397	20.6%
11-15	64	3.4%	0	0.0%	(No responses)		(No responses)		64	3.3%
16-20	34	1.8%	0	0.0%					34	1.8%
21-30	0	0.0%	15	50.0%					15	0.8%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	1,896	100.0%	29	100.0%					1,925	100.0%
No Answer	162		0						162	
Avg. Time (min)	4.5		17.5						4.7	



MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Route: 350

Expanded Results

North Burlington - Alewife via Burlington Mall

Both Directions

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	375		48.6%		Walk	170		22.0%	
Drive/Park Access	64		8.3%		Drive/Park	0		0.0%	
Drop-off Access	81		10.5%		Drop-off	11		1.4%	
Taxi Access	5		0.6%		Other	33		4.3%	
Shuttle/Van Access	5		0.6%		TOTAL	213		27.7%	
Bicycle Access	11		1.4%		No Answer	11			
Other Access	5		0.6%						
Total Private Trans.	546		70.9%		<i>Initial Transit Mode Used on Trip:</i>				
MBTA Bus	0		0.0%		MBTA Bus	55		7.1%	
Other Bus	5		0.6%		Other Bus	5		0.6%	
Rapid Transit	219		28.5%		Rapid Transit	165		21.4%	
Commuter Rail	0		0.0%		Commuter Rail	0		0.0%	
Boat	0		0.0%		Boat	0		0.0%	
Other	0		0.0%		Other	0		0.0%	
Total Public Trans.	224		29.1%		TOTAL	224		29.1%	
TOTAL	770		100.0%						
No Answer	11								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
LRTA 13	5	100.0%
TOTAL	5	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
	8	20.0%
	77	20.0%
	73	20.0%
	71	20.0%
	37	20.0%
TOTAL	55	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	199	63.6%	25	41.7%	52	77.7%	0	0.0%	275	59.9%
6-10	72	23.1%	15	25.0%	10	14.9%	5	23.7%	102	22.2%
11-15	21	6.7%	10	16.7%	5	7.4%	11	52.7%	47	10.1%
16-20	5	1.6%	10	16.7%	0	0.0%	5	23.7%	20	4.3%
21-30	16	5.1%	0	0.0%	0	0.0%	0	0.0%	16	3.5%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	313	100.0%	59	100.0%	66	100.0%	21	100.0%	460	100.0%
No Answer	61		5		15		5		86	
Avg. Time (min)	6.9		9.9		6.0		14.5		7.5	

MBTA Surveys: 2008-09

Bus Survey

Access to the Bus

Expanded Results

Route: 351

Oak Park/Bedford Woods - Alewife

Outbound

For Passengers Transferring from Other Transit:

<i>Access Mode to this Bus:</i>	Number of Riders		Percent of Riders		<i>Access Mode to the Transit System:</i>	Number of Riders		Percent of Riders	
Walk Access	12	16.7%	Walk	50	70.8%				
Drive/Park Access	0	0.0%	Drive/Park	3	4.2%				
Drop-off Access	0	0.0%	Drop-off	3	4.2%				
Taxi Access	0	0.0%	Other	0	0.0%				
Shuttle/Van Access	0	0.0%	TOTAL	56	79.2%				
Bicycle Access	3	4.2%	No Answer	0					
Other Access	0	0.0%							
Total Private Trans.	15	20.8%	<i>Initial Transit Mode Used on Trip:</i>						
MBTA Bus	3	4.2%	MBTA Bus	18	25.0%				
Other Bus	0	0.0%	Other Bus	0	0.0%				
Rapid Transit	53	75.0%	Rapid Transit	38	54.2%				
Commuter Rail	0	0.0%	Commuter Rail	0	0.0%				
Boat	0	0.0%	Boat	0	0.0%				
Other	0	0.0%	Other	0	0.0%				
Total Public Trans.	56	79.2%	TOTAL	56	79.2%				
TOTAL	71	100.0%							
No Answer	0								

Bus Transfers from Connecting Routes:

	Number of Riders	Percent of Riders
79	3	100.0%
TOTAL	3	100.0%

Bus Transfers from Nonconnecting Routes:

	Number of Riders	Percent of Riders
94	3	20.0%
71	3	20.0%
66	3	20.0%
108	3	20.0%
1	3	20.0%
TOTAL	15	100.0%

Trip time from trip origin to stop by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	3	25.0%					0	0.0%	3	20.0%
6-10	3	25.0%					0	0.0%	3	20.0%
11-15	0	0.0%	(No responses)		(No responses)		0	0.0%	0	0.0%
16-20	3	25.0%					3	100.0%	6	40.0%
21-30	3	25.0%					0	0.0%	3	20.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	12	100.0%					3	100.0%	15	100.0%
No Answer	0						0		0	
Avg. Time (min)	14.0						20.0		15.2	

6

Egress from the Bus

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

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

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

6.1 EGRESS MODE

6.1.1 DESCRIPTION OF TABLE

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

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

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

6.1.2 OVERVIEW OF RESULTS

Walking was the most frequently reported private egress mode from every Somerville Garage bus route. The highest walk egress rates were on Routes 351 (100%), 68 (88%), and 69 (74%). Driving and pick-up egress trips were the second- and third-largest private egress modes. Route 71 had the highest driving rate of the Somerville Garage bus routes (2%). Route 350 had the highest pick-up egress rate (2%). Several routes did not report any pick-up or driving egress trips.

The two public egress modes most used by riders on Somerville Garage bus routes were MBTA bus and rapid transit. The highest bus egress rates were on Routes 70 and 71 (both 13%) and 86 (10%). The highest rapid transit egress rates were on Routes 84 (93%), 79 (74%), and 88 (65%).

6.2 TRIP TIME FOR EGRESS VIA PRIVATE TRANSPORTATION

6.2.1 DESCRIPTION OF TABLE

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

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

6.2.2 OVERVIEW OF RESULTS

The lowest average walk egress times were reported by riders on Routes 351 (3 minutes), 76 (4 minutes), and 75 (5 minutes). The highest walk egress times were reported by riders on Routes 79 (9 minutes) and 70 and 83 (both 7 minutes). The highest reported driving egress times were on Routes 71 (21 minutes), 69 (20 minutes), and 83 (10 minutes), and the highest reported pick-up egress times were on Routes 88 (30 minutes), 62 (15 minutes), and 78 (5 minutes).

Walking egress times from all Somerville Garage bus routes combined averaged 6 minutes. Slightly less than 15% exceeded 10 minutes, or about one-half mile for an average person.

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

6.3.1 DESCRIPTION OF TABLES

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

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

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

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

6.3.2 OVERVIEW OF RESULTS

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

riders who transferred from the surveyed bus route to another transit mode) was walking. The highest walk rates for this part of the trips were on Routes 84 (90%), 79 (68%), and 67 (64%). The highest drive rate for the Somerville Garage bus routes was 1% on Route 75 and the highest pick-up rate was 2% on Route 79.

The highest percentages of riders who transferred from the surveyed bus route to another transit mode and ended their transit trip on another MBTA bus route were on Routes 70 and 71 (both 14%) and 86 (12%). The highest percentages of riders who transferred from the surveyed bus route to another transit mode and ended their transit trip on rapid transit were on Routes 84 (90%), 79 (68%), and 67 (61%).

The most commonly listed connecting bus route to which bus riders on the surveyed routes transferred was Route 66, followed by Routes 71 and 1. The most commonly listed nonconnecting bus route to which bus riders on the surveyed routes transferred (with an intermediate transit link or links between the surveyed route and the listed route) was the Silver Line Waterfront (Route SL2), followed by the Silver Line Washington Street (Route 749) and Route 47.



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 62

Expanded Results

Bedford VA Hospital - Alewife

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	167	37.3%
Drive/Park Egress	0	0.0%
Pick-up Egress	6	1.4%
Taxi Egress	0	0.0%
Shuttle/Van Egress	18	4.1%
Bicycle Egress	0	0.0%
Other Egress	6	1.4%
Total Private Trans.	198	44.2%
MBTA Bus	5	1.1%
Other Bus	0	0.0%
Rapid Transit	245	54.8%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	250	55.8%
TOTAL	448	100.0%
No Answer	6	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	221	49.4%
Drive	0	0.0%
Pick-up	0	0.0%
Other	5	1.1%
TOTAL	226	50.5%
No Answer	24	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	14	3.2%
Other Bus	0	0.0%
Rapid Transit	236	52.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	250	55.8%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
77	5	100.0%
TOTAL	5	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
35	5	50.0%
26	5	50.0%
TOTAL	10	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	79	65.3%			0	0.0%	6	50.0%	85	61.1%
6-10	29	24.4%			0	0.0%	0	0.0%	29	21.2%
11-15	6	5.1%			6	100.0%	6	50.0%	18	13.3%
16-20	6	5.1%	(No responses)		0	0.0%	0	0.0%	6	4.4%
21-30	0	0.0%			0	0.0%	0	0.0%	0	0.0%
31-45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
TOTAL	120	100.0%			6	100.0%	12	100.0%	139	100.0%
No Answer	47				0		12		59	
Avg. Time (min)		6.5				15.0		9.0		7.1



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 64

Expanded Results

Oak Sq - University Park

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	536	65.8%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	7	0.9%
Total Private Trans.	543	66.6%
MBTA Bus	60	7.3%
Other Bus	0	0.0%
Rapid Transit	212	26.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	272	33.4%
TOTAL	815	100.0%
No Answer	16	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	228	28.0%
Drive	0	0.0%
Pick-up	7	0.9%
Other	22	2.7%
TOTAL	257	31.6%
No Answer	14	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	67	8.2%
Other Bus	7	0.9%
Rapid Transit	197	24.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	272	33.4%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
47	22	36.3%
66	16	27.3%
83	14	24.2%
1	7	12.1%
TOTAL	60	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
MPA	7	50.0%
96	7	50.0%
TOTAL	14	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	309	66.1%							309	66.1%
6-10	78	16.7%							78	16.7%
11-15	25	5.5%							25	5.5%
16-20	54	11.7%	(No responses)		(No responses)		(No responses)		54	11.7%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	467	100.0%							467	100.0%
No Answer	69						7		76	
Avg. Time (min)		6.7								6.7



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 67

Expanded Results

Turkey Hill - Alewife

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	124	32.5%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	124	32.5%
MBTA Bus	19	5.1%
Other Bus	0	0.0%
Rapid Transit	237	62.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	257	67.5%
TOTAL	381	100.0%
No Answer	19	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	245	64.3%
Drive	0	0.0%
Pick-up	0	0.0%
Other	6	1.6%
TOTAL	251	65.9%
No Answer	6	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	26	6.7%
Other Bus	0	0.0%
Rapid Transit	231	60.8%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	257	67.5%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
77	13	68.7%
76	6	31.3%
TOTAL	19	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
89	6	100.0%
TOTAL	6	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	79	80.2%							79	80.2%
6-10	0	0.0%							0	0.0%
11-15	6	6.2%	(No responses)		(No responses)		(No responses)		6	6.2%
16-20	13	13.6%							13	13.6%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	98	100.0%							98	100.0%
No Answer	26								26	
Avg. Time (min)		6.4								6.4



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 68

Expanded Results

Harvard Sq - Kendall Sq

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	360	87.8%
Drive/Park Egress	5	1.1%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	5	1.3%
Total Private Trans.	370	90.3%
MBTA Bus	9	2.2%
Other Bus	0	0.0%
Rapid Transit	31	7.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	40	9.7%
TOTAL	409	100.0%
No Answer	5	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	35	8.6%
Drive	0	0.0%
Pick-up	5	1.1%
Other	0	0.0%
TOTAL	40	9.7%
No Answer	0	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	19	4.7%
Other Bus	0	0.0%
Rapid Transit	21	5.1%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	40	9.7%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
78	5	50.0%
72	5	50.0%
TOTAL	9	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
84	5	54.0%
88	5	46.0%
TOTAL	10	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	221	65.9%					5	100.0%	226	66.5%
6-10	77	22.9%					0	0.0%	77	22.5%
11-15	24	7.1%					0	0.0%	24	7.0%
16-20	14	4.1%					0	0.0%	14	4.0%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	335	100.0%					5	100.0%	340	100.0%
No Answer	25		5				0		29	
Avg. Time (min)		5.7						4.0		5.7



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 69

Expanded Results

Harvard Sq - Lechmere Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	1,349	74.0%
Drive/Park Egress	18	1.0%
Pick-up Egress	18	1.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	18	1.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	1,404	77.0%
MBTA Bus	82	4.5%
Other Bus	0	0.0%
Rapid Transit	337	18.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	419	23.0%
TOTAL	1,823	100.0%
No Answer	62	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	401	22.0%
Drive	0	0.0%
Pick-up	0	0.0%
Other	18	1.0%
TOTAL	419	23.0%
No Answer	0	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	100	5.5%
Other Bus	18	1.0%
Rapid Transit	282	15.5%
Commuter Rail	18	1.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	419	23.0%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
71	41	50.0%
73	21	25.0%
66	21	25.0%
TOTAL	82	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
MPA	18	50.0%
111	18	50.0%
TOTAL	37	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	682	58.0%	0	0.0%	18	100.0%			700	57.8%
6-10	293	24.9%	0	0.0%	0	0.0%			293	24.2%
11-15	160	13.6%	0	0.0%	0	0.0%			160	13.2%
16-20	41	3.5%	18	100.0%	0	0.0%	(No responses)		59	4.9%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	1,175	100.0%	18	100.0%	18	100.0%			1,212	100.0%
No Answer	174		0		0		18		192	
Avg. Time (min)		6.7		20.0		1.0				6.8



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 70

Expanded Results

Cedarwood/Central Sq Waltham - University Park

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	2,551	68.0%
Drive/Park Egress	29	0.8%
Pick-up Egress	48	1.3%
Taxi Egress	0	0.0%
Shuttle/Van Egress	85	2.3%
Bicycle Egress	0	0.0%
Other Egress	19	0.5%
Total Private Trans.	2,732	72.8%
MBTA Bus	482	12.9%
Other Bus	0	0.0%
Rapid Transit	489	13.0%
Commuter Rail	48	1.3%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,018	27.2%
TOTAL	3,750	100.0%
No Answer	209	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	914	24.4%
Drive	0	0.0%
Pick-up	0	0.0%
Other	85	2.3%
TOTAL	999	26.7%
No Answer	19	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	539	14.4%
Other Bus	48	1.3%
Rapid Transit	432	11.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	1,018	27.2%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
502	85	17.7%
59	58	11.9%
71	56	11.7%
66	56	11.7%
1	56	11.7%
Other	170	35.3%
TOTAL	482	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
MART	29	27.7%
MPA	19	18.1%
96	19	18.1%
749	19	18.1%
459	19	18.1%
TOTAL	104	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,095	51.3%					19	33.3%	1,114	50.9%
6-10	646	30.3%					19	33.3%	665	30.4%
11-15	258	12.1%					0	0.0%	258	11.8%
16-20	115	5.4%	(No responses)		(No responses)		0	0.0%	115	5.3%
21-30	19	0.9%					0	0.0%	19	0.9%
31-45	0	0.0%					19	33.3%	19	0.9%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	2,133	100.0%					56	100.0%	2,190	100.0%
No Answer	418		29		48		48		542	
Avg. Time (min)		7.5						20.0		7.8



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 71

Expanded Results

Watertown Sq - Harvard Sq

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	1,915	61.2%
Drive/Park Egress	67	2.1%
Pick-up Egress	32	1.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	34	1.1%
Bicycle Egress	0	0.0%
Other Egress	15	0.5%
Total Private Trans.	2,064	66.0%
MBTA Bus	396	12.6%
Other Bus	0	0.0%
Rapid Transit	670	21.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,065	34.0%
TOTAL	3,129	100.0%
No Answer	101	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	968	30.9%
Drive	0	0.0%
Pick-up	17	0.5%
Other	65	2.1%
TOTAL	1,050	33.6%
No Answer	15	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	426	13.6%
Other Bus	0	0.0%
Rapid Transit	639	20.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	1,065	34.0%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
59	103	26.0%
502	68	17.3%
57	51	13.0%
69	30	7.7%
66	30	7.7%
Other	112	28.4%
TOTAL	396	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	15	50.0%
238	15	50.0%
TOTAL	30	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,088	66.2%	0	0.0%	17	100.0%	0	0.0%	1,105	62.8%
6-10	270	16.4%	17	34.6%	0	0.0%	17	34.6%	304	17.3%
11-15	205	12.5%	0	0.0%	0	0.0%	17	34.6%	223	12.7%
16-20	63	3.8%	0	0.0%	0	0.0%	0	0.0%	63	3.6%
21-30	17	1.0%	32	65.4%	0	0.0%	0	0.0%	49	2.8%
31-45	0	0.0%	0	0.0%	0	0.0%	15	30.8%	15	0.9%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	1,643	100.0%	49	100.0%	17	100.0%	49	100.0%	1,759	100.0%
No Answer	272		17		15		0		304	
Avg. Time (min)		6.0		21.3		2.0		19.6		6.8



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 72

Expanded Results

Aberdeen Ave/Mt Auburn - Harvard Sq

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	230	53.9%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	3	0.8%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	234	54.7%
MBTA Bus	10	2.3%
Other Bus	0	0.0%
Rapid Transit	184	42.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	194	45.3%
TOTAL	427	100.0%
No Answer	13	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	160	37.5%
Drive	0	0.0%
Pick-up	0	0.0%
Other	30	7.0%
TOTAL	190	44.5%
No Answer	3	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	17	3.9%
Other Bus	10	2.3%
Rapid Transit	167	39.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	194	45.3%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
1	7	66.7%
86	3	33.3%
TOTAL	10	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
MPA	10	60.0%
SL2	3	20.0%
351	3	20.0%
TOTAL	17	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	161	71.0%					0	0.0%	161	70.0%
6-10	41	18.2%					0	0.0%	41	17.9%
11-15	21	9.3%					0	0.0%	21	9.2%
16-20	3	1.5%	(No responses)		(No responses)		0	0.0%	3	1.4%
21-30	0	0.0%					3	100.0%	3	1.4%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	227	100.0%					3	100.0%	230	100.0%
No Answer	3						0		3	
Avg. Time (min)		4.9						30.0		5.3



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 73

Expanded Results

Waverly Sq - Harvard Sq

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	1,557	49.9%
Drive/Park Egress	36	1.1%
Pick-up Egress	23	0.7%
Taxi Egress	0	0.0%
Shuttle/Van Egress	94	3.0%
Bicycle Egress	0	0.0%
Other Egress	38	1.2%
Total Private Trans.	1,747	56.0%
MBTA Bus	157	5.0%
Other Bus	0	0.0%
Rapid Transit	1,217	39.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,373	44.0%
TOTAL	3,121	100.0%
No Answer	23	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	1,250	40.1%
Drive	23	0.7%
Pick-up	0	0.0%
Other	63	2.0%
TOTAL	1,336	42.8%
No Answer	38	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	207	6.6%
Other Bus	0	0.0%
Rapid Transit	1,154	37.0%
Commuter Rail	13	0.4%
Boat	0	0.0%
Other	0	0.0%
TOTAL	1,373	44.0%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
554	69	44.1%
77	25	16.0%
1	25	16.0%
96	13	8.0%
86	13	8.0%
Other	13	8.0%
TOTAL	157	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	25	50.0%
749	13	25.0%
47	13	25.0%
TOTAL	50	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	802	58.5%	0	0.0%			13	13.3%	814	54.7%
6-10	425	31.0%	23	100.0%			46	48.9%	494	33.2%
11-15	119	8.7%	0	0.0%			0	0.0%	119	8.0%
16-20	25	1.8%	0	0.0%	(No responses)		23	24.5%	48	3.2%
21-30	0	0.0%	0	0.0%			13	13.3%	13	0.8%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	1,371	100.0%	23	100.0%			94	100.0%	1,488	100.0%
No Answer	186		13		23		38		259	
Avg. Time (min)	6.5		6.0				14.4		7.0	



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 74

Expanded Results

Belmont Ctr - Harvard Sq

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	377	68.3%
Drive/Park Egress	11	2.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	388	70.3%
MBTA Bus	18	3.2%
Other Bus	0	0.0%
Rapid Transit	146	26.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	164	29.7%
TOTAL	552	100.0%
No Answer	14	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	157	28.4%
Drive	0	0.0%
Pick-up	0	0.0%
Other	7	1.3%
TOTAL	164	29.7%
No Answer	0	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	25	4.5%
Other Bus	0	0.0%
Rapid Transit	139	25.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	164	29.7%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
1	7	40.0%
86	4	20.0%
69	4	20.0%
66	4	20.0%
TOTAL	18	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	4	50.0%
88	4	50.0%
TOTAL	7	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	284	84.1%	0	0.0%					284	81.5%
6-10	18	5.3%	11	100.0%					29	8.2%
11-15	32	9.6%	0	0.0%					32	9.3%
16-20	4	1.1%	0	0.0%	(No responses)		(No responses)		4	1.0%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	337	100.0%	11	100.0%					348	100.0%
No Answer	40		0						40	
Avg. Time (min)		4.9		10.0						5.0



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 75

Expanded Results

Belmont Ctr - Harvard Sq via Huron Towers

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	194	56.4%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	7	2.1%
Total Private Trans.	201	58.5%
MBTA Bus	25	7.3%
Other Bus	0	0.0%
Rapid Transit	118	34.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	143	41.5%
TOTAL	344	100.0%
No Answer	7	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	118	34.3%
Drive	4	1.0%
Pick-up	0	0.0%
Other	11	3.1%
TOTAL	132	38.4%
No Answer	11	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	32	9.3%
Other Bus	0	0.0%
Rapid Transit	111	32.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	143	41.5%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
86	7	28.6%
69	7	28.6%
71	4	14.3%
66	4	14.3%
1	4	14.3%
TOTAL	25	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL1	4	50.0%
47	4	50.0%
TOTAL	7	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	126	85.5%					0	0.0%	126	83.4%
6-10	7	4.8%					4	100.0%	11	7.1%
11-15	11	7.3%					0	0.0%	11	7.1%
16-20	4	2.4%					0	0.0%	4	2.4%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	147	100.0%					4	100.0%	151	100.0%
No Answer	47						4		50	
Avg. Time (min)		4.6						10.0		4.7



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 76

Expanded Results

Lincoln Labs/Hanscom - Alewife

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	342	54.4%
Drive/Park Egress	12	2.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	5	0.8%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	359	57.1%
MBTA Bus	10	1.5%
Other Bus	0	0.0%
Rapid Transit	260	41.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	269	42.9%
TOTAL	629	100.0%
No Answer	23	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	231	36.7%
Drive	5	0.8%
Pick-up	0	0.0%
Other	14	2.3%
TOTAL	250	39.8%
No Answer	19	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	24	3.8%
Other Bus	0	0.0%
Rapid Transit	245	39.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	269	42.9%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
83	5	50.0%
80	5	50.0%
TOTAL	10	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	10	66.7%
47	5	33.3%
TOTAL	14	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	197	71.8%	6	50.0%			0	0.0%	203	69.7%
6-10	60	21.9%	6	50.0%			0	0.0%	66	22.8%
11-15	17	6.2%	0	0.0%			0	0.0%	17	5.9%
16-20	0	0.0%	0	0.0%	(No responses)		0	0.0%	0	0.0%
21-30	0	0.0%	0	0.0%			0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%			5	100.0%	5	1.7%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	274	100.0%	12	100.0%			5	100.0%	292	100.0%
No Answer	68		0				0		68	
Avg. Time (min)	4.2		7.5				40.0		4.9	



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 77

Expanded Results

Arlington Heights - Harvard Sq

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	2,675	71.2%
Drive/Park Egress	16	0.4%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	31	0.8%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	2,722	72.4%
MBTA Bus	241	6.4%
Other Bus	0	0.0%
Rapid Transit	796	21.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,037	27.6%
TOTAL	3,759	100.0%
No Answer	170	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	834	22.2%
Drive	0	0.0%
Pick-up	0	0.0%
Other	47	1.2%
TOTAL	881	23.4%
No Answer	156	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	350	9.3%
Other Bus	0	0.0%
Rapid Transit	687	18.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	1,037	27.6%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
66	62	25.9%
62	38	15.8%
80	31	13.0%
71	31	13.0%
1	31	13.0%
Other	47	19.4%
TOTAL	241	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
1	47	42.9%
SL2	31	28.6%
SL1	16	14.3%
70	16	14.3%
TOTAL	109	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,677	76.2%					0	0.0%	1,677	75.2%
6-10	415	18.9%					0	0.0%	415	18.6%
11-15	54	2.4%					0	0.0%	54	2.4%
16-20	54	2.4%	(No responses)		(No responses)		16	50.0%	69	3.1%
21-30	0	0.0%					16	50.0%	16	0.7%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	2,200	100.0%					31	100.0%	2,231	100.0%
No Answer	476		16				0		491	
Avg. Time (min)		5.1						25.0		5.4



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 78

Expanded Results

Arlmont Village - Harvard Sq

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	482	71.9%
Drive/Park Egress	0	0.0%
Pick-up Egress	13	1.9%
Taxi Egress	0	0.0%
Shuttle/Van Egress	3	0.4%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	498	74.1%
MBTA Bus	29	4.3%
Other Bus	0	0.0%
Rapid Transit	144	21.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	174	25.9%
TOTAL	671	100.0%
No Answer	6	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	168	25.0%
Drive	0	0.0%
Pick-up	0	0.0%
Other	3	0.4%
TOTAL	171	25.5%
No Answer	3	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	29	4.3%
Other Bus	0	0.0%
Rapid Transit	144	21.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	174	25.9%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
76	13	42.9%
86	3	9.5%
77	3	9.5%
73	3	9.5%
72	3	9.5%
Other	6	19.0%
TOTAL	29	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	314	67.5%			13	100.0%	0	0.0%	327	67.9%
6-10	108	23.3%			0	0.0%	0	0.0%	108	22.5%
11-15	8	1.8%			0	0.0%	0	0.0%	8	1.7%
16-20	35	7.5%			0	0.0%	0	0.0%	35	7.2%
21-30	0	0.0%			0	0.0%	3	100.0%	3	0.6%
31-45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
TOTAL	466	100.0%			13	100.0%	3	100.0%	481	100.0%
No Answer	17				0		0		17	
Avg. Time (min)		6.1				5.0		30.0		6.2



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 79

Expanded Results

Arlington Heights - Alewife

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	152	21.3%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	16	2.2%
Bicycle Egress	0	0.0%
Other Egress	16	2.2%
Total Private Trans.	183	25.7%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Rapid Transit	531	74.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	531	74.3%
TOTAL	714	100.0%
No Answer	16	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	484	67.8%
Drive	0	0.0%
Pick-up	16	2.2%
Other	31	4.4%
TOTAL	531	74.3%
No Answer	0	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	47	6.6%
Other Bus	0	0.0%
Rapid Transit	484	67.8%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	531	74.3%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
	749	66.7%
	116	33.3%
TOTAL	47	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	38	33.3%							38	33.3%
6-10	38	33.3%							38	33.3%
11-15	38	33.3%							38	33.3%
16-20	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	114	100.0%							114	100.0%
No Answer	38						31		69	
Avg. Time (min)		8.7								8.7



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 80

Expanded Results

Arlington Center - Lechmere Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	657	59.8%
Drive/Park Egress	0	0.0%
Pick-up Egress	11	1.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	668	60.9%
MBTA Bus	19	1.8%
Other Bus	0	0.0%
Rapid Transit	410	37.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	429	39.1%
TOTAL	1,097	100.0%
No Answer	10	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	389	35.4%
Drive	0	0.0%
Pick-up	10	0.9%
Other	10	0.9%
TOTAL	408	37.2%
No Answer	21	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	58	5.3%
Other Bus	10	0.9%
Rapid Transit	361	32.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	429	39.1%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
CT2	10	50.0%
69	10	50.0%
TOTAL	19	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
MPA	10	20.0%
749	10	20.0%
71	10	20.0%
450	10	20.0%
21	10	20.0%
TOTAL	49	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	416	70.4%							416	70.4%
6-10	136	23.1%							136	23.1%
11-15	29	4.9%							29	4.9%
16-20	10	1.6%	(No responses)		(No responses)		(No responses)		10	1.6%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	592	100.0%							592	100.0%
No Answer	65				11				76	
Avg. Time (min)		5.6								5.6



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 83

Expanded Results

Rindge Ave - Central Sq Cambridge

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	767	56.1%
Drive/Park Egress	21	1.5%
Pick-up Egress	0	0.0%
Taxi Egress	21	1.5%
Shuttle/Van Egress	11	0.8%
Bicycle Egress	0	0.0%
Other Egress	11	0.8%
Total Private Trans.	831	60.7%
MBTA Bus	75	5.5%
Other Bus	0	0.0%
Rapid Transit	462	33.8%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	538	39.3%
TOTAL	1,368	100.0%
No Answer	33	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	474	34.7%
Drive	0	0.0%
Pick-up	0	0.0%
Other	43	3.1%
TOTAL	517	37.8%
No Answer	21	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	107	7.8%
Other Bus	0	0.0%
Rapid Transit	420	30.7%
Commuter Rail	11	0.8%
Boat	0	0.0%
Other	0	0.0%
TOTAL	538	39.3%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
47	22	29.0%
77	21	27.6%
CT1	11	14.5%
69	11	14.5%
1	11	14.5%
TOTAL	75	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
41	21	65.6%
9	11	34.4%
TOTAL	32	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	404	58.5%	0	0.0%			11	100.0%	415	57.4%
6-10	128	18.5%	21	100.0%			0	0.0%	149	20.5%
11-15	106	15.3%	0	0.0%			0	0.0%	106	14.7%
16-20	33	4.7%	0	0.0%	(No responses)		0	0.0%	33	4.5%
21-30	21	3.0%	0	0.0%			0	0.0%	21	2.9%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	692	100.0%	21	100.0%			11	100.0%	724	100.0%
No Answer	75		0				32		107	
Avg. Time (min)	7.4		10.0				2.0		7.4	



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 84

Expanded Results

Arlmont Village - Alewife

Inbound

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	6	5.1%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	2	1.7%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	8	6.8%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Rapid Transit	111	93.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	111	93.2%
TOTAL	119	100.0%
No Answer	0	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	107	89.8%
Drive	0	0.0%
Pick-up	0	0.0%
Other	4	3.4%
TOTAL	111	93.2%
No Answer	0	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	4	3.4%
Other Bus	0	0.0%
Rapid Transit	107	89.8%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	111	93.2%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
TOTAL	0	0.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL2	2	50.0%
CT1	2	50.0%
TOTAL	4	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	4	66.7%					0	0.0%	4	50.0%
6-10	2	33.3%					2	100.0%	4	50.0%
11-15	0	0.0%					0	0.0%	0	0.0%
16-20	0	0.0%	(No responses)		(No responses)		0	0.0%	0	0.0%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	6	100.0%					2	100.0%	8	100.0%
No Answer	0						0		0	
Avg. Time (min)		5.7						10.0		6.8



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 85

Expanded Results

Spring Hill - Kendall Sq

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	171	66.9%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	171	66.9%
MBTA Bus	7	2.8%
Other Bus	0	0.0%
Rapid Transit	77	30.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	85	33.1%
TOTAL	255	100.0%
No Answer	5	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	75	29.3%
Drive	0	0.0%
Pick-up	2	0.9%
Other	5	1.9%
TOTAL	82	32.2%
No Answer	2	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	12	4.7%
Other Bus	0	0.0%
Rapid Transit	70	27.4%
Commuter Rail	2	0.9%
Boat	0	0.0%
Other	0	0.0%
TOTAL	85	33.1%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
CT2	5	66.7%
86	2	33.3%
TOTAL	7	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
	9	50.0%
	210	50.0%
TOTAL	5	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	137	86.3%							137	86.3%
6-10	19	12.2%							19	12.2%
11-15	2	1.5%							2	1.5%
16-20	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	159	100.0%							159	100.0%
No Answer	12								12	
Avg. Time (min)		4.6								4.6



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 86

Expanded Results

Sullivan Station - Cleveland Circle

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	1,316	57.6%
Drive/Park Egress	0	0.0%
Pick-up Egress	11	0.5%
Taxi Egress	0	0.0%
Shuttle/Van Egress	119	5.2%
Bicycle Egress	0	0.0%
Other Egress	62	2.7%
Total Private Trans.	1,508	66.0%
MBTA Bus	232	10.2%
Other Bus	0	0.0%
Rapid Transit	544	23.8%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	776	34.0%
TOTAL	2,284	100.0%
No Answer	28	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	663	29.0%
Drive	17	0.7%
Pick-up	0	0.0%
Other	62	2.7%
TOTAL	742	32.5%
No Answer	34	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	284	12.4%
Other Bus	11	0.5%
Rapid Transit	464	20.3%
Commuter Rail	17	0.7%
Boat	0	0.0%
Other	0	0.0%
TOTAL	776	34.0%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
77	34	14.7%
72	34	14.7%
73	28	12.2%
71	28	12.2%
70	28	12.2%
Other	79	34.0%
TOTAL	232	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
430	17	27.4%
39	17	27.4%
111	17	27.4%
UMB	11	17.9%
TOTAL	62	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	775	61.5%					62	48.2%	838	60.3%
6-10	367	29.1%					22	17.3%	389	28.0%
11-15	56	4.4%					45	34.5%	101	7.3%
16-20	62	4.9%	(No responses)		(No responses)		0	0.0%	62	4.5%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	1,260	100.0%					130	100.0%	1,390	100.0%
No Answer	56				11		51		118	
Avg. Time (min)		6.4						9.1		6.7



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 87

Expanded Results

Arlington Ctr/Clarendon Hill - Lechmere Station

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	848	45.3%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	11	0.6%
Total Private Trans.	859	45.8%
MBTA Bus	60	3.2%
Other Bus	0	0.0%
Rapid Transit	955	50.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,015	54.2%
TOTAL	1,874	100.0%
No Answer	127	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	911	48.6%
Drive	0	0.0%
Pick-up	0	0.0%
Other	32	1.7%
TOTAL	944	50.4%
No Answer	71	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	125	6.7%
Other Bus	0	0.0%
Rapid Transit	890	47.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	1,015	54.2%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
94	28	46.3%
89	11	17.9%
88	11	17.9%
86	11	17.9%
TOTAL	60	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
47	22	33.3%
SL2	11	16.7%
749	11	16.7%
73	11	16.7%
1	11	16.7%
TOTAL	65	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	524	64.3%					0	0.0%	524	63.4%
6-10	181	22.2%					11	100.0%	192	23.2%
11-15	99	12.2%					0	0.0%	99	12.0%
16-20	11	1.3%	(No responses)		(No responses)		0	0.0%	11	1.3%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	816	100.0%					11	100.0%	826	100.0%
No Answer	32						0		32	
Avg. Time (min)		6.1						10.0		6.2



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 88

Expanded Results

Clarendon Hill - Lechmere Station via Highland Ave

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	648	28.0%
Drive/Park Egress	0	0.0%
Pick-up Egress	20	0.9%
Taxi Egress	0	0.0%
Shuttle/Van Egress	20	0.9%
Bicycle Egress	0	0.0%
Other Egress	54	2.3%
Total Private Trans.	742	32.1%
MBTA Bus	64	2.8%
Other Bus	0	0.0%
Rapid Transit	1,504	65.1%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,568	67.9%
TOTAL	2,309	100.0%
No Answer	20	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	1,347	58.3%
Drive	0	0.0%
Pick-up	29	1.3%
Other	44	1.9%
TOTAL	1,420	61.5%
No Answer	148	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	226	9.8%
Other Bus	0	0.0%
Rapid Transit	1,292	56.0%
Commuter Rail	49	2.1%
Boat	0	0.0%
Other	0	0.0%
TOTAL	1,568	67.9%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
94	20	31.1%
96	15	23.0%
749	15	23.0%
69	15	23.0%
TOTAL	64	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
76	40	22.4%
71	34	19.4%
47	34	19.4%
70	20	11.2%
62	20	11.2%
Other	29	16.5%
TOTAL	177	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	334	60.3%			0	0.0%	0	0.0%	334	53.2%
6-10	137	24.7%			0	0.0%	20	36.5%	156	24.9%
11-15	49	8.9%			0	0.0%	0	0.0%	49	7.8%
16-20	34	6.2%			0	0.0%	15	26.9%	49	7.8%
21-30	0	0.0%			20	100.0%	0	0.0%	20	3.2%
31-45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%			0	0.0%	20	36.5%	20	3.2%
TOTAL	554	100.0%			20	100.0%	54	100.0%	628	100.0%
No Answer	94				0		20		114	
Avg. Time (min)		6.2				30.0		26.6		8.7



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 350

Expanded Results

North Burlington - Alewife via Burlington Mall

Both Directions

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	376	50.5%
Drive/Park Egress	0	0.0%
Pick-up Egress	16	2.1%
Taxi Egress	0	0.0%
Shuttle/Van Egress	10	1.3%
Bicycle Egress	11	1.5%
Other Egress	16	2.1%
Total Private Trans.	428	57.6%
MBTA Bus	15	2.0%
Other Bus	0	0.0%
Rapid Transit	301	40.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	316	42.4%
TOTAL	744	100.0%
No Answer	37	

Egress Mode from the Transit System:

	Number of Riders	Percent of Riders
Walk	276	37.1%
Drive	0	0.0%
Pick-up	5	0.7%
Other	15	2.0%
TOTAL	296	39.8%
No Answer	20	

Final Transit Mode Used on Trip:

	Number of Riders	Percent of Riders
MBTA Bus	39	5.3%
Other Bus	5	0.7%
Rapid Transit	271	36.5%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
TOTAL	316	42.4%

Bus Transfers to Connecting Routes:

	Number of Riders	Percent of Riders
80	5	33.3%
78	5	33.3%
62	5	33.3%
TOTAL	15	100.0%

Bus Transfers to Nonconnecting Routes:

	Number of Riders	Percent of Riders
SL1	10	33.3%
SL2	5	16.7%
MPA	5	16.7%
9	5	16.7%
71	5	16.7%
TOTAL	30	100.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	196	73.5%					5	23.7%	201	69.9%
6-10	33	12.3%					0	0.0%	33	11.4%
11-15	27	10.1%					0	0.0%	27	9.3%
16-20	11	4.1%	(No responses)		(No responses)		11	52.7%	22	7.6%
21-30	0	0.0%					5	23.7%	5	1.7%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	267	100.0%					21	100.0%	288	100.0%
No Answer	109				16		16		140	
Avg. Time (min)		6.0						17.4		6.8



MBTA Surveys: 2008-09

Bus Survey

Egress from the Bus

Route: 351

Expanded Results

Oak Park/Bedford Woods - Alewife

Outbound

For Passengers Transferring to Other Transit:

Egress Mode from this Bus:

	Number of Riders	Percent of Riders
Walk Egress	71	100.0%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	71	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Rapid Transit	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	71	100.0%
No Answer	0	

Egress Mode from the Transit System:

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

Final Transit Mode Used on Trip:

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

Bus Transfers to Connecting Routes:

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

Bus Transfers to Nonconnecting Routes:

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

TOTAL 0 0.0%

TOTAL 0 0.0%

Trip time from stop to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	38	81.3%							38	81.3%
6-10	9	18.8%							9	18.8%
11-15	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
16-20	0	0.0%							0	0.0%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	47	100.0%							47	100.0%
No Answer	24								24	
Avg. Time (min)		3.4								3.4



Destination Locations and Activities

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

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

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

7.1 DESTINATION LOCATIONS

7.1.1 DESCRIPTION OF THE DESTINATION LOCATIONS SECTION OF THE TABLE

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

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

7.1.2 OVERVIEW OF RESULTS

The size of the market for each bus route depends on a number of factors that influence a rider’s choice to use that route instead of another transportation mode. These include, in addition to the route’s proximity to the rider’s destination, its proximity to other transit services and the relative ease of access. Somerville Garage bus routes had varying market sizes. For example, if destinations that were reported by less than 0.5% of the riders are included, the highest number of destination locations was 38, the number for people boarding Route 86, while the lowest was 3, the number for Route 351. The destination locations with the highest percentages of riders were generally those that the specific bus route served.

7.2 DESTINATION ACTIVITIES

7.2.1 DESCRIPTION OF THE DESTINATION ACTIVITIES SECTION OF THE TABLE

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

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

7.2.2 OVERVIEW OF RESULTS

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

work was the destination activity for 61%. This is partly a reflection of the hours when the survey was handed out (6:00 AM to 3:30 PM). Had the survey been handed out later, more people would likely have been destined for an activity other than work. The survey result regarding the predominant destination activity is in accord with the result regarding the predominant trip purpose category, which was home-based work (see Chapters 3 and 4).

Most of the remainder of the destination activities of the surveyed riders were split between home, school, other activities, and personal business. Looking at the riders with the top 10 destination locations for all Somerville Garage bus routes, home was the destination activity for 11%, followed by school (8%), other (6%), and personal business (5%).

The percentages of riders whose destination activity was work were the highest on Routes 351 (96%), 84 (90%), and 76 (77%) and were the lowest on Routes 69 (42%), 77 (44%), and 83 (45%). The percentages of riders with home, school, other, and personal business destination activities, respectively, were the highest for Routes 67 (22%), 68 (18%), 69 (11%), and 79 (12%).

T *MBTA Surveys: 2008-09*
Bus Survey

Destination Locations and Activities

Route: 62

Bedford VA Hospital - Alewife

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Lexington	128	28.2%	9.6%	19.2%		61.5%	9.6%				
Boston: Financial/Retail	48	10.6%				100.0%					
Cambridge: Harvard Square	38	8.5%			12.5%	75.0%					12.5%
Bedford	37	8.1%		16.7%	16.7%	66.7%					
Cambridge: Kendall/MIT	29	6.4%		16.7%	16.7%	66.7%					
Arlington	23	5.1%	26.4%	26.4%		26.4%					20.7%
Boston: Back Bay	19	4.2%				100.0%					
Boston: Govt Center	19	4.2%				100.0%					
Boston: North End	14	3.2%				66.7%		33.3%			
Boston: Park Square	14	3.2%				66.7%		33.3%			
Cambridge: Central Square	14	3.2%				66.7%		33.3%			
Boston: Charlestown	10	2.1%				100.0%					
Cambridge: East Cambridge	10	2.1%				100.0%					
Cambridge: North Cambridge	10	2.1%				50.0%		50.0%			
Burlington	6	1.4%		100.0%							
Boston: Beacon Hill	5	1.1%				100.0%					
Boston: Fenway	5	1.1%				100.0%					
Boston: Longwood Med Area	5	1.1%				100.0%					
Boston: Mattapan	5	1.1%									100.0%
Boston: Roslindale	5	1.1%				100.0%					
Boston: So Bos Indust	5	1.1%				100.0%					
Somerville: Davis Square	5	1.1%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	454	100.0%	4.1%	10.6%	3.5%	71.8%	2.7%	4.2%			3.2%

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

Destination Locations and Activities

Route: 64

Oak Sq - University Park

Both Directions

Expanded Results

City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	DESTINATION ACTIVITIES								
				Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other	
Cambridge: Kendall/MIT	232	27.9%			3.1%	93.8%						3.1%
Cambridge: Central Square	156	18.8%				69.8%	4.6%	5.8%	4.6%	4.6%		10.5%
Boston: Brighton	133	16.0%	6.9%	13.7%	6.9%	53.4%	5.4%	6.9%				6.9%
Boston: Allston	51	6.1%	17.9%	17.9%	17.9%	46.3%						
Boston: Beacon Hill	29	3.5%				25.0%	75.0%					
Boston: Financial/Retail	29	3.5%				100.0%						
Cambridge: Harvard Square	18	2.2%		50.0%		50.0%						
Brookline: North Brookline	16	2.0%				100.0%						
Boston: Back Bay	14	1.7%				100.0%						
Boston: Govt Center	14	1.7%				100.0%						
Boston: Longwood Med Area	14	1.7%				50.0%		50.0%				
Boston: North Dorchester	14	1.7%			50.0%	50.0%						
Boston: So Bos Indust	14	1.7%				100.0%						
Boston: Waterfront	14	1.7%				100.0%						
Cambridge: East Cambridge	14	1.7%				100.0%						
Somerville: Spring Hill	14	1.7%				100.0%						
Boston: Fenway	7	0.9%				100.0%						
Boston: Logan Airport	7	0.9%		100.0%								
Boston: North End	7	0.9%				100.0%						
Boston: Park Square	7	0.9%			100.0%							
Boston: South End	7	0.9%				100.0%						
Medford	7	0.9%				100.0%						
Revere	7	0.9%						100.0%				
Other (< 0.5 % of riders)	0	0.0%										
OVERALL TOTAL	831	100.0%	2.2%	5.3%	5.7%	75.5%	1.7%	3.9%	0.9%	0.9%		3.9%

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

Destination Locations and Activities

Route: 67

Turkey Hill - Alewife

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Arlington	144	36.1%	9.2%	55.4%	4.2%	9.2%	8.4%	4.2%			9.2%
Boston: Financial/Retail	55	13.7%				100.0%					
Cambridge: Kendall/MIT	37	9.1%				100.0%					
Boston: Park Square	30	7.6%				60.0%	20.0%			20.0%	
Cambridge: Harvard Square	30	7.6%				40.0%	20.0%		20.0%	20.0%	
Boston: Waterfront	18	4.6%				66.7%					33.3%
Cambridge: North Cambridge	18	4.6%	33.3%		33.3%				33.3%		
Boston: Back Bay	6	1.5%				100.0%					
Boston: Beacon Hill	6	1.5%				100.0%					
Boston: Fenway	6	1.5%				100.0%					
Boston: North Dorchester	6	1.5%				100.0%					
Boston: Prudential/Hancock	6	1.5%				100.0%					
Boston: Unspecified	6	1.5%	100.0%								
Cambridge: Central Square	6	1.5%				100.0%					
Cambridge: East Cambridge	6	1.5%				100.0%					
Lexington	6	1.5%									100.0%
Somerville: Davis Square	6	1.5%		100.0%							
Unspecified	6	1.5%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	400	100.0%	6.4%	21.5%	3.0%	49.0%	6.1%	1.5%	3.0%	3.0%	6.4%

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

Destination Locations and Activities

Route: 68

Harvard Sq - Kendall Sq

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: Harvard Square	147	35.4%	3.1%	6.3%	28.1%	37.5%	3.1%	3.1%	3.1%	3.1%	12.5%
Cambridge: Kendall/MIT	145	35.1%	3.7%		14.8%	81.5%					
Cambridge: Central Square	78	18.7%		25.7%		53.5%		6.9%	6.9%		6.9%
Cambridge: North Cambridge	14	3.3%		33.3%		33.3%			33.3%		
Arlington	5	1.3%		100.0%							
Boston: Fenway	5	1.3%			100.0%						
Boston: Park Square	5	1.3%				100.0%					
Boston: Waterfront	5	1.3%				100.0%					
Somerville: Spring Hill	5	1.1%			100.0%						
Unspecified	5	1.1%						100.0%			
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	414	100.0%	2.4%	9.4%	17.6%	55.6%	1.1%	3.5%	3.5%	1.1%	5.7%

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

Destination Locations and Activities

Route: 69

Harvard Sq - Lechmere Station

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Cambridge: Harvard Square	632	33.5%	3.2%		19.5%	45.5%	3.2%	15.6%		3.2%	9.7%
Cambridge: Central Square	350	18.6%		33.9%		22.2%		16.4%		5.2%	22.2%
Cambridge: East Cambridge	349	18.5%	5.3%	15.8%		36.8%	10.5%		10.5%	15.8%	5.3%
Cambridge: Kendall/MIT	59	3.2%				69.1%					30.9%
Boston: Financial/Retail	55	2.9%				66.7%					33.3%
Cambridge: Fresh Pond	41	2.2%			50.0%						50.0%
Somerville: Spring Hill	41	2.2%		50.0%		50.0%					
Boston: Govt Center	37	1.9%				100.0%					
Boston: South End	37	1.9%						50.0%	50.0%		
Chelsea	37	1.9%				100.0%					
Boston: Allston	21	1.1%		100.0%							
Boston: Beacon Hill	21	1.1%		100.0%							
Somerville: Davis Square	21	1.1%								100.0%	
Watertown	21	1.1%				100.0%					
Boston: Back Bay	18	1.0%				100.0%					
Boston: Fenway	18	1.0%			100.0%						
Boston: Logan Airport	18	1.0%				100.0%					
Boston: North End	18	1.0%				100.0%					
Boston: Park Square	18	1.0%				100.0%					
Brookline: North Brookline	18	1.0%				100.0%					
Stoneham	18	1.0%		100.0%							
Unspecified	18	1.0%				100.0%					
Wellesley	18	1.0%			100.0%						
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,885	100.0%	2.1%	13.5%	9.6%	42.2%	3.0%	9.2%	2.9%	6.1%	11.4%

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

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

Destination Locations and Activities

Route: 70

Cedarwood/Central Sq Waltham - University Park

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Waltham	1,016	25.7%	2.8%	13.2%	11.3%	61.3%			2.8%		8.5%
Watertown	1,010	25.5%	1.9%	2.8%		73.6%	13.1%		2.8%	2.8%	2.8%
Cambridge: Central Square	395	10.0%	14.3%	4.8%	14.3%	47.6%		4.8%			14.3%
Cambridge: Kendall/MIT	244	6.2%			7.7%	92.3%					
Boston: Allston	179	4.5%	10.5%	21.0%		68.5%					
Boston: Brighton	124	3.1%		23.2%		61.6%			15.2%		
Newton	105	2.7%			17.9%	54.8%					27.4%
Cambridge: Harvard Square	104	2.6%		63.8%		36.2%					
Boston: Park Square	75	1.9%				100.0%					
Boston: Back Bay	66	1.7%				71.7%					28.3%
Boston: Beacon Hill	56	1.4%				66.7%		33.3%			
Boston: Financial/Retail	56	1.4%				100.0%					
Boston: North Dorchester	56	1.4%			100.0%						
Boston: Fenway	38	0.9%				100.0%					
Boston: Longwood Med Area	38	0.9%				100.0%					
Boston: South End	38	0.9%				50.0%		50.0%			
Boston: Waterfront	38	0.9%				100.0%					
Cambridge: Fresh Pond	38	0.9%	50.0%			50.0%					
Unspecified	38	0.9%	100.0%								
Braintree	29	0.7%				100.0%					
Fitchburg	29	0.7%		100.0%							
Other (< 0.5 % of riders)	188	4.7%		10.0%		70.0%				10.0%	10.0%
OVERALL TOTAL	3,959	100.0%	4.5%	9.1%	6.7%	65.7%	3.4%	1.4%	1.9%	1.2%	6.0%

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

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

Destination Locations and Activities

Route: 71

Watertown Sq - Harvard Sq

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Watertown	928	28.7%	3.7%	5.1%	1.8%	74.8%	3.7%	5.3%		1.8%	3.7%
Cambridge: Harvard Square	776	24.0%	3.9%		17.6%	72.5%			2.0%		3.9%
Cambridge: Fresh Pond	297	9.2%				77.6%	5.8%				16.7%
Newton	205	6.4%		8.3%		91.7%					
Boston: Financial/Retail	167	5.2%				100.0%					
Cambridge: Kendall/MIT	91	2.8%			16.7%	83.3%					
Unspecified	91	2.8%	83.3%								16.7%
Boston: Back Bay	82	2.5%				100.0%					
Boston: Beacon Hill	61	1.9%				75.0%		25.0%			
Boston: Govt Center	61	1.9%	25.0%			75.0%					
Cambridge: Central Square	46	1.4%				100.0%					
Cambridge: North Cambridge	46	1.4%			33.3%	33.3%					33.3%
Waltham	34	1.1%		50.0%		50.0%					
Boston: Prudential/Hancock	32	1.0%				52.9%					47.1%
Boston: Waterfront	32	1.0%				100.0%					
Boston: Longwood Med Area	30	0.9%				100.0%					
Boston: Park Square	30	0.9%				100.0%					
Belmont	17	0.5%				100.0%					
Boston: B U	17	0.5%				100.0%					
Needham	17	0.5%								100.0%	
Other (< 0.5 % of riders)	167	5.2%			9.1%	81.8%	9.1%				
OVERALL TOTAL	3,230	100.0%	4.8%	2.5%	6.2%	75.9%	2.1%	2.0%	0.5%	1.1%	4.9%

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

Destination Locations and Activities

Route: 72

Aberdeen Ave/Mt Auburn - Harvard Sq

Both Directions

Expanded Results

DESTINATION LOCATIONS			DESTINATION ACTIVITIES								
City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: Fresh Pond	131	29.8%		59.1%	4.5%	31.8%			4.5%		
Cambridge: Harvard Square	96	21.8%	10.4%		13.9%	47.9%	10.4%		3.5%	3.5%	10.4%
Boston: Financial/Retail	37	8.3%				90.9%				9.1%	
Boston: Back Bay	27	6.1%	25.0%			50.0%				25.0%	
Cambridge: Kendall/MIT	23	5.3%		14.3%	28.6%	57.1%					
Boston: Beacon Hill	17	3.8%				100.0%					
Boston: Govt Center	13	3.0%	25.0%			75.0%					
Boston: North Dorchester	13	3.0%			25.0%	75.0%					
Boston: Logan Airport	10	2.3%									66.7%
Cambridge: Central Square	10	2.3%				100.0%					
Boston: Fenway	7	1.5%				100.0%					
Boston: Park Square	7	1.5%				100.0%					
Belmont	6	1.4%		100.0%							
Boston: North End	3	0.8%				100.0%					
Boston: Prudential/Hancock	3	0.8%								100.0%	
Boston: So Bos Indust	3	0.8%				100.0%					
Boston: South Dorchester	3	0.8%				100.0%					
Boston: South End	3	0.8%				100.0%					
Boston: Waterfront	3	0.8%							100.0%		
Brookline: South Brookline	3	0.8%				100.0%					
Burlington	3	0.8%				100.0%					
Cambridge: East Cambridge	3	0.8%				100.0%					
Medford	3	0.8%				100.0%					
Somerville: Davis Square	3	0.8%							100.0%		
Somerville: Spring Hill	3	0.8%						100.0%			
Unspecified	3	0.8%	100.0%								
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	440	100.0%	5.3%	19.7%	6.7%	54.1%	2.3%	0.8%	3.6%	3.8%	3.8%

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

Destination Locations and Activities

Route: 73

Waverly Sq - Harvard Sq

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: Harvard Square	613	19.5%	6.1%		6.1%	65.5%		7.9%	2.0%	8.2%	4.1%
Belmont	532	16.9%		45.7%		43.3%	6.7%				4.3%
Cambridge: Fresh Pond	461	14.6%		10.0%		61.4%	7.7%	20.9%			
Cambridge: Kendall/MIT	276	8.8%			9.1%	90.9%					
Boston: Financial/Retail	263	8.4%	14.3%			81.0%			4.8%		
Waltham	115	3.7%		40.0%		60.0%					
Boston: Park Square	88	2.8%				100.0%					
Boston: Beacon Hill	75	2.4%				100.0%					
Boston: Waterfront	75	2.4%				100.0%					
Unspecified	71	2.3%	17.6%			50.0%					32.4%
Boston: Longwood Med Area	50	1.6%				100.0%					
Boston: North Dorchester	50	1.6%			25.0%	75.0%					
Boston: So Bos Indust	50	1.6%	25.0%		25.0%	50.0%					
Boston: Govt Center	38	1.2%				66.7%			33.3%		
Boston: South End	38	1.2%		33.3%		66.7%					
Cambridge: Central Square	38	1.2%				100.0%					
Cambridge: North Cambridge	38	1.2%			33.3%	66.7%					
Watertown	36	1.1%		100.0%							
Boston: Fenway	25	0.8%			50.0%	50.0%					
Boston: Prudential/Hancock	25	0.8%				100.0%					
Boston: Unspecified	25	0.8%				100.0%					
Somerville: Spring Hill	25	0.8%		50.0%			50.0%				
Other (< 0.5 % of riders)	138	4.4%		9.1%		90.9%					
OVERALL TOTAL	3,144	100.0%	3.2%	13.0%	3.6%	67.9%	2.7%	4.6%	1.2%	1.6%	2.3%

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

Destination Locations and Activities

Route: 74

Belmont Ctr - Harvard Sq

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: Harvard Square	143	25.2%			22.5%	57.6%	2.5%		5.0%	7.5%	5.0%
Cambridge: North Cambridge	112	19.7%		19.4%		61.3%		19.4%			
Belmont	108	19.1%		30.0%	10.0%	40.0%			10.0%		10.0%
Boston: Financial/Retail	43	7.6%	8.3%		25.0%	41.7%	16.7%				8.3%
Cambridge: Central Square	29	5.0%				87.5%			12.5%		
Cambridge: Kendall/MIT	25	4.4%			28.6%	71.4%					
Boston: Beacon Hill	11	1.9%		33.3%		66.7%					
Boston: Park Square	11	1.9%				100.0%					
Cambridge: Fresh Pond	11	1.9%		100.0%							
Cambridge: Unspecified	11	1.9%				100.0%					
Boston: Fenway	7	1.3%				50.0%				50.0%	
Boston: Govt Center	7	1.3%			50.0%	50.0%					
Boston: Longwood Med Area	7	1.3%				50.0%		50.0%			
Somerville: Davis Square	7	1.3%	50.0%							50.0%	
Somerville: Spring Hill	7	1.3%		100.0%							
Boston: Allston	4	0.6%				100.0%					
Boston: B U	4	0.6%				100.0%					
Boston: Charlestown	4	0.6%				100.0%					
Boston: North End	4	0.6%				100.0%					
Boston: Prudential/Hancock	4	0.6%						100.0%			
Boston: So Bos Indust	4	0.6%				100.0%					
Boston: Waterfront	4	0.6%				100.0%					
Medford	4	0.6%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	566	100.0%	1.3%	13.3%	11.4%	56.3%	1.9%	5.1%	3.8%	3.2%	3.8%

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

Destination Locations and Activities

Route: 75

Belmont Ctr - Harvard Sq via Huron Towers

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: Harvard Square	61	17.3%	11.8%	11.8%	11.8%	47.1%	5.9%			5.9%	5.9%
Cambridge: North Cambridge	54	15.4%		40.0%		40.0%					20.0%
Belmont	43	12.3%			25.0%	25.0%		25.0%	25.0%		
Boston: Financial/Retail	25	7.1%				100.0%					
Unspecified	25	7.1%	14.2%			57.3%	14.2%				14.2%
Cambridge: Fresh Pond	22	6.2%		100.0%							
Boston: Govt Center	21	6.1%				83.3%			16.7%		
Cambridge: Kendall/MIT	18	5.1%			20.0%	80.0%					
Boston: Beacon Hill	11	3.1%				100.0%					
Cambridge: Central Square	11	3.1%				66.7%				33.3%	
Boston: North Dorchester	7	2.0%			50.0%	50.0%					
Boston: Waterfront	7	2.0%				50.0%				50.0%	
Cambridge: East Cambridge	7	2.0%		50.0%		50.0%					
Boston: B U	4	1.0%				100.0%					
Boston: Brighton	4	1.0%	100.0%								
Boston: Fenway	4	1.0%				100.0%					
Boston: Logan Airport	4	1.0%									100.0%
Boston: Longwood Med Area	4	1.0%				100.0%					
Boston: Park Square	4	1.0%				100.0%					
Boston: So Bos Res	4	1.0%		100.0%							
Boston: South Dorchester	4	1.0%		100.0%							
Brookline: North Brookline	4	1.0%						100.0%			
Newton	4	1.0%				100.0%					
Watertown	4	1.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	351	100.0%	4.1%	18.4%	7.1%	51.0%	2.0%	4.1%	4.1%	3.1%	6.1%

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

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

Destination Locations and Activities

Route: 76

Lincoln Labs/Hanscom - Alewife

Both Directions

Expanded Results

DESTINATION LOCATIONS			DESTINATION ACTIVITIES								
City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Lexington	289	44.4%		8.5%	10.6%	70.2%		2.1%	2.1%	2.1%	4.3%
Bedford	68	10.4%			9.1%	90.9%					
Cambridge: Harvard Square	58	8.9%				91.7%		8.3%			
Cambridge: Kendall/MIT	29	4.4%				100.0%					
Boston: Financial/Retail	24	3.7%				100.0%					
Boston: Back Bay	19	3.0%			25.0%	75.0%					
Boston: Longwood Med Area	19	3.0%			25.0%	50.0%				25.0%	
Boston: So Bos Indust	14	2.2%				100.0%					
Boston: Waterfront	14	2.2%				100.0%					
Cambridge: Central Square	14	2.2%				100.0%					
Boston: Fenway	10	1.5%			50.0%	50.0%					
Boston: North Dorchester	10	1.5%				100.0%					
Cambridge: North Cambridge	10	1.5%				50.0%					50.0%
Unspecified	6	0.9%				100.0%					
Arlington	5	0.7%		100.0%							
Boston: Beacon Hill	5	0.7%				100.0%					
Boston: Charlestown	5	0.7%				100.0%					
Boston: Govt Center	5	0.7%			100.0%						
Boston: Mattapan	5	0.7%		100.0%							
Boston: Park Square	5	0.7%				100.0%					
Boston: Prudential/Hancock	5	0.7%				100.0%					
Boston: South End	5	0.7%		100.0%							
Brookline: North Brookline	5	0.7%				100.0%					
Cambridge: East Cambridge	5	0.7%				100.0%					
Medford	5	0.7%		100.0%							
Quincy	5	0.7%							100.0%		
Somerville: East Somerville	5	0.7%				100.0%					
Westford	5	0.7%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	652	100.0%		6.7%	8.6%	77.0%		1.7%	1.7%	1.7%	2.6%

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

Destination Locations and Activities

Route: 77

Arlington Heights - Harvard Sq

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Arlington	1,221	31.1%		45.6%	6.2%	24.4%	7.5%	9.3%	4.4%	1.3%	1.3%
Cambridge: Harvard Square	957	24.4%	6.5%	3.3%	13.8%	58.5%	3.3%	3.3%	1.6%	3.3%	6.5%
Cambridge: North Cambridge	576	14.7%	5.4%	15.9%	5.4%	32.2%	9.3%	18.6%	6.6%	6.6%	
Cambridge: Kendall/MIT	156	4.0%				90.0%				10.0%	
Boston: Financial/Retail	125	3.2%	12.5%			62.5%			25.0%		
Cambridge: Central Square	78	2.0%				60.0%	20.0%				20.0%
Boston: Back Bay	62	1.6%			25.0%	75.0%					
Boston: Beacon Hill	62	1.6%				75.0%		25.0%			
Medford	54	1.4%		70.9%		29.1%					
Boston: Allston	47	1.2%		33.3%	33.3%						33.3%
Boston: Fenway	47	1.2%				100.0%					
Boston: North End	47	1.2%				100.0%					
Brookline: South Brookline	47	1.2%			33.3%	66.7%					
Lexington	38	1.0%				100.0%					
Somerville: Davis Square	38	1.0%		100.0%							
Boston: Charlestown	31	0.8%			100.0%						
Boston: Longwood Med Area	31	0.8%				100.0%					
Boston: Roxbury	31	0.8%				100.0%					
Boston: So Bos Indust	31	0.8%				100.0%					
Boston: South End	31	0.8%				50.0%			50.0%		
Watertown	31	0.8%				50.0%		50.0%			
Other (< 0.5 % of riders)	187	4.8%	8.3%	8.3%	16.7%	16.7%		25.0%	8.3%		16.7%
OVERALL TOTAL	3,929	100.0%	3.2%	20.0%	8.9%	44.2%	4.9%	8.4%	4.3%	2.6%	3.6%

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

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

Destination Locations and Activities

Route: 78

Arlmont Village - Harvard Sq

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: Harvard Square	157	23.2%	3.5%	8.0%	8.8%	56.6%		3.5%	3.5%	1.8%	14.2%
Cambridge: North Cambridge	154	22.8%		8.1%		82.0%		8.1%			1.8%
Arlington	106	15.6%		73.7%	11.8%	14.5%					
Belmont	40	6.0%		31.0%		31.0%		6.9%			31.0%
Cambridge: Fresh Pond	40	6.0%		62.1%		31.0%	6.9%				
Cambridge: Kendall/MIT	39	5.7%			7.1%	92.9%					
Cambridge: Central Square	25	3.7%	11.1%			77.8%					11.1%
Boston: Financial/Retail	22	3.3%				75.0%	12.5%		12.5%		
Boston: Beacon Hill	14	2.1%				60.0%		40.0%			
Boston: Govt Center	14	2.1%				80.0%					20.0%
Lexington	13	1.8%				100.0%					
Boston: Park Square	8	1.2%				100.0%					
Boston: Prudential/Hancock	8	1.2%		33.3%		66.7%					
Boston: Longwood Med Area	6	0.8%				100.0%					
Boston: North End	6	0.8%				50.0%			50.0%		
Other (< 0.5 % of riders)	25	3.7%				77.8%		11.1%			11.1%
OVERALL TOTAL	677	100.0%	1.2%	21.2%	4.3%	59.3%	0.8%	4.3%	1.6%	0.4%	6.8%

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

Destination Locations and Activities

Route: 79

Arlington Heights - Alewife

Both Directions

Expanded Results

DESTINATION LOCATIONS			DESTINATION ACTIVITIES								
City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Arlington	152	20.9%	25.0%	50.0%				25.0%			
Boston: Financial/Retail	94	12.8%			16.7%	66.7%				16.7%	
Cambridge: Harvard Square	62	8.6%	25.0%			75.0%					
Boston: South End	47	6.4%					33.3%	33.3%	33.3%		
Cambridge: Central Square	47	6.4%				66.7%		33.3%			
Cambridge: Kendall/MIT	47	6.4%				100.0%					
Boston: Govt Center	31	4.3%				100.0%					
Boston: Prudential/Hancock	31	4.3%				100.0%					
Boston: B U	16	2.1%				100.0%					
Boston: Beacon Hill	16	2.1%						100.0%			
Boston: Fenway	16	2.1%				100.0%					
Boston: Longwood Med Area	16	2.1%			100.0%						
Boston: North End	16	2.1%				100.0%					
Boston: Park Square	16	2.1%				100.0%					
Boston: So Bos Indust	16	2.1%				100.0%					
Boston: Unspecified	16	2.1%			100.0%						
Boston: Waterfront	16	2.1%				100.0%					
Cambridge: East Cambridge	16	2.1%				100.0%					
Cambridge: North Cambridge	16	2.1%	100.0%								
Chelsea	16	2.1%		100.0%							
Unspecified	16	2.1%	100.0%								
Waltham	16	2.1%	100.0%								
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	729	100.0%	13.8%	12.6%	6.4%	49.2%	2.1%	11.6%	2.1%	2.1%	

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

Destination Locations and Activities

Route: 80

Arlington Center - Lechmere Station

Both Directions

Expanded Results

City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	DESTINATION ACTIVITIES								
				Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other	
Medford	202	18.2%			33.1%	55.6%				5.6%		5.6%
Cambridge: East Cambridge	194	17.6%		5.0%		85.0%				10.0%		
Arlington	114	10.3%	10.0%	20.0%		40.0%		10.0%				20.0%
Boston: Longwood Med Area	107	9.7%	9.1%			90.9%						
Somerville: Winter Hill	67	6.0%		51.3%		48.7%						
Boston: North End	39	3.5%				100.0%						
Somerville: Spring Hill	31	2.8%		31.5%			68.5%					
Boston: Back Bay	29	2.6%				100.0%						
Boston: Financial/Retail	29	2.6%				100.0%						
Boston: Prudential/Hancock	29	2.6%			33.3%	33.3%	33.3%					
Cambridge: Kendall/MIT	29	2.6%				100.0%						
Somerville: Davis Square	21	1.9%				100.0%						
Boston: Beacon Hill	19	1.8%				100.0%						
Boston: Govt Center	19	1.8%				100.0%						
Boston: Jamaica Plain	19	1.8%							100.0%			
Cambridge: Central Square	19	1.8%			50.0%	50.0%						
Cambridge: North Cambridge	19	1.8%				100.0%						
Lowell	11	1.0%				100.0%						
Boston: B U	10	0.9%				100.0%						
Boston: East Boston	10	0.9%						100.0%				
Boston: Logan Airport	10	0.9%										100.0%
Boston: Park Square	10	0.9%				100.0%						
Boston: South End	10	0.9%						100.0%				
Boston: Waterfront	10	0.9%				100.0%						
Brookline: North Brookline	10	0.9%				100.0%						
Quincy	10	0.9%			100.0%							
Salem	10	0.9%				100.0%						
Somerville: East Somerville	10	0.9%				100.0%						
Watertown	10	0.9%				100.0%						
Other (< 0.5 % of riders)	0	0.0%										
OVERALL TOTAL	1,107	100.0%	1.9%	6.9%	8.7%	68.4%	2.8%	2.8%	4.5%			4.0%

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

T *MBTA Surveys: 2008-09*
Bus Survey

Destination Locations and Activities

Route: 83

Rindge Ave - Central Sq Cambridge

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: Central Square	336	24.0%	12.7%	9.7%	3.2%	25.7%		3.2%	3.2%	3.2%	39.0%
Somerville: Spring Hill	243	17.3%		21.6%	4.5%	34.7%	4.5%	21.6%			13.1%
Cambridge: North Cambridge	220	15.7%		28.4%	9.5%	28.4%	9.9%	9.5%			14.4%
Cambridge: Kendall/MIT	97	6.9%			44.9%	55.1%					
Boston: Financial/Retail	55	3.9%				100.0%					
Boston: Fenway	43	3.0%			25.6%	74.4%					
Boston: Longwood Med Area	43	3.0%			25.6%	74.4%					
Boston: Prudential/Hancock	33	2.3%				100.0%					
Somerville: Davis Square	32	2.3%				65.6%					34.4%
Unspecified	32	2.3%	100.0%								
Boston: B U	22	1.6%			50.0%	50.0%					
Boston: Dwntwn Unspecified	22	1.6%						100.0%			
Boston: So Bos Indust	22	1.6%				100.0%					
Boston: Waterfront	22	1.6%				100.0%					
Belmont	21	1.5%				100.0%					
Boston: North Dorchester	21	1.5%			100.0%						
Boston: North End	21	1.5%				100.0%					
Boston: Roxbury	21	1.5%		100.0%							
Boston: Back Bay	11	0.8%				100.0%					
Boston: Beacon Hill	11	0.8%		100.0%							
Boston: Govt Center	11	0.8%				100.0%					
Boston: Jamaica Plain	11	0.8%				100.0%					
Boston: Park Square	11	0.8%				100.0%					
Boston: So Bos Res	11	0.8%				100.0%					
Boston: South End	11	0.8%				100.0%					
Cambridge: Harvard Square	11	0.8%						100.0%			
Wellesley	11	0.8%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,401	100.0%	5.3%	12.8%	10.0%	45.0%	2.3%	7.6%	1.6%	0.8%	14.7%

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

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

Destination Locations and Activities

Route: 84

Arlmont Village - Alewife

Inbound

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: Kendall/MIT	18	15.3%				100.0%					
Cambridge: Harvard Square	16	13.6%	12.5%			87.5%					
Boston: Govt Center	12	10.2%	33.3%			66.7%					
Boston: Beacon Hill	10	8.5%				100.0%					
Boston: Financial/Retail	10	8.5%				100.0%					
Boston: Waterfront	10	8.5%				100.0%					
Boston: So Bos Indust	6	5.1%				100.0%					
Cambridge: East Cambridge	6	5.1%				100.0%					
Boston: Prudential/Hancock	4	3.4%				100.0%					
Cambridge: Central Square	4	3.4%	50.0%			50.0%					
Cambridge: North Cambridge	4	3.4%				100.0%					
Arlington	2	1.7%		100.0%							
Boston: Allston	2	1.7%				100.0%					
Boston: Charlestown	2	1.7%				100.0%					
Boston: Longwood Med Area	2	1.7%				100.0%					
Boston: North Dorchester	2	1.7%				100.0%					
Boston: South End	2	1.7%				100.0%					
Quincy	2	1.7%				100.0%					
Revere	2	1.7%							100.0%		
Somerville: Davis Square	2	1.7%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	119	100.0%	6.8%	1.7%		89.8%			1.7%		

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

Destination Locations and Activities

Route: 85

Spring Hill - Kendall Sq

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: Kendall/MIT	138	52.9%	7.0%	1.8%	12.3%	71.9%		1.8%			5.3%
Boston: Financial/Retail	31	12.1%			7.7%	92.3%					
Somerville: Spring Hill	19	7.3%		50.0%		50.0%					
Boston: Govt Center	14	5.6%			50.0%	33.3%			16.7%		
Cambridge: Central Square	14	5.5%		33.1%		66.9%					
Boston: Fenway	5	1.9%				100.0%					
Boston: Park Square	5	1.9%				100.0%					
Boston: Prudential/Hancock	5	1.9%				100.0%					
Boston: Waterfront	5	1.9%				100.0%					
Unspecified	5	1.8%	100.0%								
Boston: Beacon Hill	2	0.9%				100.0%					
Boston: Longwood Med Area	2	0.9%				100.0%					
Boston: So Bos Indust	2	0.9%				100.0%					
Boston: So Bos Res	2	0.9%				100.0%					
Boston: South Dorchester	2	0.9%				100.0%					
Cambridge: Harvard Square	2	0.9%									100.0%
Natick	2	0.9%				100.0%					
Providence, RI	2	0.9%									100.0%
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	260	100.0%	5.5%	6.4%	10.2%	71.4%		0.9%	0.9%		4.6%

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

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

Destination Locations and Activities

Route: 86

Sullivan Station - Cleveland Circle

Both Directions

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Cambridge: Harvard Square	672	29.1%	1.7%		27.7%	59.6%	2.5%	5.1%	1.7%		1.7%
Boston: Brighton	400	17.3%		50.9%	2.8%	35.1%	2.8%	2.8%		2.8%	2.8%
Somerville: Spring Hill	165	7.1%		41.6%		44.8%	13.6%				
Boston: Allston	164	7.1%		24.1%	6.8%	58.6%					10.4%
Cambridge: North Cambridge	80	3.4%				78.5%					21.5%
Boston: Charlestown	68	3.0%				100.0%					
Boston: Beacon Hill	51	2.2%				100.0%					
Boston: Financial/Retail	51	2.2%	22.1%			77.9%					
Cambridge: Fresh Pond	45	2.0%		37.7%		37.7%		24.7%			
Boston: Park Square	34	1.5%				100.0%					
Medford	34	1.5%							50.0%		50.0%
Newton	34	1.5%				100.0%					
Newton: Chestnut Hill	34	1.5%			33.3%	33.3%					33.3%
Unspecified	34	1.5%	66.7%	33.3%							
Watertown	34	1.5%				50.0%					50.0%
Boston: Fenway	28	1.2%				100.0%					
Boston: Prudential/Hancock	28	1.2%				100.0%					
Boston: Chestnut Hill	22	1.0%		50.0%	50.0%						
Boston: North Dorchester	22	1.0%			100.0%						
Brookline: Chestnut Hill	22	1.0%		50.0%		50.0%					
Brookline: South Brookline	22	1.0%			50.0%	50.0%					
Cambridge: Kendall/MIT	22	1.0%				100.0%					
Boston: East Boston	17	0.7%				100.0%					
Boston: Govt Center	17	0.7%				100.0%					
Boston: Jamaica Plain	17	0.7%				100.0%					
Boston: So Bos Indust	17	0.7%				100.0%					
Cambridge: East Cambridge	17	0.7%				100.0%					
Chelsea	17	0.7%				100.0%					
Malden	17	0.7%				100.0%					
Portland ME, ME	17	0.7%									100.0%
Quincy	17	0.7%				100.0%					
Somerville: Davis Square	17	0.7%				100.0%					
Somerville: East Somerville	17	0.7%				100.0%					
Other (< 0.5 % of riders)	56	2.4%		20.0%	20.0%	40.0%		20.0%			
OVERALL TOTAL	2,312	100.0%	1.9%	16.1%	11.9%	58.0%	2.2%	2.9%	1.2%	0.5%	5.2%

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

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

Destination Locations and Activities

Route: 87

Arlington Ctr/Clarendon Hill - Lechmere Station

Both Directions

Expanded Results

City/Neighborhood Destinations	Total Riders	Pct. of Riders	DESTINATION ACTIVITIES								
			No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Somerville: Davis Square	315	15.7%	22.6%		8.9%	45.9%		3.4%	8.9%	3.4%	6.9%
Boston: Financial/Retail	307	15.3%	3.5%			83.8%			12.7%		
Cambridge: East Cambridge	184	9.2%	5.9%			76.5%	5.9%	5.9%			5.9%
Somerville: Spring Hill	166	8.3%	23.4%	23.4%		46.7%		6.5%			
Cambridge: North Cambridge	162	8.1%			17.3%	76.0%	6.7%				
Cambridge: Kendall/MIT	114	5.7%				100.0%					
Arlington	112	5.6%		25.0%		75.0%					
Cambridge: Harvard Square	76	3.8%			42.9%	42.9%	14.3%				
Boston: Govt Center	71	3.6%				100.0%					
Boston: B U	43	2.2%			50.0%	50.0%					
Boston: Charlestown	43	2.2%			75.0%	25.0%					
Boston: Park Square	43	2.2%				100.0%					
Boston: Longwood Med Area	39	1.9%				100.0%					
Cambridge: Central Square	32	1.6%				100.0%					
Boston: Beacon Hill	28	1.4%				100.0%					
Medford	28	1.4%			100.0%						
Boston: Back Bay	22	1.1%				50.0%				50.0%	
Boston: Jamaica Plain	22	1.1%		50.0%		50.0%					
Boston: North End	22	1.1%				100.0%					
Boston: So Bos Indust	22	1.1%				100.0%					
Boston: South End	22	1.1%				100.0%					
Boston: Waterfront	22	1.1%	50.0%			50.0%					
Boston: Brighton	11	0.5%				100.0%					
Boston: North Dorchester	11	0.5%				100.0%					
Boston: Prudential/Hancock	11	0.5%				100.0%					
Boston: Roxbury	11	0.5%				100.0%					
Boston: So Bos Res	11	0.5%				100.0%					
Boston: South Dorchester	11	0.5%	100.0%								
Cambridge: Fresh Pond	11	0.5%				100.0%					
Quincy	11	0.5%				100.0%					
Somerville: East Somerville	11	0.5%				100.0%					
Unspecified	11	0.5%	100.0%								
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,001	100.0%	8.2%	3.9%	8.5%	70.1%	1.6%	1.6%	3.3%	1.1%	1.6%

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

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

Destination Locations and Activities

Route: 88

Clarendon Hill - Lechmere Station via Highland Ave

Both Directions

Expanded Results

City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	DESTINATION ACTIVITIES							
				Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Somerville: Spring Hill	226	9.7%		63.1%	12.9%	6.5%					17.5%
Somerville: Davis Square	222	9.5%		17.8%		26.8%		6.6%		17.8%	31.0%
Boston: Financial/Retail	166	7.1%				91.2%					8.8%
Cambridge: East Cambridge	146	6.3%				100.0%					
Cambridge: Harvard Square	138	5.9%				100.0%					
Boston: Govt Center	117	5.0%			12.5%	75.0%			12.5%		
Cambridge: Kendall/MIT	113	4.8%				100.0%					
Boston: Longwood Med Area	98	4.2%				85.1%		14.9%			
Boston: Beacon Hill	78	3.4%				74.7%		25.3%			
Boston: Fenway	78	3.4%		18.7%	37.3%	44.0%					
Waltham	74	3.2%				100.0%					
Boston: Park Square	73	3.1%			20.0%	80.0%					
Boston: Back Bay	69	3.0%				100.0%					
Boston: Waterfront	69	3.0%	21.2%			78.8%					
Cambridge: Central Square	69	3.0%				100.0%					
Lexington	59	2.6%				100.0%					
Boston: Prudential/Hancock	58	2.5%				100.0%					
Cambridge: North Cambridge	49	2.1%				100.0%					
Boston: So Bos Indust	40	1.7%				100.0%					
Belmont	34	1.5%				100.0%					
Brookline: North Brookline	34	1.5%				57.6%		42.4%			
Watertown	34	1.5%				100.0%					
Boston: North End	29	1.3%				100.0%					
Boston: South End	29	1.3%				100.0%					
Quincy	29	1.3%			100.0%						
Somerville: East Somerville	29	1.3%				100.0%					
Arlington	20	0.9%				100.0%					
Boston: Allston	20	0.9%				100.0%					
Medford	20	0.9%									100.0%
Providence, RI	20	0.9%				100.0%					
Boston: B U	15	0.6%				100.0%					
Boston: Jamaica Plain	15	0.6%						100.0%			
Boston: Roxbury	15	0.6%				100.0%					
Boston: So Bos Res	15	0.6%				100.0%					
Haverhill	15	0.6%									100.0%

City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Winchester	15	0.6%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,329	100.0%	0.6%	8.5%	5.0%	73.4%		3.4%	0.6%	1.7%	6.8%

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

T *MBTA Surveys: 2008-09*
Bus Survey

Destination Locations and Activities

Route: 350

North Burlington - Alewife via Burlington Mall

Both Directions

Expanded Results

City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	DESTINATION ACTIVITIES							
				Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Burlington	328	42.0%		4.8%		87.0%	8.2%				
Cambridge: Kendall/MIT	64	8.2%				100.0%					
Boston: Financial/Retail	44	5.7%				77.8%		11.1%		11.1%	
Arlington	38	4.8%				71.0%		29.0%			
Woburn	32	4.1%			15.5%	15.5%	34.5%				34.5%
Cambridge: Central Square	25	3.2%				80.0%	20.0%				
Cambridge: North Cambridge	25	3.2%	60.0%			20.0%					20.0%
Boston: Beacon Hill	15	1.9%				66.7%		33.3%			
Boston: Govt Center	15	1.9%				66.7%			33.3%		
Boston: Park Square	15	1.9%				100.0%					
Boston: So Bos Indust	15	1.9%	33.3%			66.7%					
Somerville: Davis Square	15	1.9%		66.7%		33.3%					
Bedford	11	1.4%				100.0%					
Concord	11	1.4%							100.0%		
Winchester	11	1.4%				100.0%					
Boston: Logan Airport	10	1.3%				50.0%					50.0%
Boston: North End	10	1.3%									100.0%
Boston: Waterfront	10	1.3%				100.0%					
Unspecified	10	1.3%				100.0%					
Boston: Dwntrwn Unspecified	5	0.6%				100.0%					
Boston: Fenway	5	0.6%									100.0%
Boston: Longwood Med Area	5	0.6%				100.0%					
Boston: North Dorchester	5	0.6%				100.0%					
Boston: Roxbury	5	0.6%									100.0%
Boston: So Bos Res	5	0.6%				100.0%					
Boston: South End	5	0.6%	100.0%								
Brookline: North Brookline	5	0.6%				100.0%					
Brookline: South Brookline	5	0.6%						100.0%			
Cambridge: Fresh Pond	5	0.6%				100.0%					
Cambridge: Unspecified	5	0.6%	100.0%								
Lexington	5	0.6%				100.0%					
Quincy	5	0.6%				100.0%					
Somerville: Spring Hill	5	0.6%						100.0%			
Somerville: Winter Hill	5	0.6%		100.0%							
Watertown	5	0.6%				100.0%					

City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	781	100.0%	3.8%	3.9%	3.2%	72.5%	5.5%	3.9%	2.0%	0.6%	4.6%

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



MBTA Surveys: 2008-09

Bus Survey

Destination Locations and Activities

Route: 351

Oak Park/Bedford Woods - Alewife

Outbound

Expanded Results

DESTINATION LOCATIONS			DESTINATION ACTIVITIES								
City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Burlington	41	58.3%				92.9%					7.1%
Bedford	27	37.5%				100.0%					
Billerica	3	4.2%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	71	100.0%				95.8%					4.2%

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

8

Origin-Destination Cross-tabulation

The data in Chapter 4 of this report show, for riders who made their bus trips on Somerville Garage bus routes, the origin locations of their entire trips by city, town, or neighborhood. The data in Chapter 7 show the final destination locations, by city, town, or neighborhood, of these riders.

In this chapter, the type of table presented provides, for the passengers who boarded the bus on each surveyed route, a cross-tabulation between the origins of the passengers' entire trips and the final destinations of these trips, regardless of where they entered or exited the transit system.

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

8.1 DESCRIPTION OF TABLE

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

In the systemwide passenger survey of which this bus survey is a part, the responses about origin locations were aggregated by city or town, except in four municipalities: in Boston they were broken into 26 neighborhoods, in Cambridge into six, in Somerville into four, and in Brookline into three. All of these neighborhoods are shown in Figure 4-1. In the table, for trips originating from outside of Massachusetts, the city and the state are given.

The neighborhood names and boundaries used in the survey databases conform

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

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

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

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

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

8.2 OVERVIEW OF RESULTS

The most common origin-destination pair for all Somerville Garage bus routes as a whole was Arlington to Harvard Square, which was reported by 2% of all riders. This combination was one of the top five origin-destination pairs for five of the 24 Somerville Garage bus routes: Route 77 (12%), 84 (10%), 78 (10%), 79 (9%), and 67 (8%). The highest percentages of riders, by route, in one origin-destination pair were on Routes 85 (47%, Spring Hill to Kendall/MIT) and 68 (30%, Central Square to Harvard Square; and 20%, Central Square to Kendall/MIT).

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 62

Bedford VA Hospital - Alewife

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Lexington	Boston: Financial/R etail	Cambridge : Harvard Square	Bedford	Cambridge : Kendall/MI	Arlington	Boston: Back Bay	Boston: Govt Center	Boston: Park Square	Boston: North End	Other & % of Row	Row Total & % of Overall
Arlington	25	19	0	0	10	0	14	5	5	0	19	106
											18.1%	23.4%
Lexington	6	19	14	6	5	5	0	0	5	10	24	99
											24.3%	21.8%
Bedford	6	10	19	0	14	0	5	14	0	5	14	88
											16.4%	19.4%
Unspecified	6	0	0	6	0	6	0	0	0	0	0	18
											0.0%	4.1%
Boston: Back Bay	6	0	0	6	0	6	0	0	0	0	0	18
											0.0%	4.1%
Boston: Fenway	6	0	0	6	0	0	0	0	0	0	6	18
											33.3%	4.1%
Somerville: Davis Square	12	0	0	0	0	0	0	0	0	0	0	12
											0.0%	2.7%
Malden	12	0	0	0	0	0	0	0	0	0	0	12
											0.0%	2.7%
Boston: Beacon Hill	12	0	0	0	0	0	0	0	0	0	0	12
											0.0%	2.7%
Billerica	0	0	5	0	0	0	0	0	5	0	0	10
											0.0%	2.1%
Cambridge: Harvard Square	6	0	0	0	0	0	0	0	0	0	0	6
											0.0%	1.4%
Boston: Financial/Retail	0	0	0	0	0	6	0	0	0	0	0	6
											0.0%	1.4%
Boston: Govt Center	6	0	0	0	0	0	0	0	0	0	0	6
											0.0%	1.4%
Boston: So Bos Indust	6	0	0	0	0	0	0	0	0	0	0	6
											0.0%	1.4%
Cambridge: North Cambridge	6	0	0	0	0	0	0	0	0	0	0	6
											0.0%	1.4%
Chelsea	0	0	0	6	0	0	0	0	0	0	0	6
											0.0%	1.4%
Medford	0	0	0	6	0	0	0	0	0	0	0	6
											0.0%	1.4%
Somerville: Spring Hill	6	0	0	0	0	0	0	0	0	0	0	6
											0.0%	1.4%
Other & % of Column	5	0	0	0	0	0	0	0	0	0	0	5
	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
Column Total & % of Overall	128	48	38	37	29	23	19	19	14	14	69	454
	28.2%	10.6%	8.5%	8.1%	6.4%	5.1%	4.2%	4.2%	3.2%	3.2%	15.1%	

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 64

Oak Sq - University Park

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge: Kendall/MIT	Cambridge: Central Square	Boston: Brighton	Boston: Allston	Boston: Financial/R etail	Boston: Beacon Hill	Cambridge : Harvard Square	Brookline: North Brookline	Boston: So Bos Indust	Boston: Govt Center	Other & % of Row	Row Total & % of Overall
Boston: Brighton	109	53	51	14	22	22	0	7	14	7	80 20.6%	386 46.5%
Boston: Allston	109	51	0	0	7	7	0	0	0	7	29 13.3%	217 26.2%
Cambridge: Central Square	7	16	36	36	0	0	18	9	0	0	14 10.5%	138 16.6%
Somerville: Spring Hill	0	9	0	0	0	0	0	0	0	0	0 0.0%	9 1.1%
Quincy	0	0	9	0	0	0	0	0	0	0	0 0.0%	9 1.1%
Ipswich	0	9	0	0	0	0	0	0	0	0	0 0.0%	9 1.1%
Cambridge: Kendall/MIT	0	0	9	0	0	0	0	0	0	0	0 0.0%	9 1.1%
Brookline: North Brookline	0	9	0	0	0	0	0	0	0	0	0 0.0%	9 1.1%
Boston: South Dorchester	0	0	9	0	0	0	0	0	0	0	0 0.0%	9 1.1%
Boston: North Dorchester	0	0	9	0	0	0	0	0	0	0	0 0.0%	9 1.1%
Boston: Mattapan	0	9	0	0	0	0	0	0	0	0	0 0.0%	9 1.1%
Boston: Financial/Retail	0	0	9	0	0	0	0	0	0	0	0 0.0%	9 1.1%
Newton	7	0	0	0	0	0	0	0	0	0	0 0.0%	9 1.1%
Column Total & % of Overall	232 27.9%	156 18.8%	133 16.0%	51 6.1%	29 3.5%	29 3.5%	18 2.2%	16 2.0%	14 1.7%	14 1.7%	123 14.8%	831

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 69

Harvard Sq - Lechmere Station

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Harvard Square	Cambridge : Central Square	Cambridge : East Cambridge	Cambridge : Kendall/MI	Boston: Financial/R etail	Somerville : Spring Hill	Cambridge : Fresh Pond	Boston: South End	Chelsea	Boston: Govt Center	Other & % of Row	Row Total & % of Overall
Cambridge: Central Square	267	21	37	21	18	0	0	0	18	18	151 27.5%	551 29.2%
Cambridge: East Cambridge	226	82	0	0	18	21	41	0	0	0	21 5.0%	408 21.7%
Cambridge: Harvard Square	0	37	202	39	0	0	0	18	18	0	55 14.1%	390 20.7%
Somerville: Spring Hill	62	21	0	0	18	0	0	18	0	0	0 0.0%	119 6.3%
Cambridge: Fresh Pond	0	0	37	0	0	0	0	0	0	18	0 0.0%	55 2.9%
Somerville: Davis Square	0	37	0	0	0	0	0	0	0	0	0 0.0%	37 1.9%
Cambridge: North Cambridge	18	0	18	0	0	0	0	0	0	0	0 0.0%	37 1.9%
Watertown	0	18	18	0	0	0	0	0	0	0	0 0.0%	37 1.9%
Somerville: Winter Hill	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 1.1%
Melrose	0	21	0	0	0	0	0	0	0	0	0 0.0%	21 1.1%
Cambridge: Unspecified	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 1.1%
Boston: Back Bay	0	0	0	0	0	21	0	0	0	0	0 0.0%	21 1.1%
Boston: Financial/Retail	0	21	0	0	0	0	0	0	0	0	0 0.0%	21 1.1%
Boston: Longwood Med Area	0	21	0	0	0	0	0	0	0	0	0 0.0%	21 1.1%
Boston: Allston	0	0	18	0	0	0	0	0	0	0	0 0.0%	18 1.0%
Boston: Beacon Hill	18	0	0	0	0	0	0	0	0	0	0 0.0%	18 1.0%
Boston: Roxbury	0	0	18	0	0	0	0	0	0	0	0 0.0%	18 1.0%
Brookline: North Brookline	0	18	0	0	0	0	0	0	0	0	0 0.0%	18 1.0%
Other & % of Column	0 0.0%	37 10.5%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	37 1.9%
Column Total & % of Overall	632 33.5%	350 18.6%	349 18.5%	59 3.2%	55 2.9%	41 2.2%	41 2.2%	37 1.9%	37 1.9%	37 1.9%	227 12.0%	1885

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 70

Cedarwood/Central Sq Waltham - University Park

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Waltham	Watertown	Cambridge : Central Square	Cambridge : Kendall/MIT	Boston: Allston	Boston: Brighton	Newton	Cambridge : Harvard Square	Boston: Park Square	Boston: Back Bay	Other & % of Row	Row Total & % of Overall
Waltham	66	207	113	75	38	19	19	56	38	19	282 29.1%	968 24.5%
Watertown	201	104	188	113	75	19	29	19	19	29	169 17.5%	964 24.4%
Cambridge: Central Square	58	288	38	0	0	29	0	0	0	0	48 10.4%	459 11.6%
Boston: Allston	58	115	19	38	0	0	0	0	0	0	19 7.6%	248 6.3%
Boston: Brighton	86	29	19	0	19	0	0	0	19	19	19 9.0%	209 5.3%
Malden	86	0	0	0	0	0	29	0	0	0	0 0.0%	115 2.9%
Belmont	86	0	0	0	0	0	0	0	0	0	0 0.0%	86 2.2%
Boston: South End	58	29	0	0	0	0	0	0	0	0	0 0.0%	86 2.2%
Revere	29	29	0	0	0	0	0	0	0	0	0 0.0%	58 1.5%
Quincy	0	29	0	0	29	0	0	0	0	0	0 0.0%	58 1.5%
Boston: Roslindale	29	29	0	0	0	0	0	0	0	0	0 0.0%	58 1.5%
Boston: Waterfront	29	0	0	0	0	29	0	0	0	0	0 0.0%	58 1.5%
Brookline: North Brookline	58	0	0	0	0	0	0	0	0	0	0 0.0%	58 1.5%
Newton	0	0	19	19	0	0	0	0	0	0	0 0.0%	38 0.9%
Boston: Beacon Hill	29	0	0	0	0	0	0	0	0	0	0 0.0%	29 0.7%
Cambridge: Kendall/MIT	0	29	0	0	0	0	0	0	0	0	0 0.0%	29 0.7%
Boston: Back Bay	29	0	0	0	0	0	0	0	0	0	0 0.0%	29 0.7%
Boston: North Dorchester	0	29	0	0	0	0	0	0	0	0	0 0.0%	29 0.7%
Other & % of Column	115 11.3%	95 9.4%	0 0.0%	0 0.0%	19 10.5%	0 0.0%	29 27.4%	29 27.7%	0 0.0%	0 0.0%	48 13.5%	353 8.9%
Column Total & % of Overall	1016 25.7%	1010 25.5%	395 10.0%	244 6.2%	179 4.5%	124 3.1%	105 2.7%	104 2.6%	75 1.9%	66 1.7%	584 14.7%	3959



MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 71

Watertown Sq - Harvard Sq

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Watertown	Cambridge : Harvard Square	Cambridge : Fresh Pond	Newton	Boston: Financial/R etail	Cambridge : Kendall/MI	Unspecie d	Boston: Back Bay	Boston: Govt Center	Boston: Beacon Hill	Other & % of Row	Row Total & % of Overall
Watertown	160	487	30	51	152	15	91	82	46	61	282	1458
											19.3%	45.1%
Newton	0	183	30	0	0	46	0	0	0	0	30	320
											9.5%	9.9%
Cambridge: Harvard Square	86	0	68	68	0	15	0	0	0	0	17	255
											6.7%	7.9%
Cambridge: Fresh Pond	17	76	0	17	15	15	0	0	15	0	46	217
											21.1%	6.7%
Boston: Beacon Hill	68	0	0	0	0	0	0	0	0	0	17	86
											20.0%	2.6%
Somerville: Spring Hill	68	0	0	0	0	0	0	0	0	0	0	68
											0.0%	2.1%
Somerville: Davis Square	51	0	0	17	0	0	0	0	0	0	0	68
											0.0%	2.1%
Boston: Fenway	34	0	34	0	0	0	0	0	0	0	0	68
											0.0%	2.1%
Boston: Jamaica Plain	51	0	0	0	0	0	0	0	0	0	0	51
											0.0%	1.6%
Cambridge: North Cambridge	34	0	17	0	0	0	0	0	0	0	0	51
											0.0%	1.6%
Chelsea	51	0	0	0	0	0	0	0	0	0	0	51
											0.0%	1.6%
Boston: South Dorchester	34	0	17	0	0	0	0	0	0	0	0	51
											0.0%	1.6%
Medford	34	0	17	0	0	0	0	0	0	0	0	51
											0.0%	1.6%
Boston: Brighton	32	0	15	0	0	0	0	0	0	0	0	48
											0.0%	1.5%
Waltham	0	15	15	0	0	0	0	0	0	0	15	46
											33.3%	1.4%
Boston: Allston	34	0	0	0	0	0	0	0	0	0	0	34
											0.0%	1.1%
Belmont	0	0	0	17	0	0	0	0	0	0	17	34
											50.0%	1.1%
Boston: Roxbury	17	0	17	0	0	0	0	0	0	0	0	34
											0.0%	1.1%
Other & % of Column	137	15	34	17	0	0	0	0	0	0	0	203
	14.8%	2.0%	11.5%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%
Column Total & % of Overall	928	776	297	205	167	91	91	82	61	61	424	3230
	28.7%	24.0%	9.2%	6.4%	5.2%	2.8%	2.8%	2.5%	1.9%	1.9%	13.1%	

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 72

Aberdeen Ave/Mt Auburn - Harvard Sq

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Fresh Pond	Cambridge : Harvard Square	Boston: Financial/R etail	Boston: Back Bay	Cambridge : Kendall/MI	Boston: Beacon Hill	Boston: Govt Center	Boston: North Dorchester	Cambridge : Central Square	Boston: Logan Airport	Other & % of Row	Row Total & % of Overall
Cambridge: Fresh Pond	6	80	37	23	20	13	13	10	10	10	47 16.9%	276 62.8%
Cambridge: Harvard Square	66	13	0	3	3	3	0	3	0	0	9 9.2%	101 22.9%
Boston: Govt Center	18	0	0	0	0	0	0	0	0	0	0 0.0%	18 4.1%
Boston: Financial/Retail	12	0	0	0	0	0	0	0	0	0	0 0.0%	12 2.7%
Somerville: Davis Square	6	0	0	0	0	0	0	0	0	0	0 0.0%	6 1.4%
Medford	6	0	0	0	0	0	0	0	0	0	0 0.0%	6 1.4%
Cambridge: Central Square	6	0	0	0	0	0	0	0	0	0	0 0.0%	6 1.4%
Boston: Fenway	6	0	0	0	0	0	0	0	0	0	0 0.0%	6 1.4%
Boston: Allston	6	0	0	0	0	0	0	0	0	0	0 0.0%	6 1.4%
Cambridge: North Cambridge	0	3	0	0	0	0	0	0	0	0	0 0.0%	3 0.8%
Column Total & % of Overall	131 29.8%	96 21.8%	37 8.3%	27 6.1%	23 5.3%	17 3.8%	13 3.0%	13 3.0%	10 2.3%	10 2.3%	56 12.7%	440



MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 73

Waverly Sq - Harvard Sq

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Harvard Square	Belmont	Cambridge : Fresh Pond	Cambridge : Kendall/MI	Boston: Financial/R etail	Waltham	Boston: Park Square	Boston: Beacon Hill	Boston: Waterfront	Unspecie d	Other & % of Row	Row Total & % of Overall
Belmont	288	48	100	188	125	0	50	50	38	13	326 26.0%	1252 39.8%
Watertown	176	23	25	75	88	0	0	13	38	0	75 14.3%	525 16.7%
Cambridge: Fresh Pond	88	23	13	13	13	0	38	13	0	13	13 5.6%	224 7.1%
Cambridge: Harvard Square	0	161	46	0	0	0	0	0	0	0	0 0.0%	207 6.6%
Waltham	25	0	0	0	38	0	0	0	0	0	75 50.0%	151 4.8%
Boston: Fenway	0	69	0	0	0	0	0	0	0	0	0 0.0%	69 2.2%
Medford	0	0	23	0	0	23	0	0	0	23	0 0.0%	69 2.2%
Cambridge: North Cambridge	0	0	46	0	0	0	0	0	0	0	13 21.4%	59 1.9%
Boston: Beacon Hill	0	23	0	0	0	0	0	0	0	23	0 0.0%	46 1.5%
Cambridge: Central Square	0	23	23	0	0	0	0	0	0	0	0 0.0%	46 1.5%
Arlington	0	0	46	0	0	0	0	0	0	0	0 0.0%	46 1.5%
Brookline: North Brookline	0	23	0	0	0	0	0	0	0	0	0 0.0%	23 0.7%
Boston: Mattapan	0	0	23	0	0	0	0	0	0	0	0 0.0%	23 0.7%
Boston: Back Bay	0	23	0	0	0	0	0	0	0	0	0 0.0%	23 0.7%
Boston: Allston	0	23	0	0	0	0	0	0	0	0	0 0.0%	23 0.7%
Boston: Financial/Retail	0	0	0	0	0	23	0	0	0	0	0 0.0%	23 0.7%
Boston: Govt Center	0	23	0	0	0	0	0	0	0	0	0 0.0%	23 0.7%
Boston: Logan Airport	0	0	0	0	0	0	0	0	0	0	23 100.0%	23 0.7%
Other & % of Column	36 5.8%	46 8.7%	115 25.0%	0 0.0%	0 0.0%	69 60.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	266 8.5%
Column Total & % of Overall	613 19.5%	532 16.9%	461 14.6%	276 8.8%	263 8.4%	115 3.7%	88 2.8%	75 2.4%	75 2.4%	71 2.3%	525 16.7%	3144

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 74

Belmont Ctr - Harvard Sq

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Harvard Square	Cambridge : North Cambridge	Belmont	Boston: Financial/R etail	Cambridge : Central Square	Cambridge : Kendall/MI	Cambridge : Unspecie	Cambridge : Fresh Pond	Boston: Park Square	Boston: Beacon Hill	Other & % of Row	Row Total & % of Overall
Belmont	86	0	0	32	21	21	0	0	11	4	43	221
											19.4%	39.1%
Cambridge: Harvard Square	4	54	11	0	0	0	0	11	0	0	0	79
											0.0%	14.0%
Cambridge: Fresh Pond	14	0	0	7	4	0	0	0	0	4	11	43
											25.0%	7.6%
Cambridge: North Cambridge	18	0	0	4	4	4	0	0	0	4	4	36
											10.0%	6.3%
Cambridge: Central Square	0	22	11	0	0	0	0	0	0	0	0	32
											0.0%	5.7%
Boston: Financial/Retail	0	0	22	0	0	0	0	0	0	0	0	22
											0.0%	3.8%
Somerville: East Somerville	0	14	0	0	0	0	0	0	0	0	0	14
											0.0%	2.5%
Quincy	0	0	11	0	0	0	0	0	0	0	0	11
											0.0%	1.9%
Medford	0	0	11	0	0	0	0	0	0	0	0	11
											0.0%	1.9%
Holbrook	11	0	0	0	0	0	0	0	0	0	0	11
											0.0%	1.9%
East Providence, RI	11	0	0	0	0	0	0	0	0	0	0	11
											0.0%	1.9%
Chelsea	0	0	11	0	0	0	0	0	0	0	0	11
											0.0%	1.9%
Unspecified	0	0	11	0	0	0	0	0	0	0	0	11
											0.0%	1.9%
Somerville: Davis Square	0	0	0	0	0	0	11	0	0	0	0	11
											0.0%	1.9%
Arlington	0	0	11	0	0	0	0	0	0	0	0	11
											0.0%	1.9%
Boston: Waterfront	0	11	0	0	0	0	0	0	0	0	0	11
											0.0%	1.9%
Boston: So Bos Res	0	0	11	0	0	0	0	0	0	0	0	11
											0.0%	1.9%
Boston: Brighton	0	11	0	0	0	0	0	0	0	0	0	11
											0.0%	1.9%
Other & % of Column	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Column Total & % of Overall	143	112	108	43	29	25	11	11	11	11	57	566
	25.2%	19.7%	19.1%	7.6%	5.0%	4.4%	1.9%	1.9%	1.9%	1.9%	10.1%	

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 75

Belmont Ctr - Harvard Sq via Huron Towers

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Harvard Square	Cambridge : North Cambridge	Belmont	Unspecie d	Boston: Financial/R etail	Cambridge : Fresh Pond	Boston: Govt Center	Cambridge : Kendall/MIT	Cambridge : Central Square	Boston: Beacon Hill	Other & % of Row	Row Total & % of Overall
Cambridge: Fresh Pond	25	0	0	11	11	0	14	14	4	0	32	114
											28.1%	32.5%
Belmont	21	0	0	4	11	0	7	4	7	11	14	82
											17.4%	23.4%
Cambridge: Harvard Square	4	0	11	11	0	11	0	0	0	0	0	36
											0.0%	10.3%
Cambridge: North Cambridge	11	0	0	0	4	0	0	0	0	0	7	21
											33.3%	6.1%
Somerville: Winter Hill	0	0	11	0	0	0	0	0	0	0	0	11
											0.0%	3.1%
Somerville: East Somerville	0	11	0	0	0	0	0	0	0	0	0	11
											0.0%	3.1%
Salem	0	0	11	0	0	0	0	0	0	0	0	11
											0.0%	3.1%
Malden	0	11	0	0	0	0	0	0	0	0	0	11
											0.0%	3.1%
Dudley	0	0	11	0	0	0	0	0	0	0	0	11
											0.0%	3.1%
Cambridge: Kendall/MIT	0	0	0	0	0	11	0	0	0	0	0	11
											0.0%	3.1%
Boston: Jamaica Plain	0	11	0	0	0	0	0	0	0	0	0	11
											0.0%	3.1%
Boston: B U	0	11	0	0	0	0	0	0	0	0	0	11
											0.0%	3.1%
Boston: Allston	0	11	0	0	0	0	0	0	0	0	0	11
											0.0%	3.1%
Column Total & % of Overall	61	54	43	25	25	22	21	18	11	11	54	351
	17.3%	15.4%	12.3%	7.1%	7.1%	6.2%	6.1%	5.1%	3.1%	3.1%	15.3%	

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 76

Lincoln Labs/Hanscom - Alewife

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Lexington	Bedford	Cambridge : Harvard Square	Cambridge : Kendall/MI	Boston: Financial/R etail	Boston: Longwood Med Area	Boston: Back Bay	Boston: Waterfront	Cambridge : Central Square	Boston: So Bos Indust	Other & % of Row	Row Total & % of Overall
Lexington	31	6	53	24	24	14	19	10	14	10	48	263
											18.3%	40.3%
Arlington	49	6	5	5	0	0	0	5	0	0	10	79
											12.1%	12.2%
Cambridge: North Cambridge	43	25	0	0	0	0	0	0	0	0	0	68
											0.0%	10.4%
Somerville: Davis Square	49	6	0	0	0	0	0	0	0	0	0	55
											0.0%	8.5%
Bedford	0	0	0	0	0	0	0	0	0	0	19	19
											100.0%	3.0%
Boston: Govt Center	6	6	0	0	0	0	0	0	0	0	0	12
											0.0%	1.9%
Unspecified	6	0	0	0	0	0	0	0	0	0	6	12
											50.0%	1.9%
Somerville: Spring Hill	6	6	0	0	0	0	0	0	0	0	0	12
											0.0%	1.9%
Cambridge: Central Square	12	0	0	0	0	0	0	0	0	0	0	12
											0.0%	1.9%
Cambridge: Kendall/MIT	12	0	0	0	0	0	0	0	0	0	0	12
											0.0%	1.9%
Lincoln	0	0	0	0	0	0	0	0	0	5	5	10
											50.0%	1.5%
Brookline: North Brookline	6	0	0	0	0	0	0	0	0	0	0	6
											0.0%	0.9%
Boston: Beacon Hill	6	0	0	0	0	0	0	0	0	0	0	6
											0.0%	0.9%
Holbrook	6	0	0	0	0	0	0	0	0	0	0	6
											0.0%	0.9%
Boston: Allston	6	0	0	0	0	0	0	0	0	0	0	6
											0.0%	0.9%
Belmont	6	0	0	0	0	0	0	0	0	0	0	6
											0.0%	0.9%
Boston: South End	6	0	0	0	0	0	0	0	0	0	0	6
											0.0%	0.9%
Cambridge: Harvard Square	6	0	0	0	0	0	0	0	0	0	0	6
											0.0%	0.9%
Other & % of Column	25	12	0	0	0	5	0	0	0	0	5	47
	8.5%	18.2%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	10.3%	7.1%
Column Total & % of Overall	289	68	58	29	24	19	19	14	14	14	93	652
	44.4%	10.4%	8.9%	4.4%	3.7%	3.0%	3.0%	2.2%	2.2%	2.2%	14.2%	

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 77

Arlington Heights - Harvard Sq

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Arlington	Cambridge : Harvard Square	Cambridge : North Cambridge	Cambridge : Kendall/MIT	Boston: Financial/R etail	Cambridge : Central Square	Boston: Beacon Hill	Boston: Back Bay	Medford	Boston: Allston	Other & % of Row	Row Total & % of Overall
Arlington	407	452	140	109	94	78	62	31	16	47	459 23.8%	1927 49.0%
Cambridge: North Cambridge	76	250	94	31	0	0	0	16	0	0	69 12.6%	551 14.0%
Cambridge: Harvard Square	190	69	152	16	0	0	0	16	38	0	16 3.1%	496 12.6%
Somerville: Davis Square	92	47	0	0	16	0	0	0	0	0	0 0.0%	154 3.9%
Cambridge: Central Square	76	38	38	0	0	0	0	0	0	0	0 0.0%	152 3.9%
Watertown	76	0	38	0	0	0	0	0	0	0	0 0.0%	114 2.9%
Boston: Beacon Hill	38	38	0	0	0	0	0	0	0	0	0 0.0%	76 1.9%
Cambridge: Fresh Pond	76	0	0	0	0	0	0	0	0	0	0 0.0%	76 1.9%
Lynn	38	0	0	0	0	0	0	0	0	0	0 0.0%	38 1.0%
Revere	0	0	38	0	0	0	0	0	0	0	0 0.0%	38 1.0%
Cambridge: Kendall/MIT	38	0	0	0	0	0	0	0	0	0	0 0.0%	38 1.0%
Somerville: Spring Hill	38	0	0	0	0	0	0	0	0	0	0 0.0%	38 1.0%
Boston: South Dorchester	38	0	0	0	0	0	0	0	0	0	0 0.0%	38 1.0%
Boston: So Bos Indust	0	0	38	0	0	0	0	0	0	0	0 0.0%	38 1.0%
Boston: East Boston	38	0	0	0	0	0	0	0	0	0	0 0.0%	38 1.0%
Boston: Allston	0	0	38	0	0	0	0	0	0	0	0 0.0%	38 1.0%
Burlington	0	16	0	0	16	0	0	0	0	0	0 0.0%	31 0.8%
Maynard	0	16	0	0	0	0	0	0	0	0	0 0.0%	16 0.4%
Other & % of Column	0 0.0%	16 1.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	16 0.4%
Column Total & % of Overall	1221 31.1%	957 24.4%	576 14.7%	156 4.0%	125 3.2%	78 2.0%	62 1.6%	62 1.6%	54 1.4%	47 1.2%	544 13.9%	3929

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 78

Arlmont Village - Harvard Sq

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Harvard Square	Cambridge : North Cambridge	Arlington	Belmont	Cambridge : Fresh Pond	Cambridge : Kendall/MI	Cambridge : Central Square	Boston: Financial/R etail	Boston: Beacon Hill	Boston: Govt Center	Other & % of Row	Row Total & % of Overall
Arlington	67	8	3	0	0	17	11	11	0	6	17 12.0%	139 20.5%
Cambridge: Harvard Square	15	50	50	0	13	0	0	0	0	0	3 2.1%	131 19.3%
Belmont	44	3	13	3	0	8	11	3	11	3	8 7.0%	120 17.7%
Cambridge: North Cambridge	19	3	3	0	3	11	0	6	3	3	19 28.0%	69 10.3%
Cambridge: Central Square	0	13	0	25	13	0	0	0	0	0	0 0.0%	50 7.4%
Cambridge: Fresh Pond	3	3	13	0	0	3	3	3	0	3	3 8.7%	32 4.7%
Boston: So Bos Res	0	13	0	0	0	0	0	0	0	0	0 0.0%	13 1.8%
Boston: Allston	0	13	0	0	0	0	0	0	0	0	0 0.0%	13 1.8%
Boston: Back Bay	0	0	13	0	0	0	0	0	0	0	0 0.0%	13 1.8%
Boston: Beacon Hill	0	0	0	13	0	0	0	0	0	0	0 0.0%	13 1.8%
Boston: Brighton	0	13	0	0	0	0	0	0	0	0	0 0.0%	13 1.8%
Boston: Charlestown	0	13	0	0	0	0	0	0	0	0	0 0.0%	13 1.8%
Boston: Govt Center	0	0	13	0	0	0	0	0	0	0	0 0.0%	13 1.8%
Boston: Roslindale	0	13	0	0	0	0	0	0	0	0	0 0.0%	13 1.8%
Brookline: North Brookline	0	0	0	0	13	0	0	0	0	0	0 0.0%	13 1.8%
Boston: North Dorchester	0	13	0	0	0	0	0	0	0	0	0 0.0%	13 1.8%
Lexington	3	0	0	0	0	0	0	0	0	0	3 50.0%	6 0.8%
Woburn	3	0	0	0	0	0	0	0	0	0	0 0.0%	3 0.4%
Other & % of Column	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Column Total & % of Overall	157 23.2%	154 22.8%	106 15.6%	40 6.0%	40 6.0%	39 5.7%	25 3.7%	22 3.3%	14 2.1%	14 2.1%	53 7.8%	677

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 79

Arlington Heights - Alewife

Expanded Results

Both Directions

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Arlington	Boston: Financial/R etail	Cambridge : Harvard Square	Boston: South End	Cambridge : Kendall/MI	Cambridge : Central Square	Boston: Govt Center	Boston: Prudential/ Hancock	Boston: Waterfront	Boston: Unspecifie d	Other & % of Row	Row Total & % of Overall
Arlington	38	94	62	47	47	47	31	31	16	16	156 26.0%	600 82.2%
Cambridge: North Cambridge	38	0	0	0	0	0	0	0	0	0	0 0.0%	38 5.2%
Cambridge: Central Square	38	0	0	0	0	0	0	0	0	0	0 0.0%	38 5.2%
Boston: Financial/Retail	38	0	0	0	0	0	0	0	0	0	0 0.0%	38 5.2%
Winchester	0	0	0	0	0	0	0	0	0	0	16 100.0%	16 2.1%
Column Total & % of Overall	152 20.9%	94 12.8%	62 8.6%	47 6.4%	47 6.4%	47 6.4%	31 4.3%	31 4.3%	16 2.1%	16 2.1%	172 23.5%	729

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 80

Arlington Center - Lechmere Station

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Medford	Cambridge : East Cambridge	Arlington	Boston: Longwood Med Area	Somerville : Winter Hill	Boston: North End	Somerville : Spring Hill	Boston: Prudential/ Hancock	Boston: Financial/R etail	Cambridge : Kendall/MI	Other & % of Row	Row Total & % of Overall
Medford	11	68	46	29	10	19	0	19	0	19	128 34.6%	370 33.4%
Somerville: Winter Hill	57	49	11	49	0	10	10	0	19	10	70 24.6%	284 25.6%
Somerville: Davis Square	11	29	23	10	0	10	10	10	0	0	10 8.7%	112 10.1%
Somerville: East Somerville	34	10	23	10	0	0	0	0	0	0	10 10.1%	96 8.7%
Arlington	10	39	0	10	0	0	0	0	10	0	10 12.5%	78 7.0%
Cambridge: East Cambridge	34	0	11	0	0	0	0	0	0	0	0 0.0%	46 4.1%
Somerville: Spring Hill	11	0	0	0	11	0	11	0	0	0	10 22.1%	44 4.0%
Boston: Fenway	0	0	0	0	23	0	0	0	0	0	0 0.0%	23 2.1%
Lynn	11	0	0	0	0	0	0	0	0	0	0 0.0%	11 1.0%
Cambridge: Central Square	11	0	0	0	0	0	0	0	0	0	0 0.0%	11 1.0%
Boston: Longwood Med Area	0	0	0	0	11	0	0	0	0	0	0 0.0%	11 1.0%
Boston: B U	0	0	0	0	11	0	0	0	0	0	0 0.0%	11 1.0%
Lexington	10	0	0	0	0	0	0	0	0	0	0 0.0%	11 1.0%
Column Total & % of Overall	202 18.2%	194 17.6%	114 10.3%	107 9.7%	67 6.0%	39 3.5%	31 2.8%	29 2.6%	29 2.6%	29 2.6%	237 21.4%	1107

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 84

Arlmont Village - Alewife

Inbound

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge: Kendall/MIT	Cambridge: Harvard Square	Boston: Govt Center	Boston: Beacon Hill	Boston: Financial/R etail	Boston: Waterfront	Boston: So Bos Indust	Cambridge: East Cambridge	Boston: Prudential/ Hancock	Cambridge: Central Square	Other & % of Row	Row Total & % of Overall
Arlington	18	12	12	10	8	8	6	6	4	4	14 13.2%	107 89.8%
Belmont	0	4	0	0	0	0	0	0	0	0	2 33.3%	6 5.1%
Littleton	0	0	0	0	2	0	0	0	0	0	0 0.0%	2 1.7%
Lexington	0	0	0	0	0	2	0	0	0	0	0 0.0%	2 1.7%
Cambridge: Kendall/MIT	0	0	0	0	0	0	0	0	0	0	2 100.0%	2 1.7%
Column Total & % of Overall	18 15.3%	16 13.6%	12 10.2%	10 8.5%	10 8.5%	10 8.5%	6 5.1%	6 5.1%	4 3.4%	4 3.4%	18 15.3%	119

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 85

Spring Hill - Kendall Sq

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge: Kendall/MIT	Boston: Financial/R etail	Somerville : Spring Hill	Boston: Govt Center	Cambridge : Central Square	Boston: Fenway	Boston: Waterfront	Boston: Park Square	Boston: Prudential/ Hancock	Unspecie d	Other & % of Row	Row Total & % of Overall
Somerville: Spring Hill	123	24	0	12	5	5	5	2	5	0	14 7.3%	198 76.2%
Cambridge: Central Square	2	7	5	2	0	0	0	2	0	0	2 11.2%	22 8.3%
Cambridge: Kendall/MIT	0	0	9	0	5	0	0	0	0	0	0 0.0%	14 5.4%
Somerville: Winter Hill	12	0	0	0	0	0	0	0	0	0	0 0.0%	12 4.6%
Concord	0	0	0	0	5	0	0	0	0	0	0 0.0%	5 1.8%
Boston: So Bos Indust	0	0	0	0	0	0	0	0	0	5	0 0.0%	5 1.8%
Attleboro	0	0	5	0	0	0	0	0	0	0	0 0.0%	5 1.8%
Column Total & % of Overall	138 52.9%	31 12.1%	19 7.3%	14 5.6%	14 5.5%	5 1.9%	5 1.9%	5 1.9%	5 1.9%	5 1.8%	17 6.5%	260

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 86

Sullivan Station - Cleveland Circle

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Harvard Square	Boston: Brighton	Somerville : Spring Hill	Boston: Allston	Cambridge : North Cambridge	Boston: Charlesto wn	Boston: Beacon Hill	Boston: Financial/R etail	Cambridge : Fresh Pond	Medford	Other & % of Row	Row Total & % of Overall
Boston: Brighton	268	17	34	85	34	17	34	11	17	17	203 26.9%	756 32.7%
Somerville: Spring Hill	146	34	0	22	0	17	0	40	0	17	209 43.2%	485 21.0%
Cambridge: Harvard Square	0	56	68	22	0	0	0	0	0	0	78 34.8%	225 9.7%
Somerville: East Somerville	78	22	11	11	11	0	0	0	11	0	0 0.0%	146 6.3%
Boston: Charlestown	22	45	11	0	0	0	0	0	0	0	0 0.0%	78 3.4%
Newton: Chestnut Hill	34	17	17	0	0	0	0	0	0	0	0 0.0%	68 3.0%
Boston: Allston	0	0	0	0	17	17	17	0	0	0	17 25.0%	68 3.0%
Brookline: South Brookline	17	17	0	0	0	0	0	0	17	0	0 0.0%	51 2.2%
Everett	22	11	11	0	0	0	0	0	0	0	0 0.0%	45 1.9%
Boston: Longwood Med Area	0	34	0	0	0	0	0	0	0	0	0 0.0%	34 1.5%
Newton	17	17	0	0	0	0	0	0	0	0	0 0.0%	34 1.5%
Malden	34	0	0	0	0	0	0	0	0	0	0 0.0%	34 1.5%
Boston: Jamaica Plain	11	11	0	0	0	0	0	0	0	0	0 0.0%	34 1.5%
Cambridge: North Cambridge	0	22	0	0	0	0	0	0	0	0	0 0.0%	22 1.0%
Arlington	0	0	0	0	0	0	0	0	0	0	22 100.0%	22 1.0%
Unspecified	0	22	0	0	0	0	0	0	0	0	0 0.0%	22 1.0%
Weston	0	17	0	0	0	0	0	0	0	0	0 0.0%	17 0.7%
Belmont	0	0	0	0	0	17	0	0	0	0	0 0.0%	17 0.7%
Other & % of Column	22 3.3%	56 14.0%	11 6.8%	22 13.7%	17 21.5%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	17 11.7%	146 6.3%
Column Total & % of Overall	672 29.1%	400 17.3%	165 7.1%	164 7.1%	80 3.4%	68 3.0%	51 2.2%	51 2.2%	45 2.0%	34 1.5%	548 23.7%	2312

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 88

Clarendon Hill - Lechmere Station via Highland Ave

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Somerville : Spring Hill	Somerville : Davis Square	Boston: Financial/R etail	Cambridge : East Cambridge	Cambridge : Harvard Square	Boston: Govt Center	Cambridge : Kendall/MI	Boston: Longwood Med Area	Boston: Fenway	Boston: Beacon Hill	Other & % of Row	Row Total & % of Overall
Somerville: Spring Hill	0	79	49	88	34	29	54	49	49	64	521	1076
											48.4%	46.2%
Somerville: Davis Square	44	44	73	58	83	88	44	29	29	15	234	755
											30.9%	32.4%
Somerville: Winter Hill	0	0	0	0	20	0	0	20	0	0	54	94
											57.8%	4.0%
Somerville: East Somerville	0	40	0	0	0	0	0	0	0	0	15	54
											26.9%	2.3%
Cambridge: North Cambridge	0	20	0	0	0	0	15	0	0	0	15	49
											29.8%	2.1%
Arlington	0	0	29	0	0	0	0	0	0	0	15	44
											33.3%	1.9%
Cambridge: East Cambridge	40	0	0	0	0	0	0	0	0	0	0	40
											0.0%	1.7%
Boston: South Dorchester	15	0	0	0	0	0	0	0	0	0	20	34
											57.6%	1.5%
Boston: Back Bay	20	0	0	0	0	0	0	0	0	0	0	20
											0.0%	0.9%
Watertown	0	20	0	0	0	0	0	0	0	0	0	20
											0.0%	0.9%
Boston: Beacon Hill	0	20	0	0	0	0	0	0	0	0	0	20
											0.0%	0.9%
Boston: Park Square	20	0	0	0	0	0	0	0	0	0	0	20
											0.0%	0.9%
Boston: North End	20	0	0	0	0	0	0	0	0	0	0	20
											0.0%	0.9%
Boston: Govt Center	20	0	0	0	0	0	0	0	0	0	0	20
											0.0%	0.9%
Boston: Financial/Retail	20	0	0	0	0	0	0	0	0	0	0	20
											0.0%	0.9%
Cambridge: Central Square	15	0	0	0	0	0	0	0	0	0	0	15
											0.0%	0.6%
Lexington	0	0	15	0	0	0	0	0	0	0	0	15
											0.0%	0.6%
Brookline: North Brookline	15	0	0	0	0	0	0	0	0	0	0	15
											0.0%	0.6%
Other & % of Column	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Column Total & % of Overall	226	222	166	146	138	117	113	98	78	78	873	2329
	9.7%	9.5%	7.1%	6.3%	5.9%	5.0%	4.8%	4.2%	3.4%	3.4%	37.5%	

MBTA Surveys: 2008-09

Bus Survey

Origin-Destination Cross-tabulation

Route: 350

North Burlington - Alewife via Burlington Mall

Both Directions

Expanded Results

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Burlington	Cambridge: Kendall/MI	Boston: Financial/R etail	Arlington	Woburn	Cambridge : Central Square	Cambridge : North Cambridge	Boston: Beacon Hill	Somerville : Davis Square	Boston: So Bos Indust	Other & % of Row	Row Total & % of Overall
Arlington	77	30	20	0	11	5	0	10	0	5	15 8.4%	177 22.6%
Burlington	10	20	10	0	5	0	15	0	10	0	49 38.5%	128 16.4%
Woburn	22	5	10	0	0	5	5	0	5	0	35 40.1%	86 11.0%
Cambridge: North Cambridge	33	0	0	0	11	0	0	0	0	0	11 20.0%	55 7.0%
Winchester	0	5	5	0	0	10	0	0	0	5	21 45.8%	46 5.8%
Billerica	0	5	0	5	0	5	5	5	0	5	15 33.3%	44 5.7%
Somerville: Davis Square	33	0	0	0	0	0	0	0	0	0	11 25.0%	44 5.6%
Boston: North Dorchester	11	0	0	11	0	0	0	0	0	0	0 0.0%	22 2.8%
Boston: So Bos Res	11	0	0	11	0	0	0	0	0	0	0 0.0%	22 2.8%
Cambridge: Central Square	22	0	0	0	0	0	0	0	0	0	0 0.0%	22 2.8%
Cambridge: Fresh Pond	11	0	0	11	0	0	0	0	0	0	0 0.0%	22 2.8%
Cambridge: Harvard Square	22	0	0	0	0	0	0	0	0	0	0 0.0%	22 2.8%
Malden	11	0	0	0	0	0	0	0	0	0	0 0.0%	22 2.8%
Medford	11	0	0	0	0	0	0	0	0	0	0 0.0%	11 1.4%
Newton	11	0	0	0	0	0	0	0	0	0	0 0.0%	11 1.4%
Boston: Roslindale	11	0	0	0	0	0	0	0	0	0	0 0.0%	11 1.4%
Quincy	11	0	0	0	0	0	0	0	0	0	0 0.0%	11 1.4%
Belmont	11	0	0	0	0	0	0	0	0	0	0 0.0%	11 1.4%
Other & % of Column	0 0.0%	0 0.0%	0 0.0%	0 0.0%	5 15.5%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	10 66.7%	15 1.9%
Column Total & % of Overall	328 42.0%	64 8.2%	44 5.7%	38 4.8%	32 4.1%	25 3.2%	25 3.2%	15 1.9%	15 1.9%	15 1.9%	166 21.3%	781



Socioeconomic Characteristics

This chapter presents data on the age, gender, income, and ethnicity of the riders on Somerville Garage bus routes. Tables (at the end of the chapter) present these data by route. For each route, three tables presenting, respectively, the age, gender, and income data are grouped on one page. Ethnicity data for that route's riders are shown in two tables on the following page. The data for each bus route are based on the survey responses from passengers who rode some portion of that route. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Somerville Garage as a whole. It includes tables and discussion.

9.1 AGE OF RIDERS

9.1.1 DESCRIPTION OF TABLE

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

9.1.2 OVERVIEW OF RESULTS

Across all bus routes, most respondents were between the ages of 25 and 64. Only two bus routes had less than 70% of the responding population belonging to this age group: Routes 69 (68%) and 75 (69%). Members of the workforce are most likely to be somewhere in this age range, and, indeed, 73% of the riders on all bus routes reported work or work-related trip purposes (see Chapter 3 for a full discussion of trip purposes). In contrast, only 53% of the riders on Route 69 had work or work-related trip ends.

Overall, the 25-to-34 age bracket had the highest share of riders (30%); its highest shares by route were on Routes 85 (56%), 88 (47%), and 351 (46%). The 45-to-64 age bracket had the second-highest share of riders (28%); its highest shares by route were on Routes 67 (50%) and 76 and 84 (both 40%).

Overall, 13% of the surveyed respondents were age 19-to-24. The highest percentages were observed on Routes 64 (27%), 86 (23%), and 70 (19%). The lowest percentages in this age category were observed on Routes 84 (3%) and 85 and 68 (both 5%).

On the Somerville Garage bus routes overall, 2% of survey respondents were age 18 or under. The highest percentages were observed on Routes 68 (10%), 75 (7%), and 76 (5%). At the other end of the spectrum, 9% of the respondents on all surveyed routes were age 65 or older. The highest percentages were observed on Routes 69, 78, and 68 (all 15%).

9.2 GENDER OF RIDERS

9.2.1 DESCRIPTION OF TABLE

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

9.2.2 OVERVIEW OF RESULTS

On every Somerville Garage bus route except Routes 67, 74, 76, 84, and 351, female riders outnumbered male riders. The highest percentage of male respondents was 70%, on Route 351. The highest percentage of female respondents was 74%, on Route 83.

One survey was returned by a transgender rider.

9.3 ANNUAL HOUSEHOLD INCOME

9.3.1 DESCRIPTION OF TABLE

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

9.3.2 OVERVIEW OF RESULTS

The results regarding household income varied considerably among bus routes. The routes with the highest percentages of incomes in the \$100,000-or-more

range were Routes 84 (66%), 76 (54%), and 62 (43%). The routes with the lowest percentages in this range were Routes 80 (14%), 83 (15%), and 70 (17%). On all of the bus routes except Routes 79, 80, 83 and 351, the \$100,000-or-more range had a higher percentage than any other individual range.

The average household size varied across the bus routes from as high as 3.3 on Route 84 to as low as 1.9 on Route 351.

9.4 ETHNICITY OF RIDERS

9.4.1 DESCRIPTION OF TABLES

For each bus route, ethnicity is reported using two tables. The first summarizes the results from survey question 21a, “How do you self-identify by race?” Six check-off choices were provided: “American Indian or Alaska native,” “black or African-American,” “native Hawaiian or other Pacific islander,” “Asian,” “white,” and “other” with space for write-ins. These categories were those used in the U.S. census. Respondents were instructed to check as many as applied. The table shows the number and percent of responses for each race category. Because riders were allowed to check more than one box, percentages generally add up to more than 100%.

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

9.4.2 OVERVIEW OF RESULTS

The route with the highest percentage of white riders was Route 72 (91%). The route with the highest percentage of nonwhite riders was Route 83, where 19% of the riders self-identified as black or African-American, 12% as Asian, and 7% as “other.” Most of the riders who checked “other” also checked that they were Hispanic/Latino. As in the table, each of the percentages given in this discussion for a race includes any respondents who checked not only that race but one or more others as well.

The bus routes with the highest percentages of riders who answered “yes” as to whether they were Hispanic/Latino were Routes 74 (10%), 85 (9%), and 70 (8%). The routes with the lowest percentages of Hispanic/Latino riders were Routes 72, 84, and 79 (all 2%).



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 62

Expanded Results

Bedford VA Hospital - Alewife

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	40	9.0%	9.0%
25 - 34	125	28.0%	37.0%
35 - 44	67	14.9%	51.9%
45 - 64	159	35.4%	87.3%
65 and Older	57	12.7%	100.0%
TOTAL	448	100.0%	100.0%
No Answer	6		

Gender of Riders:	Number of Riders	Percent of Riders
Male	201	45.5%
Female	241	54.5%
Transgender	0	0.0%
TOTAL	442	100.0%
No Answer	12	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	27	6.5%	6.5%
\$20,000 - \$29,999	17	4.1%	10.6%
\$30,000 - \$39,999	16	3.8%	14.4%
\$40,000 - \$49,999	25	6.0%	20.4%
\$50,000 - \$59,999	41	10.0%	30.4%
\$60,000 - \$74,999	30	7.3%	37.7%
\$75,000 - \$99,999	81	19.6%	57.3%
\$100,000 or more	176	42.7%	100.0%
TOTAL	413	100.0%	100.0%
No Answer	41		

Mean Household Size: 2.83



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 62

Bedford VA Hospital - Alewife

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	17	4.0%
Black or African-American	5	1.1%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	106	24.4%
White	287	66.5%
Other	17	4.0%
TOTAL	432	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	18	4.3%
No	414	95.7%
TOTAL	432	100.0%
No Answer	22	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 64

Expanded Results

Oak Sq - University Park

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	223	26.9%	26.9%
25 - 34	292	35.1%	62.0%
35 - 44	104	12.5%	74.4%
45 - 64	196	23.6%	98.0%
65 and Older	16	2.0%	100.0%
TOTAL	831	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	303	40.1%
Female	454	59.9%
Transgender	0	0.0%
TOTAL	757	100.0%
No Answer	74	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	107	14.0%	14.0%
\$20,000 - \$29,999	60	7.9%	21.9%
\$30,000 - \$39,999	62	8.1%	30.0%
\$40,000 - \$49,999	93	12.1%	42.1%
\$50,000 - \$59,999	82	10.7%	52.8%
\$60,000 - \$74,999	127	16.6%	69.4%
\$75,000 - \$99,999	103	13.5%	82.9%
\$100,000 or more	131	17.1%	100.0%
TOTAL	764	100.0%	100.0%
No Answer	67		

Mean Household Size: 2.66



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 64

Oak Sq - University Park

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	14	1.8%
Black or African-American	56	7.0%
Native Hawaiian or Other Pacific Islander	7	0.9%
Asian	76	9.5%
White	602	75.1%
Other	82	10.2%
TOTAL	802	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	58	7.5%
No	716	92.5%
TOTAL	775	100.0%
No Answer	56	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 67

Expanded Results

Turkey Hill - Alewife

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	6	1.6%	1.6%
19 - 24	19	5.0%	6.6%
25 - 34	50	12.9%	19.5%
35 - 44	80	20.8%	40.3%
45 - 64	193	50.0%	90.3%
65 and Older	38	9.7%	100.0%
TOTAL	387	100.0%	100.0%
No Answer	13		

Gender of Riders:	Number of Riders	Percent of Riders
Male	207	53.4%
Female	180	46.6%
Transgender	0	0.0%
TOTAL	387	100.0%
No Answer	13	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	18	6.1%	6.1%
\$20,000 - \$29,999	12	4.1%	10.1%
\$30,000 - \$39,999	12	4.1%	14.2%
\$40,000 - \$49,999	6	2.0%	16.2%
\$50,000 - \$59,999	38	12.5%	28.8%
\$60,000 - \$74,999	12	4.1%	32.8%
\$75,000 - \$99,999	96	31.9%	64.8%
\$100,000 or more	106	35.2%	100.0%
TOTAL	300	100.0%	100.0%
No Answer	100		

Mean Household Size: 2.47



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 67

Turkey Hill - Alewife

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	6	1.6%
Black or African-American	6	1.6%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	38	9.7%
White	319	82.4%
Other	18	4.7%
TOTAL	387	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	12	3.4%
No	350	96.6%
TOTAL	362	100.0%
No Answer	38	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 68

Expanded Results

Harvard Sq - Kendall Sq

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	41	10.2%	10.2%
19 - 24	20	4.9%	15.1%
25 - 34	169	41.8%	56.9%
35 - 44	25	6.1%	63.0%
45 - 64	90	22.2%	85.2%
65 and Older	60	14.8%	100.0%
TOTAL	404	100.0%	100.0%
No Answer	10		

Gender of Riders:	Number of Riders	Percent of Riders
Male	137	35.5%
Female	244	63.3%
Transgender	5	1.2%
TOTAL	385	100.0%
No Answer	29	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	43	12.0%	12.0%
\$20,000 - \$29,999	48	13.5%	25.5%
\$30,000 - \$39,999	31	8.8%	34.4%
\$40,000 - \$49,999	25	7.1%	41.5%
\$50,000 - \$59,999	31	8.6%	50.1%
\$60,000 - \$74,999	45	12.7%	62.8%
\$75,000 - \$99,999	40	11.2%	74.0%
\$100,000 or more	93	26.0%	100.0%
TOTAL	357	100.0%	100.0%
No Answer	57		

Mean Household Size: 2.44



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 68

Harvard Sq - Kendall Sq

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	5	1.3%
Black or African-American	49	13.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	50	14.1%
White	246	69.5%
Other	9	2.6%
TOTAL	354	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	28	7.6%
No	342	92.4%
TOTAL	370	100.0%
No Answer	44	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 69

Expanded Results

Harvard Sq - Lechmere Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	39	2.1%	2.1%
19 - 24	270	14.6%	16.8%
25 - 34	542	29.4%	46.2%
35 - 44	213	11.5%	57.7%
45 - 64	506	27.4%	85.1%
65 and Older	274	14.9%	100.0%
TOTAL	1,844	100.0%	100.0%
No Answer	41		

Gender of Riders:	Number of Riders	Percent of Riders
Male	602	33.6%
Female	1,187	66.4%
Transgender	0	0.0%
TOTAL	1,789	100.0%
No Answer	96	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	274	17.6%	17.6%
\$20,000 - \$29,999	117	7.5%	25.1%
\$30,000 - \$39,999	190	12.2%	37.4%
\$40,000 - \$49,999	174	11.2%	48.5%
\$50,000 - \$59,999	80	5.1%	53.7%
\$60,000 - \$74,999	137	8.8%	62.5%
\$75,000 - \$99,999	227	14.6%	77.1%
\$100,000 or more	356	22.9%	100.0%
TOTAL	1,556	100.0%	100.0%
No Answer	329		

Mean Household Size: 2.59



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 69

Harvard Sq - Lechmere Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	39	2.3%
Black or African-American	266	15.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	117	6.9%
White	1,144	67.9%
Other	156	9.2%
TOTAL	1,684	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	100	6.4%
No	1,478	93.6%
TOTAL	1,578	100.0%
No Answer	307	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 70

Expanded Results

Cedarwood/Central Sq Waltham - University Park

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	19	0.5%	0.5%
19 - 24	761	19.4%	19.8%
25 - 34	1,062	27.0%	46.9%
35 - 44	751	19.1%	66.0%
45 - 64	1,137	28.9%	94.9%
65 and Older	200	5.1%	100.0%
TOTAL	3,930	100.0%	100.0%
No Answer	29		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,775	46.7%
Female	2,023	53.3%
Transgender	0	0.0%
TOTAL	3,799	100.0%
No Answer	160	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	666	18.3%	18.3%
\$20,000 - \$29,999	353	9.7%	27.9%
\$30,000 - \$39,999	362	9.9%	37.9%
\$40,000 - \$49,999	541	14.8%	52.7%
\$50,000 - \$59,999	199	5.5%	58.1%
\$60,000 - \$74,999	381	10.4%	68.6%
\$75,000 - \$99,999	531	14.6%	83.1%
\$100,000 or more	615	16.9%	100.0%
TOTAL	3,647	100.0%	100.0%
No Answer	312		

Mean Household Size: 2.56



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 70

Cedarwood/Central Sq Waltham - University Park

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	66	1.7%
Black or African-American	749	19.5%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	323	8.4%
White	2,642	68.7%
Other	267	6.9%
TOTAL	3,846	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	294	7.8%
No	3,457	92.2%
TOTAL	3,751	100.0%
No Answer	208	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 71

Expanded Results

Watertown Sq - Harvard Sq

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	17	0.5%	0.5%
19 - 24	361	11.5%	12.1%
25 - 34	923	29.4%	41.5%
35 - 44	462	14.8%	56.3%
45 - 64	1,039	33.2%	89.4%
65 and Older	331	10.6%	100.0%
TOTAL	3,133	100.0%	100.0%
No Answer	97		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,039	33.5%
Female	2,062	66.5%
Transgender	0	0.0%
TOTAL	3,101	100.0%
No Answer	129	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	177	6.0%	6.0%
\$20,000 - \$29,999	80	2.7%	8.7%
\$30,000 - \$39,999	243	8.3%	17.0%
\$40,000 - \$49,999	293	9.9%	26.9%
\$50,000 - \$59,999	202	6.8%	33.8%
\$60,000 - \$74,999	515	17.5%	51.3%
\$75,000 - \$99,999	666	22.6%	73.9%
\$100,000 or more	768	26.1%	100.0%
TOTAL	2,945	100.0%	100.0%
No Answer	285		

Mean Household Size: 2.25



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 71

Watertown Sq - Harvard Sq

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	32	1.1%
Black or African-American	181	5.9%
Native Hawaiian or Other Pacific Islander	17	0.6%
Asian	289	9.4%
White	2,444	79.6%
Other	108	3.5%
TOTAL	3,072	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	108	3.6%
No	2,929	96.4%
TOTAL	3,038	100.0%
No Answer	192	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 72

Expanded Results

Aberdeen Ave/Mt Auburn - Harvard Sq

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	18	4.1%	4.1%
19 - 24	25	5.8%	9.9%
25 - 34	104	23.9%	33.9%
35 - 44	115	26.5%	60.4%
45 - 64	121	27.8%	88.2%
65 and Older	51	11.8%	100.0%
TOTAL	434	100.0%	100.0%
No Answer	6		

Gender of Riders:	Number of Riders	Percent of Riders
Male	161	37.1%
Female	273	62.9%
Transgender	0	0.0%
TOTAL	434	100.0%
No Answer	6	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	32	8.3%	8.3%
\$20,000 - \$29,999	19	5.0%	13.4%
\$30,000 - \$39,999	16	4.2%	17.5%
\$40,000 - \$49,999	10	2.6%	20.1%
\$50,000 - \$59,999	29	7.5%	27.6%
\$60,000 - \$74,999	36	9.4%	37.0%
\$75,000 - \$99,999	79	20.6%	57.6%
\$100,000 or more	163	42.4%	100.0%
TOTAL	384	100.0%	100.0%
No Answer	56		

Mean Household Size: 2.33



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 72

Aberdeen Ave/Mt Auburn - Harvard Sq

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	3	0.8%
Black or African-American	10	2.4%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	19	4.7%
White	374	90.6%
Other	13	3.1%
TOTAL	412	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	7	1.7%
No	390	98.3%
TOTAL	397	100.0%
No Answer	43	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 73

Expanded Results

Waverly Sq - Harvard Sq

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	61	2.0%	2.0%
19 - 24	235	7.5%	9.5%
25 - 34	780	25.1%	34.6%
35 - 44	508	16.4%	51.0%
45 - 64	1,184	38.1%	89.1%
65 and Older	339	10.9%	100.0%
TOTAL	3,106	100.0%	100.0%
No Answer	38		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,192	39.1%
Female	1,854	60.9%
Transgender	0	0.0%
TOTAL	3,046	100.0%
No Answer	98	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	98	3.6%	3.6%
\$20,000 - \$29,999	195	7.2%	10.8%
\$30,000 - \$39,999	142	5.3%	16.1%
\$40,000 - \$49,999	291	10.8%	26.8%
\$50,000 - \$59,999	303	11.2%	38.1%
\$60,000 - \$74,999	234	8.7%	46.7%
\$75,000 - \$99,999	502	18.6%	65.3%
\$100,000 or more	939	34.7%	100.0%
TOTAL	2,705	100.0%	100.0%
No Answer	439		

Mean Household Size: 2.43



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 73

Waverly Sq - Harvard Sq

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	13	0.4%
Black or African-American	182	6.3%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	295	10.1%
White	2,333	80.2%
Other	111	3.8%
TOTAL	2,908	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	184	6.6%
No	2,617	93.4%
TOTAL	2,801	100.0%
No Answer	343	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 74

Expanded Results

Belmont Ctr - Harvard Sq

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	18	3.2%	3.2%
19 - 24	68	12.1%	15.3%
25 - 34	122	21.7%	37.0%
35 - 44	93	16.5%	53.5%
45 - 64	194	34.4%	87.9%
65 and Older	68	12.1%	100.0%
TOTAL	563	100.0%	100.0%
No Answer	4		

Gender of Riders:	Number of Riders	Percent of Riders
Male	294	53.2%
Female	258	46.8%
Transgender	0	0.0%
TOTAL	552	100.0%
No Answer	14	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	36	7.6%	7.6%
\$20,000 - \$29,999	32	6.8%	14.4%
\$30,000 - \$39,999	32	6.8%	21.2%
\$40,000 - \$49,999	57	12.2%	33.4%
\$50,000 - \$59,999	18	3.8%	37.2%
\$60,000 - \$74,999	50	10.6%	47.8%
\$75,000 - \$99,999	82	17.4%	65.2%
\$100,000 or more	165	34.8%	100.0%
TOTAL	473	100.0%	100.0%
No Answer	93		

Mean Household Size: 2.65



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 74

Belmont Ctr - Harvard Sq

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	11	2.0%
Black or African-American	43	8.1%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	18	3.4%
White	441	83.1%
Other	29	5.4%
TOTAL	530	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	50	9.9%
No	459	90.1%
TOTAL	509	100.0%
No Answer	57	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 75

Expanded Results

Belmont Ctr - Harvard Sq via Huron Towers

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	25	7.2%	7.2%
19 - 24	46	13.2%	20.4%
25 - 34	75	21.4%	41.8%
35 - 44	65	18.4%	60.3%
45 - 64	104	29.5%	89.8%
65 and Older	36	10.2%	100.0%
TOTAL	351	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	100	29.1%
Female	244	70.9%
Transgender	0	0.0%
TOTAL	344	100.0%
No Answer	7	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	47	14.5%	14.5%
\$20,000 - \$29,999	18	5.6%	20.0%
\$30,000 - \$39,999	25	7.8%	27.8%
\$40,000 - \$49,999	18	5.5%	33.3%
\$50,000 - \$59,999	36	11.1%	44.4%
\$60,000 - \$74,999	29	8.9%	53.4%
\$75,000 - \$99,999	29	8.9%	62.2%
\$100,000 or more	122	37.8%	100.0%
TOTAL	322	100.0%	100.0%
No Answer	29		

Mean Household Size: 2.66



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 75

Belmont Ctr - Harvard Sq via Huron Towers

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	50	14.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	54	15.8%
White	222	65.2%
Other	14	4.2%
TOTAL	340	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	22	6.3%
No	322	93.7%
TOTAL	344	100.0%
No Answer	7	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 76

Expanded Results

Lincoln Labs/Hanscom - Alewife

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	29	4.5%	4.5%
19 - 24	70	10.7%	15.2%
25 - 34	121	18.6%	33.8%
35 - 44	117	17.9%	51.7%
45 - 64	263	40.4%	92.1%
65 and Older	51	7.9%	100.0%
TOTAL	652	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	360	58.1%
Female	259	41.9%
Transgender	0	0.0%
TOTAL	619	100.0%
No Answer	33	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	17	3.1%	3.1%
\$20,000 - \$29,999	23	4.2%	7.3%
\$30,000 - \$39,999	16	2.8%	10.1%
\$40,000 - \$49,999	33	5.9%	16.0%
\$50,000 - \$59,999	33	5.9%	21.9%
\$60,000 - \$74,999	28	5.0%	27.0%
\$75,000 - \$99,999	104	18.6%	45.6%
\$100,000 or more	303	54.4%	100.0%
TOTAL	557	100.0%	100.0%
No Answer	95		

Mean Household Size: 2.73



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 76

Lincoln Labs/Hanscom - Alewife

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	6	1.0%
Black or African-American	48	7.6%
Native Hawaiian or Other Pacific Islander	6	1.0%
Asian	140	22.3%
White	472	75.0%
Other	22	3.5%
TOTAL	629	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	17	2.8%
No	590	97.2%
TOTAL	607	100.0%
No Answer	45	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 77

Expanded Results

Arlington Heights - Harvard Sq

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	138	3.6%	3.6%
19 - 24	248	6.4%	10.0%
25 - 34	886	22.9%	32.9%
35 - 44	810	21.0%	53.9%
45 - 64	1,223	31.6%	85.5%
65 and Older	561	14.5%	100.0%
TOTAL	3,866	100.0%	100.0%
No Answer	62		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,230	32.8%
Female	2,514	67.2%
Transgender	0	0.0%
TOTAL	3,743	100.0%
No Answer	185	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	386	11.3%	11.3%
\$20,000 - \$29,999	223	6.5%	17.8%
\$30,000 - \$39,999	384	11.2%	29.0%
\$40,000 - \$49,999	348	10.2%	39.2%
\$50,000 - \$59,999	263	7.7%	46.8%
\$60,000 - \$74,999	424	12.4%	59.2%
\$75,000 - \$99,999	493	14.4%	73.6%
\$100,000 or more	904	26.4%	100.0%
TOTAL	3,426	100.0%	100.0%
No Answer	502		

Mean Household Size: 2.22



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 77

Arlington Heights - Harvard Sq

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	31	0.9%
Black or African-American	185	5.1%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	364	10.1%
White	2,931	81.0%
Other	185	5.1%
TOTAL	3,619	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	185	5.1%
No	3,440	94.9%
TOTAL	3,625	100.0%
No Answer	303	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 78

Expanded Results

Arlmont Village - Harvard Sq

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	76	11.3%	11.3%
25 - 34	177	26.2%	37.5%
35 - 44	139	20.6%	58.1%
45 - 64	182	27.0%	85.2%
65 and Older	100	14.8%	100.0%
TOTAL	674	100.0%	100.0%
No Answer	3		

Gender of Riders:	Number of Riders	Percent of Riders
Male	271	41.3%
Female	385	58.7%
Transgender	0	0.0%
TOTAL	656	100.0%
No Answer	21	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	46	7.9%	7.9%
\$20,000 - \$29,999	26	4.5%	12.4%
\$30,000 - \$39,999	42	7.1%	19.5%
\$40,000 - \$49,999	32	5.5%	25.0%
\$50,000 - \$59,999	38	6.4%	31.4%
\$60,000 - \$74,999	111	19.1%	50.5%
\$75,000 - \$99,999	92	15.7%	66.2%
\$100,000 or more	197	33.8%	100.0%
TOTAL	584	100.0%	100.0%
No Answer	93		

Mean Household Size: 2.53



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 78

Arlmont Village - Harvard Sq

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	8	1.4%
Black or African-American	26	4.4%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	49	8.2%
White	517	86.9%
Other	6	0.9%
TOTAL	595	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	24	3.9%
No	581	96.1%
TOTAL	605	100.0%
No Answer	72	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 79

Expanded Results

Arlington Heights - Alewife

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	47	6.6%	6.6%
25 - 34	163	22.8%	29.4%
35 - 44	163	22.8%	52.2%
45 - 64	256	35.9%	88.1%
65 and Older	85	11.9%	100.0%
TOTAL	714	100.0%	100.0%
No Answer	16		

Gender of Riders:	Number of Riders	Percent of Riders
Male	333	45.6%
Female	397	54.4%
Transgender	0	0.0%
TOTAL	729	100.0%
No Answer	0	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	116	18.4%	18.4%
\$20,000 - \$29,999	16	2.5%	20.9%
\$30,000 - \$39,999	16	2.5%	23.4%
\$40,000 - \$49,999	78	12.4%	35.8%
\$50,000 - \$59,999	132	20.9%	56.7%
\$60,000 - \$74,999	31	5.0%	61.7%
\$75,000 - \$99,999	125	19.8%	81.6%
\$100,000 or more	116	18.4%	100.0%
TOTAL	629	100.0%	100.0%
No Answer	100		

Mean Household Size: 2.42



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 79

Arlington Heights - Alewife

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	38	5.2%
Black or African-American	16	2.1%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	31	4.3%
White	582	79.8%
Other	62	8.6%
TOTAL	729	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	16	2.1%
No	714	97.9%
TOTAL	729	100.0%
No Answer	0	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 80

Expanded Results

Arlington Center - Lechmere Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	33	2.9%	2.9%
19 - 24	175	15.8%	18.8%
25 - 34	375	33.9%	52.6%
35 - 44	262	23.6%	76.3%
45 - 64	234	21.1%	97.4%
65 and Older	29	2.6%	100.0%
TOTAL	1,107	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	415	38.2%
Female	671	61.8%
Transgender	0	0.0%
TOTAL	1,086	100.0%
No Answer	21	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	136	13.7%	13.7%
\$20,000 - \$29,999	62	6.2%	19.9%
\$30,000 - \$39,999	101	10.1%	30.0%
\$40,000 - \$49,999	156	15.7%	45.7%
\$50,000 - \$59,999	63	6.4%	52.1%
\$60,000 - \$74,999	89	9.0%	61.0%
\$75,000 - \$99,999	248	25.0%	86.0%
\$100,000 or more	139	14.0%	100.0%
TOTAL	995	100.0%	100.0%
No Answer	112		

Mean Household Size: 2.60



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 80

Arlington Center - Lechmere Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	10	0.9%
Black or African-American	60	5.7%
Native Hawaiian or Other Pacific Islander	10	0.9%
Asian	127	12.1%
White	807	77.2%
Other	52	5.0%
TOTAL	1,045	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	62	5.7%
No	1,016	94.3%
TOTAL	1,078	100.0%
No Answer	29	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 83

Expanded Results

Rindge Ave - Central Sq Cambridge

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	32	2.3%	2.3%
19 - 24	181	13.4%	15.7%
25 - 34	343	25.3%	40.9%
35 - 44	248	18.3%	59.2%
45 - 64	362	26.6%	85.8%
65 and Older	192	14.2%	100.0%
TOTAL	1,358	100.0%	100.0%
No Answer	43		

Gender of Riders:	Number of Riders	Percent of Riders
Male	323	26.3%
Female	908	73.7%
Transgender	0	0.0%
TOTAL	1,232	100.0%
No Answer	169	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	298	24.0%	24.0%
\$20,000 - \$29,999	139	11.2%	35.2%
\$30,000 - \$39,999	107	8.6%	43.8%
\$40,000 - \$49,999	159	12.8%	56.6%
\$50,000 - \$59,999	118	9.5%	66.1%
\$60,000 - \$74,999	107	8.6%	74.7%
\$75,000 - \$99,999	130	10.5%	85.2%
\$100,000 or more	184	14.8%	100.0%
TOTAL	1,241	100.0%	100.0%
No Answer	160		

Mean Household Size: 2.52



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 83

Rindge Ave - Central Sq Cambridge

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	32	2.4%
Black or African-American	246	18.5%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	162	12.2%
White	833	62.8%
Other	98	7.4%
TOTAL	1,327	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	97	7.8%
No	1,155	92.2%
TOTAL	1,252	100.0%
No Answer	149	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 84

Expanded Results

Arlmont Village - Alewife

Inbound

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	4	3.4%	3.4%
25 - 34	18	15.5%	19.0%
35 - 44	42	36.2%	55.2%
45 - 64	46	39.7%	94.8%
65 and Older	6	5.2%	100.0%
TOTAL	117	100.0%	100.0%
No Answer	2		

Gender of Riders:	Number of Riders	Percent of Riders
Male	63	52.5%
Female	56	47.5%
Transgender	0	0.0%
TOTAL	119	100.0%
No Answer	0	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	2	2.0%	2.0%
\$20,000 - \$29,999	2	2.0%	4.0%
\$30,000 - \$39,999	0	0.0%	4.0%
\$40,000 - \$49,999	0	0.0%	4.0%
\$50,000 - \$59,999	2	2.0%	6.0%
\$60,000 - \$74,999	12	12.0%	18.0%
\$75,000 - \$99,999	16	16.0%	34.0%
\$100,000 or more	67	66.0%	100.0%
TOTAL	101	100.0%	100.0%
No Answer	18		

Mean Household Size: 3.25



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 84

Arlmont Village - Alewife

Inbound

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	2	1.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	24	21.1%
White	89	77.2%
Other	0	0.0%
TOTAL	115	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	2	1.8%
No	109	98.2%
TOTAL	111	100.0%
No Answer	8	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 85

Expanded Results

Spring Hill - Kendall Sq

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	12	4.7%	4.7%
25 - 34	142	55.7%	60.4%
35 - 44	46	17.9%	78.4%
45 - 64	53	20.7%	99.1%
65 and Older	2	0.9%	100.0%
TOTAL	255	100.0%	100.0%
No Answer	5		

Gender of Riders:	Number of Riders	Percent of Riders
Male	111	43.3%
Female	145	56.7%
Transgender	0	0.0%
TOTAL	255	100.0%
No Answer	5	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	19	8.4%	8.4%
\$20,000 - \$29,999	14	6.4%	14.8%
\$30,000 - \$39,999	19	8.5%	23.3%
\$40,000 - \$49,999	26	11.7%	35.0%
\$50,000 - \$59,999	24	10.7%	45.7%
\$60,000 - \$74,999	24	10.7%	56.4%
\$75,000 - \$99,999	36	16.0%	72.3%
\$100,000 or more	63	27.7%	100.0%
TOTAL	226	100.0%	100.0%
No Answer	34		

Mean Household Size: 2.03



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 85

Spring Hill - Kendall Sq

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	5	1.9%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	24	9.7%
White	207	83.4%
Other	14	5.8%
TOTAL	248	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	22	8.5%
No	231	91.5%
TOTAL	253	100.0%
No Answer	7	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 86

Expanded Results

Sullivan Station - Cleveland Circle

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	28	1.2%	1.2%
19 - 24	537	23.3%	24.6%
25 - 34	904	39.3%	63.9%
35 - 44	361	15.7%	79.6%
45 - 64	391	17.0%	96.6%
65 and Older	79	3.4%	100.0%
TOTAL	2,301	100.0%	100.0%
No Answer	11		

Gender of Riders:	Number of Riders	Percent of Riders
Male	898	40.1%
Female	1,341	59.9%
Transgender	0	0.0%
TOTAL	2,239	100.0%
No Answer	73	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	356	17.0%	17.0%
\$20,000 - \$29,999	136	6.5%	23.5%
\$30,000 - \$39,999	203	9.7%	33.1%
\$40,000 - \$49,999	215	10.2%	43.4%
\$50,000 - \$59,999	198	9.4%	52.8%
\$60,000 - \$74,999	363	17.3%	70.1%
\$75,000 - \$99,999	237	11.3%	81.4%
\$100,000 or more	391	18.6%	100.0%
TOTAL	2,098	100.0%	100.0%
No Answer	214		

Mean Household Size: 2.53



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 86

Sullivan Station - Cleveland Circle

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	197	8.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	288	12.9%
White	1,647	73.8%
Other	163	7.3%
TOTAL	2,233	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	135	6.2%
No	2,053	93.8%
TOTAL	2,188	100.0%
No Answer	124	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 87

Expanded Results

Arlington Ctr/Clarendon Hill - Lechmere Station

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	88	4.5%	4.5%
19 - 24	309	15.6%	20.1%
25 - 34	807	40.9%	61.0%
35 - 44	333	16.9%	77.9%
45 - 64	315	16.0%	93.9%
65 and Older	121	6.1%	100.0%
TOTAL	1,973	100.0%	100.0%
No Answer	28		

Gender of Riders:	Number of Riders	Percent of Riders
Male	723	36.7%
Female	1,250	63.3%
Transgender	0	0.0%
TOTAL	1,973	100.0%
No Answer	28	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	155	8.6%	8.6%
\$20,000 - \$29,999	132	7.3%	16.0%
\$30,000 - \$39,999	110	6.1%	22.1%
\$40,000 - \$49,999	276	15.4%	37.4%
\$50,000 - \$59,999	175	9.7%	47.2%
\$60,000 - \$74,999	186	10.3%	57.5%
\$75,000 - \$99,999	261	14.5%	72.0%
\$100,000 or more	503	28.0%	100.0%
TOTAL	1,798	100.0%	100.0%
No Answer	203		

Mean Household Size: 2.37



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 87

Arlington Ctr/Clarendon Hill - Lechmere Station

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	11	0.6%
Black or African-American	142	7.3%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	125	6.4%
White	1,580	81.2%
Other	114	5.9%
TOTAL	1,945	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	132	6.7%
No	1,820	93.3%
TOTAL	1,951	100.0%
No Answer	50	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 88

Expanded Results

Clarendon Hill - Lechmere Station via Highland Ave

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	29	1.3%	1.3%
19 - 24	362	15.7%	16.9%
25 - 34	1,084	46.9%	63.9%
35 - 44	314	13.6%	77.5%
45 - 64	452	19.6%	97.0%
65 and Older	69	3.0%	100.0%
TOTAL	2,309	100.0%	100.0%
No Answer	20		

Gender of Riders:	Number of Riders	Percent of Riders
Male	784	35.1%
Female	1,452	64.9%
Transgender	0	0.0%
TOTAL	2,236	100.0%
No Answer	93	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	181	8.8%	8.8%
\$20,000 - \$29,999	176	8.5%	17.3%
\$30,000 - \$39,999	157	7.6%	24.9%
\$40,000 - \$49,999	151	7.3%	32.2%
\$50,000 - \$59,999	197	9.5%	41.7%
\$60,000 - \$74,999	240	11.6%	53.3%
\$75,000 - \$99,999	383	18.5%	71.8%
\$100,000 or more	583	28.2%	100.0%
TOTAL	2,069	100.0%	100.0%
No Answer	260		

Mean Household Size: 2.29



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 88

Clarendon Hill - Lechmere Station via Highland Ave

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	15	0.7%
Black or African-American	113	5.1%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	200	9.0%
White	1,829	82.2%
Other	98	4.4%
TOTAL	2,226	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	103	4.6%
No	2,122	95.4%
TOTAL	2,226	100.0%
No Answer	103	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 350

Expanded Results

North Burlington - Alewife via Burlington Mall

Both Directions

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	122	16.0%	16.0%
25 - 34	195	25.4%	41.4%
35 - 44	179	23.4%	64.8%
45 - 64	202	26.4%	91.2%
65 and Older	67	8.8%	100.0%
TOTAL	765	100.0%	100.0%
No Answer	16		

Gender of Riders:	Number of Riders	Percent of Riders
Male	359	48.0%
Female	390	52.0%
Transgender	0	0.0%
TOTAL	749	100.0%
No Answer	32	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	88	13.5%	13.5%
\$20,000 - \$29,999	53	8.0%	21.5%
\$30,000 - \$39,999	37	5.6%	27.1%
\$40,000 - \$49,999	20	3.0%	30.1%
\$50,000 - \$59,999	61	9.4%	39.5%
\$60,000 - \$74,999	75	11.4%	50.8%
\$75,000 - \$99,999	105	16.1%	66.9%
\$100,000 or more	217	33.1%	100.0%
TOTAL	656	100.0%	100.0%
No Answer	125		

Mean Household Size: 2.50



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 350

North Burlington - Alewife via Burlington Mall

Both Directions

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	26	3.6%
Black or African-American	43	6.0%
Native Hawaiian or Other Pacific Islander	16	2.2%
Asian	110	15.5%
White	466	65.4%
Other	52	7.2%
TOTAL	712	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	37	5.1%
No	682	94.9%
TOTAL	718	100.0%
No Answer	63	



MBTA Surveys: 2008-09

Bus Survey

Socioeconomic Characteristics

Route: 351

Expanded Results

Oak Park/Bedford Woods - Alewife

Outbound

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	9	12.5%	12.5%
25 - 34	33	45.8%	58.3%
35 - 44	18	25.0%	83.3%
45 - 64	12	16.7%	100.0%
65 and Older	0	0.0%	100.0%
TOTAL	71	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	47	69.6%
Female	21	30.4%
Transgender	0	0.0%
TOTAL	68	100.0%
No Answer	3	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	0	0.0%	0.0%
\$20,000 - \$29,999	0	0.0%	0.0%
\$30,000 - \$39,999	0	0.0%	0.0%
\$40,000 - \$49,999	0	0.0%	0.0%
\$50,000 - \$59,999	3	4.3%	4.3%
\$60,000 - \$74,999	9	13.0%	17.4%
\$75,000 - \$99,999	30	43.5%	60.9%
\$100,000 or more	27	39.1%	100.0%
TOTAL	68	100.0%	100.0%
No Answer	3		

Mean Household Size: 1.92



MBTA Surveys: 2008-09

Bus Survey

Ethnicity of Riders

Expanded Results

Route: 351

Oak Park/Bedford Woods - Alewife

Outbound

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	6	8.3%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	12	16.7%
White	47	66.7%
Other	6	8.3%
TOTAL	71	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	3	4.3%
No	65	95.7%
TOTAL	68	100.0%
No Answer	3	



Usage Rates and Fare Types

The data presented in this chapter show how frequently the riders of each Somerville Garage bus route used the route. They also show how the riders paid their fares and how frequently the users of each fare type rode the route.

The tables (at the end of the chapter) present data by bus route. For each route, two tables are grouped on one page, and a third table appears on a second page. The first table shows the number of days per week riders used the surveyed bus route; the second shows their weekend use patterns. The third table shows how many riders used each fare type and how often the users of each fare type rode the surveyed bus route. The data for each bus route are based on the survey responses from passengers who rode some portion of that route.

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

10.1 NUMBER OF DAYS USED PER WEEK

10.1.2 DESCRIPTION OF TABLE

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

10.1.2 OVERVIEW OF RESULTS

The most common reported usage frequency across all Somerville Garage bus routes was five days per week. However, many riders reporting occasional or regular weekend usage also rode the bus route throughout the week, as indicated by their reported usage rates of six or seven days. Therefore, in the following comparisons of reported usage by bus route, the category of five or more days is used instead of five days.

For the Somerville Garage overall, 65% of the riders reported usage rates of five or more days per week. The highest percentages of riders on the surveyed routes reporting five-day-or-more usage were on Routes 351 and 84 (both 75%) and 85 (74%). The highest percentages of six-or-seven-day usage were on Routes 83 (25%), 69 (24%), and 88 (22%). The highest percentages of less-than-one-day usage were on Routes 69 (14%), 74 (12%), and 77 (10%).

10.2 WEEKEND USAGE

10.2.1 DESCRIPTION OF TABLE

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

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

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

10.2.2 OVERVIEW OF RESULTS

For the Somerville Garage overall, the most frequently reported combinations of Saturday and Sunday usage were occasional use on both days (40%), followed by no use on both days (33%), and regular use on both days (12%).

The bus routes with the highest reported regular usage on both Saturday and Sunday were Routes 69 and 88 (both 18%) and 70 (17%). Route 72 had the highest reported percentage of regular or occasional usage on Saturday (84%) and Route 88 had the highest reported percentage of regular or occasional usage on Sunday (75%).

10.3 FARE TYPES AND PASS USAGE

10.3.1 DESCRIPTION OF TABLE

The third table for each bus route, on a separate page, presents three data points for each fare type: the number of riders using the fare type (data column one), the percentage of riders using the fare type (column two), and the number of days per week that the riders using each fare type rode the surveyed bus route (column three). The first two data columns are based on the results of survey

question 7: “What type of fare did you pay for this bus trip?” Ten check-off choices were provided, including “other” with space for write-ins. Riders using commuter rail monthly passes could also write in the zone number. The data in the third column are based on the assumption that each rider used the fare payment type reported in question 7 on the same number of days per week that the rider reported using the surveyed bus route in question 11.

10.3.2 OVERVIEW OF RESULTS

Mix of Fare Types

For the Somerville Garage overall, the most common method of fare payment was some form of monthly pass, reported by 64% of all riders. Pay-per-ride using a CharlieCard was second, at 23% overall. Monthly pass use was most common on each surveyed bus route.

The LinkPass was the most commonly used pass on each surveyed bus route except Route 351. The bus routes with the highest reported usage of the LinkPass were Routes 84 (75%), 88 (66%), and 67 (61%). After the LinkPass, the next-most-common monthly pass category was the Local Bus Pass. The bus routes with the highest reported usage of the Local Bus Pass were Routes 68 (19%) and 85 and 64 (both 16%). Senior monthly passes, used by riders over age 65, were reported by 3% of Somerville Garage riders, with the highest rate on Route 68 (8%). The highest reported usage of Zone passes, used by passengers who also use MBTA commuter rail or Inner Harbor ferry services, was on Route 79 (4%). Disability and Student monthly passes were reported, respectively, by 2% and 1% of Somerville Garage bus riders.

After monthly passes and pay-per-ride using CharlieCards, the two most common fare types overall were reduced-fare pay-per-ride (including Student, Senior, and Disability) and 7-Day LinkPasses. The percentages of riders using either of these types varied considerably among bus routes. Reduced-fare pay-per-ride use ranged from 0% on Routes 85 and 351 to 10% on Route 69. The use of 7-Day LinkPass ranged from 0% on several bus routes to 10% on Route 75.

Usage Rates by Fare Type

As explained above, the third column of the Fare Types and Pass Usage table shows the average number of days per week that riders reporting use of each fare type used the surveyed bus route.

Pay-per-Ride CharlieCard

The CharlieCard, a plastic card containing a radio-frequency identification (RFID) chip, was launched in 2006. The user can simply tap the pass on a reader to pay a fare. At the time of the survey, riders who used the CharlieCard to pay-per-ride paid 17% less per ride than those who used the paper CharlieTicket (\$1.25 versus \$1.50). Using the CharlieCard also took less time than paying using a CharlieTicket. The average usage rate by bus route of the

CharlieCard to pay-per-ride ranged from 2.8 days per week on Route 79 to 4.3 days per week on Route 351; the overall Somerville Garage average was 3.7 days.

Pay-per-Ride CharlieTicket

The CharlieTicket, a paper ticket with a magnetic strip, has been in use since early 2005. The average usage rate by bus route of the CharlieTicket to pay-per-ride ranged from 1.0 days per week on Route 351 to 7.0 days per week on Route 75; the overall Somerville Garage average was 4.4 days.

Monthly Pass

Monthly passes, which allow unlimited use, typically show higher average usage rates than pay-per-ride options, because the most frequent riders have the most incentive to purchase such passes. The average usage rate by bus route for all monthly pass forms combined ranged from 3.8 days per week on Route 79 to 5.0 days per week on Route 87; the overall Somerville Garage average was 4.7 days.

Full Cash Fare On-Board

In addition to using the CharlieCard or CharlieTicket on a pay-per-ride basis, passengers may also use cash to pay their fare on-board the bus. The adult cash fare is set at the same level as the CharlieTicket pay-per-ride fare. The average usage rate by bus route of full cash fare on-board to pay-per-ride ranged from 0.5 days per week on several routes to 5.0 days per week on Routes 76 and 83; the overall Somerville Garage average was 2.9 days.

Reduced Fare

This category includes pay-per-ride reduced fares for students from age 12 through high school, for seniors (age 65 and over), and for passengers with disabilities. Monthly passes for riders eligible for reduced fares are included in the data for monthly passes. The average usage rate by bus route of pay-per-ride reduced fare ranged from 1.7 days per week on Route 74 to 4.6 days per week on Route 78; the overall Somerville Garage average was 3.5 days.

Child Under Age 12 Free Fare

Children under age 12 seldom fill out passenger surveys, so little information is available about riders in that group. For the Somerville Garage, no returned surveys had the “Child Under Age 12 Free Fare” fare type checked.

Blind Access Card

Only four surveys were returned by Somerville Garage bus riders using a Blind Access Card as the fare type. These respondents rode an average of 3.7 days per week.

1-Day LinkPass

No surveys were returned by a Somerville Garage bus rider using a 1-Day LinkPass as the fare type.

7-Day LinkPass

The average usage rate by bus route for the 7-Day LinkPass ranged from 1.0 days per week on Routes 76 and 80 to 6.4 days per week on Route 62; the overall Somerville Garage average was 5.1 days.

Other

On the bus system overall, most riders who checked the box for “other” fare type and also wrote in which type were authorized free riders, including MBTA employees. For the Somerville Garage, only two returned surveys had the “other” fare type checked. These respondents rode an average of 3.4 days per week.



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 62

Expanded Results

Bedford VA Hospital - Alewife

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	11	2.5%	2.5%
One Day	11	2.5%	5.0%
Two Days	11	2.5%	7.4%
Three Days	54	12.3%	19.7%
Four Days	40	9.1%	28.9%
Five Days	285	64.5%	93.3%
Six Days	11	2.5%	95.8%
Seven Days	12	2.8%	98.6%
Only Visiting	6	1.4%	100.0%
TOTAL	441	100.0%	100.0%
No Answer	12		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	0 0.0%	0 0.0%	16 4.1%	10	16 4.1%
Occasionally	0 0.0%	82 21.4%	110 29.0%	36	192 50.4%
Not at all	0 0.0%	0 0.0%	174 45.5%	10	174 45.5%
No Answer	0	0	5	12	
Sunday Total	0 0.0%	82 21.4%	300 78.6%		381 *

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

Fare Types and Pass Usage
Route: 62

Expanded Results

Bedford VA Hospital - Alewife
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	88	19.3%	3.8
Pay-per-ride CharlieTicket (paper)	11	2.4%	3.3
Monthly pass	296	65.1%	4.7
Full cash fare on-board bus	5	1.1%	0.5
Reduced fare	38	8.3%	3.4
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	38	8.3%	3.4
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	17	3.8%	6.4
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	454	100.0%	4.5

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	266	58.5%	4.7
Student	0	0.0%	0.0
Senior	10	2.1%	4.0
Disability	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	21	4.5%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	296	65.1%	4.7

Zones Reported by Users of Zone Passes:

(No zones reported)



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 64

Expanded Results

Oak Sq - University Park

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	9	1.1%	1.1%
One Day	24	2.8%	3.9%
Two Days	47	5.7%	9.6%
Three Days	31	3.7%	13.3%
Four Days	127	15.3%	28.6%
Five Days	475	57.2%	85.8%
Six Days	83	10.0%	95.8%
Seven Days	25	3.1%	98.9%
Only Visiting	9	1.1%	100.0%
TOTAL	830	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	65 8.3%	16 2.1%	7 0.9%	14	89 11.4%
Occasionally	7 0.9%	355 45.3%	76 9.7%	16	439 56.0%
Not at all	7 0.9%	0 0.0%	249 31.8%	9	256 32.7%
No Answer	7	0	0	0	
Sunday Total	80 10.2%	372 47.4%	332 42.4%		784 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 64

Oak Sq - University Park

Both Directions

Expanded Results

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	133	16.3%	4.3
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	628	77.2%	4.7
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	16	2.0%	2.9
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	16	2.0%	2.9
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	36	4.5%	5.4
Other	0	0.0%	0.0
No Fare Payment Type Selected	18		
All Payment Types	813	100.0%	4.6

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	424	52.2%	4.5
Student	0	0.0%	0.0
Senior	16	2.0%	4.6
Disability	25	3.1%	4.7
Inner Express Bus	7	0.9%	5.0
Outer Express Bus	0	0.0%	0.0
Zone	27	3.4%	4.3
Boat	0	0.0%	0.0
Local Bus	127	15.6%	5.4
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	628	77.2%	4.7

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	18	2.2%	4.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	9	1.1%	5.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	27	3.4%	4.3



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 67

Expanded Results

Turkey Hill - Alewife

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	0	0.0%	0.0%
One Day	19	5.0%	5.0%
Two Days	18	4.7%	9.7%
Three Days	32	8.2%	17.9%
Four Days	45	11.6%	29.5%
Five Days	272	70.5%	100.0%
Six Days	0	0.0%	100.0%
Seven Days	0	0.0%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	386	100.0%	100.0%
No Answer	13		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	0 0.0%	0 0.0%	0 0.0%	0	0 0.0%
Occasionally	0 0.0%	18 5.1%	0 0.0%	0	18 5.1%
Not at all	0 0.0%	0 0.0%	343 94.9%	0	343 94.9%
No Answer	0	0	0	39	
Sunday Total	0 0.0%	18 5.1%	343 94.9%		361 *

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

Fare Types and Pass Usage
Route: 67

Expanded Results

Turkey Hill - Alewife
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	68	17.0%	4.0
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	300	75.1%	4.4
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	32	7.9%	4.6
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	26	6.4%	4.5
<i>Disability</i>	6	1.5%	5.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	400	100.0%	4.4

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	242	60.5%	4.3
Student	13	3.3%	5.0
Senior	19	4.9%	5.0
Disability	6	1.5%	5.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	19	4.9%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	300	75.1%	4.4

Zones Reported by Users of Zone Passes:

(No zones reported)



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 68

Expanded Results

Harvard Sq - Kendall Sq

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	24	5.8%	5.8%
One Day	10	2.4%	8.2%
Two Days	15	3.7%	12.0%
Three Days	57	13.9%	25.9%
Four Days	74	18.2%	44.0%
Five Days	220	53.7%	97.8%
Six Days	5	1.1%	98.9%
Seven Days	5	1.1%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	410	100.0%	100.0%
No Answer	5		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	10 2.7%	5 1.2%	0 0.0%	5	15 3.9%
Occasionally	0 0.0%	44 11.6%	15 3.9%	10	58 15.5%
Not at all	0 0.0%	0 0.0%	303 80.6%	5	303 80.6%
No Answer	0	0	0	18	
Sunday Total	10 2.7%	48 12.8%	318 84.5%		376 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 68

Expanded Results

Harvard Sq - Kendall Sq

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	90	21.7%	3.8
Pay-per-ride CharlieTicket (paper)	14	3.3%	2.8
Monthly pass	285	68.9%	4.3
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	25	6.1%	4.2
<i>Student</i>	10	2.4%	5.0
<i>Senior</i>	5	1.3%	3.0
<i>Disability</i>	10	2.4%	4.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	414	100.0%	4.1

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	129	31.1%	3.8
Student	40	9.6%	4.6
Senior	34	8.3%	4.4
Disability	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	5	1.1%	0.0
Boat	0	0.0%	0.0
Local Bus	77	18.7%	4.9
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	285	68.9%	4.3

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	5	1.1%	0.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	5	1.1%	0.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 69

Expanded Results

Harvard Sq - Lechmere Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	264	14.4%	14.4%
One Day	55	3.0%	17.5%
Two Days	135	7.4%	24.9%
Three Days	192	10.5%	35.4%
Four Days	162	8.9%	44.3%
Five Days	585	32.1%	76.3%
Six Days	174	9.5%	85.9%
Seven Days	258	14.1%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	1,825	100.0%	100.0%
No Answer	59		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	295 18.1%	94 5.8%	0 0.0%	21	389 23.8%
Occasionally	18 1.1%	606 37.2%	78 4.8%	117	702 43.0%
Not at all	21 1.3%	0 0.0%	520 31.9%	39	540 33.1%
No Answer	18	0	0	59	
Sunday Total	334 20.5%	700 42.9%	597 36.6%		1,631 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 69

Expanded Results

Harvard Sq - Lechmere Station

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	503	27.0%	3.0
Pay-per-ride CharlieTicket (paper)	39	2.1%	6.1
Monthly pass	931	49.9%	4.5
Full cash fare on-board bus	62	3.3%	4.0
Reduced fare	194	10.4%	4.2
<i>Student</i>	39	2.1%	5.0
<i>Senior</i>	117	6.3%	4.2
<i>Disability</i>	18	1.0%	2.0
<i>No Reduced Fare Selected</i>	21	1.1%	5.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	21	1.1%	4.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	96	5.2%	5.0
Other	18	1.0%	0.5
No Fare Payment Type Selected	21		
All Payment Types	1,864	100.0%	4.1

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	618	33.1%	4.5
Student	18	1.0%	3.0
Senior	59	3.2%	2.7
Disability	21	1.1%	2.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	39	2.1%	5.0
Boat	0	0.0%	0.0
Local Bus	176	9.4%	5.1
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	931	49.9%	4.5

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	18	1.0%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	21	1.1%	5.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	39	2.1%	5.0

Bus Usage Rates

Route: 70

Expanded Results

Cedarwood/Central Sq Waltham - University Park

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	219	5.6%	5.6%
One Day	75	1.9%	7.5%
Two Days	181	4.6%	12.1%
Three Days	389	9.9%	22.0%
Four Days	341	8.6%	30.6%
Five Days	1,967	49.9%	80.5%
Six Days	369	9.4%	89.9%
Seven Days	398	10.1%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	3,939	100.0%	100.0%
No Answer	19		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	571 16.7%	142 4.1%	86 2.5%	94	799 23.4%
Occasionally	0 0.0%	975 28.5%	264 7.7%	237	1,240 36.3%
Not at all	38 1.1%	48 1.4%	1,296 37.9%	48	1,381 40.4%
No Answer	0	48	19	95	
Sunday Total	608 17.8%	1,165 34.1%	1,646 48.1%		3,419 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 70

Expanded Results

Cedarwood/Central Sq Waltham - University Park

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	1,067	26.9%	4.1
Pay-per-ride CharlieTicket (paper)	172	4.3%	4.6
Monthly pass	2,190	55.3%	4.9
Full cash fare on-board bus	104	2.6%	2.4
Reduced fare	104	2.6%	3.5
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	19	0.5%	1.0
<i>Disability</i>	85	2.2%	4.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	19	0.5%	3.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	304	7.7%	5.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	3,959	100.0%	4.5

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	1,098	27.7%	4.8
Student	19	0.5%	7.0
Senior	163	4.1%	4.7
Disability	105	2.7%	4.7
Inner Express Bus	152	3.8%	5.0
Outer Express Bus	0	0.0%	0.0
Zone	143	3.6%	4.6
Boat	0	0.0%	0.0
Local Bus	511	12.9%	5.1
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,190	55.3%	4.9

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	29	0.7%	3.0
2	48	1.2%	5.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	38	0.9%	5.0
8	29	0.7%	5.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	143	3.6%	4.6



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 71

Expanded Results

Watertown Sq - Harvard Sq

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	101	3.1%	3.1%
One Day	80	2.5%	5.6%
Two Days	192	6.0%	11.6%
Three Days	224	7.0%	18.6%
Four Days	282	8.8%	27.4%
Five Days	1,815	56.5%	83.8%
Six Days	282	8.8%	92.6%
Seven Days	238	7.4%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	3,214	100.0%	100.0%
No Answer	17		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	253 8.3%	126 4.1%	15 0.5%	34	394 12.9%
Occasionally	30 1.0%	1,229 40.3%	226 7.4%	112	1,486 48.7%
Not at all	0 0.0%	15 0.5%	1,156 37.9%	0	1,172 38.4%
No Answer	0	32	0	0	
Sunday Total	283 9.3%	1,370 44.9%	1,398 45.8%		3,051 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 71

Expanded Results

Watertown Sq - Harvard Sq

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	702	21.7%	4.3
Pay-per-ride CharlieTicket (paper)	30	0.9%	4.5
Monthly pass	2,216	68.6%	4.9
Full cash fare on-board bus	32	1.0%	2.0
Reduced fare	217	6.7%	3.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	171	5.3%	2.6
<i>Disability</i>	46	1.4%	4.7
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	17	0.5%	5.0
Other	15	0.5%	7.0
No Fare Payment Type Selected	0		
All Payment Types	3,230	100.0%	4.6

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	1,468	45.5%	4.9
Student	17	0.5%	5.0
Senior	61	1.9%	2.4
Disability	49	1.5%	4.4
Inner Express Bus	101	3.1%	5.0
Outer Express Bus	0	0.0%	0.0
Zone	32	1.0%	5.5
Boat	0	0.0%	0.0
Local Bus	487	15.1%	4.9
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,216	68.6%	4.9

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	15	0.5%	6.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	17	0.5%	5.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	32	1.0%	5.5



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 72

Expanded Results

Aberdeen Ave/Mt Auburn - Harvard Sq

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	39	9.0%	9.0%
One Day	21	4.9%	13.9%
Two Days	41	9.4%	23.3%
Three Days	50	11.4%	34.7%
Four Days	56	12.9%	47.7%
Five Days	163	37.2%	84.9%
Six Days	43	9.8%	94.7%
Seven Days	20	4.6%	99.2%
Only Visiting	3	0.8%	100.0%
TOTAL	436	100.0%	100.0%
No Answer	3		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	26 6.5%	3 0.8%	32 8.0%	13	61 15.4%
Occasionally	3 0.8%	129 32.5%	140 35.3%	20	273 68.6%
Not at all	0 0.0%	0 0.0%	64 16.0%	0	64 16.0%
No Answer	0	0	6	3	
Sunday Total	29 7.4%	133 33.3%	236 59.3%		398 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 72

Expanded Results

Aberdeen Ave/Mt Auburn - Harvard Sq

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	120	27.2%	3.2
Pay-per-ride CharlieTicket (paper)	9	2.1%	3.4
Monthly pass	259	58.9%	4.4
Full cash fare on-board bus	6	1.4%	1.0
Reduced fare	34	7.7%	3.8
<i>Student</i>	18	4.1%	4.0
<i>Senior</i>	13	2.9%	3.3
<i>Disability</i>	3	0.8%	5.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	12	2.7%	4.5
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	440	100.0%	3.9

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	183	41.5%	4.5
Student	7	1.5%	4.5
Senior	22	5.0%	3.9
Disability	0	0.0%	0.0
Inner Express Bus	3	0.8%	5.0
Outer Express Bus	0	0.0%	0.0
Zone	12	2.7%	3.5
Boat	0	0.0%	0.0
Local Bus	33	7.4%	4.3
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	259	58.9%	4.4

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	6	1.4%	4.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	6	1.4%	3.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	12	2.7%	3.5



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 73

Expanded Results

Waverly Sq - Harvard Sq

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	264	8.6%	8.6%
One Day	109	3.6%	12.2%
Two Days	117	3.8%	16.0%
Three Days	167	5.5%	21.5%
Four Days	333	10.9%	32.4%
Five Days	1,759	57.5%	89.9%
Six Days	134	4.4%	94.3%
Seven Days	176	5.7%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	3,059	100.0%	100.0%
No Answer	86		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	335 11.6%	98 3.4%	13 0.4%	0	445 15.5%
Occasionally	13 0.4%	1,389 48.2%	172 6.0%	134	1,573 54.6%
Not at all	0 0.0%	13 0.4%	848 29.4%	36	860 29.9%
No Answer	0	36	13	48	
Sunday Total	347 12.1%	1,500 52.1%	1,032 35.8%		2,878 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 73

Expanded Results

Waverly Sq - Harvard Sq

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	655	20.8%	3.9
Pay-per-ride CharlieTicket (paper)	63	2.0%	4.1
Monthly pass	2,113	67.2%	4.5
Full cash fare on-board bus	25	0.8%	0.5
Reduced fare	193	6.1%	2.9
<i>Student</i>	13	0.4%	6.0
<i>Senior</i>	167	5.3%	2.6
<i>Disability</i>	13	0.4%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	96	3.1%	5.5
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	3,144	100.0%	4.3

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	1,487	47.3%	4.7
Student	13	0.4%	7.0
Senior	61	1.9%	5.0
Disability	50	1.6%	3.0
Inner Express Bus	48	1.5%	1.8
Outer Express Bus	13	0.4%	5.0
Zone	82	2.6%	5.2
Boat	0	0.0%	0.0
Local Bus	360	11.4%	4.4
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,113	67.2%	4.5

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	36	1.1%	5.4
2	0	0.0%	0.0
3	0	0.0%	0.0
4	23	0.7%	5.0
5	0	0.0%	0.0
6	23	0.7%	5.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	82	2.6%	5.2



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 74

Expanded Results

Belmont Ctr - Harvard Sq

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	65	11.6%	11.6%
One Day	36	6.5%	18.1%
Two Days	61	11.0%	29.1%
Three Days	36	6.4%	35.5%
Four Days	25	4.5%	40.0%
Five Days	233	41.9%	81.9%
Six Days	50	9.0%	91.0%
Seven Days	47	8.4%	99.4%
Only Visiting	4	0.6%	100.0%
TOTAL	557	100.0%	100.0%
No Answer	11		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	50 9.4%	25 4.7%	11 2.0%	0	86 16.2%
Occasionally	0 0.0%	197 37.2%	39 7.4%	25	236 44.6%
Not at all	0 0.0%	0 0.0%	208 39.2%	0	208 39.2%
No Answer	0	0	4	7	
Sunday Total	50 9.4%	222 41.9%	258 48.7%		530 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 74

Expanded Results

Belmont Ctr - Harvard Sq

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	147	25.9%	2.9
Pay-per-ride CharlieTicket (paper)	11	1.9%	5.0
Monthly pass	330	58.2%	4.7
Full cash fare on-board bus	4	0.6%	0.5
Reduced fare	36	6.3%	1.7
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	36	6.3%	1.7
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	40	7.0%	4.4
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	566	100.0%	4.0

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	237	41.8%	4.7
Student	4	0.6%	5.0
Senior	18	3.2%	2.4
Disability	14	2.5%	5.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	14	2.5%	5.0
Boat	0	0.0%	0.0
Local Bus	43	7.6%	5.2
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	330	58.2%	4.7

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	4	0.6%	5.0
2	0	0.0%	0.0
3	11	1.9%	5.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	14	2.5%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 75

Expanded Results

Belmont Ctr - Harvard Sq via Huron Towers

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	32	9.5%	9.5%
One Day	7	2.1%	11.6%
Two Days	14	4.2%	15.8%
Three Days	54	15.8%	31.6%
Four Days	36	10.5%	42.1%
Five Days	143	42.1%	84.3%
Six Days	11	3.1%	87.4%
Seven Days	43	12.6%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	340	100.0%	100.0%
No Answer	11		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	36 10.7%	11 3.2%	0 0.0%	4	46 13.9%
Occasionally	0 0.0%	143 43.0%	32 9.7%	4	175 52.7%
Not at all	0 0.0%	4 1.1%	108 32.3%	0	111 33.4%
No Answer	11	0	0	0	
Sunday Total	36 10.7%	157 47.3%	140 42.0%		333 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 75

Expanded Results

Belmont Ctr - Harvard Sq via Huron Towers

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	89	25.8%	3.5
Pay-per-ride CharlieTicket (paper)	4	1.0%	7.0
Monthly pass	189	54.6%	4.5
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	29	8.3%	4.4
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	18	5.2%	4.4
<i>Disability</i>	11	3.1%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	36	10.4%	4.1
Other	0	0.0%	0.0
No Fare Payment Type Selected	4		
All Payment Types	347	100.0%	4.2

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	125	36.0%	4.7
Student	11	3.1%	3.0
Senior	7	2.1%	6.0
Disability	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	11	3.1%	4.0
Boat	0	0.0%	0.0
Local Bus	36	10.3%	4.2
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	189	54.6%	4.5

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	11	3.1%	4.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	11	3.1%	4.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 76

Expanded Results

Lincoln Labs/Hanscom - Alewife

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	22	3.4%	3.4%
One Day	29	4.5%	7.9%
Two Days	36	5.6%	13.5%
Three Days	55	8.4%	21.9%
Four Days	87	13.3%	35.2%
Five Days	407	62.4%	97.6%
Six Days	10	1.5%	99.1%
Seven Days	6	0.9%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	652	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	5 0.9%	0 0.0%	11 1.9%	11	16 2.8%
Occasionally	0 0.0%	85 15.0%	88 15.5%	58	173 30.6%
Not at all	0 0.0%	0 0.0%	377 66.7%	17	377 66.7%
No Answer	0	0	0	0	
Sunday Total	5 0.9%	85 15.0%	476 84.1%		566 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 76

Expanded Results

Lincoln Labs/Hanscom - Alewife

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	123	18.8%	3.4
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	475	72.9%	4.5
Full cash fare on-board bus	6	0.9%	5.0
Reduced fare	42	6.4%	3.5
<i>Student</i>	18	2.8%	3.0
<i>Senior</i>	23	3.6%	3.9
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	6	0.9%	1.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	652	100.0%	4.2

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	365	56.0%	4.6
Student	5	0.7%	5.0
Senior	12	1.9%	2.3
Disability	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	17	2.6%	4.1
Boat	0	0.0%	0.0
Local Bus	76	11.7%	4.5
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	475	72.9%	4.5

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	5	0.7%	0.5
1	0	0.0%	0.0
2	0	0.0%	0.0
3	6	0.9%	7.0
4	6	0.9%	4.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	17	2.6%	4.1



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 77

Expanded Results

Arlington Heights - Harvard Sq

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	369	9.6%	9.6%
One Day	125	3.2%	12.8%
Two Days	391	10.2%	23.0%
Three Days	431	11.2%	34.2%
Four Days	339	8.8%	43.0%
Five Days	1,384	35.9%	78.9%
Six Days	301	7.8%	86.7%
Seven Days	464	12.1%	98.8%
Only Visiting	47	1.2%	100.0%
TOTAL	3,851	100.0%	100.0%
No Answer	78		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	544 15.3%	232 6.5%	0 0.0%	54	776 21.9%
Occasionally	38 1.1%	1,650 46.5%	315 8.9%	185	2,003 56.4%
Not at all	16 0.4%	16 0.4%	741 20.9%	16	772 21.7%
No Answer	16	38	0	69	
Sunday Total	598 16.8%	1,897 53.4%	1,056 29.7%		3,551 *

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

Fare Types and Pass Usage
Route: 77

Expanded Results

Arlington Heights - Harvard Sq
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	987	25.1%	3.4
Pay-per-ride CharlieTicket (paper)	47	1.2%	4.0
Monthly pass	2,292	58.3%	4.4
Full cash fare on-board bus	69	1.8%	3.0
Reduced fare	313	8.0%	3.1
<i>Student</i>	76	1.9%	5.5
<i>Senior</i>	237	6.0%	2.3
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	38	1.0%	4.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	183	4.7%	6.2
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	3,929	100.0%	4.1

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	1,484	37.8%	4.3
Student	16	0.4%	5.0
Senior	201	5.1%	3.7
Disability	47	1.2%	4.7
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	62	1.6%	5.0
Boat	0	0.0%	0.0
Local Bus	482	12.3%	5.2
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,292	58.3%	4.4

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	47	1.2%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	16	0.4%	5.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	62	1.6%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 78

Expanded Results

Arlmont Village - Harvard Sq

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	26	3.9%	3.9%
One Day	11	1.7%	5.6%
Two Days	50	7.5%	13.0%
Three Days	35	5.2%	18.2%
Four Days	74	11.0%	29.2%
Five Days	405	60.3%	89.4%
Six Days	35	5.2%	94.6%
Seven Days	36	5.4%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	672	100.0%	100.0%
No Answer	6		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	38 5.9%	56 8.8%	0 0.0%	6	93 14.7%
Occasionally	6 0.9%	274 43.3%	68 10.8%	21	348 54.9%
Not at all	0 0.0%	0 0.0%	192 30.3%	13	192 30.3%
No Answer	0	3	0	3	
Sunday Total	43 6.8%	329 52.1%	260 41.1%		633 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 78

Arlmont Village - Harvard Sq

Both Directions

Expanded Results

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	106	15.6%	3.6
Pay-per-ride CharlieTicket (paper)	6	0.8%	2.8
Monthly pass	481	71.0%	4.7
Full cash fare on-board bus	3	0.4%	2.0
Reduced fare	70	10.3%	4.6
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	44	6.6%	4.4
<i>Disability</i>	25	3.7%	5.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	13	1.8%	5.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	677	100.0%	4.5

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	311	46.0%	4.8
Student	6	0.8%	5.0
Senior	47	7.0%	4.4
Disability	3	0.4%	6.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	15	2.3%	2.0
Boat	0	0.0%	0.0
Local Bus	99	14.6%	4.6
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	481	71.0%	4.7

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	15	2.3%	2.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	15	2.3%	2.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 79

Expanded Results

Arlington Heights - Alewife

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	62	8.7%	8.7%
One Day	107	15.0%	23.8%
Two Days	47	6.6%	30.3%
Three Days	62	8.7%	39.1%
Four Days	31	4.4%	43.4%
Five Days	373	52.2%	95.6%
Six Days	16	2.2%	97.8%
Seven Days	16	2.2%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	714	100.0%	100.0%
No Answer	16		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	85 12.7%	0 0.0%	0 0.0%	0	85 12.7%
Occasionally	0 0.0%	178 26.8%	62 9.4%	0	241 36.1%
Not at all	0 0.0%	0 0.0%	341 51.2%	16	341 51.2%
No Answer	0	0	0	47	
Sunday Total	85 12.7%	178 26.8%	404 60.5%		667 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 79

Arlington Heights - Alewife

Both Directions

Expanded Results

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	125	17.1%	2.8
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	589	80.7%	3.8
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	16	2.1%	4.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	16	2.1%	4.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	729	100.0%	3.7

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	404	55.3%	4.0
Student	16	2.1%	5.0
Senior	54	7.4%	2.5
Disability	31	4.3%	2.8
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	31	4.3%	1.8
Boat	0	0.0%	0.0
Local Bus	54	7.4%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	589	80.7%	3.8

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	31	4.3%	1.8
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	31	4.3%	1.8

Bus Usage Rates

Route: 80

Expanded Results

Arlington Center - Lechmere Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	85	7.8%	7.8%
One Day	50	4.6%	12.4%
Two Days	120	11.0%	23.5%
Three Days	91	8.4%	31.8%
Four Days	93	8.5%	40.3%
Five Days	482	44.4%	84.7%
Six Days	70	6.4%	91.2%
Seven Days	96	8.8%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	1,087	100.0%	100.0%
No Answer	21		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	115 11.5%	39 3.9%	0 0.0%	42	154 15.3%
Occasionally	0 0.0%	472 47.0%	70 6.9%	31	542 54.0%
Not at all	0 0.0%	0 0.0%	308 30.7%	10	308 30.7%
No Answer	19	0	0	0	
Sunday Total	115 11.5%	511 50.9%	378 37.6%		1,005 *

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

Fare Types and Pass Usage
Route: 80

Expanded Results

Arlington Center - Lechmere Station
Both Directions
Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	286	25.8%	3.5
Pay-per-ride CharlieTicket (paper)	31	2.8%	6.4
Monthly pass	729	65.8%	4.4
Full cash fare on-board bus	11	1.0%	0.5
Reduced fare	31	2.8%	3.7
<i>Student</i>	11	1.0%	5.0
<i>Senior</i>	10	0.9%	4.0
<i>Disability</i>	10	0.9%	2.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	19	1.8%	1.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	1,107	100.0%	4.1

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	510	46.0%	4.1
Student	33	2.9%	5.7
Senior	0	0.0%	0.0
Disability	31	2.8%	3.6
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	29	2.6%	5.3
Boat	0	0.0%	0.0
Local Bus	127	11.5%	5.2
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	729	65.8%	4.4

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	19	1.8%	5.5
1	10	0.9%	5.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	29	2.6%	5.3



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 83

Expanded Results

Rindge Ave - Central Sq Cambridge

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	66	4.8%	4.8%
One Day	85	6.2%	11.0%
Two Days	117	8.5%	19.6%
Three Days	172	12.5%	32.1%
Four Days	129	9.4%	41.5%
Five Days	459	33.5%	75.1%
Six Days	150	10.9%	86.0%
Seven Days	191	14.0%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	1,369	100.0%	100.0%
No Answer	33		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	150 12.6%	85 7.2%	22 1.8%	64	257 21.6%
Occasionally	0 0.0%	650 54.7%	22 1.8%	64	672 56.6%
Not at all	0 0.0%	0 0.0%	259 21.8%	11	259 21.8%
No Answer	0	0	21	52	
Sunday Total	150 12.6%	736 61.9%	303 25.5%		1,188 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 83

Expanded Results

Rindge Ave - Central Sq Cambridge

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	374	26.7%	3.8
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	752	53.7%	4.6
Full cash fare on-board bus	52	3.7%	5.0
Reduced fare	138	9.8%	3.9
<i>Student</i>	21	1.5%	7.0
<i>Senior</i>	106	7.6%	3.1
<i>Disability</i>	11	0.8%	6.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	11	0.8%	3.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	74	5.3%	4.8
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	1,401	100.0%	4.3

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	421	30.0%	4.1
Student	32	2.3%	5.7
Senior	63	4.5%	4.6
Disability	64	4.6%	5.1
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	172	12.2%	5.4
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	752	53.7%	4.6

Zones Reported by Users of Zone Passes:

(No zones reported)



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 84

Expanded Results

Arlmont Village - Alewife

Inbound

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	4	3.4%	3.4%
One Day	2	1.7%	5.1%
Two Days	8	6.8%	11.9%
Three Days	4	3.4%	15.3%
Four Days	12	10.2%	25.4%
Five Days	83	69.5%	94.9%
Six Days	4	3.4%	98.3%
Seven Days	2	1.7%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	119	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	6 5.6%	0 0.0%	0 0.0%	2	6 5.6%
Occasionally	0 0.0%	26 24.1%	2 1.9%	4	28 25.9%
Not at all	0 0.0%	4 3.7%	71 64.8%	0	75 68.5%
No Answer	0	2	0	2	
Sunday Total	6 5.6%	30 27.8%	73 66.7%		109 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 84

Arlmont Village - Alewife

Inbound

Expanded Results

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	20	16.9%	3.5
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	97	81.4%	4.7
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	2	1.7%	2.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	2	1.7%	2.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	119	100.0%	4.5

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	89	74.6%	4.7
Student	0	0.0%	0.0
Senior	2	1.7%	5.0
Disability	0	0.0%	0.0
Inner Express Bus	2	1.7%	5.0
Outer Express Bus	0	0.0%	0.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	4	3.4%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	97	81.4%	4.7

Zones Reported by Users of Zone Passes:

(No zones reported)



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 85

Expanded Results

Spring Hill - Kendall Sq

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	10	3.7%	3.7%
One Day	5	1.9%	5.6%
Two Days	10	3.7%	9.3%
Three Days	22	8.4%	17.7%
Four Days	22	8.4%	26.2%
Five Days	181	70.1%	96.2%
Six Days	0	0.0%	96.2%
Seven Days	10	3.8%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	260	100.0%	100.0%
No Answer	2		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	0 0.0%	0 0.0%	0 0.0%	0	0 0.0%
Occasionally	0 0.0%	17 6.8%	2 1.0%	0	19 7.8%
Not at all	0 0.0%	0 0.0%	226 92.2%	5	226 92.2%
No Answer	0	0	0	10	
Sunday Total	0 0.0%	17 6.8%	229 93.2%		246 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 85

Expanded Results

Spring Hill - Kendall Sq

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	62	24.2%	3.9
Pay-per-ride CharlieTicket (paper)	5	1.9%	3.0
Monthly pass	186	72.1%	4.7
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	0	0.0%	0.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	5	1.9%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	2		
All Payment Types	258	100.0%	4.5

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	140	54.3%	4.6
Student	2	0.9%	5.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	2	0.9%	5.0
Boat	0	0.0%	0.0
Local Bus	41	15.9%	4.7
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	186	72.1%	4.7

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	0	0.0%	0.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	2	0.9%	5.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	2	0.9%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 86

Expanded Results

Sullivan Station - Cleveland Circle

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	157	6.9%	6.9%
One Day	57	2.5%	9.3%
Two Days	186	8.1%	17.5%
Three Days	187	8.2%	25.6%
Four Days	204	8.9%	34.5%
Five Days	1,012	44.2%	78.8%
Six Days	254	11.1%	89.9%
Seven Days	232	10.1%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	2,289	100.0%	100.0%
No Answer	22		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	289 13.6%	124 5.8%	22 1.1%	56	436 20.4%
Occasionally	40 1.9%	1,024 48.0%	124 5.8%	68	1,188 55.7%
Not at all	0 0.0%	0 0.0%	508 23.8%	17	508 23.8%
No Answer	17	0	0	22	
Sunday Total	328 15.4%	1,149 53.9%	655 30.7%		2,132 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 86

Expanded Results

Sullivan Station - Cleveland Circle

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	621	26.9%	3.7
Pay-per-ride CharlieTicket (paper)	22	1.0%	2.8
Monthly pass	1,522	65.8%	4.8
Full cash fare on-board bus	51	2.2%	2.7
Reduced fare	40	1.7%	2.4
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	28	1.2%	2.6
<i>Disability</i>	11	0.5%	2.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	57	2.4%	4.7
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	2,312	100.0%	4.4

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	1,143	49.5%	4.8
Student	22	1.0%	6.0
Senior	57	2.4%	4.0
Disability	45	2.0%	6.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	17	0.7%	5.0
Boat	0	0.0%	0.0
Local Bus	237	10.3%	4.8
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,522	65.8%	4.8

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	17	0.7%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	17	0.7%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 87

Expanded Results

Arlington Ctr/Clarendon Hill - Lechmere Station

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	114	5.8%	5.8%
One Day	50	2.5%	8.3%
Two Days	142	7.2%	15.5%
Three Days	82	4.2%	19.7%
Four Days	149	7.5%	27.2%
Five Days	1,060	53.7%	81.0%
Six Days	220	11.2%	92.1%
Seven Days	134	6.8%	98.9%
Only Visiting	22	1.1%	100.0%
TOTAL	1,973	100.0%	100.0%
No Answer	28		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	209 11.5%	50 2.7%	67 3.7%	60	326 17.9%
Occasionally	0 0.0%	784 43.1%	186 10.2%	82	969 53.3%
Not at all	0 0.0%	0 0.0%	525 28.8%	0	525 28.8%
No Answer	0	0	11	28	
Sunday Total	209 11.5%	833 45.8%	777 42.7%		1,820 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 87

Expanded Results

Arlington Ctr/Clarendon Hill - Lechmere Station

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	445	22.2%	3.1
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	1,401	70.0%	5.0
Full cash fare on-board bus	39	1.9%	3.9
Reduced fare	88	4.4%	4.3
<i>Student</i>	11	0.5%	5.0
<i>Senior</i>	50	2.5%	3.1
<i>Disability</i>	28	1.4%	6.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	28	1.4%	5.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	2,001	100.0%	4.5

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	1,032	51.6%	5.0
Student	39	1.9%	6.4
Senior	60	3.0%	5.1
Disability	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	11	0.5%	5.0
Boat	0	0.0%	0.0
Local Bus	259	12.9%	4.7
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,401	70.0%	5.0

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	11	0.5%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	11	0.5%	5.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 88

Expanded Results

Clarendon Hill - Lechmere Station via Highland Ave

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	93	4.0%	4.0%
One Day	54	2.3%	6.4%
Two Days	132	5.7%	12.1%
Three Days	186	8.0%	20.1%
Four Days	236	10.2%	30.3%
Five Days	1,113	48.1%	78.4%
Six Days	221	9.6%	87.9%
Seven Days	280	12.1%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	2,315	100.0%	100.0%
No Answer	15		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	388 17.9%	93 4.3%	20 0.9%	15	501 23.2%
Occasionally	0 0.0%	1,117 51.7%	156 7.2%	64	1,273 58.9%
Not at all	15 0.7%	15 0.7%	359 16.6%	34	388 17.9%
No Answer	20	20	0	15	
Sunday Total	403 18.6%	1,224 56.6%	535 24.7%		2,162 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 88

Expanded Results

Clarendon Hill - Lechmere Station via Highland Ave

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	437	18.8%	3.8
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	1,740	74.7%	4.8
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	54	2.3%	4.1
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	20	0.9%	2.0
<i>Disability</i>	34	1.5%	5.3
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	98	4.2%	5.1
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	2,329	100.0%	4.6

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	1,539	66.1%	4.8
Student	44	1.9%	4.3
Senior	29	1.3%	2.3
Disability	15	0.6%	7.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Zone	44	1.9%	5.7
Boat	0	0.0%	0.0
Local Bus	69	3.0%	5.6
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,740	74.7%	4.8

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	15	0.6%	6.0
1	29	1.3%	5.5
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	44	1.9%	5.7



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 350

Expanded Results

North Burlington - Alewife via Burlington Mall

Both Directions

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	63	8.2%	8.2%
One Day	32	4.2%	12.3%
Two Days	43	5.6%	17.9%
Three Days	98	12.8%	30.7%
Four Days	83	10.9%	41.6%
Five Days	385	50.2%	91.8%
Six Days	21	2.7%	94.6%
Seven Days	37	4.8%	99.4%
Only Visiting	5	0.6%	100.0%
TOTAL	767	100.0%	100.0%
No Answer	15		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	75 10.3%	26 3.6%	0 0.0%	0	100 13.8%
Occasionally	0 0.0%	207 28.6%	89 12.3%	31	297 40.9%
Not at all	0 0.0%	0 0.0%	329 45.3%	5	329 45.3%
No Answer	0	5	0	15	
Sunday Total	75 10.3%	233 32.1%	418 57.6%		726 *

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



MBTA Surveys: 2008-09

Bus Survey

Fare Types and Pass Usage

Route: 350

Expanded Results

North Burlington - Alewife via Burlington Mall

Both Directions

Usage Rates by Fare Type:

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	194	25.1%	3.6
Pay-per-ride CharlieTicket (paper)	21	2.7%	3.1
Monthly pass	435	56.6%	4.6
Full cash fare on-board bus	26	3.3%	1.8
Reduced fare	53	6.8%	3.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	37	4.8%	2.7
<i>Disability</i>	16	2.1%	3.6
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	42	5.4%	4.9
Other	0	0.0%	0.0
No Fare Payment Type Selected	11		
All Payment Types	770	100.0%	4.1

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	308	40.0%	4.8
Student	0	0.0%	0.0
Senior	31	4.0%	4.6
Disability	0	0.0%	0.0
Inner Express Bus	16	2.1%	0.5
Outer Express Bus	0	0.0%	0.0
Zone	5	0.6%	2.0
Boat	0	0.0%	0.0
Local Bus	76	9.8%	4.8
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	435	56.6%	4.6

Zones Reported by Users of Zone Passes:

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
1A	5	0.6%	2.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	5	0.6%	2.0



MBTA Surveys: 2008-09

Bus Survey

Bus Usage Rates

Route: 351

Expanded Results

Oak Park/Bedford Woods - Alewife

Outbound

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	0	0.0%	0.0%
One Day	6	8.3%	8.3%
Two Days	3	4.2%	12.5%
Three Days	3	4.2%	16.7%
Four Days	3	4.2%	20.8%
Five Days	53	75.0%	95.8%
Six Days	0	0.0%	95.8%
Seven Days	0	0.0%	95.8%
Only Visiting	3	4.2%	100.0%
TOTAL	71	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	0 0.0%	0 0.0%	0 0.0%	0	0 0.0%
Occasionally	0 0.0%	3 4.2%	0 0.0%	0	3 4.2%
Not at all	0 0.0%	0 0.0%	68 95.8%	0	68 95.8%
No Answer	0	0	0	0	
Sunday Total	0 0.0%	3 4.2%	68 95.8%		71 *

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

Fare Types and Pass Usage
Route: 351

Expanded Results

Oak Park/Bedford Woods - Alewife
Outbound
Usage Rates by Fare Type:

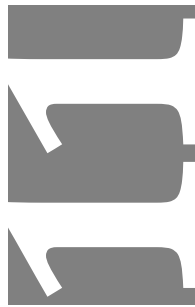
Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Route Used/Wk.
Pay-per-ride CharlieCard (plastic)	18	25.0%	4.3
Pay-per-ride CharlieTicket (paper)	3	4.2%	1.0
Monthly pass	50	70.8%	4.6
Full cash fare on-board bus	0	0.0%	0.0
Reduced fare	0	0.0%	0.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	71	100.0%	4.4

Monthly Pass Users by Type of Pass:

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Route Used/Wk.
Link (Subway + Bus)	6	8.3%	2.0
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
Inner Express Bus	41	58.3%	4.9
Outer Express Bus	3	4.2%	3.0
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Local Bus	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	50	70.8%	4.6

Zones Reported by Users of Zone Passes:

(No zones reported)



Vehicle Availability

The four types of data presented in this chapter describe the potential for riders on Somerville Garage bus routes to have used personal vehicles (autos, trucks, or motorcycles) as alternatives to the trips they were making when surveyed. More specifically, the survey asked whether or not riders were licensed to drive, how many vehicles were owned by the riders' households, and whether these vehicles were available for use by the riders. Per capita vehicle ownership was calculated from the answers to the household vehicle ownership question and the household size question (for the latter, see Chapter 9).

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

11.1 LICENSED DRIVERS

11.1.1 DESCRIPTION OF TABLE

Each bus route's table on licensed drivers shows both the numbers and percentages of the route's riders who are licensed and not licensed to drive a vehicle. Also shown is the number of survey respondents who did not answer the question; however, the percentages in the table exclude riders who did not respond.

11.1.2 OVERVIEW OF RESULTS

For all Somerville Garage bus routes combined, 79% of survey respondents were licensed to drive. The lowest percentages of riders with licenses were on Routes 83 (66%) and 70 and 69 (both 70%). The highest percentages were on Routes 84 (93%), 72 (91%), and 67 (87%).

11.2 USABLE VEHICLES PER HOUSEHOLD

11.2.1 DESCRIPTION OF TABLE

Each bus route's table showing usable vehicles per household summarizes the results of survey question 15a, which asked how many usable vehicles (including autos, trucks, and motorcycles) riders' households had. Respondents could check one of four boxes that corresponded to zero, one, two, and three or more vehicles. The table shows the number and percentage of riders who checked each choice. Riders who did not answer this question are not counted in the percentages.

11.2.2 OVERVIEW OF RESULTS

The number of vehicles owned per household generally correlates with each bus route's respective rate of licensed drivers. The highest percentages of riders with two or more household vehicles were on Routes 84 (46%), 62 (44%), and 76 (39%). The bus routes with the highest percentages of riders with no household vehicle were Routes 83 and 69 (both 52%) and 64 (49%).

11.3 RIDERS WITH A HOUSEHOLD VEHICLE AVAILABLE FOR THE TRIP

11.3.1 DESCRIPTION OF TABLE

Each bus route's table on vehicle availability for the surveyed trip summarizes the results for question 15b, which asked if the rider could have used a household vehicle instead of riding the surveyed bus route on the day of the survey. The numbers and percentages of riders who responded "yes" and "no" to the question are shown in the table. Riders who did not answer the question were not counted in the percentages.

11.3.2 OVERVIEW OF RESULTS

The bus routes with the highest percentages of riders with an available vehicle were Routes 79 (63%) and 84 and 67 (both 59%). These riders most likely used the surveyed bus route by choice, since they did not use their available vehicles instead. The bus routes with the lowest percentages of vehicle availability were Routes 69 (25%) and 70 and 351 (both 26%).

11.4 VEHICLES OWNED PER CAPITA

11.4.1 DESCRIPTION OF TABLE

For each bus route's table on per capita vehicle ownership in the survey respondents' households, that rate was calculated by dividing the number of usable household vehicles reported in question 15a by the household size reported in question 18. The table presents six ownership ranges: no vehicles, 0.01 to 0.49 vehicles, 0.50 to 0.99 vehicles, 1.00 to 1.49 vehicles, 1.5 to 1.99

vehicles, and 2 or more vehicles. For each range, the table shows the number and percent of riders; it also gives the cumulative percentages that result as one adds each category of user to the ones preceding it in the table. Riders who did not answer both question 15a and question 18a were not included in the calculations.

11.4.2 OVERVIEW OF RESULTS

The highest percentages of riders from households with 1.0 or more vehicles per capita were Routes 79 (40%) and 72 and 67 (both 26%). The highest percentages of riders from households with no vehicles were Routes 83 (53%), 69 (52%), and 70 (49%).

Although households with no vehicles would also have no vehicles per capita, the latter value in this table differs slightly from the value for the former (in a preceding table), because some riders who reported that their household had no vehicles did not answer the household size question (and therefore are not included in the present table, as has been explained).

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

Vehicle Availability

Route: 62

Expanded Results

Bedford VA Hospital - Alewife

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	376	85.1%
Not Licensed	66	14.9%
TOTAL	442	100.0%
No Answer	12	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	67	15.2%
1 vehicle	181	41.0%
2 vehicles	159	35.9%
3 or more vehicles	35	7.9%
TOTAL	442	100.0%
No Answer	12	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	235	54.5%
No	196	45.5%
TOTAL	431	100.0%
No Answer	23	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	67	15.2%	15.2%
0.01 to 0.49 vehicles	95	21.4%	36.6%
0.50 to 0.99 vehicles	176	39.8%	76.4%
1.00 to 1.49 vehicles	93	21.1%	97.5%
1.50 to 1.99 vehicles	5	1.1%	98.6%
2 or more vehicles	6	1.4%	100.0%
TOTAL RESPONSES	442		

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

Vehicle Availability

Route: 64

Expanded Results

Oak Sq - University Park

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	653	79.5%
Not Licensed	169	20.5%
TOTAL	822	100.0%
No Answer	9	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	406	49.4%
1 vehicle	285	34.7%
2 vehicles	114	13.9%
3 or more vehicles	16	2.0%
TOTAL	822	100.0%
No Answer	9	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	218	26.4%
No	606	73.6%
TOTAL	824	100.0%
No Answer	7	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	392	48.5%	48.5%
0.01 to 0.49 vehicles	153	18.9%	67.4%
0.50 to 0.99 vehicles	183	22.7%	90.1%
1.00 to 1.49 vehicles	72	9.0%	99.1%
1.50 to 1.99 vehicles	7	0.9%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	807		

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

Vehicle Availability

Route: 67

Expanded Results

Turkey Hill - Alewife

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	337	87.1%
Not Licensed	50	12.9%
TOTAL	387	100.0%
No Answer	13	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	50	12.9%
1 vehicle	194	50.3%
2 vehicles	136	35.2%
3 or more vehicles	6	1.6%
TOTAL	387	100.0%
No Answer	13	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	229	59.1%
No	158	40.9%
TOTAL	387	100.0%
No Answer	13	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	44	11.5%	11.5%
0.01 to 0.49 vehicles	64	16.9%	28.4%
0.50 to 0.99 vehicles	174	45.7%	74.1%
1.00 to 1.49 vehicles	99	25.9%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	381		

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

Vehicle Availability

Route: 68

Expanded Results

Harvard Sq - Kendall Sq

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	299	77.6%
Not Licensed	87	22.4%
TOTAL	386	100.0%
No Answer	28	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	157	40.2%
1 vehicle	188	48.1%
2 vehicles	41	10.4%
3 or more vehicles	5	1.4%
TOTAL	391	100.0%
No Answer	23	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	121	31.0%
No	270	69.0%
TOTAL	391	100.0%
No Answer	23	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	147	39.6%	39.6%
0.01 to 0.49 vehicles	69	18.5%	58.1%
0.50 to 0.99 vehicles	120	32.2%	90.3%
1.00 to 1.49 vehicles	36	9.7%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	372		

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

Vehicle Availability

Route: 69

Expanded Results

Harvard Sq - Lechmere Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,256	70.3%
Not Licensed	530	29.7%
TOTAL	1,787	100.0%
No Answer	98	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	935	51.8%
1 vehicle	540	29.9%
2 vehicles	235	13.0%
3 or more vehicles	94	5.2%
TOTAL	1,805	100.0%
No Answer	80	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	438	24.5%
No	1,347	75.5%
TOTAL	1,785	100.0%
No Answer	100	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	935	51.8%	51.8%
0.01 to 0.49 vehicles	309	17.1%	68.9%
0.50 to 0.99 vehicles	352	19.5%	88.4%
1.00 to 1.49 vehicles	190	10.5%	99.0%
1.50 to 1.99 vehicles	0	0.0%	99.0%
2 or more vehicles	18	1.0%	100.0%
TOTAL RESPONSES	1,805		

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

Vehicle Availability

Route: 70

Expanded Results

Cedarwood/Central Sq Waltham - University Park

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,706	70.2%
Not Licensed	1,149	29.8%
TOTAL	3,855	100.0%
No Answer	104	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	1,873	49.0%
1 vehicle	1,291	33.7%
2 vehicles	529	13.8%
3 or more vehicles	133	3.5%
TOTAL	3,825	100.0%
No Answer	134	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	987	25.5%
No	2,887	74.5%
TOTAL	3,874	100.0%
No Answer	85	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,741	48.6%	48.6%
0.01 to 0.49 vehicles	463	12.9%	61.6%
0.50 to 0.99 vehicles	977	27.3%	88.9%
1.00 to 1.49 vehicles	398	11.1%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	3,580		

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

Vehicle Availability

Route: 71

Expanded Results

Watertown Sq - Harvard Sq

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,715	86.6%
Not Licensed	418	13.4%
TOTAL	3,133	100.0%
No Answer	97	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	850	27.1%
1 vehicle	1,543	49.2%
2 vehicles	612	19.5%
3 or more vehicles	127	4.1%
TOTAL	3,133	100.0%
No Answer	97	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,315	41.7%
No	1,836	58.3%
TOTAL	3,150	100.0%
No Answer	80	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	818	26.7%	26.7%
0.01 to 0.49 vehicles	369	12.0%	38.7%
0.50 to 0.99 vehicles	1,096	35.7%	74.4%
1.00 to 1.49 vehicles	719	23.4%	97.8%
1.50 to 1.99 vehicles	15	0.5%	98.3%
2 or more vehicles	51	1.7%	100.0%
TOTAL RESPONSES	3,068		

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

Vehicle Availability

Route: 72

Expanded Results

Aberdeen Ave/Mt Auburn - Harvard Sq

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	387	91.1%
Not Licensed	38	8.9%
TOTAL	425	100.0%
No Answer	15	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	74	17.3%
1 vehicle	244	57.2%
2 vehicles	99	23.2%
3 or more vehicles	10	2.3%
TOTAL	427	100.0%
No Answer	13	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	217	50.0%
No	217	50.0%
TOTAL	434	100.0%
No Answer	6	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	71	16.6%	16.6%
0.01 to 0.49 vehicles	88	20.7%	37.3%
0.50 to 0.99 vehicles	154	36.4%	73.7%
1.00 to 1.49 vehicles	108	25.5%	99.2%
1.50 to 1.99 vehicles	3	0.8%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	424		

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

Vehicle Availability

Route: 73

Expanded Results

Waverly Sq - Harvard Sq

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,535	81.0%
Not Licensed	596	19.0%
TOTAL	3,131	100.0%
No Answer	13	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	715	23.0%
1 vehicle	1,569	50.5%
2 vehicles	644	20.7%
3 or more vehicles	180	5.8%
TOTAL	3,108	100.0%
No Answer	36	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,397	45.7%
No	1,661	54.3%
TOTAL	3,058	100.0%
No Answer	86	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	680	22.2%	22.2%
0.01 to 0.49 vehicles	646	21.1%	43.3%
0.50 to 0.99 vehicles	973	31.8%	75.1%
1.00 to 1.49 vehicles	701	22.9%	98.0%
1.50 to 1.99 vehicles	36	1.2%	99.2%
2 or more vehicles	25	0.8%	100.0%
TOTAL RESPONSES	3,060		

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

Vehicle Availability

Route: 74

Expanded Results

Belmont Ctr - Harvard Sq

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	466	82.8%
Not Licensed	97	17.2%
TOTAL	563	100.0%
No Answer	4	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	133	24.1%
1 vehicle	265	48.1%
2 vehicles	139	25.3%
3 or more vehicles	14	2.6%
TOTAL	552	100.0%
No Answer	14	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	229	41.5%
No	323	58.5%
TOTAL	552	100.0%
No Answer	14	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	133	25.1%	25.1%
0.01 to 0.49 vehicles	132	25.0%	50.0%
0.50 to 0.99 vehicles	194	36.5%	86.5%
1.00 to 1.49 vehicles	64	12.1%	98.7%
1.50 to 1.99 vehicles	4	0.7%	99.3%
2 or more vehicles	4	0.7%	100.0%
TOTAL RESPONSES	530		

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

Vehicle Availability

Route: 75

Expanded Results

Belmont Ctr - Harvard Sq via Huron Towers

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	247	71.1%
Not Licensed	101	28.9%
TOTAL	347	100.0%
No Answer	4	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	122	35.1%
1 vehicle	132	38.1%
2 vehicles	82	23.7%
3 or more vehicles	11	3.1%
TOTAL	347	100.0%
No Answer	4	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	139	41.0%
No	201	59.0%
TOTAL	340	100.0%
No Answer	11	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	118	35.5%	35.5%
0.01 to 0.49 vehicles	75	22.6%	58.1%
0.50 to 0.99 vehicles	89	26.8%	85.0%
1.00 to 1.49 vehicles	50	15.0%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	333		

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

Vehicle Availability

Route: 76

Expanded Results

Lincoln Labs/Hanscom - Alewife

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	538	83.2%
Not Licensed	109	16.8%
TOTAL	647	100.0%
No Answer	5	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	125	19.4%
1 vehicle	266	41.2%
2 vehicles	210	32.5%
3 or more vehicles	45	6.9%
TOTAL	646	100.0%
No Answer	6	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	344	52.8%
No	308	47.2%
TOTAL	652	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	114	18.3%	18.3%
0.01 to 0.49 vehicles	121	19.5%	37.8%
0.50 to 0.99 vehicles	264	42.3%	80.1%
1.00 to 1.49 vehicles	124	19.9%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	624		

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

Vehicle Availability

Route: 77

Expanded Results

Arlington Heights - Harvard Sq

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,957	76.2%
Not Licensed	924	23.8%
TOTAL	3,882	100.0%
No Answer	47	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	1,679	43.3%
1 vehicle	1,513	39.0%
2 vehicles	565	14.5%
3 or more vehicles	125	3.2%
TOTAL	3,882	100.0%
No Answer	47	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,377	35.5%
No	2,505	64.5%
TOTAL	3,882	100.0%
No Answer	47	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,632	44.0%	44.0%
0.01 to 0.49 vehicles	571	15.4%	59.4%
0.50 to 0.99 vehicles	790	21.3%	80.6%
1.00 to 1.49 vehicles	719	19.4%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	3,712		

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

Vehicle Availability

Route: 78

Expanded Results

Arlmont Village - Harvard Sq

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	517	78.0%
Not Licensed	146	22.0%
TOTAL	663	100.0%
No Answer	14	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	178	26.9%
1 vehicle	297	45.0%
2 vehicles	145	21.8%
3 or more vehicles	42	6.3%
TOTAL	662	100.0%
No Answer	15	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	291	44.1%
No	368	55.9%
TOTAL	659	100.0%
No Answer	18	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	165	26.5%	26.5%
0.01 to 0.49 vehicles	122	19.6%	46.1%
0.50 to 0.99 vehicles	245	39.2%	85.3%
1.00 to 1.49 vehicles	92	14.7%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	624		

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

Vehicle Availability

Route: 79

Expanded Results

Arlington Heights - Alewife

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	575	80.6%
Not Licensed	138	19.4%
TOTAL	714	100.0%
No Answer	16	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	147	20.2%
1 vehicle	419	57.5%
2 vehicles	147	20.2%
3 or more vehicles	16	2.1%
TOTAL	729	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	459	63.0%
No	270	37.0%
TOTAL	729	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	147	20.6%	20.6%
0.01 to 0.49 vehicles	178	25.0%	45.6%
0.50 to 0.99 vehicles	100	14.1%	59.7%
1.00 to 1.49 vehicles	288	40.3%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	714		

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

Vehicle Availability

Route: 80

Expanded Results

Arlington Center - Lechmere Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	839	76.5%
Not Licensed	258	23.5%
TOTAL	1,097	100.0%
No Answer	10	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	364	32.9%
1 vehicle	548	49.5%
2 vehicles	153	13.8%
3 or more vehicles	42	3.8%
TOTAL	1,107	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	417	38.8%
No	659	61.2%
TOTAL	1,076	100.0%
No Answer	31	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	335	31.4%	31.4%
0.01 to 0.49 vehicles	258	24.2%	55.6%
0.50 to 0.99 vehicles	367	34.4%	90.0%
1.00 to 1.49 vehicles	107	10.0%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,066		

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

Vehicle Availability

Route: 83

Expanded Results

Rindge Ave - Central Sq Cambridge

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	847	66.0%
Not Licensed	437	34.0%
TOTAL	1,284	100.0%
No Answer	117	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	672	52.3%
1 vehicle	438	34.1%
2 vehicles	130	10.1%
3 or more vehicles	44	3.4%
TOTAL	1,284	100.0%
No Answer	117	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	438	32.5%
No	909	67.5%
TOTAL	1,347	100.0%
No Answer	54	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	672	53.3%	53.3%
0.01 to 0.49 vehicles	266	21.0%	74.3%
0.50 to 0.99 vehicles	196	15.5%	89.8%
1.00 to 1.49 vehicles	129	10.2%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,262		

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

Vehicle Availability

Route: 84

Expanded Results

Arlmont Village - Alewife

Inbound

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	111	93.2%
Not Licensed	8	6.8%
TOTAL	119	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	6	5.1%
1 vehicle	58	49.2%
2 vehicles	48	40.7%
3 or more vehicles	6	5.1%
TOTAL	119	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	71	59.3%
No	48	40.7%
TOTAL	119	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	6	5.3%	5.3%
0.01 to 0.49 vehicles	48	42.1%	47.4%
0.50 to 0.99 vehicles	36	31.6%	78.9%
1.00 to 1.49 vehicles	24	21.1%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	115		

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

Vehicle Availability

Route: 85
 Spring Hill - Kendall Sq

Both Directions

Expanded Results

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	222	86.8%
Not Licensed	34	13.2%
TOTAL	255	100.0%
No Answer	5	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	87	34.2%
1 vehicle	142	56.3%
2 vehicles	22	8.5%
3 or more vehicles	2	1.0%
TOTAL	253	100.0%
No Answer	7	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	121	46.8%
No	137	53.2%
TOTAL	258	100.0%
No Answer	2	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	87	34.2%	34.2%
0.01 to 0.49 vehicles	36	14.2%	48.5%
0.50 to 0.99 vehicles	68	26.7%	75.2%
1.00 to 1.49 vehicles	63	24.8%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	253		

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

Vehicle Availability

Route: 86

Expanded Results

Sullivan Station - Cleveland Circle

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,815	80.7%
Not Licensed	435	19.3%
TOTAL	2,250	100.0%
No Answer	62	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	927	40.8%
1 vehicle	949	41.8%
2 vehicles	272	12.0%
3 or more vehicles	124	5.4%
TOTAL	2,272	100.0%
No Answer	40	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	729	32.6%
No	1,509	67.4%
TOTAL	2,238	100.0%
No Answer	74	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	876	40.0%	40.0%
0.01 to 0.49 vehicles	429	19.6%	59.7%
0.50 to 0.99 vehicles	605	27.6%	87.3%
1.00 to 1.49 vehicles	261	11.9%	99.2%
1.50 to 1.99 vehicles	0	0.0%	99.2%
2 or more vehicles	17	0.8%	100.0%
TOTAL RESPONSES	2,188		

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

Vehicle Availability

Route: 87

Expanded Results

Arlington Ctr/Clarendon Hill - Lechmere Station

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,621	82.2%
Not Licensed	352	17.8%
TOTAL	1,973	100.0%
No Answer	28	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	718	37.5%
1 vehicle	862	45.0%
2 vehicles	287	15.0%
3 or more vehicles	50	2.6%
TOTAL	1,917	100.0%
No Answer	84	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	670	34.1%
No	1,293	65.9%
TOTAL	1,962	100.0%
No Answer	39	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	679	36.2%	36.2%
0.01 to 0.49 vehicles	257	13.7%	49.9%
0.50 to 0.99 vehicles	583	31.0%	80.9%
1.00 to 1.49 vehicles	359	19.1%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,878		

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

Vehicle Availability

Route: 88

Expanded Results

Clarendon Hill - Lechmere Station via Highland Ave

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,917	82.8%
Not Licensed	397	17.2%
TOTAL	2,314	100.0%
No Answer	15	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	849	36.9%
1 vehicle	962	41.8%
2 vehicles	402	17.5%
3 or more vehicles	88	3.8%
TOTAL	2,300	100.0%
No Answer	29	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	881	38.1%
No	1,433	61.9%
TOTAL	2,314	100.0%
No Answer	15	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	815	36.5%	36.5%
0.01 to 0.49 vehicles	338	15.1%	51.7%
0.50 to 0.99 vehicles	697	31.2%	82.9%
1.00 to 1.49 vehicles	367	16.5%	99.3%
1.50 to 1.99 vehicles	15	0.7%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	2,231		

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

Vehicle Availability

Route: 350

Expanded Results

North Burlington - Alewife via Burlington Mall

Both Directions

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	580	76.4%
Not Licensed	179	23.6%
TOTAL	759	100.0%
No Answer	22	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	261	33.8%
1 vehicle	295	38.3%
2 vehicles	149	19.3%
3 or more vehicles	66	8.6%
TOTAL	771	100.0%
No Answer	10	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	290	38.2%
No	470	61.8%
TOTAL	760	100.0%
No Answer	21	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	245	33.1%	33.1%
0.01 to 0.49 vehicles	110	14.9%	48.0%
0.50 to 0.99 vehicles	244	33.0%	81.0%
1.00 to 1.49 vehicles	135	18.3%	99.3%
1.50 to 1.99 vehicles	5	0.7%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	739		

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

Vehicle Availability

Route: 351

Expanded Results

Oak Park/Bedford Woods - Alewife

Outbound

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	53	75.0%
Not Licensed	18	25.0%
TOTAL	71	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	33	47.8%
1 vehicle	30	43.5%
2 vehicles	6	8.7%
3 or more vehicles	0	0.0%
TOTAL	68	100.0%
No Answer	3	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	18	26.1%
No	50	73.9%
TOTAL	68	100.0%
No Answer	3	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	33	47.8%	47.8%
0.01 to 0.49 vehicles	12	17.4%	65.2%
0.50 to 0.99 vehicles	18	26.1%	91.3%
1.00 to 1.49 vehicles	6	8.7%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	68		



Service Quality

The data presented in this chapter summarize the ratings that riders on each Somerville Garage bus route gave to MBTA service quality in terms of 12 measures that were listed in question 24 on the survey form. The question asked for the riders' feelings "about MBTA bus service," as opposed to service on the surveyed bus route in particular. This question differed from the others on the form in that it dealt with subjective opinions rather than objective characteristics of riders and their trips.

There may be some bias in the results, for two reasons. Riders with strong positive or negative opinions of service may have been more inclined to complete question 24 than those without strong opinions. Also, the survey did not capture opinions of potential riders who do not use the surveyed bus route because of strong negative perceptions of one or more service attributes.

After rating the 12 listed service attributes, respondents were asked to indicate which three were most important to them. Based on the weighted number of survey forms on which each attribute was marked as one of the most important, one of the following importance levels was assigned to each attribute: very low (first quartile), low (second quartile), moderate (third quartile), and high (fourth quartile). The results vary from route to route; significant variations are noted in the text. It should be noted that these are *relative* importance levels. Each rider indicated only which three attributes were most important. It does not necessarily follow that the other attributes were unimportant to that rider—they were simply not as important as the top three.

The 12 attributes and the ratings they received are discussed below in the order in which they appeared on the survey form. The importance level of each attribute is given in its section heading. Tables (at the end of the chapter) present the service quality data by bus route. For each route, one table presents both the ratings and data on importance rankings for each of the service quality measures. The data for each route are based on the survey responses from riders who rode some portion of that route.

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

12.1 DESCRIPTION OF TABLE

Respondents ranked the quality of 12 attributes of MBTA bus service on a scale from poor (1) to excellent (5) and also indicated which three of the 12 attributes were most important to them. The table for each surveyed bus route gives, for each attribute, the percent of respondents on that route who checked each of the ratings (excluding those who gave no ratings), and it also gives the average rating. The final column in the table shows the number of riders who checked each attribute as one of the three most important.

12.2 OVERVIEW OF RESULTS

Reliability (On-Time Performance) *Relative Importance: High*

The bus routes on which riders gave the highest average ratings for “reliability (on-time performance)” to MBTA bus service were Routes 67 (3.7), 72 (3.6), and 73 (3.4). The lowest average ratings were given by the riders of Routes 86 and 68 (both 2.7) and 88 (2.9). The average rating for reliability across all Somerville Garage bus routes was 3.1.

Reliability ranked as the most important service quality among the riders of each bus route except Route 79.

Safety and Security *Relative Importance: Medium*

The bus routes on which riders gave the highest average ratings for “safety and security” to MBTA bus service were Route 72 and 76 (both 4.3) and 74 (4.2). The lowest average ratings were given by the riders of Routes 83 (3.6) and 86 and 87 (both 3.7). The average rating for safety/security across all Somerville Garage bus routes was 3.9.

Safety/security ranked as the fourth-most-important service quality, based on the overall response of all riders on Somerville Garage bus routes, and as high as the third-most-important, based on the responses of riders by route (Routes 67, 71, 73, 74, 75, 77, 80, 83, and 86).

Cleanliness/Condition of Vehicles *Relative Importance: Low*

The bus routes on which riders gave the highest average ratings for “cleanliness/condition of vehicles” to MBTA bus service were Routes 72 (3.7), 85 (3.6), and 79 (3.5). The lowest average ratings were given by the riders of Routes 83 (3.0) and 70 and 86 (both 3.1). The average rating for cleanliness/condition of vehicles across all Somerville Garage bus routes was 3.3.

Cleanliness/condition of vehicles ranked as the seventh-most-important service quality, based on the overall response of all riders on Somerville Garage bus routes, and as high as the third-most-important, based on the responses of riders by route (Routes 75 and 351).

Courtesy of Drivers *Relative Importance: Medium*

The bus routes on which riders gave the highest average ratings for “courtesy of drivers” to MBTA bus service were Routes 72 (4.1), 351 (4.0), and 76 (3.9). The lowest average ratings were given by the riders of Routes 83 (3.2) and 70 and 86 (both 3.5). The average rating for courtesy across all Somerville Garage bus routes was 3.6.

Courtesy ranked as the sixth-most-important service quality, based on the overall response of all riders on Somerville Garage bus routes, and as high as the third-most-important, based on the responses of riders by route (Route 72).

Announcement of Stops *Relative Importance: Low*

The bus routes on which riders gave the highest average ratings for “announcement of stops” to MBTA bus service were Routes 73, 75, and 72 (all 4.0). The lowest average ratings were given by the riders of Routes 84 and 83 (both 3.5) and 87 (3.6). The average rating for stop announcements across all Somerville Garage bus routes was 3.8.

Stop announcements ranked as the ninth-most-important service quality, based on the overall response of all riders on Somerville Garage bus routes, and as high as the eighth-most-important, based on the responses of riders by route (Routes 64, 67, 68, 72, 79, 80, 84, 85, and 86).

Availability of Seating on Buses *Relative Importance: Medium*

The bus routes on which riders gave the highest average ratings for “availability of seating on buses” to MBTA bus service were Routes 351 and 68 (both 4.1) and 72 (4.0). The lowest average ratings were given by the riders of Routes 73 (3.0), 62 (3.1), and 77 (3.3). The average rating for seating availability across all Somerville Garage bus routes was 3.4.

Seating availability on buses ranked as the fifth-most-important service quality, based on the overall response of all riders on Somerville Garage bus routes, and as high as the third-most-important, based on the responses of riders by route (Route 62).

Frequency of Service *Relative Importance: High*

The bus routes on which riders gave the highest average ratings for “frequency of service” to MBTA bus service were Routes 73 (3.4) and 78 and 76 (both 3.3). The lowest average ratings were given by the riders of Routes 75 and 86 (both 2.6) and 88 (2.8). The average rating for frequency of service across all Somerville Garage bus routes was 3.0.

Frequency ranked as the second-most-important service quality, based on the overall response of all riders on Somerville Garage bus routes, and as high as the most important, based on the responses of riders by route (Route 79).

Travel Time/Speed *Relative Importance: High*

The bus routes on which riders gave the highest average ratings for “travel time/speed” to MBTA bus service were Routes 72 (3.9), 78 (3.8), and 85 (3.7). The lowest average ratings were given by the riders of Routes 77, 86, and 83 (all 3.3). The average rating for travel time/speed across all Somerville Garage bus routes was 3.5.

Travel time/speed ranked as the third-most-important service quality, based on the overall response of all riders on Somerville Garage bus routes, and as high as the third-most-important, based on the responses of riders by route (Routes 64, 68, 69, 70, 76, 78, 79, 84, 85, 87, 88, and 350).

Parking Availability *Relative Importance: Very Low*

The bus routes on which riders gave the highest average ratings for “parking availability” to MBTA bus service were Routes 76 (3.6) and 351 and 80 (both 3.5). The lowest average ratings were given by the riders of Routes 88 (2.7) and 67 and 73 (both 2.9). The average rating for parking availability across all Somerville Garage bus routes was 3.1.

Parking availability ranked as the twelfth-most-important service quality, based on the overall response of all riders on Somerville Garage bus routes, and as high as the eighth-most-important, based on the responses of riders by route (Routes 79 and 84).

Stop Amenities *Relative Importance: Low*

The bus routes on which riders gave the highest average ratings for “stop amenities” to MBTA bus service were Routes 351 (3.0) and 76 and 72 (both 2.9). The lowest average ratings were given by the riders of Routes 67 (2.3) and 84 and 87 (both 2.4). The average rating for stop amenities across all Somerville Garage bus routes was 2.7.

Stop amenities ranked as the eighth-most-important service quality, based on the overall response of all riders on Somerville Garage bus routes, and as high as the sixth-most-important, based on the responses of riders by route (Routes 83 and 350).

It is worth noting that, as “amenities” is subject to interpretation, there were presumably some variations among riders’ ideas of what they were rating.

Fare Collection System *Relative Importance: Very Low*

The bus routes on which riders gave the highest average ratings for “fare collection system” to MBTA bus service were Routes 76, 74, and 78 (all 4.1). The lowest average ratings were given by the riders of Routes 83 (3.5) and 69 and 77 (both 3.7). The average rating for the fare collection system across all Somerville Garage bus routes was 3.8.

The fare collection system ranked as the tenth-most-important service quality, based on the overall response of all riders on Somerville Garage bus routes,

and as high as the seventh-most-important, based on the responses of riders by route (Route 75).

Signage *Relative Importance: Very Low*

The bus routes on which riders gave the highest average ratings for “signage on vehicles” to MBTA bus service were Routes 72 (4.0), 73 (3.9), and 351 (3.8). The lowest average ratings were given by the riders of Routes 87 and 83 (both 3.5) and 85 (3.6). The average rating for signage across all Somerville Garage bus routes was 3.7.

Signage ranked as the eleventh-most-important service quality, based on the overall response of all riders on Somerville Garage bus routes, and as high as the eighth-most-important, based on the responses of riders by route (Routes 73, 79, 83, and 84).



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 62

Bedford VA Hospital - Alewife

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	10.0%	17.9%	27.4%	33.4%	11.3%	448	6	171
Safety and security	3.9	2.5%	7.8%	18.6%	35.8%	35.2%	431	23	68
Cleanliness/condition of vehicles	3.3	8.2%	5.7%	39.8%	36.4%	9.9%	443	11	23
Courtesy of drivers	3.7	3.5%	6.0%	26.0%	41.2%	23.3%	448	6	0
Announcement of stops	3.7	4.5%	11.0%	23.3%	34.0%	27.3%	432	22	6
Availability of seating on buses	3.1	12.4%	18.7%	29.0%	23.1%	16.8%	437	17	71
Frequency of service	2.9	16.6%	21.1%	31.0%	23.0%	8.3%	438	16	123
Travel time/speed	3.4	7.0%	14.4%	23.3%	42.1%	13.2%	432	22	43
Parking availability	3.1	15.7%	13.3%	33.3%	21.5%	16.2%	284	170	10
Stop amenities	2.5	31.1%	20.5%	26.7%	10.5%	11.2%	391	63	18
Fare collection system	4.1	3.6%	3.1%	17.6%	35.7%	40.0%	398	56	16
Signage on vehicles	3.7	4.5%	3.8%	27.6%	40.9%	23.2%	382	72	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 64

Oak Sq - University Park

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	9.2%	14.6%	35.6%	31.4%	9.2%	809	22	372
Safety and security	3.9	0.0%	2.0%	31.1%	40.7%	26.2%	817	14	51
Cleanliness/condition of vehicles	3.3	3.6%	9.8%	40.3%	41.3%	5.0%	800	31	53
Courtesy of drivers	3.8	3.6%	2.7%	29.4%	37.4%	26.9%	809	22	54
Announcement of stops	3.8	3.9%	3.9%	30.2%	35.2%	26.8%	798	33	24
Availability of seating on buses	3.4	5.3%	15.3%	27.8%	38.7%	12.9%	817	14	91
Frequency of service	2.8	11.5%	30.8%	31.7%	19.1%	6.9%	789	42	308
Travel time/speed	3.4	3.5%	8.4%	39.1%	38.9%	10.0%	817	14	160
Parking availability	3.3	5.8%	15.3%	32.1%	37.2%	9.5%	249	582	7
Stop amenities	2.9	13.8%	17.9%	42.3%	20.5%	5.6%	751	80	14
Fare collection system	3.9	3.8%	3.8%	18.1%	51.8%	22.4%	802	29	22
Signage on vehicles	3.7	0.0%	6.3%	29.9%	47.2%	16.6%	722	109	24

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Route: 67

Expanded Results

Turkey Hill - Alewife

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.7	4.8%	4.8%	25.9%	47.9%	16.6%	381	19	170
Safety and security	4.1	1.7%	0.0%	18.5%	47.0%	32.8%	367	33	88
Cleanliness/condition of vehicles	3.4	8.3%	6.6%	39.4%	28.2%	17.5%	367	33	26
Courtesy of drivers	3.7	3.2%	6.4%	19.8%	57.5%	13.1%	381	19	38
Announcement of stops	3.7	3.4%	12.3%	26.0%	28.1%	30.1%	355	45	6
Availability of seating on buses	3.4	5.0%	9.9%	27.2%	51.3%	6.6%	367	33	30
Frequency of service	2.8	9.9%	27.8%	32.6%	29.7%	0.0%	381	19	134
Travel time/speed	3.5	1.7%	5.2%	41.1%	41.1%	10.8%	349	51	32
Parking availability	2.9	25.6%	11.7%	21.9%	33.6%	7.3%	167	233	0
Stop amenities	2.3	27.7%	27.7%	34.7%	9.8%	0.0%	311	89	6
Fare collection system	3.7	5.2%	5.2%	21.3%	48.1%	20.2%	349	51	0
Signage on vehicles	3.6	5.4%	3.6%	33.2%	36.8%	20.9%	337	63	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 68

Harvard Sq - Kendall Sq

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.7	18.3%	20.9%	40.2%	12.6%	8.0%	382	32	128
Safety and security	4.1	0.0%	0.0%	17.3%	52.5%	30.3%	377	37	35
Cleanliness/condition of vehicles	3.4	3.6%	10.2%	39.4%	35.0%	11.8%	382	32	19
Courtesy of drivers	3.7	2.4%	7.4%	25.1%	46.4%	18.7%	382	32	25
Announcement of stops	3.9	2.4%	5.2%	23.3%	39.4%	29.7%	382	32	9
Availability of seating on buses	4.1	2.4%	6.5%	20.3%	24.0%	46.8%	377	37	15
Frequency of service	2.8	8.8%	27.3%	43.4%	12.8%	7.6%	382	32	118
Travel time/speed	3.6	1.2%	7.3%	35.9%	40.1%	15.5%	386	28	53
Parking availability	3.3	6.9%	3.2%	59.6%	13.8%	16.5%	144	270	0
Stop amenities	2.7	15.2%	23.4%	43.9%	9.6%	8.0%	318	96	5
Fare collection system	4.0	2.8%	4.4%	16.1%	41.4%	35.4%	332	82	0
Signage on vehicles	3.7	1.5%	4.9%	29.6%	46.9%	17.2%	316	98	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 69

Harvard Sq - Lechmere Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	12.9%	22.3%	37.7%	18.6%	8.5%	1,846	39	757
Safety and security	3.9	1.0%	3.3%	22.1%	47.3%	26.2%	1,789	96	117
Cleanliness/condition of vehicles	3.3	7.5%	8.9%	40.0%	33.0%	10.6%	1,828	57	80
Courtesy of drivers	3.6	2.1%	9.3%	32.2%	36.6%	19.7%	1,867	18	139
Announcement of stops	3.8	1.1%	4.3%	27.6%	42.7%	24.3%	1,846	39	57
Availability of seating on buses	3.7	2.3%	3.2%	32.0%	42.9%	19.7%	1,809	76	98
Frequency of service	2.8	13.0%	27.2%	30.8%	21.9%	7.2%	1,674	211	503
Travel time/speed	3.6	1.2%	6.5%	30.7%	51.5%	10.2%	1,768	117	266
Parking availability	3.0	16.7%	17.3%	28.9%	22.4%	14.7%	807	1,078	0
Stop amenities	2.9	19.7%	12.3%	39.3%	19.4%	9.3%	1,695	190	59
Fare collection system	3.7	10.0%	4.3%	21.1%	38.0%	26.5%	1,752	133	41
Signage on vehicles	3.6	4.8%	7.1%	29.4%	38.3%	20.4%	1,635	250	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 70

Cedarwood/Central Sq Waltham - University Park

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	7.1%	22.0%	41.6%	22.0%	7.3%	3,750	209	1,404
Safety and security	3.9	2.5%	2.5%	23.2%	46.9%	25.0%	3,845	114	339
Cleanliness/condition of vehicles	3.1	10.7%	15.9%	31.9%	35.2%	6.3%	3,807	152	274
Courtesy of drivers	3.5	7.1%	9.9%	30.5%	35.7%	16.8%	3,731	228	295
Announcement of stops	3.8	4.5%	8.5%	19.9%	32.8%	34.3%	3,769	190	29
Availability of seating on buses	3.3	3.3%	16.0%	36.9%	31.0%	12.8%	3,731	228	361
Frequency of service	2.9	13.0%	20.4%	35.7%	25.0%	5.9%	3,721	238	1,185
Travel time/speed	3.3	3.6%	12.3%	39.4%	37.9%	6.8%	3,684	275	577
Parking availability	3.1	5.9%	19.3%	42.7%	26.3%	5.9%	1,623	2,336	0
Stop amenities	2.8	11.5%	22.7%	40.5%	21.7%	3.6%	3,467	492	66
Fare collection system	3.8	5.4%	8.2%	19.9%	39.0%	27.6%	3,712	247	56
Signage on vehicles	3.8	1.6%	4.4%	29.1%	44.5%	20.3%	3,417	542	29

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 71

Watertown Sq - Harvard Sq

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	4.4%	16.7%	41.5%	31.3%	6.0%	3,133	97	1,402
Safety and security	4.0	1.0%	4.1%	19.5%	49.4%	26.0%	3,114	116	557
Cleanliness/condition of vehicles	3.5	4.5%	8.3%	35.9%	40.0%	11.3%	3,118	112	110
Courtesy of drivers	3.7	2.5%	6.2%	31.4%	39.8%	20.1%	3,148	82	223
Announcement of stops	3.9	4.3%	6.5%	18.9%	36.1%	34.3%	2,975	255	17
Availability of seating on buses	3.3	4.4%	14.5%	35.6%	36.3%	9.2%	3,148	82	346
Frequency of service	3.2	6.0%	17.1%	33.6%	34.0%	9.3%	3,068	162	1,130
Travel time/speed	3.5	1.0%	9.5%	37.3%	40.0%	12.1%	3,163	67	422
Parking availability	3.1	11.3%	11.1%	43.4%	22.0%	12.2%	1,297	1,933	0
Stop amenities	2.9	10.9%	24.1%	37.2%	21.5%	6.3%	2,796	434	95
Fare collection system	3.8	3.6%	3.6%	24.2%	42.9%	25.6%	3,080	150	82
Signage on vehicles	3.8	2.2%	6.0%	26.9%	44.1%	20.8%	2,939	291	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 72

Aberdeen Ave/Mt Auburn - Harvard Sq

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.6	2.8%	9.7%	26.5%	41.8%	19.2%	424	16	189
Safety and security	4.3	0.0%	0.8%	16.3%	39.0%	43.9%	411	29	62
Cleanliness/condition of vehicles	3.7	3.0%	5.3%	26.0%	48.4%	17.3%	427	13	47
Courtesy of drivers	4.1	0.8%	3.8%	20.1%	37.2%	38.1%	421	19	68
Announcement of stops	4.0	2.3%	4.7%	25.3%	30.6%	37.1%	407	33	7
Availability of seating on buses	4.0	1.6%	9.6%	13.1%	42.1%	33.5%	421	19	33
Frequency of service	3.2	8.1%	22.8%	24.0%	35.2%	10.0%	420	20	146
Travel time/speed	3.9	1.4%	2.4%	22.5%	49.9%	23.8%	414	26	29
Parking availability	3.2	21.5%	11.3%	19.2%	26.5%	21.5%	118	322	0
Stop amenities	2.9	12.0%	21.9%	36.8%	21.7%	7.5%	349	91	3
Fare collection system	4.0	2.2%	6.1%	19.1%	34.6%	38.0%	417	23	3
Signage on vehicles	4.0	0.0%	4.1%	23.6%	38.9%	33.3%	388	52	6

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 73

Waverly Sq - Harvard Sq

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.4	4.8%	12.9%	31.3%	38.0%	13.0%	3,106	38	1,230
Safety and security	4.0	1.3%	0.8%	24.7%	45.6%	27.7%	2,996	148	531
Cleanliness/condition of vehicles	3.4	2.0%	15.6%	33.5%	38.7%	10.2%	2,998	146	186
Courtesy of drivers	3.7	2.1%	7.2%	30.4%	37.0%	23.3%	3,010	134	169
Announcement of stops	4.0	0.4%	7.1%	20.8%	35.4%	36.3%	3,044	100	25
Availability of seating on buses	3.0	10.3%	16.3%	41.2%	23.1%	9.2%	3,033	111	224
Frequency of service	3.4	7.2%	10.5%	31.6%	35.1%	15.6%	3,056	88	849
Travel time/speed	3.5	4.5%	8.7%	35.2%	37.9%	13.7%	3,021	123	519
Parking availability	2.9	15.9%	13.4%	45.2%	15.4%	10.1%	1,452	1,692	50
Stop amenities	2.6	14.7%	29.1%	37.3%	14.5%	4.4%	2,788	356	13
Fare collection system	3.9	1.6%	4.9%	23.9%	40.3%	29.2%	2,962	182	0
Signage on vehicles	3.9	0.0%	5.6%	29.1%	37.6%	27.7%	2,862	282	59

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 74

Belmont Ctr - Harvard Sq

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	11.6%	14.1%	32.7%	32.1%	9.6%	559	7	197
Safety and security	4.2	0.0%	1.3%	18.6%	41.0%	39.1%	559	7	61
Cleanliness/condition of vehicles	3.2	4.5%	12.9%	40.6%	37.4%	4.5%	555	11	39
Courtesy of drivers	3.5	3.2%	6.4%	39.2%	35.2%	16.0%	559	7	54
Announcement of stops	3.7	3.3%	8.7%	26.7%	38.0%	23.3%	538	29	7
Availability of seating on buses	3.7	0.7%	3.9%	34.9%	41.4%	19.1%	545	22	57
Frequency of service	2.8	10.9%	26.3%	37.8%	21.1%	3.8%	559	7	136
Travel time/speed	3.5	3.8%	3.8%	41.0%	42.3%	9.0%	559	7	47
Parking availability	3.0	17.2%	7.8%	37.5%	31.3%	6.2%	229	337	0
Stop amenities	2.6	23.0%	16.0%	37.5%	20.8%	2.8%	516	50	40
Fare collection system	4.1	2.0%	2.6%	17.9%	39.1%	38.4%	541	25	11
Signage on vehicles	3.8	0.7%	4.2%	28.9%	46.5%	19.7%	509	57	11

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 75

Belmont Ctr - Harvard Sq via Huron Towers

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	9.5%	15.8%	39.0%	27.3%	8.4%	340	11	100
Safety and security	4.0	3.1%	6.2%	13.4%	45.4%	31.9%	347	4	29
Cleanliness/condition of vehicles	3.4	4.1%	13.4%	32.0%	41.3%	9.2%	347	4	29
Courtesy of drivers	3.7	1.0%	9.3%	33.0%	35.0%	21.7%	347	4	11
Announcement of stops	4.0	3.1%	5.2%	21.9%	32.3%	37.5%	344	7	0
Availability of seating on buses	3.5	7.1%	8.2%	24.5%	43.9%	16.3%	351	0	18
Frequency of service	2.6	26.6%	21.4%	23.5%	24.5%	4.1%	351	0	86
Travel time/speed	3.5	4.1%	6.1%	38.8%	34.7%	16.3%	351	0	29
Parking availability	3.4	11.9%	7.1%	40.6%	11.9%	28.6%	150	201	4
Stop amenities	2.7	19.1%	31.5%	25.8%	11.2%	12.3%	319	32	11
Fare collection system	4.0	4.2%	5.2%	19.8%	32.3%	38.5%	344	7	11
Signage on vehicles	3.7	2.2%	7.9%	33.8%	31.5%	24.7%	319	32	4

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 76

Lincoln Labs/Hanscom - Alewife

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	7.1%	11.0%	36.3%	34.6%	10.9%	640	12	301
Safety and security	4.3	0.0%	0.0%	12.2%	50.2%	37.5%	633	18	121
Cleanliness/condition of vehicles	3.3	1.7%	10.5%	52.4%	30.2%	5.2%	633	18	36
Courtesy of drivers	3.9	0.8%	2.5%	27.4%	48.9%	20.4%	635	17	23
Announcement of stops	4.0	1.6%	4.2%	23.1%	40.0%	31.2%	611	40	6
Availability of seating on buses	3.8	3.0%	7.7%	23.7%	40.9%	24.6%	640	12	61
Frequency of service	3.3	7.2%	13.6%	32.5%	35.8%	10.8%	635	17	172
Travel time/speed	3.5	2.7%	4.2%	44.1%	37.3%	11.6%	630	22	122
Parking availability	3.6	4.9%	3.2%	38.6%	38.1%	15.2%	297	355	0
Stop amenities	2.9	12.2%	22.0%	34.4%	21.9%	9.6%	564	88	16
Fare collection system	4.1	0.0%	3.5%	17.4%	41.2%	37.9%	630	22	5
Signage on vehicles	3.8	0.8%	3.5%	36.8%	36.8%	22.2%	593	59	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Route: 77

Expanded Results

Arlington Heights - Harvard Sq

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	12.6%	20.4%	36.3%	25.9%	4.8%	3,743	185	1,491
Safety and security	4.0	1.5%	4.2%	20.2%	42.0%	32.1%	3,674	254	587
Cleanliness/condition of vehicles	3.2	6.0%	10.0%	43.2%	36.9%	4.0%	3,719	210	230
Courtesy of drivers	3.5	4.1%	10.8%	29.9%	38.7%	16.4%	3,766	163	362
Announcement of stops	3.7	2.3%	8.0%	32.3%	30.9%	26.5%	3,659	270	47
Availability of seating on buses	3.3	6.7%	6.4%	46.5%	31.8%	8.6%	3,781	147	293
Frequency of service	3.0	11.5%	19.5%	33.5%	31.4%	4.2%	3,759	170	982
Travel time/speed	3.3	4.4%	11.6%	40.0%	38.0%	6.1%	3,712	216	417
Parking availability	2.9	10.1%	21.4%	40.9%	21.2%	6.5%	1,306	2,623	0
Stop amenities	2.6	20.6%	20.9%	42.6%	13.8%	2.1%	3,288	641	47
Fare collection system	3.7	7.5%	5.2%	24.6%	36.7%	26.0%	3,681	248	92
Signage on vehicles	3.6	3.4%	3.7%	34.8%	42.6%	15.5%	3,382	547	54

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 78

Arlmont Village - Harvard Sq

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.4	4.5%	9.0%	41.6%	32.6%	12.4%	652	25	288
Safety and security	3.9	0.9%	3.3%	23.9%	43.9%	28.1%	634	43	114
Cleanliness/condition of vehicles	3.2	3.3%	20.3%	39.7%	26.6%	10.0%	637	40	17
Courtesy of drivers	3.7	0.9%	5.1%	37.1%	38.2%	18.8%	652	25	29
Announcement of stops	3.8	3.2%	6.5%	25.2%	33.8%	31.4%	646	31	8
Availability of seating on buses	3.9	0.9%	2.2%	24.2%	47.1%	25.7%	644	33	53
Frequency of service	3.3	5.0%	20.1%	25.5%	37.8%	11.6%	637	40	215
Travel time/speed	3.8	1.3%	5.8%	25.7%	50.1%	17.1%	649	28	117
Parking availability	3.1	8.5%	7.5%	54.7%	20.3%	9.0%	295	382	8
Stop amenities	2.9	11.3%	23.4%	39.5%	19.5%	6.3%	577	100	11
Fare collection system	4.1	0.4%	2.9%	16.6%	47.8%	32.3%	620	57	8
Signage on vehicles	3.7	1.4%	5.7%	32.3%	38.6%	22.0%	612	65	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 79

Arlington Heights - Alewife

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	6.6%	13.1%	32.5%	42.5%	5.3%	714	16	272
Safety and security	4.1	2.2%	0.0%	8.7%	61.9%	27.2%	714	16	94
Cleanliness/condition of vehicles	3.5	0.0%	6.7%	46.6%	34.5%	12.1%	698	31	62
Courtesy of drivers	3.7	0.0%	2.2%	44.4%	34.5%	18.9%	698	31	0
Announcement of stops	3.7	4.6%	2.3%	27.7%	45.9%	19.5%	676	54	0
Availability of seating on buses	3.7	0.0%	13.1%	27.2%	38.1%	21.6%	714	16	69
Frequency of service	3.0	2.2%	32.5%	38.1%	17.5%	9.7%	714	16	279
Travel time/speed	3.4	0.0%	14.1%	42.5%	31.6%	11.9%	714	16	163
Parking availability	3.4	6.1%	6.1%	48.7%	24.3%	14.8%	256	473	0
Stop amenities	2.8	19.3%	22.0%	24.8%	24.4%	9.5%	567	163	69
Fare collection system	4.1	0.0%	4.5%	20.1%	39.0%	36.4%	698	31	0
Signage on vehicles	3.6	0.0%	12.3%	27.0%	47.4%	13.3%	636	94	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 80

Arlington Center - Lechmere Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	6.5%	19.4%	38.4%	24.8%	11.0%	1,107	0	523
Safety and security	4.0	0.0%	4.2%	18.6%	52.5%	24.7%	1,057	50	164
Cleanliness/condition of vehicles	3.4	0.9%	13.4%	43.0%	33.2%	9.6%	1,068	39	91
Courtesy of drivers	3.7	0.9%	3.9%	38.6%	34.7%	22.0%	1,086	21	110
Announcement of stops	3.8	1.1%	4.8%	33.9%	36.9%	23.3%	1,086	21	58
Availability of seating on buses	3.8	1.1%	6.4%	26.3%	41.4%	24.8%	1,086	21	79
Frequency of service	3.1	8.8%	21.7%	33.6%	27.2%	8.7%	1,086	21	359
Travel time/speed	3.6	0.9%	4.7%	43.0%	33.1%	18.2%	1,097	10	138
Parking availability	3.5	4.5%	11.6%	41.0%	12.0%	30.8%	432	675	33
Stop amenities	2.7	15.4%	25.8%	36.8%	12.6%	9.4%	980	127	50
Fare collection system	3.8	1.9%	8.9%	22.7%	42.2%	24.4%	1,045	62	10
Signage on vehicles	3.6	4.1%	8.4%	28.3%	39.8%	19.3%	982	125	29

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 83

Rindge Ave - Central Sq Cambridge

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	12.8%	23.7%	29.6%	24.4%	9.6%	1,349	52	493
Safety and security	3.6	1.7%	4.1%	43.6%	33.2%	17.5%	1,295	106	161
Cleanliness/condition of vehicles	3.0	10.6%	15.5%	45.1%	23.8%	4.9%	1,306	95	54
Courtesy of drivers	3.2	7.3%	12.3%	41.5%	27.2%	11.6%	1,295	106	96
Announcement of stops	3.5	9.2%	4.1%	32.5%	32.5%	21.8%	1,285	116	43
Availability of seating on buses	3.6	5.0%	2.5%	39.1%	38.3%	15.1%	1,284	117	55
Frequency of service	2.8	12.2%	25.0%	37.7%	18.1%	6.9%	1,242	159	311
Travel time/speed	3.3	6.0%	11.0%	35.8%	39.4%	7.8%	1,253	148	97
Parking availability	3.1	8.1%	9.8%	51.9%	22.2%	7.9%	537	864	0
Stop amenities	2.8	13.9%	22.6%	39.2%	20.0%	4.4%	1,229	172	95
Fare collection system	3.5	9.4%	7.6%	26.4%	33.5%	23.1%	1,253	148	33
Signage on vehicles	3.5	3.4%	12.1%	37.0%	26.8%	20.7%	1,240	161	54

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 84

Arlmont Village - Alewife

Inbound

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	5.2%	19.0%	32.8%	32.8%	10.3%	117	2	44
Safety and security	3.9	0.0%	3.5%	28.1%	38.6%	29.8%	115	4	14
Cleanliness/condition of vehicles	3.3	3.5%	8.8%	49.1%	29.8%	8.8%	115	4	0
Courtesy of drivers	3.6	5.1%	5.1%	39.0%	30.5%	20.3%	119	0	12
Announcement of stops	3.5	0.0%	8.6%	44.8%	31.0%	15.5%	117	2	0
Availability of seating on buses	3.6	3.5%	8.8%	35.1%	29.8%	22.8%	115	4	6
Frequency of service	3.0	8.6%	24.1%	32.8%	24.1%	10.3%	117	2	32
Travel time/speed	3.5	1.8%	10.5%	42.1%	31.6%	14.0%	115	4	18
Parking availability	3.1	18.2%	9.1%	36.4%	21.2%	15.2%	67	52	0
Stop amenities	2.4	26.5%	28.6%	28.6%	10.2%	6.1%	99	20	4
Fare collection system	4.0	0.0%	3.5%	26.3%	35.1%	35.1%	115	4	0
Signage on vehicles	3.7	0.0%	6.1%	30.6%	51.0%	12.2%	99	20	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 85
Spring Hill - Kendall Sq

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.4	2.8%	13.0%	38.3%	37.4%	8.4%	258	2	152
Safety and security	4.1	0.9%	2.8%	16.0%	44.3%	35.9%	255	5	43
Cleanliness/condition of vehicles	3.6	0.0%	7.6%	34.0%	50.0%	8.5%	255	5	26
Courtesy of drivers	3.8	1.9%	0.9%	30.1%	47.1%	19.9%	255	5	36
Announcement of stops	3.7	2.9%	7.6%	28.6%	35.3%	25.7%	253	7	10
Availability of seating on buses	3.5	2.8%	12.2%	31.7%	43.0%	10.3%	258	2	12
Frequency of service	2.8	14.4%	23.1%	36.5%	22.1%	3.9%	250	10	114
Travel time/speed	3.7	0.0%	5.6%	25.3%	58.8%	10.3%	258	2	65
Parking availability	3.1	10.8%	10.8%	45.9%	27.0%	5.4%	89	171	0
Stop amenities	2.7	12.2%	26.3%	45.4%	14.1%	2.0%	238	22	7
Fare collection system	4.0	1.0%	3.8%	16.2%	49.6%	29.5%	253	7	0
Signage on vehicles	3.6	3.1%	8.1%	30.6%	43.9%	14.3%	236	24	2

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Route: 86

Expanded Results

Sullivan Station - Cleveland Circle

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.7	14.6%	29.0%	34.5%	18.7%	3.3%	2,244	68	922
Safety and security	3.7	2.0%	3.5%	29.8%	48.3%	16.4%	2,238	74	300
Cleanliness/condition of vehicles	3.1	4.5%	17.5%	41.7%	33.4%	3.0%	2,272	40	170
Courtesy of drivers	3.5	5.8%	11.5%	28.0%	41.1%	13.6%	2,255	57	90
Announcement of stops	3.7	3.0%	10.4%	28.8%	32.1%	25.8%	2,238	74	57
Availability of seating on buses	3.3	5.6%	9.3%	39.8%	37.3%	8.0%	2,244	68	248
Frequency of service	2.6	18.4%	27.3%	35.1%	15.6%	3.6%	2,210	102	718
Travel time/speed	3.3	4.3%	12.3%	39.1%	36.9%	7.5%	2,255	57	283
Parking availability	3.2	8.1%	8.1%	46.6%	33.4%	3.7%	898	1,414	0
Stop amenities	2.7	14.8%	26.4%	37.7%	16.0%	5.2%	2,058	254	45
Fare collection system	3.8	5.2%	6.0%	19.2%	45.9%	23.7%	2,171	141	45
Signage on vehicles	3.7	2.8%	5.3%	35.8%	35.5%	20.6%	2,007	305	0

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Route: 87

Expanded Results

Arlington Ctr/Clarendon Hill - Lechmere Station

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	8.8%	24.0%	38.6%	23.5%	5.1%	1,941	60	894
Safety and security	3.7	0.0%	3.7%	34.6%	45.6%	16.2%	1,923	78	253
Cleanliness/condition of vehicles	3.2	5.3%	15.3%	44.5%	28.3%	6.6%	1,941	60	170
Courtesy of drivers	3.6	2.0%	5.6%	41.5%	36.5%	14.4%	1,951	50	104
Announcement of stops	3.6	2.5%	9.3%	32.2%	42.5%	13.5%	1,951	50	39
Availability of seating on buses	3.5	1.1%	11.7%	34.1%	39.3%	13.8%	1,962	39	54
Frequency of service	3.0	6.4%	21.0%	41.3%	25.4%	5.9%	1,951	50	691
Travel time/speed	3.5	2.3%	9.9%	40.9%	25.9%	20.9%	1,874	127	384
Parking availability	3.0	9.6%	16.0%	43.5%	24.3%	6.7%	745	1,256	11
Stop amenities	2.4	18.2%	32.9%	39.6%	6.4%	2.8%	1,776	225	67
Fare collection system	3.8	3.5%	6.3%	26.3%	36.2%	27.7%	1,919	82	39
Signage on vehicles	3.5	1.5%	6.9%	43.4%	37.8%	10.3%	1,815	186	39

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 88

Clarendon Hill - Lechmere Station via Highland Ave

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	12.9%	21.5%	38.9%	21.0%	5.7%	2,314	15	1,260
Safety and security	3.9	0.6%	4.0%	27.3%	41.5%	26.4%	2,300	29	389
Cleanliness/condition of vehicles	3.3	3.0%	11.9%	44.8%	35.9%	4.4%	2,300	29	241
Courtesy of drivers	3.6	1.3%	7.2%	37.9%	42.0%	11.6%	2,314	15	192
Announcement of stops	3.7	2.8%	5.8%	35.5%	32.6%	23.2%	2,265	64	29
Availability of seating on buses	3.4	3.9%	10.4%	36.9%	39.7%	9.1%	2,265	64	162
Frequency of service	2.8	11.6%	28.2%	37.0%	19.9%	3.4%	2,295	34	975
Travel time/speed	3.4	0.9%	11.3%	44.3%	36.3%	7.2%	2,246	83	499
Parking availability	2.7	19.0%	16.8%	43.8%	13.9%	6.5%	670	1,659	15
Stop amenities	2.6	15.0%	29.2%	40.1%	12.6%	3.1%	2,064	265	49
Fare collection system	3.8	3.1%	6.5%	24.8%	38.7%	26.8%	2,191	138	20
Signage on vehicles	3.7	0.9%	3.9%	37.1%	44.7%	13.3%	2,138	191	20

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 350

North Burlington - Alewife via Burlington Mall

Both Directions

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.4	6.9%	10.3%	33.5%	36.4%	13.0%	765	16	278
Safety and security	4.0	0.0%	6.4%	18.8%	40.4%	34.4%	744	37	93
Cleanliness/condition of vehicles	3.3	5.6%	13.4%	33.0%	37.4%	10.6%	750	31	37
Courtesy of drivers	3.7	3.5%	9.3%	23.7%	40.0%	23.5%	745	36	26
Announcement of stops	3.8	4.3%	7.9%	25.0%	33.1%	29.7%	739	42	16
Availability of seating on buses	3.4	7.0%	8.6%	36.0%	31.4%	17.1%	755	26	64
Frequency of service	3.0	12.6%	15.2%	38.0%	24.1%	10.2%	760	21	205
Travel time/speed	3.6	3.6%	6.2%	32.6%	42.4%	15.3%	755	26	126
Parking availability	3.3	8.0%	9.5%	36.8%	31.2%	14.4%	323	458	11
Stop amenities	2.5	25.7%	22.6%	27.6%	19.6%	4.4%	693	88	43
Fare collection system	3.9	5.7%	6.5%	16.5%	37.8%	33.5%	729	52	0
Signage on vehicles	3.7	3.0%	7.6%	24.9%	45.8%	18.7%	690	91	5

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



MBTA Surveys: 2008-09

Bus Survey

Service Quality

Expanded Results

Route: 351

Oak Park/Bedford Woods - Alewife

Outbound

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	4.2%	12.5%	50.0%	25.0%	8.3%	71	0	47
Safety and security	4.0	0.0%	0.0%	20.8%	54.2%	25.0%	71	0	9
Cleanliness/condition of vehicles	3.5	0.0%	12.5%	45.8%	25.0%	16.7%	71	0	21
Courtesy of drivers	4.0	0.0%	0.0%	29.2%	41.7%	29.2%	71	0	9
Announcement of stops	3.9	0.0%	0.0%	33.3%	41.7%	25.0%	71	0	0
Availability of seating on buses	4.1	0.0%	0.0%	25.0%	37.5%	37.5%	71	0	9
Frequency of service	3.0	0.0%	33.3%	41.7%	20.8%	4.2%	71	0	35
Travel time/speed	3.5	0.0%	12.5%	37.5%	37.5%	12.5%	71	0	18
Parking availability	3.5	0.0%	18.2%	36.4%	18.2%	27.3%	33	38	0
Stop amenities	3.0	4.8%	14.3%	57.1%	19.0%	4.8%	62	9	3
Fare collection system	4.0	4.3%	0.0%	17.4%	52.2%	26.1%	68	3	6
Signage on vehicles	3.8	0.0%	8.7%	21.7%	47.8%	21.7%	68	3	0

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

APPENDIX A

Survey Distribution, Response, Processing, and Expansion

A.1 SURVEY DISTRIBUTION STRATEGIES

A.1.1 TIME SPAN OF SURVEY DISTRIBUTION

The first step in designing the distribution strategy was determining the time span of the survey distribution. Except for the commuter rail system, the time spans used in the 2008–09 surveys were the same as those used in the most recent previous surveys on each mode. In the 1994 rail rapid transit, 1995 bus, and 2000 water transportation surveys, forms were distributed between approximately 6:00 AM and 3:00 or 3:30 PM to passengers traveling in either direction. This strategy was based on experience from a systemwide survey conducted in 1978, when forms were distributed over the entire service day. Response rates to that survey showed sharp declines after 3:30 PM. In devising the distribution plan for the 1994 survey and subsequent surveys, CTPS examined patterns in MBTA ridership counts and concluded that close to 85% of the passengers who used most services on a given day traveled in at least one direction before 3:30 PM. Consequently, with thorough coverage before 3:30, the majority of riders boarding after 3:30 would already have had an opportunity to receive survey forms earlier in the day.

The strategy for the 1993 commuter survey had been developed earlier, and consisted of distributing surveys on all inbound trains scheduled to arrive in Boston on each line between approximately 6:00 AM and midnight, but no distribution on outbound trains. For consistency, the 1998 Old Colony commuter rail surveys used the same distribution strategy as the 1993 surveys. However, in planning the 2008–09 commuter rail surveys, CTPS concluded that distribution on trains in both directions between about 6:00 AM and 3:30 PM, similar to the strategy to be used on other modes, would be more efficient and would produce satisfactory results.

The strategy used on all modes in 2008–09 did not reach riders whose entire trips were made after 3:30 PM. Some common purposes for trips beginning after that time would include travel to night-shift jobs, to evening classes, to

theaters, and to sporting events. The last two trip purposes are nonrepetitive, at least on a daily basis. Experience has shown that people that do not use the system frequently are less likely than regular riders to accept survey forms because infrequent riders often assume that the survey would not apply to them.

A.1.2 SURVEY DISTRIBUTION METHODS BY MODE

After determining the span of hours in which surveys were to be distributed, the next step was to determine the methods for survey distribution on each mode. Passengers entering each heavy rail rapid transit station and each Green Line Central Subway station have to pass through fare gates at limited numbers of locations. At such stations, survey distributors were positioned either just inside or just outside the faregates, and instructed to offer survey forms to as many entering passengers as possible. At most stations, only one distributor was assigned to each fare collection area at any given time, but at stations where heavy passenger volumes were anticipated, two distributors were assigned at some times.

Passengers boarding Green Line trains at all surface stops on the B, C, D, and E Branches, except Riverside on the D Branch, either pay fares or display passes when boarding. In 1994, survey forms were distributed to passengers waiting on platforms on the D Branch, but were distributed by surveyors on-board trains on the other lines. However, because of crowding on peak-period trains, it was increasingly difficult to distribute surveys to passengers boarding at stops closer to the subway portals. Therefore, at all stops on all four branches, surveys in 2008–09 were distributed to passengers waiting on the platforms. Depending on the platform configuration and expected ridership volumes, either one distributor offered surveys to both inbound and outbound riders, or separate distributors were assigned to the inbound and outbound platforms.

The Mattapan High-Speed Trolley Line also has on-board fare collection, but the expected average trip loads were low enough that the survey distribution was done, at all times of the day, by one distributor riding on-board each inbound and outbound trip from one end of the route to the other, between approximately 6:00 AM and 3:30 PM. All of the survey distribution on the bus system was done by distributors on-board buses. The distribution plan called for coverage of every route in the system except for the Silver Line routes (which had been surveyed in 2005 and 2006), and routes that operated only outside of the survey hours. For efficiency, the set of trips to be covered in each distributor's assignment was to be based on trip sequences in bus operator assignments (runs). The amount of the project budget allocated for bus surveys allowed for only about half of all operator runs during the survey hours to be covered. However, by selecting runs that included above-average numbers of trips, the percentage of trips covered was greater than the percentage of runs covered. An attempt was made to survey approximately the same percentages of operator runs at each garage, but to maximize the statistical validity of the

results, the routes with lower ridership were surveyed at higher percentages (in some cases up to 100% of the scheduled trips) than routes with higher ridership. After completing the initial round of surveys, supplemental distribution was done on some routes that had low return totals in the initial round.

For each commuter rail line, the more efficient of two potential survey distribution strategies was used. One strategy called for surveys to be distributed at all times to passengers waiting at stations. The other strategy called for surveys to be distributed on-board all trains, either over the length of the route or on the inner half. (Very few commuter rail riders make trips entirely between stations on the outer halves of routes.) Depending on route length, number of stations, service frequency, train length, and expected ridership, on some routes on-board distribution was the most efficient strategy during AM peak hours, but on other routes, on-platform distribution was more efficient. Most survey distribution for outbound and off-peak trains on all lines was done on-board.

On the rapid transit, bus, and commuter rail systems, it was not feasible to have vehicle operators or in-station MBTA personnel distribute survey forms, so distribution was done by CTPS employees or temporary help hired specifically for the project. However, on the commuter boats and the Inner Harbor Ferry, it was expected that during the relatively long times between docks, surveys could be distributed by boat crew members, as they were in the 2000 surveys. This strategy worked satisfactorily on most trips, but it was necessary to have CTPS distributors re-survey some trips.

A.2 SURVEY RESPONSE

For purposes of discussion here, the survey response rate for each mode is defined as the number of usable surveys returned divided by the number of surveys distributed. The sampling rate is defined as the number of usable surveys returned divided by the estimated total number of riders boarding a given line or entering a given station during the survey span. The sampling rate was always lower than the response rate, because some riders who were offered survey forms did not take them, and because it was not feasible to contact every rider to offer a survey form. The response rate figures are understated to the extent that survey forms provided to distributors were left over at the end of assignments but not returned to inventory.

As in past surveys, response rates to the 2008/2009 surveys varied both between modes, and between services within each mode. The table below summarizes the number of surveys distributed, number of usable surveys returned, response rates, estimated total ridership, and sample rates for each of the modes surveyed.

TABLE A-1
2008-2009 Survey Distribution and Response by Mode

Mode	Surveys Distributed	Surveys Returned	Response Rate	Ridership	Sample Rate
Rapid Transit	122,000	22,767	18.7%	296,200	7.7%
Bus	72,000	12,313	17.1%	209,700	5.9%
Commuter Rail	42,000	12,440	29.6%	55,550	22.4%
Greenbush CRR	1,475	526	35.7%	2,075	25.3%
Commuter Boat	1,500	693	46.2%	2,035	34.1%
Inner Harbor Ferry	300	178	59.3%	525	33.9%
Total	239,275	48,917	20.4%	566,085	8.6%

Results for the Greenbush commuter rail line are shown separately from those of the rest of the commuter rail system, because the Greenbush surveys included some questions pertaining only to the line, and the results are in a separate database. It should be noted that from a statistical standpoint, the absolute number of surveys returned may be more important than the percent sample rate, depending on the size of the population being surveyed.

Each survey form included a web address that respondents could use to fill out forms on-line instead of returning the paper form, but only small percentages of riders on each mode used the on-line option. On-line responses are included in the response and sampling rate calculations in the table above.

Passengers who made trips involving more than one of the modes in the table above would be included in the ridership totals for each of the modes they used, but if they received survey forms for more than one of these modes, they probably only completed one of them. To the extent that this occurred, the sample rate shown for the system as a whole understates the percentage of distinct individuals who were surveyed.

A.3 PROCESSING THE SURVEY FORMS

Before being entered in the databases, each survey form was checked for completeness. Forms which did not include responses to enough of the questions to be useful were either included only in the written comments databases, if applicable, or discarded completely. Likewise, forms on which most of the responses were evidently facetious were discarded. Forms that were mostly complete but were missing entries such as boarding station or stop that could be deduced from answers to other questions were corrected as needed.

The survey instructions called for passengers to describe one-way trips that they were making, but some described round trips and reported the same boarding and alighting station. If the correct alighting station could be determined from answers to other questions, it was used in place of the round-trip alighting station. For example, many of the surveys that reported the same boarding and alighting station nevertheless gave different addresses for origin and destination. If the alighting station could not be determined, it was changed to “unspecified.” If the reported origin and destination addresses were the

same, the destination was changed to “unspecified.” Other editing changes included correcting transposition of lines in multi-line entries, such as town name on line for street address and vice-versa.

After the records were entered in the databases, additional checks were made for errors missed in the earlier editing process, and for data-entry errors. Missing boarding or station entry times were filled in based on the times reported on surveys from the same route or stations with serial numbers similar to the ones on the forms with the missing numbers. On surveys with origin or destination addresses in Boston, Cambridge, Somerville, or Brookline, standard neighborhood designations used by CTPS were added to the city or town based on the rest of the reported address or other information on the survey.

A.4 EXPANSION METHODS

To prevent differences in sampling rates among stations or routes from skewing the overall results, it was necessary to apply a weight factor to each survey record. These factors were calculated using the best available ridership data for each mode and line or station. The project budget did not allow for special control counts of ridership to be conducted. However, since the surveys were, to the extent possible, distributed on “representative” weekdays, any ridership count that is also supposed to be for a “representative” weekday should be acceptable for purposes of survey expansion.

As in the case of past surveys, separate weight factors were used for different times of day if enough surveys were returned from different time periods. In the 2008/2009 surveys, the maximum breakdown of time periods used for most modes was 6:00 to 8:29 AM and 8:30 AM or later. Separate weight factors were calculated for inbound and outbound travel unless there were too few responses from one of the directions to use separately.

For the rapid transit system, station entry totals by time period were calculated from the averages of Automated Fare Collection (AFC) data from several days in the Spring of 2009. At most stations, inbound and outbound riders use the same faregates. The AFC totals were split by direction on the basis of past CTPS counts. Similarly, at stations such as Downtown Crossing where faregates are shared by riders going to more than one route, past CTPS counts were used to split AFC totals by route as well as by direction.

Boarding totals for surface Green Line stops were estimated from the most recent CTPS counts at each stop, with adjustments for elimination of outbound free fares in 2007. (Boarding counts at about half of the stops had been done in the fall of 2006.) Boarding totals for stations on the Mattapan High Speed Line were based on counts conducted by CTPS in 2005.

For each bus route, ridership totals by direction and time period were based on the trip summaries from the most recent CTPS ridecheck. In several cases, two or more bus routes overlap for substantial portions of their routes, and riders who could make their trips interchangeably on any of them often listed all or

none of them as the route they were riding when surveyed. For such routes, composite weight factors were usually calculated for the combined routes and applied to all of them.

For the commuter rail system, peak loads by train were taken from the latest figures used by the MBTA's contract operator, Massachusetts Bay Commuter Railroad (MBCR) for purposes of equipment assignment. For inbound trains, boardings by station were estimated by applying factors from MBCR Train Audit reports to the peak load totals. These figures were then grouped to provide one weight factor for peak trains and one for off-peak trains for each station. During the survey hours, commuter rail ridership was much lower outbound than inbound, and no breakdowns of boardings by station were available. Therefore, weight factors were based on peak loads and survey responses, with separate factors at most for peak and off-peak trains but not for different boarding stations.

For the commuter boat and Inner Harbor Ferry services, ridership figures for each boat trip on each day in the week when surveys were distributed were obtained from the MBTA's contract operators of the boats. Ridership totals for the trip with each scheduled departure time on the three mid-week days (July 29, 30, and 31, 2008) were averaged and divided by the number of returned surveys from passengers who were surveyed on a boat departing at that time. In most cases, the ratio calculated for each trip in this manner was used as the weight factor for the records from surveys for that trip. However, when large differences in sampling in a sequence of trips would have resulted in large variations in the weights given to their records, composite factors based on the total ridership and returns for these trips were used instead.

A.5 POTENTIAL PROBLEMS WITH EXIT STATION TABLES

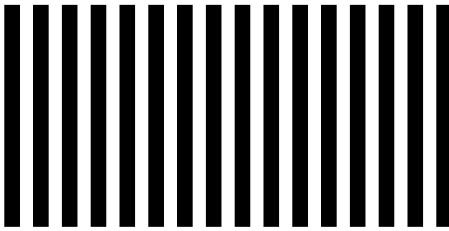
Because the surveys were expanded only to boarding counts, the summaries of data for exit stations for the rapid transit and commuter rail lines and exit docks for the boat lines, may not be well calibrated to the actual number of exits at each location. To the extent that there was bias in the response rates with respect to the exit station or dock, the total passengers shown exiting at that station or dock will vary from the number one would get through a passenger count. For example, suppose that during a certain time interval, 100 passengers enter Station A, and that of these, 50 are going to Station B and 50 are going to Station C. Further suppose that for whatever reason (amount of time on the train, general propensity to fill out surveys, ease of turning in completed surveys at stations), 20% of the riders going to Station C, but only 10% of those going to Station B return surveys. Ten surveys will be received from riders going to Station C, and 5 surveys from riders going to Station B, or a total of 15. Using a weight factor based only on the entry totals at Station A, each survey will be given a weight of $100/15 = 6.67$. The summary tables will therefore show 33 passengers going from Station A to Station B and 67 from Station A to Station C instead of 50 to each.

Calculation of weight factors adjusted both for entry totals at boarding stations and exit totals at alighting stations would require a complex iterative procedure using data that cannot be readily obtained at present. Even then, because of the many different boarding and alighting station combinations and large differences in the actual numbers of riders traveling between each pair, survey samples much larger than those obtained either in 2008/2009 or in past MBTA surveys would be needed in order to obtain highly reliable data on station-to-station travel. When station-to-station totals from the 2008/2009 survey are further divided into origin-destination pairs by city, town, or neighborhood or to even finer levels of detail, very few have sufficient numbers of responses needed for high confidence levels and narrow confidence intervals.

APPENDIX B

Survey Form

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 2521 BOSTON MA

POSTAGE WILL BE PAID BY ADDRESSEE

**CENTRAL TRANSPORTATION PLANNING STAFF
10 PARK PLAZA STE 2150
BOSTON MA 02116-9776**



MBTA Bus Passenger Survey

This survey is being conducted to help determine how MBTA bus service can be improved. Please help us by answering as many questions as you can. After completing this survey, please either hand it to a survey distributor on the bus or to a Customer Service Agent at a rapid transit station, or drop it in the mail (no stamp is needed). You may fill out the survey online or get more information about the survey at www.ctps.org/survey/bus/. All answers are confidential. You will not be put on any mailing lists.

THANK YOU!

1. **What bus route were you boarding/riding when you got this survey form?**
Route number _____ and/or Route name _____
2. **At what stop did you board the bus on that route?**

(stop name, or nearest street intersection, or landmark)

3. **About what time did you board that bus?**

_____ : _____ AM PM

- 4a. **Where were you before starting this entire one-way trip?**

- At work At a doctor or other personal business
 At school At a work-related errand or meeting
 At home At a restaurant, or social or recreational activity
 At a store Other _____

- 4b. **Where is the place in question 4a located?**

(address or nearest street intersection or landmark)

_____ (city/town/neighborhood) _____ (state) _____ (zip code)

- 5a. **Where did you first board a public transit vehicle on this one-way trip?**

- At the stop reported in question 2
 At the _____ rapid transit or commuter rail station
 At a bus or Silver Line stop at _____
on Route (number or name) _____
 At _____ boat dock Other _____

- 5b. **How did you get to the station or stop reported in question 5a?**

- Walked directly (from work, school, home, etc.)
 Drove or rode in a personal vehicle and parked at or near station/stop
 Dropped off by personal vehicle that did not park Taxi THE RIDE
 Private shuttle van/shuttle bus Bicycle Other _____

6. **How long did it take to get from where this trip started to the first place where you boarded a public transit vehicle on this trip? _____ minutes**

7. **What type of fare did you pay for this bus trip?**

- Pay-per-ride CharlieCard (plastic) Pay-per-ride CharlieTicket (paper)
 Monthly pass (circle one): Link (Subway + Bus); Student; Senior; Disability; Inner Express Bus; Outer Express Bus; Zone _____; Boat
 Full cash fare on-board bus
 Reduced fare (circle one): Student; Senior; Disability
 Child under age 12 free fare Blind Access Card
 1-day Link Pass 7-day Link Pass Other _____

- 8a. **At what stop will you/did you leave the bus you were boarding/riding when you got the survey? _____**

MORE QUESTIONS INSIDE →

Please seal with tape—do not staple.

- 8b. Where will you/did you last leave a public transit vehicle on this one-way trip?** At the stop reported in question 8a
 At the _____ rapid transit or commuter rail station
 At a bus or Silver Line stop at _____ on Route (number or name)
 At _____ boat dock Other _____

- 9a. Where will/did this one-way trip end?**
 At work At a doctor or other personal business
 At school At a work-related errand or meeting
 At home At a restaurant, or social or recreational activity
 At a store Other _____

- 9b. Where is the place in question 9a located?**

 (address or nearest street intersection or landmark)

 (city/town/neighborhood) (state) (zip code)

- 9c. How will you/did you get there from the station/stop in question 8b?**
 Walk directly (to work, school, home, etc.)
 Drive or ride in personal vehicle parked at or near station/stop
 Met at station/stop by car or other personal vehicle Taxi THE RIDE
 Private shuttle van/shuttle bus Bicycle Other _____

- 10. How long will it/did it take to get to your destination (in question 9a/9b) from your last station/stop (in question 8b)?** _____ minutes

- 11. How many days a week do you ride the bus line reported in question 1?**
 Less than 1 day 3 days 6 days
 1 day 4 days 7 days
 2 days 5 days I'm only visiting Boston

- 12. Do you ride that bus line on . . .**
Saturdays? Yes, regularly Yes, occasionally No, not at all
Sundays? Yes, regularly Yes, occasionally No, not at all

- 13a. On days when you use that bus line, how many one-way trips do you usually make on it?** _____

- 13b. On days when you do not use that bus line, do you make the same trip by other means?** Yes No **If yes, check all that apply:**
 Drive alone Carpool/vanpool Other MBTA service
 Non-MBTA bus Bicycle Other _____

- 14. Do you have a valid driver's license?** Yes No

- 15a. How many usable vehicles (autos, trucks, or motorcycles) does your household have?** 0 1 2 3 or more

- 15b. Could you have used one of these vehicles instead of riding the bus route on the day you got this survey?** Yes No

- 16. What is your age?**
 18 or under 25–34 45–64
 19–24 35–44 65 or over

- 17. What is your primary occupation?**
 Construction Trades/Manufacturing Professional/Business Services
 Retail/Sales Student Homemaker Retired/Unemployed
 Other _____

- 18. How many people are in your household, including yourself?** (the number of people living in your house or apartment) _____

- 19. What is your annual combined household income?**
 Under \$20,000 \$40,000–\$49,999 \$75,000–\$99,999
 \$20,000–\$29,999 \$50,000–\$59,999 \$100,000 or more
 \$30,000–\$39,999 \$60,000–\$74,999

- 20. What is your gender?** (For example: Male, Female) _____

- 21a. How do you self-identify by race? (check all that apply)**
 American Indian or Alaska Native Asian
 Black or African American White
 Native Hawaiian or other Pacific Islander Other _____

- 21b. Are you Hispanic/Latino?** Yes No

- 22. What are your main reasons for using MBTA bus service? (check all that apply)**
 Convenience Environmentally responsible
 Speed/travel time Less expensive than other choices
 Avoid driving/traffic Can read or do work on the bus
 Avoid parking at destination Only transportation available
 Other _____

- 23a. How do you obtain information about MBTA service? (check all that apply)**
 By phone From MBTA website From SmarTraveler
 Get printed material at: _____ station _____ information booth _____ on vehicle
 _____ store _____ library Other _____

- 23b. Do you carry a cell phone when riding the MBTA?** Yes No

- 24. Several measures of service quality are listed below. Please circle a number after each measure to indicate how you feel about MBTA bus service.** (Leave blank any measures that don't apply.) **Then place a check mark beside the three measures most important to you.**

	Poor	Average	Excellent	✓		
Reliability (on-time performance)	1	2	3	4	5	_____
Safety and security	1	2	3	4	5	_____
Cleanliness/condition of vehicles	1	2	3	4	5	_____
Courtesy of drivers	1	2	3	4	5	_____
Announcement of stops	1	2	3	4	5	_____
Availability of seating on buses	1	2	3	4	5	_____
Frequency of service	1	2	3	4	5	_____
Travel time/speed	1	2	3	4	5	_____
Parking availability	1	2	3	4	5	_____
Stop amenities (shelters, benches)	1	2	3	4	5	_____
Fare collection system	1	2	3	4	5	_____
Signage on vehicles	1	2	3	4	5	_____

Comments/Suggestions: