

A report produced by the Central Transportation Planning Staff
for the Massachusetts Bay Transportation Authority

PASSENGER SURVEY MBTA Systemwide Passenger Survey

Rapid Transit 2008–09

GREEN LINE



MBTA Systemwide Passenger Survey

RAPID TRANSIT 2008–09

Green Line

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The preparation of this document was supported by the Federal Transit Administration through MBTA contract #X94PS25.

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

June 2010

ABSTRACT

This Green Line 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 14 chapters and three appendices. In the chapters, data tables and summary text present information about Green Line travel, including why trips are made, where riders are coming from and going to, how riders get to and from the service, and the stations at which they enter and exit the rapid transit system. Information is also provided on the demographics of Green Line riders, as well as their automobile ownership, how they pay their fares, and how they perceive the quality of MBTA rapid transit service. The second chapter of this report provides an overview of the results for the entire Green Line, while each subsequent chapter covers one or more types of data on a station, branch, or branch segment 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

systemwide survey

rapid transit system

Green Line

MBTA



Introduction

1.1 THE SYSTEMWIDE SURVEY

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

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

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

1.2 GREEN LINE SURVEY METHOD

This volume presents the survey results for passengers riding the Green Line, which, along with the MBTA's other light and heavy rail lines, belongs to the rapid transit component of the MBTA system.

The rapid transit survey form, a copy of which may be found in Appendix C, 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 passenger 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 of the riders entering each Green Line station or surface stop platform between 6:00 AM and 3:00 PM on a typical weekday in 2008 or 2009. This distribution strategy was designed to provide approximately 85% of the weekday riders on the Green Line with an opportunity to receive a survey form during what would be considered typical travel conditions.² Surveys were not given to riders transferring to the Green Line at North Station, Haymarket, Government Center, and Park Street Stations; such riders would have been covered at the station at which they first entered the rapid transit system. 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 station 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 for the entire Green Line, each chapter presents a certain type (or set of types) of data by station. Each chapter’s data are either for the riders who were entering the rapid transit system at the station where they were surveyed or for those who were exiting the system there.

In each chapter, there is a table or set of tables for each station. 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 Green Line as a Whole:** Provides an overview of the results for the Green Line as a whole.
- 3 **Trip Purpose, Reasons for Using the MBTA, and Alternative Means:** For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:
 - 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 Green Line
- 4 **Origin Locations and Activities:** For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:
 - 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 Rapid Transit System:** For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:
 - What mode riders used to access the Green Line, such as walking, biking, other transit mode, etc.
 - For riders who accessed the Green Line by any mode other than transferring to the Green Line from a fixed-route transit service, how long it took them to travel from where their trip began to the station where they boarded the Green Line
 - If riders transferred to the Green Line from a commuter rail, boat, or fixed-route bus service (MBTA or other), which service they transferred from
- 6 **Exits from the Rapid Transit System:** For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:
 - The stations at which they exited the rapid transit system
- 7 **Entries to the Rapid Transit System:** For each Green Line station or group of surface stops, presents the following data on the riders who were exiting the rapid transit system there:
 - The stations at which they entered the rapid transit system (including passengers entering stations on the Red, Orange, or Blue Line as well as the Green Line)

- 8 Egress from the Rapid Transit System:** For each Green Line station or group of surface stops, presents the following data on the riders who were exiting the rapid transit system there:
- How riders completed their trips after leaving the Green Line (walk, bike, bus, commuter rail, etc.)
 - For riders who completed their trips in any manner other than by transferring to a fixed-route transit service, how long it took them to reach their final destinations after leaving the Green Line
 - For riders who transferred from the Green Line to a commuter rail, boat, or fixed-route bus service (MBTA or other), which particular route or station they transferred to
- 9 Destination Locations and Activities:** For each Green Line station or group of surface stops, presents the following data on the riders who were exiting the rapid transit system there:
- 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)
- 10 Origin-Destination Cross-tabulation:** For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:
- Where they began their trips (by city, town, or neighborhood)
 - Where they ended their trips (by city, town, or neighborhood)
- 11 Socioeconomic Characteristics:** For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:
- Their age, gender, household income, and ethnicity
- 12 Usage Rates and Fare Types:** For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:
- 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
- 13 Vehicle Availability:** For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:
- 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 Green Line riders

14 Service Quality: For each Green Line station or group of surface stops, presents the following data on the riders who were entering the rapid transit system there:

- Riders' perceptions regarding several aspects of MBTA service quality.

15 Summary of Comments and Suggestions: About half of the returned surveys included written comments and suggestions. The topics of these notes were tallied manually and summarized by theme in a series of spreadsheets. The final chapter of this volume discusses the most frequent comments and provides tabular summaries of the comments by station.

In Chapters 2–14, the data for North Station, Haymarket, Government Center, and Park Street Stations are only about Green Line riders entering or exiting at those stations. However, Appendix B contains selected data for these four transfer stations that include all riders: Green and Orange Line riders at North Station and Haymarket, Green and Blue Line riders at Government Center, and Green and Red Line riders at Park Street. The tables presenting these data are replicated in the Red, Orange, and Blue Line volumes as well.

It should be noted that, throughout this volume, the Green Line is sometimes discussed in terms of line branches, including the Central Subway³ and the Green Line B, C, D, and E Branches. The Central Subway stations and all D Branch stops are considered individually, while on the B, C, and E Branches some surface stops are grouped into branch segments.

The B Branch is divided in six segments:

1. Blandford Street to BU Central
2. BU West to Babcock Street
3. Packards Corner to Harvard Avenue
4. Griggs Street to Warren Street
5. Washington Street to Chiswick Road
6. Chestnut Hill Avenue to Boston College

³ The 13 Central Subway stations include Lechmere, Science Park, North Station, Haymarket, Government Center, Park Street, Boylston, Arlington, Copley, Prudential, Symphony, Hynes, and Kenmore.

The C Branch is treated in four segments:

1. Saint Mary's Street to Kent Street
2. Saint Paul Street to Summit Avenue
3. Brandon Hall to Tappan Street
4. Dean Road to Cleveland Circle

The E Branch stops, with the exception of those between Fenwood Road and Back of the Hill, are treated separately.



Results for the Green Line as a Whole

This chapter provides an overview of the survey results for the Green Line as a whole and highlights some of the more important findings. The tables and text in this chapter summarize the survey statistics for all Green Line stations/stops, while each of the subsequent chapters presents a particular category (or set of categories) of data on a station, branch, or branch segment basis. Explanations of the nature of the data categories are provided in the subsequent chapters. In those chapters, the data tables present, for each station, findings either on the riders who entered the rapid transit system at that station or on those who exited the system there.

Each of the following numbered sections 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 Overall, the most common trip purpose was Home-based Work (53%). However, the rates varied by line. The C and D Branches were more home-based-work oriented (62% and 67% respectively) while only one-third of trips on the E Branch were home-based work. Nearly a third (30%) of trips on the B Branch were home-based school trips. Trips where at least one end of the trip was work or work-related made up 68% of all trips.

Reasons for Using the MBTA Respondents could check as many reasons as applied from a list of eight, and a write-in line was provided for other reasons. The most common reason checked for using the Green Line was “convenience” (64%). The next-most common responses were an “avoid driving/traffic” (54%) and “avoid parking at destination” (50%). Compared with the rest of the Green Line, a higher percentage of the riders that boarded the B Branch (42%) rode the line because it was their “only transportation available.”

Alternative Means When asked whether they made the same trip by other means on days that they did not use the Green Line, 44% of the respondents answered “yes.” Of those riders, over one-third (37%) indicated that they drove alone. The next-most commonly selected travel mode options were “other” and

“other MBTA service” (approximately 30% each). The “other” respondents 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

Most of the origin locations of the people boarding the Green Line were in the cities, towns, and neighborhoods directly served by the Green Line, led by BU-Fenway-Longwood (17%) and Allston/Brighton (15%) sections of Boston. For the subway portion, downtown Boston neighborhoods (Back Bay, Park Square, Government Center, Financial/Retail District, Prudential/Hancock District, North End, South End, and Beacon Hill) plus the BU-Fenway-Longwood area were the source for 65% of all trips, with smaller number of origins coming from other parts of Boston and other cities and towns in the Boston region. On the B Branch, the vast majority came from either Allston/Brighton (63%) or the BU area (22%). On the C Branch, the town of Brookline accounted for 79% of origins with another 17% coming from the same sections of Boston served by the B Branch. The main ridership sources on the D Branch were Brookline (32%), Newton (24%), and the same Brighton, Longwood Medical Area and Fenway neighborhoods of Boston (24% combined), with smaller numbers of commuters coming from western suburbs such as Wellesley and Needham. Finally, the E Branch served mainly the city of Boston (92%), led by the Longwood Medical Area (53%), Fenway (22%), and Jamaica Plain (11%).

The most common activity before respondents boarded the Green Line was “home,” at 63% overall. The rates of home origins were highest on the C and D Branches (80% and 78%), which serve areas that are predominantly residential.

2.3 ACCESS TO THE RAPID TRANSIT SYSTEM

Walking, which accounted for 81% of all trips in the survey period, was the most common mode of access to the Green Line as a whole. The next most common modes were transferring from bus (7%), transferring from commuter rail (6%), and driving and parking (4%). The proportions captured by these modes varied somewhat from line to line. Walking rates were very high on the B, C, and E Branches (97%, 96%, and 93%, respectively). D Branch riders had the highest park-and-ride rate (15%) and riders boarding at Central Subway stations had the highest rate of transfers from buses (8%). Overall, the private access mode with the shortest average access time was walking (6 minutes) and riders that drove themselves had the longest access times (19 minutes). Approximately 12% of the respondents that drove made trips longer than 30 minutes to access the Green Line.

D Branch riders tended to have slightly longer-than-average walk trips (7 minutes) and driving trips (20 minutes).

At North Station, which has direct connections with all North Side commuter rail lines, 76% of the entering riders transferred from commuter rail. At Copley

Station, which is within walking distance of the Back Bay commuter rail station, 14% of the riders transferred from commuter rail. Many of the entering riders transferred from buses at Lechmere (35%), Haymarket (45%), and Kenmore (30%).

2.4 EXITS FROM THE RAPID TRANSIT SYSTEM

People who entered the rapid transit system on the Green Line most often also exited the system at a Green Line station (83%). Government Center and Park Street were the most common exit stations accounting for 17% of all exits. After the Green Line, the next most common line from which passengers left the system was the Red Line (13%).⁴ The remainder of the exits occurred on the Blue Line (2%) and the Orange Line (1%).

2.5 ENTRIES TO THE RAPID TRANSIT SYSTEM

Of the people exiting the rapid transit system at Green Line stations during the survey hours, 74% had also entered the system at Green Line stations.⁵ The individual Green Line stations with the highest percentages of entries were North Station, Copley, and Park Street, each with about 5%.

Green Line exit riders also included 16% who had entered on the Red Line, 6% who entered on the Blue Line, and 4% who entered on the Orange Line.

2.6 EGRESS FROM THE RAPID TRANSIT SYSTEM

Most riders (92%) walked directly from where they exited the system to their destinations. The second-most-common egress mode was transferring to MBTA or other buses (4%). Shuttle/vans, driving, and commuter rail each accounted for about 1% of egress trips. The percentage walking was lowest (82%) on the D Branch where buses, driving, and shuttle vans each accounted for about 5% of egress trips. The most common bus routes transferred to were the Route 1, 57, 749 (now SL5), 59, and 66.

People that walked tended to make shorter trips than those that drove. The average walking trip from the Green Line was 6 minutes and the average driving trip took 21 minutes. People that were picked up spent slightly less time traveling to their destinations (19 minutes) than people that drove. The overall average egress time by private transportation from a station to a destination was 7 minutes, determined mainly by the walking time. Average egress trip times were shortest on the B Branch (4 minutes) and longest on the D Branch (9 minutes), reflecting the relative station spacing on those branches as well as the densities of trip attractions around them.

⁴ To exit the system means to exit the entire rail rapid transit system and does not include alighting from a Green Line train and transferring to another train.

⁵ Entering the rapid transit system means entering from outside the system, not transferring to a Green Line train from another train.

2.7 DESTINATION LOCATIONS AND ACTIVITIES

Nearly half (47%) of the destinations of the riders exiting from Green Line stations were in neighborhoods of Boston Proper served directly by the Central Subway: Back Bay, Park Square, Government Center, Financial/Retail District, Prudential/Hancock District, North End, and Beacon Hill. The Longwood Medical Area and the BU and Fenway neighborhoods together accounted for another 25%. Each Green Line branch served primarily its immediately surrounding areas.

The most common destination activity overall was work (59%). The next most common destination was home (11%) representing people returning from non-work trips or people whose work-days ended before 3:00 PM.

2.8 ORIGIN-DESTINATION CROSS-TABULATION

The origin-destination pairs for passengers entering at Green Line stations were diverse, with no one pair accounting for a large proportion of the total. The largest individual origin-destination pair reported was from North Brookline to the Financial/Retail District, but it accounted for slightly over 1% of the total Green Line entries.

2.9 SOCIOECONOMIC CHARACTERISTICS

Over two-thirds of all Green Line riders (68%) were between the ages of 25 and 64, another 23% were college aged (19-24), and 7% were over the age of 65. Only 1% of the respondents were under the age of 18. The latter figure probably represents an undersampling of this age group.

The majority of the survey respondents across the Green Line were female (58%, versus 42% male). Transgender riders accounted for less than 1% of the responses.

The Green Line serves a variety of types of residential areas, from student housing on the B Branch, to low-income areas on the E Branch, to affluent areas in Brookline and Newton on the D Branch. This is evidenced in the income categories. Almost 40% of the riders on the D Branch had household incomes of \$100,000 or more while only 13% of B Branch riders and 25% of E Branch riders were in this category. On the other hand, 30% of B Branch riders and 27% of E Branch riders had household incomes under \$20,000, while only 11% of the riders on the D and C Branches were in this category.

2.10 USAGE RATES AND FARE TYPES

Approximately 40% of Green Line riders used the rapid transit system five days per week, and another 25% used the system six or seven days per week. Five-day-per-week usage was most common on the D Branch (48%) and six or seven-day-per-week was most common on the B Branch (43% combined).

Almost two-thirds (63%) of survey respondents used a monthly pass to pay their fare. These pass users rode the Green Line 5.0 days per week on average.

Pay-per-ride CharlieCard fares accounted for another 24% of trips, and, as would be expected, these riders used the Green Line less than the monthly pass riders: only 3.4 days per week. Pay-per-ride reduced fares, accounted for a little less than 5% of trips. These riders used the system an average of 3.0 days per week. Seven-day LinkPasses accounted for just over 4% of trips, and were used an average of 5.4 days per week.

The percentages accounted for by each fare payment type varied somewhat among Green Line branches, with monthly pass use ranging from 59% to 69%, pay-per-ride CharlieCard use from 21% to 28%, reduced fares from 2% to 6%, and 7-Day LinkPasses from 3% to 5%.

The most common reported pattern of weekend Green Line use was occasional use on both Saturday and Sunday, at 52%. The second-largest group (20%) reported no Green Line use on either Saturday or Sunday. Those who rode regularly on both Saturday and Sunday were the third-largest group (18%).

2.11 VEHICLE AVAILABILITY

The vast majority (89%) of Green riders were licensed to drive, however, over one-third (36%) of the riders' households did not own a vehicle. The percentage of riders from households without vehicle ranged from 22% on the D Branch to 51% on the B Branch. Overall, 59% did not have vehicles available to use for the same trips on the survey days, ranging from 48% on the D Branch to 75% on the B Branch. Overall, 77% were from households with less than 1.0 vehicle per capita.

2.12 SERVICE QUALITY

Survey respondents were asked to rate the Green Line on a scale from "1" (poor) to "5" (excellent) for eleven measures of service quality. The rating "3" was labeled average. Most respondents rated the service quality for most measures as "3" or "4." The three service quality measures with the highest percentages of "excellent" ("5") ratings were fare collection (19%), announcement of stations (17%), and safety and security (15%), while the measures with the highest percentage of "1" and "2" ratings were availability of seating on trains (40%) and station amenities (42%).

Based on an averaging of all respondents' ratings, the three measures rated most favorably were safety and security (3.7), fare collection system (3.4), and announcement of stations (3.4). The measures rated least favorably were station amenities (2.6), availability of seating on trains (2.7), frequency of service (2.8) and parking availability (2.8). Respondents were also asked to indicate which three of the eleven service quality measures were most important to them. The top three for the entire Green Line and for each branch were reliability, frequency of service, and safety and security.

2.13 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 "B Branch trains should be able to preempt traffic signals at Warren Street, Harvard Street, Packards Corner, and many other stations." 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 frequent comments were complaints about unreliable service, discourtesy of MBTA personnel, overcrowded vehicles during peak hours, uncleanliness, and jerky stops and starts. Other frequent comments included requests for:

- More service (peak hour, early morning, late night, and weekend)
- Station amenities, especially restrooms
- Better communication about delays
- Real-time arrival information available at stations
- Better coordination of schedules between different modes

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.

*This chapter's tables begin
on the following page.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE

Entry Station: All Stops/Stations

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	40,636	52.9%	52.9%
Home-based School	8,668	11.3%	64.1%
Home-based Shopping	1,691	2.2%	66.3%
Home-based Social Activity	2,703	3.5%	69.9%
Home-based Personal Business	3,755	4.9%	74.7%
Home-based Work-related	1,760	2.3%	77.0%
Home-based Other	1,371	1.8%	78.8%
Work-based	10,328	13.4%	92.2%
Non-Home/Non-Work-based	5,964	7.8%	100.0%
TOTAL	76,875		
No Answer	2,780		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	50,787	64.3%
Speed/travel time	21,516	27.3%
Avoid driving/traffic	42,414	53.7%
Avoid parking at destination	39,859	50.5%
Environmentally responsible	36,887	46.7%
Less expensive	34,636	43.9%
Can read/do work	25,324	32.1%
Only transportation available	21,767	27.6%
Other	1,504	1.9%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	78,937	

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	34,282	44.4%	Drive alone	11,917	36.5%
No	42,938	55.6%	Non-MBTA bus	795	2.4%
TOTAL	77,220	100.0%	Carpool/vanpool	4,123	12.6%
No Answer	2,435		Bicycle	3,863	11.8%
			Other MBTA service	9,695	29.7%
			Other	9,909	30.4%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	32,611	
			(No other modes reported)	1,671	

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

Origin Locations and Activities

Expanded Results

GREEN LINE

Entry Station: All Stops/Stations

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	7,107	8.9%	0.6%	89.4%	1.8%	2.6%	0.8%	3.1%	1.0%	0.6%	0.2%
Brookline: North Brookline	7,092	8.9%	0.7%	81.2%	1.1%	4.3%	2.2%	6.8%		2.3%	1.4%
Boston: Fenway	5,616	7.1%	0.5%	57.6%	12.1%	11.2%	2.0%	5.2%	2.5%	6.0%	2.8%
Boston: Allston	5,041	6.3%	1.0%	90.9%	0.1%	1.2%	2.8%	1.3%	1.3%	0.6%	0.8%
Brookline: South Brookline	5,017	6.3%	0.4%	83.8%	3.1%	4.9%	0.6%	3.3%	1.1%	0.6%	2.3%
Boston: Back Bay	4,682	5.9%	0.4%	55.2%	2.0%	10.1%	5.7%	10.5%	5.1%	7.8%	3.3%
Boston: Longwood Med Area	4,656	5.8%	2.2%	29.8%	21.2%	23.2%	0.2%	16.1%	4.8%	1.5%	0.9%
Boston: B U	4,114	5.2%	3.0%	24.5%	37.8%	16.5%	2.2%	7.2%	4.1%	1.6%	3.1%
Newton	3,033	3.8%	0.4%	82.6%	3.1%	5.7%	0.8%	3.3%	1.5%	0.8%	1.9%
Boston: Park Square	2,884	3.6%	1.5%	19.2%	12.8%	36.9%	2.3%	5.7%	7.9%	7.7%	6.1%
Boston: Govt Center	2,822	3.5%	2.2%	13.8%	3.3%	38.9%		18.1%	10.1%	7.9%	5.6%
Boston: Financial/Retail	2,696	3.4%	1.2%	14.0%	5.8%	38.5%	11.4%	6.7%	9.8%	9.0%	3.6%
Boston: Prudential/Hancock	2,681	3.4%	1.9%	31.3%	1.3%	16.2%	7.0%	4.1%	18.1%	13.5%	6.5%
Boston: North End	2,538	3.2%	2.1%	67.5%	0.9%	14.1%		1.5%	5.6%	7.5%	0.9%
Unspecified	2,056	2.6%	15.1%	38.2%	6.5%	11.6%	3.6%	10.7%	1.8%	7.5%	5.0%
Cambridge: East Cambridge	1,832	2.3%		61.9%	1.1%	13.5%	6.4%	4.3%	6.5%	3.2%	3.2%
Boston: South End	1,219	1.5%		79.5%	1.3%	8.2%		2.5%	1.8%	4.0%	2.7%
Boston: Beacon Hill	1,145	1.4%		70.3%	7.2%	8.4%		5.8%	5.5%	2.8%	
Boston: Jamaica Plain	1,019	1.3%	3.9%	80.0%		8.2%		3.6%		1.6%	2.7%
Chelsea	655	0.8%		100.0%							
Newton: Chestnut Hill	602	0.8%	4.3%	38.5%	41.6%	1.3%		3.0%	7.9%	3.5%	
Somerville: Spring Hill	557	0.7%	1.8%	89.3%		3.5%	1.8%		3.5%		
Salem	521	0.7%	6.7%	86.5%	3.1%	3.6%					
Cambridge: Central Square	497	0.6%		85.9%	4.6%			7.8%			1.7%
Lynn	465	0.6%		100.0%							
Brookline: Chestnut Hill	427	0.5%		79.0%	4.2%			16.7%			
Other (< 0.5 % of riders)	8,681	10.9%	3.4%	83.9%	1.4%	6.5%	0.4%	1.6%	1.4%	0.9%	0.5%
OVERALL TOTAL	79,655	100.0%	1.8%	63.2%	6.4%	11.5%	2.1%	5.7%	3.6%	3.5%	2.1%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE

Expanded Results

Entry Station: All Stops/Stations

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	63,572	80.7%
Drive/Park Access	2,805	3.6%
Drop-off Access	1,133	1.4%
Taxi Access	50	0.1%
Shuttle/Van Access	393	0.5%
Bicycle Access	113	0.1%
Other Access	161	0.2%
Total Private Trans.	68,228	86.6%
MBTA Bus	5,700	7.2%
Other Bus	259	0.3%
Commuter Rail	4,366	5.5%
Boat	200	0.3%
Other	50	0.1%
Total Public Trans.	10,574	13.4%
TOTAL	78,802	100.0%
No Answer	853	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	38,267	65.2%	428	17.4%	339	33.0%	190	33.0%	39,224	62.5%
6-10	15,042	25.6%	453	18.4%	251	24.4%	154	26.8%	15,901	25.3%
11-15	3,558	6.1%	554	22.5%	141	13.7%	114	19.9%	4,367	7.0%
16-20	1,290	2.2%	354	14.4%	88	8.5%	79	13.8%	1,811	2.9%
21-30	538	0.9%	386	15.7%	78	7.6%	0	0.0%	1,002	1.6%
31-45	18	0.0%	167	6.8%	50	4.9%	21	3.7%	256	0.4%
Over 45	0	0.0%	119	4.8%	81	7.9%	16	2.8%	216	0.3%
TOTAL	58,713	100.0%	2,461	100.0%	1,027	100.0%	576	100.0%	62,777	100.0%
No Answer	4,859		344		106		142		5,451	
Avg. Time (min)		6.0		18.8		16.3		13.1		6.7

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE

Expanded Results

Entry Station: All Stops/Stations

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Salem	466
Lowell	261
Beverly	248
Lynn	181
Anderson/Woburn	172
Newburyport	148
West Concord	127
Swampscott	124
West Medford	118
Wakefield	105
Ipswich	102
South Acton	99
Sharon	97
Reading	97
Providence	96
Attleboro	94
Haverhill	89
Andover	86
Lawrence	86
Rockport	83
Mansfield	78
Ayer	70
North Billerica	70
Winchester Center	70
Concord	67
Other stations	1,129

Boat, Boarded at Dock Indicated:	Number of Riders
Hingham	141
Quincy	32
Hull	27

MBTA Bus Routes:	Number of Riders
57	899
111	697
88	386
69	288
39	265
80	250
1	250
450	214
51	208
87	197
9	190
66	172
59	153
60	148
749	132
326	117
455	108
426	87
354	76
52	73
65	71
86	68
502	67
451	63
325	54
92	40
15	40
8	36
93	35
55	35
Other routes	281

Other Bus Routes:	Number of Riders
CJ	43
BEX	31
BBL	28
PB	28
CCO	22
RIPTA	16
Unspecified Bus	91

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE

Entry Station: All Stops/Stations

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	264	0.3%		Oak Grove	107	0.1%	
Davis	492	0.6%		Malden	182	0.2%	
Porter	274	0.3%		Wellington	106	0.1%	
Harvard	1,286	1.6%		Sullivan Square	209	0.3%	
Central	884	1.1%		Community College	141	0.2%	
Kendall/MIT	1,581	2.0%		North Station-O	0	0.0%	
Charles/MGH	842	1.1%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	61	0.1%	
Downtown Crossing-R	189	0.2%		Downtown Crossing-O	10	0.0%	
South Station	2,547	3.2%		Chinatown	14	0.0%	
Broadway	143	0.2%		NE Medical Center	45	0.1%	
Andrew	116	0.1%		Back Bay	0	0.0%	
JFK/UMass	605	0.8%		Massachusetts Ave	4	0.0%	
Savin Hill	71	0.1%		Ruggles	55	0.1%	
Fields Corner	87	0.1%		Roxbury Crossing	15	0.0%	
Shawmut	84	0.1%		Jackson Square	21	0.0%	
Ashmont-R	92	0.1%	37	Stony Brook	11	0.0%	
North Quincy	160	0.2%		Green Street	23	0.0%	
Wollaston	54	0.1%		Forest Hills	128	0.2%	
Quincy Center	235	0.3%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	198	0.3%		Orange Line Total:	1,133	1.4%	
Braintree	113	0.1%					
Red Line: Unspecified	34	0.0%					
Red Line Total:	10,349	13.1%					
Blue Line				Mattapan High Speed Line			
Wonderland	112	0.1%		Ashmont-M	0	0.0%	
Revere Beach	88	0.1%		Cedar Grove	0	0.0%	
Beachmont	31	0.0%		Butler	19	0.0%	
Suffolk Downs	74	0.1%		Milton	18	0.0%	
Orient Heights	126	0.2%		Central Avenue	0	0.0%	
Wood Island	51	0.1%		Valley Road	0	0.0%	
Airport	504	0.6%		Capen Street	0	0.0%	
Maverick	201	0.3%		Mattapan	0	0.0%	
Aquarium	348	0.4%		Mattapan Line Total:	37	0.0%	
State-B	83	0.1%					
Government Center-B	0	0.0%					
Bowdoin	54	0.1%					
Blue Line: Unspecified	4	0.0%					
Blue Line Total:	1,678	2.1%					

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE

Expanded Results

Entry Station: All Stops/Stations

Green Line	Percent of			Summary	Percent of	
	Exits:	Riders	Transfers:*		Exits:	Riders
Lechmere	1,457	1.8%		Red Line Total:	10,349	13.1%
Science Park	298	0.4%		Mattapan Line Total:	37	0.0%
North Station-G	2,186	2.8%	1,058	Orange Line Total:	1,133	1.4%
Haymarket-G	712	0.9%	21	Blue Line Total:	1,678	2.1%
Government Center-G	6,309	8.0%	3,110	Green Line Total:	65,623	83.3%
Park Street-G	7,149	9.1%	10,944	Overall Total	78,819	100.0%
Boylston	4,049	5.1%	28	No Response	837	
Arlington	4,140	5.3%	397			
Copley	5,740	7.3%	520			
Hynes Convention Center	3,880	4.9%				
Kenmore	2,296	2.9%	476			
Prudential	1,123	1.4%				
Symphony	489	0.6%				
B Blandford-Babcock	5,476	6.9%				
B Pack.Cnr.-Warren St.	1,796	2.3%				
B Washington St.-BC	1,071	1.4%	162			
C St.Mary's-Summit/Winchest	3,046	3.9%				
C Brandon-Cleveland Cir.	1,041	1.3%	101			
D Fenway-Longwood	3,691	4.7%				
D Brook. Vill.-Brook.Hills	1,481	1.9%	52			
D Beaconsfield-Ches.Hill	1,326	1.7%	68			
D Newton Ctr.-Eliot	1,657	2.1%				
D Waban-Riverside	1,066	1.4%				
E Northeastern-Museum	1,313	1.7%	11			
E Long.Med.-Brig Cir.	2,340	3.0%				
E Fenwood Rd-Heath	483	0.6%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	23	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	65,623	83.3%				

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE

Exit Station: All Stops/Stations

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	1,066	1.2%		Oak Grove	244	0.3%	
Davis	1,341	1.5%		Malden	877	1.0%	
Porter	830	0.9%		Wellington	393	0.4%	
Harvard	1,740	2.0%		Sullivan Square	539	0.6%	
Central	859	1.0%		Community College	212	0.2%	
Kendall/MIT	624	0.7%		North Station-O	0	0.0%	
Charles/MGH	470	0.5%		Haymarket-O	36	0.0%	
Park Street-R	0	0.0%		State-O	12	0.0%	
Downtown Crossing-R	46	0.1%		Downtown Crossing-O	0	0.0%	
South Station	1,353	1.5%		Chinatown	41	0.0%	
Broadway	356	0.4%		NE Medical Center	31	0.0%	
Andrew	542	0.6%		Back Bay	125	0.1%	
JFK/UMass	602	0.7%		Massachusetts Ave	0	0.0%	
Savin Hill	158	0.2%		Ruggles	186	0.2%	
Fields Corner	629	0.7%		Roxbury Crossing	0	0.0%	
Shawmut	286	0.3%		Jackson Square	194	0.2%	
Ashmont-R	623	0.7%	165	Stony Brook	210	0.2%	
North Quincy	632	0.7%		Green Street	87	0.1%	
Wollaston	552	0.6%		Forest Hills	402	0.5%	
Quincy Center	997	1.1%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	398	0.4%		Orange Line Total:	3,589	4.0%	
Braintree	505	0.6%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	14,608	16.4%					

Blue Line

Wonderland	613	0.7%
Revere Beach	499	0.6%
Beachmont	269	0.3%
Suffolk Downs	74	0.1%
Orient Heights	604	0.7%
Wood Island	324	0.4%
Airport	781	0.9%
Maverick	1,319	1.5%
Aquarium	361	0.4%
State-B	39	0.0%
Government Center-B	0	0.0%
Bowdoin	68	0.1%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	4,950	5.6%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	26	0.0%
Butler	7	0.0%
Milton	16	0.0%
Central Avenue	31	0.0%
Valley Road	0	0.0%
Capen Street	17	0.0%
Mattapan	68	0.1%
Mattapan Line Total:	165	0.2%

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE

Expanded Results

Exit Station: All Stops/Stations

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	2,668	3.0%		Red Line Total:	14,608	16.4%
Science Park	408	0.5%		Mattapan Line Total:	165	0.2%
North Station-G	4,085	4.6%	2,229	Orange Line Total:	3,589	4.0%
Haymarket-G	2,331	2.6%	172	Blue Line Total:	4,950	5.6%
Government Center-G	2,498	2.8%	6,803	Green Line Total:	65,617	73.8%
Park Street-G	4,015	4.5%	15,482	Overall Total	88,931	100.0%
Boylston	2,486	2.8%	17	No Response	0	
Arlington	1,389	1.6%	397			
Copley	4,076	4.6%	427			
Hynes Convention Center	2,685	3.0%				
Kenmore	2,731	3.1%	476			
Prudential	682	0.8%				
Symphony	770	0.9%				
B Blandford-Babcock	3,842	4.3%				
B Pack.Cnr.-Warren St.	5,612	6.3%				
B Washington St.-BC	2,582	2.9%	34			
C St.Mary's-Summit/Winchest	4,117	4.6%				
C Brandon-Cleveland Cir.	2,997	3.4%	34			
D Fenway-Longwood	1,624	1.8%				
D Brook. Vill.-Brook.Hills	2,639	3.0%				
D Beaconsfield-Ches.Hill	2,901	3.3%	263			
D Newton Ctr.-Eliot	1,703	1.9%				
D Waban-Riverside	2,331	2.6%				
E Northeastern-Museum	1,408	1.6%				
E Long.Med.-Brig Cir.	2,108	2.4%				
E Fenwood Rd-Heath	930	1.0%	52			
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	65,617	73.8%				

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE

Expanded Results

Exit Station: All Stops/Stations

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	79,481	91.8%
Drive/Park Egress	911	1.1%
Pick-up Egress	472	0.5%
Taxi Egress	107	0.1%
Shuttle/Van Egress	1,181	1.4%
Bicycle Egress	24	0.0%
Other Egress	167	0.2%
Total Private Trans.	82,342	95.1%
MBTA Bus	3,246	3.7%
Other Bus	105	0.1%
Commuter Rail	811	0.9%
Boat	5	0.0%
Other	68	0.1%
Total Public Trans.	4,235	4.9%
TOTAL	86,576	100.0%
No Answer	1,738	

Trip time from station 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	45,023	65.8%	174	24.9%	84	25.6%	88	7.4%	45,368	64.2%
6-10	15,935	23.3%	142	20.4%	32	9.9%	522	43.9%	16,631	23.5%
11-15	5,160	7.5%	55	7.9%	88	26.7%	319	26.8%	5,621	8.0%
16-20	2,149	3.1%	121	17.4%	58	17.8%	171	14.4%	2,499	3.5%
21-30	112	0.2%	68	9.8%	16	4.8%	79	6.6%	275	0.4%
31-45	44	0.1%	86	12.4%	29	8.7%	11	0.9%	170	0.2%
Over 45	0	0.0%	50	7.2%	21	6.5%	0	0.0%	72	0.1%
TOTAL	68,423	100.0%	697	100.0%	328	100.0%	1,188	100.0%	70,636	100.0%
No Answer	11,058		214		144		290		11,706	
Avg. Time (min)	6.1		21.2		19.4		13.5		6.5	

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE

Expanded Results

Exit Station: All Stops/Stations

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders	MBTA Bus Routes:	Number of Riders
Lowell	119	1	600
Salem	59	57	298
Beverly	49	749	265
Brandeis/Roberts	47	59	243
Newburyport	43	66	219
Amtrak Dover NH	37	69	147
Ipswich	33	CT1	135
Chelsea	32	60	134
Winchester Center	32	88	123
North Billerica	30	52	115
Route 128	27	19	78
Wakefield	25	86	76
Providence	24	87	74
Commuter Rail: Unspecified	23	111	73
Waltham	23	9	68
West Medford	23	8	66
Haverhill	22	51	61
Littleton/Route 495	20	CT2	42
Swampscott	20	65	40
Lawrence	20	55	38
Wellesley Square	17	93	37
Shirley	15	80	35
Andover	14	134	31
River Works	14	39	29
Wellesley Hills	9	10	28
Other stations	35	47	27
		112	26
		70	26
		502	20
		426	18
		Other routes	74
Boat, Alighted at Dock Indicated:	Number of Riders	Other Bus Routes:	Number of Riders
Charlestown Navy Yard	5	CON	7
		Unspecified Bus	97

Destination Locations and Activities

GREEN LINE

Expanded Results

Exit Station: All Stops/Stations

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Back Bay	9,959	11.2%	0.4%	5.2%	3.4%	62.7%	7.2%	7.4%	4.0%	5.6%	4.2%
Boston: Park Square	8,284	9.3%	0.7%	2.5%	12.8%	69.0%	1.2%	2.9%	3.8%	5.0%	2.0%
Boston: Longwood Med Area	8,096	9.1%	0.1%	4.6%	10.0%	67.5%	0.6%	12.1%	2.2%	1.5%	1.3%
Boston: Govt Center	7,571	8.5%	1.1%	0.4%	5.3%	75.3%	0.7%	3.6%	7.8%	2.7%	3.1%
Boston: B U	7,309	8.2%	1.3%	2.5%	41.5%	44.1%	1.8%	4.0%	3.0%	1.2%	0.5%
Boston: Fenway	6,992	7.9%	1.9%	9.3%	13.7%	48.8%	2.1%	5.6%	2.9%	13.6%	2.1%
Boston: Financial/Retail	6,770	7.6%	0.9%	1.3%	1.9%	78.0%	4.2%	4.3%	3.4%	3.8%	2.2%
Boston: Prudential/Hancock	5,957	6.7%	0.5%	1.7%	3.7%	70.5%	6.0%	4.2%	3.3%	5.6%	4.3%
Brookline: North Brookline	4,318	4.9%	1.0%	30.6%	1.7%	29.0%	7.7%	17.0%	2.9%	7.4%	2.7%
Newton	2,963	3.3%	2.4%	28.9%	3.3%	49.8%	1.4%	6.4%	1.1%	3.1%	3.5%
Brookline: South Brookline	2,781	3.1%	1.4%	32.7%	7.1%	40.6%	1.3%	10.0%	1.7%	3.2%	2.0%
Boston: North End	2,776	3.1%	3.2%	8.4%	1.4%	68.8%		5.3%	3.8%	4.7%	4.3%
Boston: Brighton	2,412	2.7%	2.3%	42.7%	11.0%	29.7%	1.3%	4.5%	2.3%	1.7%	4.5%
Boston: Allston	1,739	2.0%	0.4%	61.1%	0.9%	23.2%	5.6%	1.6%	3.5%	2.6%	1.1%
Cambridge: East Cambridge	1,721	1.9%	1.8%	1.6%		74.6%	10.7%	1.3%	8.9%	1.0%	
Boston: South End	1,177	1.3%		11.1%	14.4%	64.1%		5.7%	2.5%	2.2%	
Cambridge: Kendall/MIT	822	0.9%		2.4%	7.6%	69.3%	15.4%	0.5%		1.8%	2.8%
Boston: Waterfront	744	0.8%				90.1%				6.4%	3.4%
Newton: Chestnut Hill	687	0.8%		15.3%	36.5%	46.6%		1.6%			
Boston: Beacon Hill	669	0.8%		11.6%	1.1%	75.9%		3.6%	1.8%	3.9%	2.1%
Boston: Jamaica Plain	476	0.5%		21.3%		42.4%		18.4%	11.3%		6.6%
Brookline: Chestnut Hill	470	0.5%	1.7%	28.5%	8.9%	56.9%	2.6%			1.3%	
Other (< 0.5 % of riders)	4,231	4.8%	7.1%	27.9%	4.0%	48.2%	0.5%	2.4%	2.0%	3.7%	4.1%
OVERALL TOTAL	88,925	100.0%	1.3%	10.5%	9.4%	59.3%	3.1%	5.9%	3.5%	4.4%	2.6%

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

MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE

Expanded Results

Entry Station: All Stops/Stations

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Back Bay	Boston: B U	Boston: Govt Center	Boston: Park Square	Boston: Longwood Med Area	Boston: Fenway	Boston: Prudential/ Hancock	Brookline: North Brookline	Cambridge : Kendall/MI	Other & % of Row	Row Total & % of Overall
Boston: Brighton	645	515	944	608	596	534	403	489	196	182	1834	7107
											25.8%	8.9%
Brookline: North Brookline	973	677	419	594	730	80	329	383	189	294	2296	7092
											32.4%	8.9%
Boston: Fenway	744	324	125	583	367	211	120	147	249	131	2524	5616
											44.9%	7.1%
Boston: Allston	450	354	946	506	520	107	196	405	30	82	1422	5041
											28.2%	6.3%
Brookline: South Brookline	685	321	231	517	364	374	314	309	134	202	1431	5017
											28.5%	6.3%
Boston: Back Bay	794	31	142	453	211	336	183	0	263	198	1941	4682
											41.5%	5.9%
Boston: Longwood Med Area	328	590	42	237	381	33	182	307	17	149	2273	4656
											48.8%	5.8%
Boston: B U	342	185	975	117	106	11	388	171	281	39	1442	4114
											35.0%	5.2%
Newton	315	217	94	259	200	523	216	163	33	87	796	3033
											26.2%	3.8%
Boston: Park Square	99	155	193	105	15	276	230	101	219	15	1294	2884
											44.9%	3.6%
Boston: Govt Center	0	397	21	0	128	230	189	104	317	63	1278	2822
											45.3%	3.5%
Boston: Financial/Retail	0	288	239	22	128	162	245	225	233	63	953	2696
											35.3%	3.4%
Boston: Prudential/Hancock	439	18	118	215	134	85	136	0	210	116	1162	2696
											43.3%	3.4%
Boston: North End	26	467	187	0	208	144	155	222	98	139	820	2538
											32.3%	3.2%
Unspecified	94	133	75	247	135	131	122	129	100	39	737	2056
											35.8%	2.6%
Cambridge: East Cambridge	335	125	20	233	101	99	79	91	59	39	573	1832
											31.3%	2.3%
Boston: South End	0	50	73	111	39	171	63	0	99	94	444	1219
											36.4%	1.5%
Boston: Beacon Hill	43	171	34	0	0	168	90	124	209	0	290	1145
											25.3%	1.4%
Other & % of Column	650	1260	919	918	1350	1606	927	734	422	306	2959	12406
	9.2%	20.0%	15.6%	15.9%	23.5%	30.0%	19.9%	17.7%	12.6%	13.5%	23.8%	15.6%
Column Total & % of Overall	7087	6305	5883	5791	5740	5345	4663	4153	3357	2263	26888	79655
	8.9%	7.9%	7.4%	7.3%	7.2%	6.7%	5.9%	5.2%	4.2%	2.8%	33.8%	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE

Entry Station: All Stops/Stations

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	1,066	1.4%	1.4%
19 - 24	18,410	23.3%	24.7%
25 - 34	23,024	29.2%	53.8%
35 - 44	11,654	14.8%	68.6%
45 - 64	19,408	24.6%	93.1%
65 and Older	5,421	6.9%	100.0%
TOTAL	78,984	100.0%	100.0%
No Answer	671		

Gender of Riders:	Number of Riders	Percent of Riders
Male	32,184	41.9%
Female	44,634	58.1%
Transgender	53	0.1%
TOTAL	76,870	100.0%
No Answer	2,785	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	10,724	14.9%	14.9%
\$20,000 - \$29,999	4,230	5.9%	20.8%
\$30,000 - \$39,999	5,256	7.3%	28.2%
\$40,000 - \$49,999	5,860	8.2%	36.3%
\$50,000 - \$59,999	5,846	8.1%	44.5%
\$60,000 - \$74,999	7,145	10.0%	54.4%
\$75,000 - \$99,999	10,377	14.5%	68.9%
\$100,000 or more	22,307	31.1%	100.0%
TOTAL	71,744	100.0%	100.0%
No Answer	7,911		

Mean Household Size: 2.33



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE

Entry Station: All Stops/Stations

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	694	0.9%
Black or African-American	4,004	5.3%
Native Hawaiian or Other Pacific Islander	242	0.3%
Asian	8,459	11.1%
White	60,908	80.3%
Other	3,337	4.4%
 Riders who gave at least 1 response	 75,898	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	4,271	5.7%
No	71,174	94.3%
TOTAL	75,445	100.0%
No Answer	4,210	



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE

Expanded Results

Entry Station: All Stops/Stations

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	6,335	8.0%	8.0%
One Day	3,129	4.0%	12.0%
Two Days	4,117	5.2%	17.2%
Three Days	6,051	7.7%	24.9%
Four Days	6,000	7.6%	32.5%
Five Days	31,333	39.8%	72.3%
Six Days	8,455	10.7%	83.0%
Seven Days	11,527	14.6%	97.6%
Only Visiting	1,873	2.4%	100.0%
TOTAL	78,820	100.0%	100.0%
No Answer	835		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	13,041 17.6%	3,437 4.6%	244 0.3%	816	16,721 22.5%
Occasionally	810 1.1%	38,098 51.4%	2,907 3.9%	2,200	41,815 56.4%
Not at all	123 0.2%	684 0.9%	14,809 20.0%	483	15,616 21.1%
No Answer	156	324	98	1,427	
Sunday Total	13,974 18.8%	42,218 56.9%	17,960 24.2%		74,153 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE

Expanded Results

Entry Station: All Stops/Stations

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	18,910	24.1%	3.4
Pay-per-ride CharlieTicket (paper)	2,675	3.4%	3.4
Monthly pass	49,196	62.7%	5.0
Full cash fare on-board trolley	385	0.5%	2.7
Reduced fare	3,801	4.8%	3.0
<i>Student</i>	156	0.2%	4.6
<i>Senior</i>	2,889	3.7%	2.6
<i>Disability</i>	734	0.9%	4.2
<i>No Reduced Fare Selected</i>	21	0.0%	3.0
Child under age 12 free fare	13	0.0%	1.9
Blind Access Card	66	0.1%	5.1
1-Day LinkPass	57	0.1%	7.0
7-Day LinkPass	3,235	4.1%	5.4
Other	147	0.2%	3.8
No Fare Payment Type Selected	1,170		
All Payment Types	78,485	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 Line Used/Wk.
Link (Subway + Bus)	39,193	49.9%	5.1
Zone	7,083	9.0%	4.6
Boat	193	0.2%	5.2
Inner Express Bus	841	1.1%	4.2
Outer Express Bus	137	0.2%	4.7
Student	385	0.5%	5.1
Senior	723	0.9%	4.7
Disability	501	0.6%	4.7
No Pass Selected	141	0.2%	5.5
Total Riders Using Monthly Passes	49,196	62.7%	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 Line Used/Wk.
1A	1,749	2.2%	5.4
1	509	0.6%	4.5
2	1,090	1.4%	3.9
3	833	1.1%	4.2
4	666	0.8%	4.2
5	379	0.5%	4.8
6	690	0.9%	4.9
7	428	0.5%	4.1
8	599	0.8%	4.5
Interzone	0	0.0%	0.0
No Zone Selected	140	0.2%	4.4
Total Riders Using Zone Passes	7,083	9.0%	4.6

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE

Expanded Results

Entry Station: All Stops/Stations

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	70,144	89.0%
Not Licensed	8,680	11.0%
TOTAL	78,824	100.0%
No Answer	831	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	28,048	35.9%
1 vehicle	30,663	39.3%
2 vehicles	14,411	18.5%
3 or more vehicles	4,945	6.3%
TOTAL	78,067	100.0%
No Answer	1,588	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	32,476	41.4%
No	46,025	58.6%
TOTAL	78,502	100.0%
No Answer	1,154	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	26,839	35.5%	35.5%
0.01 to 0.49 vehicles	9,648	12.8%	48.3%
0.50 to 0.99 vehicles	21,808	28.9%	77.2%
1.00 to 1.49 vehicles	15,590	20.6%	97.8%
1.50 to 1.99 vehicles	1,153	1.5%	99.4%
2 or more vehicles	489	0.6%	100.0%
TOTAL RESPONSES	75,527		



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE

Entry Station: All Stops/Stations

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	10.9%	19.4%	40.2%	24.6%	4.9%	76,983	2,672	40,780
Safety and security	3.7	1.6%	5.1%	31.7%	46.2%	15.3%	77,139	2,517	17,736
Cleanliness/condition of vehicles	3.1	6.4%	16.5%	44.5%	28.1%	4.5%	77,455	2,200	7,842
Courtesy of train crews	3.2	5.6%	14.8%	41.5%	29.5%	8.6%	76,508	3,147	3,567
Announcement of stations	3.4	6.6%	13.7%	30.1%	32.3%	17.3%	76,916	2,739	2,369
Availability of seating on trains	2.7	14.4%	24.9%	40.7%	16.9%	3.2%	77,519	2,136	9,255
Frequency of service	2.8	11.9%	24.2%	37.8%	21.4%	4.8%	77,383	2,273	32,008
Travel time/speed	3.0	10.4%	19.3%	38.3%	26.5%	5.4%	77,387	2,268	22,406
Parking availability	2.8	15.0%	19.2%	42.3%	16.5%	7.0%	37,101	42,554	1,557
Station amenities	2.6	15.9%	25.5%	42.8%	13.5%	2.2%	63,337	16,318	766
Fare collection system	3.5	7.9%	11.3%	27.8%	33.7%	19.3%	75,625	4,030	3,275

* 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.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY
Entry Station: All Stations

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	18,975	51.9%	51.9%
Home-based School	1,792	4.9%	56.8%
Home-based Shopping	771	2.1%	58.9%
Home-based Social Activity	1,727	4.7%	63.6%
Home-based Personal Business	2,147	5.9%	69.5%
Home-based Work-related	1,113	3.0%	72.5%
Home-based Other	709	1.9%	74.4%
Work-based	6,363	17.4%	91.8%
Non-Home/Non-Work-based	2,986	8.2%	100.0%
TOTAL	36,583		
No Answer	1,546		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	25,197	66.4%
Speed/travel time	12,137	32.0%
Avoid driving/traffic	21,709	57.2%
Avoid parking at destination	19,324	50.9%
Environmentally responsible	18,165	47.9%
Less expensive	16,058	42.3%
Can read/do work	12,078	31.8%
Only transportation available	8,764	23.1%
Other	529	1.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	37,934	

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	16,030	43.6%	Drive alone	5,427	35.7%
No	20,730	56.4%	Non-MBTA bus	185	1.2%
TOTAL	36,761	100.0%	Carpool/vanpool	1,685	11.1%
No Answer	1,368		Bicycle	1,740	11.4%
			Other MBTA service	4,351	28.6%
			Other	5,095	33.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	15,211	
			(No other modes reported)	820	

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

Origin Locations and Activities

Expanded Results

GREEN LINE-SUBWAY

Entry Station: All Stations

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
Boston: Back Bay	4,682	12.3%	0.4%	55.2%	2.0%	10.1%	5.7%	10.5%	5.1%	7.8%	3.3%
Boston: Fenway	3,310	8.7%	0.5%	65.6%	1.9%	11.6%	1.4%	5.8%	2.3%	7.3%	3.8%
Boston: Park Square	2,884	7.6%	1.5%	19.2%	12.8%	36.9%	2.3%	5.7%	7.9%	7.7%	6.1%
Boston: Govt Center	2,822	7.4%	2.2%	13.8%	3.3%	38.9%		18.1%	10.1%	7.9%	5.6%
Boston: Financial/Retail	2,696	7.1%	1.2%	14.0%	5.8%	38.5%	11.4%	6.7%	9.8%	9.0%	3.6%
Boston: Prudential/Hancock	2,666	7.0%	1.9%	30.9%	1.3%	16.3%	7.1%	4.2%	18.2%	13.6%	6.5%
Boston: North End	2,538	6.7%	2.1%	67.5%	0.9%	14.1%		1.5%	5.6%	7.5%	0.9%
Cambridge: East Cambridge	1,832	4.8%		61.9%	1.1%	13.5%	6.4%	4.3%	6.5%	3.2%	3.2%
Unspecified	1,212	3.2%	23.5%	25.5%	6.2%	10.2%	5.0%	12.1%	3.0%	9.1%	5.4%
Boston: South End	1,211	3.2%		80.0%	1.3%	7.6%		2.5%	1.8%	4.0%	2.7%
Boston: Beacon Hill	1,145	3.0%		70.3%	7.2%	8.4%		5.8%	5.5%	2.8%	
Chelsea	655	1.7%		100.0%							
Boston: B U	612	1.6%		43.7%	21.0%	25.2%		4.2%	4.2%		1.8%
Boston: Brighton	567	1.5%		77.4%		4.5%		18.1%			
Somerville: Spring Hill	554	1.5%	1.8%	89.3%		3.5%	1.8%		3.5%		
Salem	521	1.4%	6.7%	86.5%	3.1%	3.6%					
Lynn	465	1.2%		100.0%							
Cambridge: Central Square	331	0.9%		88.2%				11.8%			
Beverly	325	0.9%	5.8%	88.3%				5.8%			
Boston: Allston	318	0.8%		91.9%							8.1%
Medford	315	0.8%		100.0%							
Boston: Charlestown	252	0.7%		72.5%			7.5%	12.5%		7.5%	
Boston: Waterfront	203	0.5%		32.0%		52.4%			15.5%		
Boston: So Bos Res	192	0.5%	8.1%	66.3%		8.1%	8.1%			9.3%	
Other (< 0.5 % of riders)	5,820	15.3%	4.1%	83.9%	0.6%	5.8%		4.4%	0.5%	0.5%	0.2%
OVERALL TOTAL	38,129	100.0%	2.3%	55.2%	3.2%	16.0%	2.9%	6.5%	5.4%	5.7%	2.9%

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: All Stations

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	27,073	72.1%
Drive/Park Access	571	1.5%
Drop-off Access	319	0.8%
Taxi Access	21	0.1%
Shuttle/Van Access	16	0.0%
Bicycle Access	37	0.1%
Other Access	85	0.2%
Total Private Trans.	28,123	74.9%
MBTA Bus	4,650	12.4%
Other Bus	213	0.6%
Commuter Rail	4,352	11.6%
Boat	200	0.5%
Other	22	0.1%
Total Public Trans.	9,437	25.1%
TOTAL	37,559	100.0%
No Answer	569	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	14,751	58.7%	116	24.3%	53	19.0%	32	23.1%	14,952	57.5%
6-10	7,735	30.8%	54	11.3%	81	29.1%	20	14.1%	7,889	30.3%
11-15	1,763	7.0%	143	30.0%	36	13.1%	0	0.0%	1,942	7.5%
16-20	580	2.3%	44	9.2%	11	3.9%	49	35.7%	684	2.6%
21-30	280	1.1%	90	19.0%	42	15.1%	0	0.0%	413	1.6%
31-45	18	0.1%	0	0.0%	10	3.7%	21	15.4%	49	0.2%
Over 45	0	0.0%	30	6.2%	45	16.1%	16	11.7%	90	0.3%
TOTAL	25,127	100.0%	477	100.0%	278	100.0%	138	100.0%	26,020	100.0%
No Answer	1,946		94		41		22		2,103	
Avg. Time (min)	6.7		18.2		20.4		22.9		7.1	

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: All Stations

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Salem	466
Lowell	261
Beverly	248
Lynn	181
Anderson/Woburn	172
Newburyport	148
West Concord	127
Swampscott	124
West Medford	118
Wakefield	105
Ipswich	102
South Acton	99
Sharon	97
Reading	97
Providence	96
Attleboro	94
Haverhill	89
Andover	86
Lawrence	86
Rockport	83
Mansfield	78
Ayer	70
North Billerica	70
Winchester Center	70
Concord	67
Other stations	1,115

Boat, Boarded at Dock Indicated:	Number of Riders
Hingham	141
Quincy	32
Hull	27

MBTA Bus Routes:	Number of Riders
57	845
111	697
88	386
69	288
80	250
1	250
450	214
87	197
9	190
39	156
749	124
326	117
60	114
455	108
426	87
354	76
502	67
451	63
325	54
92	40
65	37
93	35
55	35
10	33
468	32
19	26
70A	26
8	26
505	22
119	22
Other routes	35

Other Bus Routes:	Number of Riders
CJ	43
BEX	31
BBL	28
PB	28
CCO	22
RIPTA	16
Unspecified Bus	45



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: All Stations

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	169	0.4%		Oak Grove	45	0.1%	
Davis	233	0.6%		Malden	121	0.3%	
Porter	127	0.3%		Wellington	31	0.1%	
Harvard	872	2.3%		Sullivan Square	176	0.5%	
Central	615	1.6%		Community College	48	0.1%	
Kendall/MIT	748	2.0%		North Station-O	0	0.0%	
Charles/MGH	355	0.9%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	61	0.2%	
Downtown Crossing-R	111	0.3%		Downtown Crossing-O	10	0.0%	
South Station	1,053	2.8%		Chinatown	0	0.0%	
Broadway	48	0.1%		NE Medical Center	26	0.1%	
Andrew	69	0.2%		Back Bay	0	0.0%	
JFK/UMass	228	0.6%		Massachusetts Ave	0	0.0%	
Savin Hill	60	0.2%		Ruggles	47	0.1%	
Fields Corner	50	0.1%		Roxbury Crossing	15	0.0%	
Shawmut	84	0.2%		Jackson Square	0	0.0%	
Ashmont-R	66	0.2%	19	Stony Brook	0	0.0%	
North Quincy	80	0.2%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	20	0.1%	
Quincy Center	117	0.3%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	111	0.3%		Orange Line Total:	599	1.6%	
Braintree	91	0.2%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	5,287	14.0%					
Blue Line				Mattapan High Speed Line			
Wonderland	54	0.1%		Ashmont-M	0	0.0%	
Revere Beach	49	0.1%		Cedar Grove	0	0.0%	
Beachmont	31	0.1%		Butler	19	0.1%	
Suffolk Downs	63	0.2%		Milton	0	0.0%	
Orient Heights	75	0.2%		Central Avenue	0	0.0%	
Wood Island	10	0.0%		Valley Road	0	0.0%	
Airport	226	0.6%		Capen Street	0	0.0%	
Maverick	102	0.3%		Mattapan	0	0.0%	
Aquarium	259	0.7%		Mattapan Line Total:	19	0.1%	
State-B	51	0.1%					
Government Center-B	0	0.0%					
Bowdoin	35	0.1%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	957	2.5%					

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: All Stations

Green Line	Percent of			Summary	Percent of	
	Exits:	Riders	Transfers:*		Exits:	Riders
Lechmere	1,058	2.8%		Red Line Total:	5,287	14.0%
Science Park	203	0.5%		Mattapan Line Total:	19	0.1%
North Station-G	1,156	3.1%	550	Orange Line Total:	599	1.6%
Haymarket-G	502	1.3%		Blue Line Total:	957	2.5%
Government Center-G	2,930	7.8%	1,673	Green Line Total:	30,823	81.8%
Park Street-G	2,378	6.3%	5,530	Overall Total	37,685	100.0%
Boylston	1,522	4.0%	19	No Response	444	
Arlington	2,297	6.1%	75			
Copley	2,518	6.7%	258			
Hynes Convention Center	1,106	2.9%				
Kenmore	1,085	2.9%	227			
Prudential	685	1.8%				
Symphony	221	0.6%				
B Blandford-Babcock	2,023	5.4%				
B Pack.Cnr.-Warren St.	712	1.9%				
B Washington St.-BC	549	1.5%				
C St.Mary's-Summit/Winchest	1,944	5.2%				
C Brandon-Cleveland Cir.	632	1.7%				
D Fenway-Longwood	1,187	3.1%				
D Brook. Vill.-Brook.Hills	846	2.2%				
D Beaconsfield-Ches.Hill	734	1.9%				
D Newton Ctr.-Eliot	839	2.2%				
D Waban-Riverside	532	1.4%				
E Northeastern-Museum	842	2.2%				
E Long.Med.-Brig Cir.	1,986	5.3%				
E Fenwood Rd-Heath	338	0.9%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	30,823	81.8%				

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: All Stations

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	739	1.4%		Oak Grove	133	0.2%	
Davis	882	1.6%		Malden	318	0.6%	
Porter	522	1.0%		Wellington	216	0.4%	
Harvard	1,314	2.4%		Sullivan Square	339	0.6%	
Central	634	1.2%		Community College	125	0.2%	
Kendall/MIT	411	0.8%		North Station-O	0	0.0%	
Charles/MGH	213	0.4%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	804	1.5%		Chinatown	28	0.1%	
Broadway	202	0.4%		NE Medical Center	0	0.0%	
Andrew	448	0.8%		Back Bay	125	0.2%	
JFK/UMass	235	0.4%		Massachusetts Ave	0	0.0%	
Savin Hill	98	0.2%		Ruggles	91	0.2%	
Fields Corner	304	0.6%		Roxbury Crossing	0	0.0%	
Shawmut	205	0.4%		Jackson Square	92	0.2%	
Ashmont-R	346	0.6%	57	Stony Brook	133	0.2%	
North Quincy	502	0.9%		Green Street	37	0.1%	
Wollaston	321	0.6%		Forest Hills	155	0.3%	
Quincy Center	610	1.1%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	325	0.6%		Orange Line Total:	1,791	3.3%	
Braintree	311	0.6%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	9,426	17.3%					
Blue Line				Mattapan High Speed Line			
Wonderland	421	0.8%		Ashmont-M	0	0.0%	
Revere Beach	270	0.5%		Cedar Grove	18	0.0%	
Beachmont	220	0.4%		Butler	4	0.0%	
Suffolk Downs	57	0.1%		Milton	9	0.0%	
Orient Heights	400	0.7%		Central Avenue	0	0.0%	
Wood Island	233	0.4%		Valley Road	0	0.0%	
Airport	617	1.1%		Capen Street	17	0.0%	
Maverick	850	1.6%		Mattapan	9	0.0%	
Aquarium	243	0.4%		Mattapan Line Total:	57	0.1%	
State-B	39	0.1%					
Government Center-B	0	0.0%					
Bowdoin	29	0.1%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	3,378	6.2%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: All Stations

Green Line	Percent of		Transfers:*	Summary	Percent of	
	Entries:	Riders			Entries:	Riders
Lechmere	2,044	3.8%		Red Line Total:	9,426	17.3%
Science Park	307	0.6%		Mattapan Line Total:	57	0.1%
North Station-G	2,702	5.0%	1,400	Orange Line Total:	1,791	3.3%
Haymarket-G	1,755	3.2%	100	Blue Line Total:	3,378	6.2%
Government Center-G	1,207	2.2%	4,069	Green Line Total:	39,823	73.1%
Park Street-G	1,366	2.5%	9,635	Overall Total	54,475	100.0%
Boylston	966	1.8%	17	No Response	0	
Arlington	747	1.4%	13			
Copley	1,968	3.6%	363			
Hynes Convention Center	1,406	2.6%	17			
Kenmore	2,093	3.8%	8			
Prudential	357	0.7%				
Symphony	742	1.4%				
B Blandford-Babcock	1,734	3.2%				
B Pack.Cnr.-Warren St.	3,560	6.5%				
B Washington St.-BC	1,475	2.7%				
C St.Mary's-Summit/Winchest	3,257	6.0%				
C Brandon-Cleveland Cir.	2,222	4.1%				
D Fenway-Longwood	998	1.8%				
D Brook. Vill.-Brook.Hills	1,739	3.2%				
D Beaconsfield-Ches.Hill	1,352	2.5%				
D Newton Ctr.-Eliot	950	1.7%				
D Waban-Riverside	1,268	2.3%				
E Northeastern-Museum	1,039	1.9%				
E Long.Med.-Brig Cir.	1,981	3.6%				
E Fenwood Rd-Heath	588	1.1%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	39,823	73.1%				

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY
 Exit Station: All Stations

Expanded Results

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	48,986	92.0%
Drive/Park Egress	199	0.4%
Pick-up Egress	258	0.5%
Taxi Egress	16	0.0%
Shuttle/Van Egress	417	0.8%
Bicycle Egress	16	0.0%
Other Egress	74	0.1%
Total Private Trans.	49,967	93.9%
MBTA Bus	2,332	4.4%
Other Bus	80	0.1%
Commuter Rail	811	1.5%
Boat	5	0.0%
Other	34	0.1%
Total Public Trans.	3,261	6.1%
TOTAL	53,228	100.0%
No Answer	858	

Trip time from station 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	28,397	66.0%	50	25.8%	51	24.0%	9	2.3%	28,507	65.0%
6-10	10,564	24.5%	19	9.9%	24	11.4%	149	37.2%	10,756	24.5%
11-15	2,887	6.7%	7	3.7%	39	18.4%	156	39.1%	3,089	7.0%
16-20	1,147	2.7%	52	26.8%	58	27.2%	58	14.5%	1,315	3.0%
21-30	28	0.1%	0	0.0%	0	0.0%	28	6.9%	56	0.1%
31-45	26	0.1%	33	17.0%	26	12.0%	0	0.0%	84	0.2%
Over 45	0	0.0%	32	16.9%	15	7.0%	0	0.0%	48	0.1%
TOTAL	43,048	100.0%	192	100.0%	214	100.0%	400	100.0%	43,855	100.0%
No Answer	5,938		7		44		123		6,112	
Avg. Time (min)	6.1		28.7		20.1		14.4		6.3	

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: All Stations

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders	MBTA Bus Routes:	Number of Riders
Lowell	119	1	600
Salem	59	57	298
Beverly	49	749	265
Brandeis/Roberts	47	69	147
Newburyport	43	CT1	135
Amtrak Dover NH	37	88	123
Ipswich	33	19	78
Chelsea	32	87	74
Winchester Center	32	111	73
North Billerica	30	9	68
Route 128	27	60	67
Wakefield	25	8	60
Providence	24	55	38
Commuter Rail: Unspecified	23	93	37
Waltham	23	80	35
West Medford	23	134	31
Haverhill	22	10	28
Littleton/Route 495	20	65	27
Swampscott	20	112	26
Lawrence	20	70	26
Wellesley Square	17	39	20
Shirley	15	502	20
Andover	14	426	18
River Works	14	77	13
Wellesley Hills	9	354	10
Other stations	35	504	10
		170	5

Boat, Alighted at Dock Indicated:	Number of Riders
--	------------------

Charlestown Navy Yard	5
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Other Bus Routes:	Number of Riders
--------------------------	------------------

CON	7
Unspecified Bus	72

Destination Locations and Activities

GREEN LINE-SUBWAY
 Exit Station: All Stations

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Back Bay	9,959	18.3%	0.4%	5.2%	3.4%	62.7%	7.2%	7.4%	4.0%	5.6%	4.2%
Boston: Park Square	8,284	15.2%	0.7%	2.5%	12.8%	69.0%	1.2%	2.9%	3.8%	5.0%	2.0%
Boston: Govt Center	7,571	13.9%	1.1%	0.4%	5.3%	75.3%	0.7%	3.6%	7.8%	2.7%	3.1%
Boston: Financial/Retail	6,770	12.4%	0.9%	1.3%	1.9%	78.0%	4.2%	4.3%	3.4%	3.8%	2.2%
Boston: Prudential/Hancock	5,957	10.9%	0.5%	1.7%	3.7%	70.5%	6.0%	4.2%	3.3%	5.6%	4.3%
Boston: Fenway	3,529	6.5%	1.3%	12.1%	9.5%	45.7%	3.5%	7.3%	4.5%	13.4%	2.8%
Boston: North End	2,776	5.1%	3.2%	8.4%	1.4%	68.8%		5.3%	3.8%	4.7%	4.3%
Cambridge: East Cambridge	1,718	3.2%	1.8%	1.6%		74.5%	10.7%	1.3%	9.0%	1.0%	
Boston: South End	1,134	2.1%		11.5%	13.0%	64.7%		5.9%	2.6%	2.2%	
Cambridge: Kendall/MIT	760	1.4%		2.6%	7.9%	67.2%	16.7%	0.6%		2.0%	3.1%
Boston: Waterfront	744	1.4%				90.1%				6.4%	3.4%
Boston: B U	692	1.3%		4.8%	29.8%	60.6%		1.9%	2.9%		
Boston: Beacon Hill	669	1.2%		11.6%	1.1%	75.9%		3.6%	1.8%	3.9%	2.1%
Boston: Charlestown	424	0.8%		3.7%	10.9%	85.5%					
Boston: Longwood Med Area	420	0.8%			2.4%	74.6%		11.0%		5.7%	6.3%
Boston: Dwntwn Unspecified	391	0.7%	17.3%	2.8%	3.9%	41.9%	0.9%	12.9%		2.4%	17.9%
Other (< 0.5 % of riders)	2,672	4.9%	5.6%	36.8%	1.6%	43.0%	0.6%	2.0%	2.3%	5.5%	2.4%
OVERALL TOTAL	54,469	100.0%	1.2%	5.3%	5.6%	67.5%	3.6%	4.6%	4.2%	4.9%	3.1%

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

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: All Stations

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Back Bay	Boston: Financial/R etail	Boston: Longwood Med Area	Boston: Park Square	Boston: Govt Center	Brookline: North Brookline	Boston: Fenway	Boston: B U	Boston: Prudential/ Hancock	Newton	Other & % of Row	Row Total & % of Overall
Boston: Back Bay	31	794	336	211	453	263	183	142	0	131	1988	4682
											42.5%	12.3%
Boston: Fenway	133	574	26	206	338	201	95	88	26	45	1502	3310
											45.4%	8.7%
Boston: Park Square	155	99	276	15	105	219	230	193	101	183	1116	2884
											38.7%	7.6%
Boston: Govt Center	397	0	230	128	0	317	189	21	104	94	1310	2822
											46.4%	7.4%
Boston: Financial/Retail	288	0	162	128	22	233	245	239	225	139	754	2696
											28.0%	7.1%
Boston: Prudential/Hancock	18	439	70	134	215	210	136	118	0	49	1246	2666
											46.7%	7.0%
Boston: North End	467	26	144	208	0	98	155	187	222	71	909	2538
											35.8%	6.7%
Cambridge: East Cambridge	125	335	99	101	233	59	79	20	91	79	593	1832
											32.4%	4.8%
Unspecified	50	63	68	80	149	62	76	18	86	79	420	1212
											34.7%	3.2%
Boston: South End	50	0	171	39	111	99	63	73	0	66	522	1211
											43.1%	3.2%
Boston: Beacon Hill	171	43	168	0	0	209	90	34	124	15	189	1145
											16.5%	3.0%
Chelsea	22	0	0	145	0	0	128	0	63	9	288	655
											43.9%	1.7%
Boston: B U	62	77	11	51	26	77	0	51	0	48	209	655
											34.1%	1.7%
Boston: Brighton	121	22	0	26	73	0	11	0	125	0	191	567
											33.6%	1.5%
Somerville: Spring Hill	20	98	60	39	109	0	0	0	50	10	169	554
											30.5%	1.5%
Salem	57	19	67	70	16	0	35	35	19	0	203	521
											38.9%	1.4%
Lynn	104	19	35	145	0	0	0	19	38	0	81	465
											17.5%	1.2%
Cambridge: Central Square	0	10	0	80	20	0	10	0	22	18	136	331
											41.1%	0.9%
Other & % of Column	850	446	929	665	543	304	489	771	383	156	1444	7099
	26.9%	14.6%	32.2%	26.5%	22.3%	12.9%	22.1%	38.1%	22.3%	12.5%	20.3%	18.6%
Column Total & % of Overall	3156	3064	2884	2506	2430	2350	2214	2024	1717	1254	13356	38129
	8.3%	8.0%	7.6%	6.6%	6.4%	6.2%	5.8%	5.3%	4.5%	3.3%	35.0%	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY

Entry Station: All Stations

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	232	0.6%	0.6%
19 - 24	5,367	14.2%	14.8%
25 - 34	10,369	27.4%	42.1%
35 - 44	6,763	17.8%	60.0%
45 - 64	11,978	31.6%	91.6%
65 and Older	3,194	8.4%	100.0%
TOTAL	37,904	100.0%	100.0%
No Answer	225		

Gender of Riders:	Number of Riders	Percent of Riders
Male	16,902	45.8%
Female	19,984	54.1%
Transgender	31	0.1%
TOTAL	36,918	100.0%
No Answer	1,211	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	3,640	10.4%	10.4%
\$20,000 - \$29,999	1,942	5.5%	15.9%
\$30,000 - \$39,999	2,211	6.3%	22.2%
\$40,000 - \$49,999	2,884	8.2%	30.4%
\$50,000 - \$59,999	3,117	8.9%	39.3%
\$60,000 - \$74,999	3,585	10.2%	49.5%
\$75,000 - \$99,999	5,311	15.1%	64.7%
\$100,000 or more	12,390	35.3%	100.0%
TOTAL	35,081	100.0%	100.0%
No Answer	3,048		

Mean Household Size: 2.23



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: All Stations

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	376	1.0%
Black or African-American	2,294	6.3%
Native Hawaiian or Other Pacific Islander	124	0.3%
Asian	3,084	8.5%
White	29,760	81.8%
Other	1,621	4.5%
Riders who gave at least 1 response	36,390	

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	1,968	5.5%
No	33,946	94.5%
TOTAL	35,915	100.0%
No Answer	2,214	



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: All Stations

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	3,780	10.0%	10.0%
One Day	1,959	5.2%	15.2%
Two Days	1,936	5.1%	20.3%
Three Days	3,253	8.6%	28.9%
Four Days	2,969	7.8%	36.7%
Five Days	15,662	41.4%	78.1%
Six Days	3,016	8.0%	86.1%
Seven Days	3,988	10.5%	96.6%
Only Visiting	1,283	3.4%	100.0%
TOTAL	37,846	100.0%	100.0%
No Answer	284		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	5,200 14.8%	1,107 3.1%	107 0.3%	342	6,414 18.2%
Occasionally	278 0.8%	17,892 50.8%	1,435 4.1%	1,143	19,605 55.7%
Not at all	84 0.2%	315 0.9%	8,789 25.0%	320	9,188 26.1%
No Answer	95	142	48	834	
Sunday Total	5,561 15.8%	19,313 54.9%	10,332 29.3%		35,206 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-SUBWAY

Expanded Results

Entry Station: All Stations

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	9,356	24.9%	3.2
Pay-per-ride CharlieTicket (paper)	1,875	5.0%	3.6
Monthly pass	22,112	58.9%	4.8
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	2,384	6.4%	2.6
<i>Student</i>	22	0.1%	2.0
<i>Senior</i>	1,962	5.2%	2.4
<i>Disability</i>	400	1.1%	3.9
<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	35	0.1%	6.6
1-Day LinkPass	51	0.1%	7.0
7-Day LinkPass	1,686	4.5%	5.3
Other	41	0.1%	4.0
No Fare Payment Type Selected	589		
All Payment Types	37,539	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 Line Used/Wk.
Link (Subway + Bus)	15,376	41.0%	4.9
Zone	4,848	12.9%	4.4
Boat	178	0.5%	5.0
Inner Express Bus	782	2.1%	4.2
Outer Express Bus	100	0.3%	5.2
Student	129	0.3%	5.1
Senior	359	1.0%	4.7
Disability	284	0.8%	4.8
No Pass Selected	57	0.2%	5.8
Total Riders Using Monthly Passes	22,112	58.9%	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 Line Used/Wk.
1A	488	1.3%	4.8
1	348	0.9%	4.2
2	876	2.3%	3.9
3	727	1.9%	4.5
4	542	1.4%	4.4
5	328	0.9%	5.0
6	617	1.6%	4.9
7	340	0.9%	4.0
8	521	1.4%	4.4
Interzone	0	0.0%	0.0
No Zone Selected	60	0.2%	3.4
Total Riders Using Zone Passes	4,848	12.9%	4.4

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: All Stations

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	33,637	89.0%
Not Licensed	4,157	11.0%
TOTAL	37,794	100.0%
No Answer	334	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	12,633	33.7%
1 vehicle	14,706	39.2%
2 vehicles	7,755	20.7%
3 or more vehicles	2,434	6.5%
TOTAL	37,529	100.0%
No Answer	600	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	17,125	45.3%
No	20,640	54.7%
TOTAL	37,765	100.0%
No Answer	364	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	12,164	33.3%	33.3%
0.01 to 0.49 vehicles	4,127	11.3%	44.6%
0.50 to 0.99 vehicles	10,763	29.5%	74.1%
1.00 to 1.49 vehicles	8,668	23.7%	97.8%
1.50 to 1.99 vehicles	638	1.7%	99.5%
2 or more vehicles	165	0.5%	100.0%
TOTAL RESPONSES	36,525		



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: All Stations

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	8.6%	16.7%	39.2%	29.0%	6.5%	36,758	1,370	18,745
Safety and security	3.6	2.0%	5.6%	33.2%	44.3%	14.9%	36,780	1,349	8,955
Cleanliness/condition of vehicles	3.0	8.2%	18.6%	42.7%	26.1%	4.3%	37,141	988	4,549
Courtesy of train crews	3.3	4.7%	13.4%	41.1%	31.2%	9.6%	36,343	1,785	1,710
Announcement of stations	3.3	8.0%	14.7%	29.8%	30.7%	16.8%	36,785	1,343	1,335
Availability of seating on trains	2.8	10.5%	23.6%	42.2%	20.2%	3.5%	37,143	986	3,525
Frequency of service	3.0	9.7%	20.8%	38.9%	24.5%	6.1%	37,008	1,120	14,176
Travel time/speed	3.1	8.3%	15.3%	37.6%	31.7%	7.0%	37,080	1,049	9,049
Parking availability	2.8	15.7%	20.3%	39.6%	17.3%	7.1%	17,454	20,674	786
Station amenities	2.6	17.2%	26.2%	42.3%	12.2%	2.0%	31,024	7,105	371
Fare collection system	3.6	6.3%	9.5%	26.5%	35.5%	22.1%	36,229	1,899	1,666

* 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.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-B
 Entry Stop: All Stops

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	5,884	44.1%	44.1%
Home-based School	3,837	28.8%	72.9%
Home-based Shopping	448	3.4%	76.2%
Home-based Social Activity	214	1.6%	77.8%
Home-based Personal Business	393	2.9%	80.8%
Home-based Work-related	172	1.3%	82.1%
Home-based Other	230	1.7%	83.8%
Work-based	1,044	7.8%	91.6%
Non-Home/Non-Work-based	1,117	8.4%	100.0%
TOTAL	13,339		
No Answer	434		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	8,176	60.1%
Speed/travel time	2,879	21.2%
Avoid driving/traffic	5,403	39.7%
Avoid parking at destination	5,558	40.9%
Environmentally responsible	5,369	39.5%
Less expensive	5,741	42.2%
Can read/do work	3,875	28.5%
Only transportation available	5,658	41.6%
Other	297	2.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	13,606	

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	6,001	44.6%	Drive alone	1,584	27.0%
No	7,465	55.4%	Non-MBTA bus	332	5.7%
TOTAL	13,466	100.0%	Carpool/vanpool	892	15.2%
No Answer	307		Bicycle	762	13.0%
			Other MBTA service	1,965	33.5%
			Other	2,027	34.6%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	5,861	
			(No other modes reported)	140	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-C
 Entry Stop: All Stops

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	5,152	62.3%	62.3%
Home-based School	862	10.4%	72.8%
Home-based Shopping	260	3.1%	75.9%
Home-based Social Activity	236	2.9%	78.8%
Home-based Personal Business	401	4.9%	83.6%
Home-based Work-related	145	1.8%	85.4%
Home-based Other	178	2.2%	87.5%
Work-based	606	7.3%	94.9%
Non-Home/Non-Work-based	426	5.1%	100.0%
TOTAL	8,265		
No Answer	205		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	5,656	67.9%
Speed/travel time	1,731	20.8%
Avoid driving/traffic	4,338	52.1%
Avoid parking at destination	4,532	54.4%
Environmentally responsible	4,070	48.8%
Less expensive	3,895	46.7%
Can read/do work	2,871	34.5%
Only transportation available	2,635	31.6%
Other	177	2.1%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	8,334	

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	3,434	41.6%	Drive alone	1,189	37.5%
No	4,830	58.4%	Non-MBTA bus	54	1.7%
TOTAL	8,263	100.0%	Carpool/vanpool	391	12.3%
No Answer	207		Bicycle	387	12.2%
			Other MBTA service	768	24.3%
			Other	1,137	35.9%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	3,168	
			(No other modes reported)	266	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D

Entry Station: All Stations

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	5,152	62.3%	62.3%
Home-based School	862	10.4%	72.8%
Home-based Shopping	260	3.1%	75.9%
Home-based Social Activity	236	2.9%	78.8%
Home-based Personal Business	401	4.9%	83.6%
Home-based Work-related	145	1.8%	85.4%
Home-based Other	178	2.2%	87.5%
Work-based	606	7.3%	94.9%
Non-Home/Non-Work-based	426	5.1%	100.0%
TOTAL	8,265		
No Answer	205		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	5,656	67.9%
Speed/travel time	1,731	20.8%
Avoid driving/traffic	4,338	52.1%
Avoid parking at destination	4,532	54.4%
Environmentally responsible	4,070	48.8%
Less expensive	3,895	46.7%
Can read/do work	2,871	34.5%
Only transportation available	2,635	31.6%
Other	177	2.1%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	8,334	

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	3,434	41.6%	Drive alone	1,189	37.5%
No	4,830	58.4%	Non-MBTA bus	54	1.7%
TOTAL	8,263	100.0%	Carpool/vanpool	391	12.3%
No Answer	207		Bicycle	387	12.2%
			Other MBTA service	768	24.3%
			Other	1,137	35.9%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	3,168	
			(No other modes reported)	266	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-E
 Entry Stop: All Stops

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,033	34.4%	34.4%
Home-based School	965	16.3%	50.8%
Home-based Shopping	99	1.7%	52.5%
Home-based Social Activity	230	3.9%	56.4%
Home-based Personal Business	257	4.4%	60.7%
Home-based Work-related	36	0.6%	61.3%
Home-based Other	103	1.7%	63.1%
Work-based	1,189	20.1%	83.2%
Non-Home/Non-Work-based	991	16.8%	100.0%
TOTAL	5,903		
No Answer	293		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	4,128	67.8%
Speed/travel time	1,773	29.1%
Avoid driving/traffic	3,126	51.3%
Avoid parking at destination	2,685	44.1%
Environmentally responsible	2,647	43.5%
Less expensive	2,693	44.2%
Can read/do work	1,878	30.8%
Only transportation available	1,847	30.3%
Other	114	1.9%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	6,090	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	2,905	48.3%	Drive alone	744	27.9%
No	3,114	51.7%	Non-MBTA bus	118	4.4%
TOTAL	6,018	100.0%	Carpool/vanpool	309	11.6%
No Answer	178		Bicycle	252	9.4%
			Other MBTA service	1,083	40.6%
			Other	737	27.6%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	2,670	
			(No other modes reported)	235	

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

Origin Locations and Activities

Expanded Results

GREEN LINE-B
 Entry Stop: All Stops

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
Boston: Allston	4,677	34.0%	0.9%	91.0%	0.1%	1.3%	3.0%	1.3%	1.3%	0.6%	0.3%
Boston: Brighton	3,819	27.7%	0.4%	88.4%	2.4%	3.3%	1.2%	2.4%	1.1%	0.5%	0.4%
Boston: B U	3,326	24.2%	3.7%	20.2%	40.4%	15.6%	2.7%	8.0%	4.3%	1.9%	3.2%
Brookline: North Brookline	1,032	7.5%	1.5%	91.0%	2.0%	2.4%		3.1%			
Unspecified	293	2.1%	4.1%	60.5%	8.9%	18.6%		3.8%		4.1%	
Newton: Chestnut Hill	237	1.7%		29.7%	50.2%				20.1%		
Cambridge: Central Square	142	1.0%		83.8%	16.2%						
Newton	85	0.6%		44.9%	55.1%						
Other (< 0.5 % of riders)	156	1.1%		24.1%	27.0%	36.7%					12.3%
OVERALL TOTAL	13,765	100.0%	1.5%	70.3%	12.5%	6.1%	2.0%	3.3%	2.2%	0.9%	1.1%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-C
 Entry Stop: All Stops

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
Brookline: North Brookline	5,226	61.7%	0.6%	78.5%	0.8%	4.7%	3.0%	7.6%		3.2%	1.6%
Brookline: South Brookline	1,454	17.2%	0.4%	85.5%	0.4%	3.9%	0.9%	3.6%	0.6%	1.0%	3.7%
Boston: Brighton	1,172	13.8%	0.7%	92.9%		1.8%	0.7%	1.3%	2.6%		
Boston: Fenway	142	1.7%	2.0%	63.2%	5.9%	17.4%	5.6%	5.9%			
Boston: B U	137	1.6%		39.5%	48.6%	5.9%					6.1%
Unspecified	99	1.2%		33.4%	8.7%	33.6%		8.4%			15.9%
Newton: Chestnut Hill	46	0.5%	16.6%	33.8%	33.1%	16.6%					
Other (< 0.5 % of riders)	195	2.3%	2.6%	72.2%	8.5%	9.1%		3.2%			4.3%
OVERALL TOTAL	8,470	100.0%	0.7%	79.9%	1.9%	4.9%	2.2%	5.8%	0.5%	2.1%	2.0%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-D

Entry Station: All Stations

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
Brookline: South Brookline	3,233	24.7%	0.5%	83.8%	4.1%	5.8%	0.5%	3.0%	1.0%	0.5%	0.8%
Newton	2,847	21.7%	0.4%	83.1%	1.6%	6.0%	0.8%	3.5%	1.6%	0.9%	2.0%
Boston: Brighton	1,547	11.8%	1.2%	93.8%	2.3%	0.8%		0.6%		1.4%	
Boston: Longwood Med Area	819	6.3%	0.4%	13.7%	20.4%	48.3%		12.9%	4.2%		
Boston: Fenway	742	5.7%	1.0%	59.5%	3.2%	13.7%	6.0%	10.0%	2.9%	1.9%	1.9%
Brookline: North Brookline	700	5.3%		86.6%	2.4%	5.1%		3.6%			2.2%
Unspecified	343	2.6%	0.8%	67.1%	6.9%	6.2%	3.8%	9.9%		2.1%	3.3%
Wellesley	331	2.5%		78.4%	18.2%	3.4%					
Newton: Chestnut Hill	319	2.4%	5.7%	45.6%	36.4%			5.7%		6.6%	
Brookline: Chestnut Hill	303	2.3%		91.0%	6.0%			3.0%			
Boston: Jamaica Plain	191	1.5%	1.9%	93.7%				4.4%			
Natick	190	1.4%		87.0%					9.5%		3.4%
Needham	171	1.3%	2.4%	88.6%		6.8%					2.2%
Framingham	161	1.2%		93.1%					6.9%		
Waltham	144	1.1%		91.0%		9.0%					
Boston: West Roxbury	128	1.0%		100.0%							
Weston	105	0.8%		78.5%	15.3%	6.2%					
Other (< 0.5 % of riders)	820	6.3%	2.3%	84.5%	2.9%	3.6%		2.5%	1.8%	1.5%	0.8%
OVERALL TOTAL	13,094	100.0%	0.8%	78.5%	5.2%	7.6%	0.7%	3.8%	1.4%	0.9%	1.1%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-E
 Entry Stop: All Stops

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: Longwood Med Area	3,601	58.1%	2.8%	34.0%	21.7%	18.2%	0.3%	14.6%	5.2%	2.0%	1.2%
Boston: Fenway	1,399	22.6%		38.1%	42.0%	7.1%	1.1%	1.1%	3.2%	5.9%	1.5%
Boston: Jamaica Plain	699	11.3%	5.2%	72.6%		12.0%		4.0%		2.3%	4.0%
Brookline: South Brookline	240	3.9%		82.6%				5.8%	5.8%		5.8%
Unspecified	109	1.8%	10.0%	32.7%		6.2%		18.6%		22.4%	10.0%
Other (< 0.5 % of riders)	148	2.4%		50.7%		9.4%		16.8%	13.7%		9.4%
OVERALL TOTAL	6,197	100.0%	2.4%	41.5%	22.1%	13.9%	0.4%	10.1%	4.3%	3.1%	2.1%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-B

Entry Stop: All Stops

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	13,257	97.3%
Drive/Park Access	23	0.2%
Drop-off Access	8	0.1%
Taxi Access	0	0.0%
Shuttle/Van Access	85	0.6%
Bicycle Access	0	0.0%
Other Access	32	0.2%
Total Private Trans.	13,405	98.3%
MBTA Bus	212	1.6%
Other Bus	0	0.0%
Commuter Rail	14	0.1%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	227	1.7%
TOTAL	13,632	100.0%
No Answer	141	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	9,898	81.9%	12	100.0%	8	100.0%	55	47.1%	9,973	81.6%
6-10	1,478	12.2%	0	0.0%	0	0.0%	15	12.9%	1,493	12.2%
11-15	375	3.1%	0	0.0%	0	0.0%	47	40.0%	422	3.5%
16-20	219	1.8%	0	0.0%	0	0.0%	0	0.0%	219	1.8%
21-30	115	1.0%	0	0.0%	0	0.0%	0	0.0%	115	0.9%
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	12,086	100.0%	12	100.0%	8	100.0%	117	100.0%	12,223	100.0%
No Answer	1,171		11		0		0		1,182	
Avg. Time (min)		4.5		2.0		5.0		9.6		4.5

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-B

Entry Stop: All Stops

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders	MBTA Bus Routes:	Number of Riders
Newtonville	14	66	107
		57	54
		59	19
		15	15
		65	9
		51	7

Boat, Boarded at Dock Indicated:
 (None identified)

Other Bus Routes:
 (None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-C
Entry Stop: All Stops

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	8,052	95.8%
Drive/Park Access	134	1.6%
Drop-off Access	40	0.5%
Taxi Access	0	0.0%
Shuttle/Van Access	27	0.3%
Bicycle Access	0	0.0%
Other Access	8	0.1%
Total Private Trans.	8,261	98.3%
MBTA Bus	121	1.4%
Other Bus	4	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	16	0.2%
Total Public Trans.	141	1.7%
TOTAL	8,402	100.0%
No Answer	68	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	5,384	72.7%	15	14.0%	12	29.0%	23	75.4%	5,435	71.7%
6-10	1,555	21.0%	39	35.7%	4	10.1%	0	0.0%	1,598	21.1%
11-15	291	3.9%	29	26.1%	10	26.1%	8	24.6%	338	4.5%
16-20	137	1.9%	27	24.2%	14	34.8%	0	0.0%	178	2.3%
21-30	36	0.5%	0	0.0%	0	0.0%	0	0.0%	36	0.5%
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	7,403	100.0%	110	100.0%	40	100.0%	31	100.0%	7,584	100.0%
No Answer	649		24		0		4		677	
Avg. Time (min)		5.1		12.0		12.8		6.7		5.3

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-C
 Entry Stop: All Stops

Transferring from:

Commuter Rail, Boarded at Station Indicated:	MBTA Bus Routes:	Number of Riders
(None identified)	66	33
	86	19
	47	17
	51	15
	65	9
	59	8
	75	8
	70	6
	73	6

Boat, Boarded at Dock Indicated:	Other Bus Routes:	Number of Riders
(None identified)	Unspecified Bus	4

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D
 Entry Station: All Stations

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	9,460	72.6%
Drive/Park Access	1,935	14.8%
Drop-off Access	644	4.9%
Taxi Access	29	0.2%
Shuttle/Van Access	234	1.8%
Bicycle Access	75	0.6%
Other Access	6	0.0%
Total Private Trans.	12,384	95.0%
MBTA Bus	608	4.7%
Other Bus	30	0.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	12	0.1%
Total Public Trans.	650	5.0%
TOTAL	13,033	100.0%
No Answer	53	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	4,462	50.5%	242	13.9%	210	35.5%	79	28.5%	4,993	43.6%
6-10	3,229	36.5%	340	19.5%	146	24.7%	109	39.1%	3,823	33.4%
11-15	873	9.9%	368	21.1%	80	13.6%	60	21.6%	1,382	12.1%
16-20	211	2.4%	264	15.2%	42	7.2%	30	10.8%	548	4.8%
21-30	60	0.7%	281	16.2%	36	6.1%	0	0.0%	378	3.3%
31-45	0	0.0%	167	9.6%	40	6.8%	0	0.0%	207	1.8%
Over 45	0	0.0%	78	4.5%	37	6.2%	0	0.0%	115	1.0%
TOTAL	8,836	100.0%	1,742	100.0%	590	100.0%	279	100.0%	11,446	100.0%
No Answer	624		194		54		67		938	
Avg. Time (min)	7.2		19.7		16.2		10.5		9.7	

T **MBTA Surveys: 2008-09**

Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-D

Expanded Results

Entry Station: All Stations

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

51	186
59	126
52	73
86	49
39	48
66	24
60	20
65	16
31	16
32	16
15	8
749	8
CT2	7
558	7
70A	4

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	30
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MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-E
Entry Stop: All Stops

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	5,730	92.8%
Drive/Park Access	141	2.3%
Drop-off Access	123	2.0%
Taxi Access	0	0.0%
Shuttle/Van Access	31	0.5%
Bicycle Access	0	0.0%
Other Access	29	0.5%
Total Private Trans.	6,055	98.1%
MBTA Bus	109	1.8%
Other Bus	11	0.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	120	1.9%
TOTAL	6,175	100.0%
No Answer	21	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	3,772	71.7%	42	34.8%	57	51.1%	0	0.0%	3,870	70.3%
6-10	1,045	19.9%	20	17.0%	20	18.2%	11	100.0%	1,097	19.9%
11-15	255	4.8%	14	11.6%	14	12.5%	0	0.0%	283	5.1%
16-20	143	2.7%	19	16.0%	20	18.2%	0	0.0%	182	3.3%
21-30	46	0.9%	14	11.6%	0	0.0%	0	0.0%	60	1.1%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	11	9.1%	0	0.0%	0	0.0%	11	0.2%
TOTAL	5,261	100.0%	120	100.0%	112	100.0%	11	100.0%	5,504	100.0%
No Answer	470		21		11		50		551	
Avg. Time (min)		5.4		16.6		9.1		10.0		5.8



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: All Stops

Transferring from:

Commuter Rail, Boarded at Station Indicated:	MBTA Bus Routes:	Number of Riders
(None identified)	39	60
	15	16
	60	14
	8	11
	66	8

Boat, Boarded at Dock Indicated:	Other Bus Routes:	Number of Riders
(None identified)	Unspecified Bus	11

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-B

Entry Stop: All Stops

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	2,066	1.9%		Oak Grove	128	0.1%	
Davis	2,281	2.1%		Malden	596	0.6%	
Porter	1,628	1.5%		Wellington	229	0.2%	
Harvard	9,167	8.5%		Sullivan Square	278	0.3%	
Central	5,129	4.7%		Community College	166	0.2%	
Kendall/MIT	11,202	10.4%		North Station-O	952	0.9%	
Charles/MGH	6,690	6.2%		Haymarket-O	325	0.3%	
Park Street-R	10,131	9.4%	15,249	State-O	567	0.5%	371
Downtown Crossing-R	11,094	10.3%	7,273	Downtown Crossing-O	0	0.0%	
South Station	13,762	12.7%		Chinatown	171	0.2%	
Broadway	1,320	1.2%		NE Medical Center	500	0.5%	
Andrew	1,034	1.0%		Back Bay	1,518	1.4%	
JFK/UMass	2,843	2.6%	241	Massachusetts Ave	398	0.4%	
Savin Hill	272	0.3%		Ruggles	404	0.4%	
Fields Corner	555	0.5%		Roxbury Crossing	106	0.1%	
Shawmut	309	0.3%		Jackson Square	73	0.1%	
Ashmont-R	735	0.7%	535	Stony Brook	51	0.0%	
North Quincy	1,107	1.0%		Green Street	136	0.1%	
Wollaston	535	0.5%		Forest Hills	345	0.3%	
Quincy Center	1,455	1.3%		Orange Line: Unspecified	8	0.0%	
Quincy Adams	545	0.5%		Orange Line Total:	6,951	6.4%	
Braintree	508	0.5%					
Red Line: Unspecified	128	0.1%					
Red Line Total:	84,496	78.1%					
Blue Line				Mattapan High Speed Line			
Wonderland	118	0.1%		Ashmont-M	281	0.3%	2,206
Revere Beach	68	0.1%		Cedar Grove	32	0.0%	
Beachmont	22	0.0%		Butler	76	0.1%	
Suffolk Downs	11	0.0%		Milton	174	0.2%	
Orient Heights	58	0.1%		Central Avenue	54	0.0%	
Wood Island	0	0.0%		Valley Road	32	0.0%	
Airport	101	0.1%		Capen Street	9	0.0%	
Maverick	270	0.2%		Mattapan	309	0.3%	
Aquarium	189	0.2%		Mattapan Line Total:	969	0.9%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	171	0.2%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	1,009	0.9%					

* The role of transfers in these exit data tables is explained in section 6.1.

NOTE: transfers at JFK/UMass are between different Red Line branches.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Entry Stop: All Stops

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	325	0.3%	Red Line Total:	84,496	78.1%
Science Park	78	0.1%	Mattapan Line Total:	969	0.9%
North Station-G	610	0.6%	Orange Line Total:	6,951	6.4%
Haymarket-G	166	0.2%	Blue Line Total:	1,009	0.9%
Government Center-G	1,782	1.6%	Green Line Total:	14,753	13.6%
Park Street-G	12	0.0%	Overall Total	108,177	100.0%
Boylston	490	0.5%	No Response	750	
Arlington	1,992	1.8%			
Copley	2,048	1.9%			
Hynes Convention Center	519	0.5%			
Kenmore	704	0.7%			
Prudential	539	0.5%			
Symphony	175	0.2%			
B Blandford-Babcock	859	0.8%			
B Pack.Cnr.-Warren St.	209	0.2%			
B Washington St.-BC	174	0.2%			
C St.Mary's-Summit/Winchest	453	0.4%			
C Brandon-Cleveland Cir.	202	0.2%			
D Fenway-Longwood	810	0.7%			
D Brook. Vill.-Brook.Hills	365	0.3%			
D Beaconsfield-Ches.Hill	166	0.2%			
D Newton Ctr.-Eliot	270	0.3%			
D Waban-Riverside	149	0.1%			
E Northeastern-Museum	488	0.5%			
E Long.Med.-Brig Cir.	982	0.9%			
E Fenwood Rd-Heath	99	0.1%			
Green Line: Unspecified	12	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	62	0.1%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	12	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	14,753	13.6%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-C

Entry Stop: All Stops

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	19	0.2%		Oak Grove	8	0.1%	
Davis	36	0.4%		Malden	3	0.0%	
Porter	15	0.2%		Wellington	16	0.2%	
Harvard	67	0.8%		Sullivan Square	13	0.2%	
Central	8	0.1%		Community College	13	0.2%	
Kendall/MIT	213	2.5%		North Station-O	0	0.0%	
Charles/MGH	136	1.6%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	7	0.1%		Downtown Crossing-O	0	0.0%	
South Station	267	3.2%		Chinatown	0	0.0%	
Broadway	32	0.4%		NE Medical Center	5	0.1%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	102	1.2%		Massachusetts Ave	4	0.0%	
Savin Hill	8	0.1%		Ruggles	8	0.1%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	3	0.0%	18	Stony Brook	0	0.0%	
North Quincy	8	0.1%		Green Street	14	0.2%	
Wollaston	0	0.0%		Forest Hills	17	0.2%	
Quincy Center	22	0.3%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	101	1.2%	
Braintree	16	0.2%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	958	11.4%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	17	0.2%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	18	0.2%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	89	1.1%		Capen Street	0	0.0%	
Maverick	34	0.4%		Mattapan	0	0.0%	
Aquarium	31	0.4%		Mattapan Line Total:	18	0.2%	
State-B	21	0.3%					
Government Center-B	0	0.0%					
Bowdoin	4	0.0%					
Blue Line: Unspecified	4	0.0%					
Blue Line Total:	201	2.4%					

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-C

Expanded Results

Entry Stop: All Stops

Green Line	Percent of		Summary	Percent of		
	Exits:	Riders		Exits:	Riders	
Lechmere	42	0.5%	Red Line Total:	958	11.4%	
Science Park	13	0.2%	Mattapan Line Total:	18	0.2%	
North Station-G	261	3.1%	105	Orange Line Total:	101	1.2%
Haymarket-G	36	0.4%		Blue Line Total:	201	2.4%
Government Center-G	843	10.0%	201	Green Line Total:	7,119	84.8%
Park Street-G	1,252	14.9%	1,008	Overall Total	8,397	100.0%
Boylston	605	7.2%		No Response	73	
Arlington	539	6.4%	31			
Copley	792	9.4%	41			
Hynes Convention Center	839	10.0%				
Kenmore	255	3.0%	71			
Prudential	0	0.0%				
Symphony	7	0.1%				
B Blandford-Babcock	37	0.4%				
B Pack.Cnr.-Warren St.	8	0.1%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	1,006	12.0%				
C Brandon-Cleveland Cir.	409	4.9%	101			
D Fenway-Longwood	22	0.3%				
D Brook. Vill.-Brook.Hills	7	0.1%				
D Beaconsfield-Ches.Hill	9	0.1%				
D Newton Ctr.-Eliot	91	1.1%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	38	0.4%				
E Long.Med.-Brig Cir.	8	0.1%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	7,119	84.8%				

* The role of transfers in these exit data tables is explained in section 6.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: All Stations

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	12	0.1%	Oak Grove	21	0.2%
Davis	52	0.4%	Malden	28	0.2%
Porter	27	0.2%	Wellington	17	0.1%
Harvard	152	1.2%	Sullivan Square	4	0.0%
Central	78	0.6%	Community College	28	0.2%
Kendall/MIT	268	2.1%	North Station-O	0	0.0%
Charles/MGH	168	1.3%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	39	0.3%	Downtown Crossing-O	0	0.0%
South Station	485	3.7%	Chinatown	0	0.0%
Broadway	3	0.0%	NE Medical Center	5	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	100	0.8%	Massachusetts Ave	0	0.0%
Savin Hill	3	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	9	0.1%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	21	0.2%	Green Street	8	0.1%
Wollaston	10	0.1%	Forest Hills	7	0.1%
Quincy Center	9	0.1%	Orange Line: Unspecified	0	0.0%
Quincy Adams	15	0.1%	Orange Line Total:	127	1.0%
Braintree	7	0.1%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	1,450	11.2%			

Blue Line	Percent of		Mattapan High Speed Line	Percent of	
	Exits:	Riders		Exits:	Riders
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	7	0.1%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	24	0.2%	Central Avenue	0	0.0%
Wood Island	4	0.0%	Valley Road	0	0.0%
Airport	70	0.5%	Capen Street	0	0.0%
Maverick	22	0.2%	Mattapan	0	0.0%
Aquarium	34	0.3%	Mattapan Line Total:	0	0.0%
State-B	11	0.1%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	171	1.3%			

* The role of transfers in these exit data tables is explained in section 6.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: All Stations

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	115	0.9%	Red Line Total:	1,450	11.2%
Science Park	31	0.2%	Mattapan Line Total:	0	0.0%
North Station-G	184	1.4%	Orange Line Total:	127	1.0%
Haymarket-G	70	0.5%	Blue Line Total:	171	1.3%
Government Center-G	1,167	9.0%	Green Line Total:	11,198	86.5%
Park Street-G	1,477	11.4%	Overall Total	12,946	100.0%
Boylston	709	5.5%	No Response	149	
Arlington	538	4.2%			
Copley	826	6.4%			
Hynes Convention Center	887	6.9%			
Kenmore	302	2.3%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	63	0.5%			
B Pack.Cnr.-Warren St.	27	0.2%			
B Washington St.-BC	11	0.1%			
C St.Mary's-Summit/Winchest	34	0.3%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	2,412	18.6%			
D Brook. Vill.-Brook.Hills	560	4.3%			
D Beaconsfield-Ches.Hill	582	4.5%			
D Newton Ctr.-Eliot	630	4.9%			
D Waban-Riverside	461	3.6%			
E Northeastern-Museum	78	0.6%			
E Long.Med.-Brig Cir.	12	0.1%			
E Fenwood Rd-Heath	21	0.2%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	11,198	86.5%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: All Stops

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	57	0.9%	Oak Grove	11	0.2%
Davis	120	2.0%	Malden	15	0.2%
Porter	35	0.6%	Wellington	14	0.2%
Harvard	111	1.8%	Sullivan Square	0	0.0%
Central	165	2.7%	Community College	0	0.0%
Kendall/MIT	178	2.9%	North Station-O	0	0.0%
Charles/MGH	102	1.7%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	350	5.7%	Chinatown	0	0.0%
Broadway	14	0.2%	NE Medical Center	0	0.0%
Andrew	32	0.5%	Back Bay	0	0.0%
JFK/UMass	67	1.1%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	31	0.5%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	25	0.4%	Green Street	0	0.0%
Wollaston	37	0.6%	Forest Hills	0	0.0%
Quincy Center	68	1.1%	Orange Line: Unspecified	0	0.0%
Quincy Adams	48	0.8%	Orange Line Total:	39	0.6%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	1,439	23.5%			
Blue Line			Mattapan High Speed Line		
Wonderland	31	0.5%	Ashmont-M	0	0.0%
Revere Beach	14	0.2%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	20	0.3%	Central Avenue	0	0.0%
Wood Island	31	0.5%	Valley Road	0	0.0%
Airport	62	1.0%	Capen Street	0	0.0%
Maverick	28	0.5%	Mattapan	0	0.0%
Aquarium	11	0.2%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	198	3.2%			

* The role of transfers in these exit data tables is explained in section 6.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Entry Stop: All Stops

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	167	2.7%	Red Line Total:	1,439	23.5%
Science Park	35	0.6%	Mattapan Line Total:	0	0.0%
North Station-G	377	6.2%	Orange Line Total:	39	0.6%
Haymarket-G	82	1.3%	Blue Line Total:	198	3.2%
Government Center-G	397	6.5%	Green Line Total:	4,447	72.6%
Park Street-G	668	10.9%	Overall Total	6,123	100.0%
Boylston	312	5.1%	No Response	74	
Arlington	321	5.2%			
Copley	545	8.9%			
Hynes Convention Center	15	0.2%			
Kenmore	0	0.0%			
Prudential	438	7.2%			
Symphony	252	4.1%			
B Blandford-Babcock	55	0.9%			
B Pack.Cnr.-Warren St.	66	1.1%			
B Washington St.-BC	11	0.2%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	15	0.2%			
D Brook. Vill.-Brook.Hills	52	0.8%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	8	0.1%			
E Northeastern-Museum	274	4.5%			
E Long.Med.-Brig Cir.	274	4.5%			
E Fenwood Rd-Heath	90	1.4%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	4,447	72.6%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-B

Exit Stop: All Stops

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	51	0.5%		Oak Grove	12	0.1%	
Davis	139	1.3%		Malden	134	1.3%	
Porter	39	0.4%		Wellington	0	0.0%	
Harvard	127	1.2%		Sullivan Square	38	0.4%	
Central	41	0.4%		Community College	0	0.0%	
Kendall/MIT	38	0.4%		North Station-O	0	0.0%	
Charles/MGH	26	0.2%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	121	1.2%		Chinatown	12	0.1%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	94	0.9%		Back Bay	0	0.0%	
JFK/UMass	132	1.3%		Massachusetts Ave	0	0.0%	
Savin Hill	10	0.1%		Ruggles	0	0.0%	
Fields Corner	152	1.5%		Roxbury Crossing	0	0.0%	
Shawmut	20	0.2%		Jackson Square	102	1.0%	
Ashmont-R	58	0.6%	75	Stony Brook	21	0.2%	
North Quincy	0	0.0%		Green Street	33	0.3%	
Wollaston	74	0.7%		Forest Hills	158	1.5%	
Quincy Center	60	0.6%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	510	4.9%	
Braintree	47	0.5%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,229	11.8%					

Blue Line

Wonderland	32	0.3%
Revere Beach	48	0.5%
Beachmont	0	0.0%
Suffolk Downs	6	0.1%
Orient Heights	30	0.3%
Wood Island	17	0.2%
Airport	0	0.0%
Maverick	59	0.6%
Aquarium	5	0.1%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	10	0.1%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	206	2.0%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	4	0.0%
Butler	4	0.0%
Milton	2	0.0%
Central Avenue	15	0.1%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	49	0.5%
Mattapan Line Total:	75	0.7%

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Exit Stop: All Stops

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	59	0.6%		Red Line Total:	1,229	11.8%
Science Park	22	0.2%		Mattapan Line Total:	75	0.7%
North Station-G	270	2.6%	99	Orange Line Total:	510	4.9%
Haymarket-G	128	1.2%	17	Blue Line Total:	206	2.0%
Government Center-G	419	4.0%	625	Green Line Total:	8,396	80.6%
Park Street-G	684	6.6%	1,451	Overall Total	10,416	100.0%
Boylston	375	3.6%		No Response	0	
Arlington	154	1.5%	98			
Copley	595	5.7%	113			
Hynes Convention Center	403	3.9%				
Kenmore	139	1.3%	191			
Prudential	37	0.4%				
Symphony	0	0.0%				
B Blandford-Babcock	1,975	19.0%				
B Pack.Cnr.-Warren St.	1,813	17.4%				
B Washington St.-BC	1,046	10.0%	34			
C St.Mary's-Summit/Winchest	24	0.2%				
C Brandon-Cleveland Cir.	21	0.2%				
D Fenway-Longwood	14	0.1%				
D Brook. Vill.-Brook.Hills	45	0.4%				
D Beaconsfield-Ches.Hill	4	0.0%				
D Newton Ctr.-Eliot	15	0.1%				
D Waban-Riverside	22	0.2%				
E Northeastern-Museum	86	0.8%				
E Long.Med.-Brig Cir.	31	0.3%				
E Fenwood Rd-Heath	14	0.1%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	8,396	80.6%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-C

Exit Stop: All Stops

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	20	0.4%		Oak Grove	48	0.9%	
Davis	82	1.6%		Malden	34	0.7%	
Porter	27	0.5%		Wellington	28	0.5%	
Harvard	15	0.3%		Sullivan Square	27	0.5%	
Central	11	0.2%		Community College	8	0.2%	
Kendall/MIT	66	1.3%		North Station-O	0	0.0%	
Charles/MGH	81	1.6%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	80	1.6%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	31	0.6%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	79	1.5%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	32	0.6%	
Fields Corner	27	0.5%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	57	1.1%	4	Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	7	0.1%	
Wollaston	25	0.5%		Forest Hills	43	0.8%	
Quincy Center	71	1.4%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	10	0.2%		Orange Line Total:	259	5.0%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	651	12.7%					
Blue Line				Mattapan High Speed Line			
Wonderland	7	0.1%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	4	0.1%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	32	0.6%		Central Avenue	0	0.0%	
Wood Island	29	0.6%		Valley Road	0	0.0%	
Airport	42	0.8%		Capen Street	0	0.0%	
Maverick	41	0.8%		Mattapan	0	0.0%	
Aquarium	0	0.0%		Mattapan Line Total:	4	0.1%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	151	2.9%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-C

Expanded Results

Exit Stop: All Stops

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	88	1.7%		Red Line Total:	651	12.7%
Science Park	0	0.0%		Mattapan Line Total:	4	0.1%
North Station-G	127	2.5%	143	Orange Line Total:	259	5.0%
Haymarket-G	63	1.2%	17	Blue Line Total:	151	2.9%
Government Center-G	328	6.4%	170	Green Line Total:	4,057	79.2%
Park Street-G	546	10.7%	749	Overall Total	5,121	100.0%
Boylston	309	6.0%		No Response	0	
Arlington	141	2.8%				
Copley	484	9.4%	10			
Hynes Convention Center	263	5.1%				
Kenmore	227	4.4%	31			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	31	0.6%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	706	13.8%				
C Brandon-Cleveland Cir.	709	13.8%	34			
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	18	0.4%				
D Newton Ctr.-Eliot	15	0.3%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	4,057	79.2%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: All Stations

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	123	1.0%		Oak Grove	24	0.2%	
Davis	119	1.0%		Malden	292	2.3%	
Porter	116	0.9%		Wellington	88	0.7%	
Harvard	167	1.3%		Sullivan Square	97	0.8%	
Central	132	1.1%		Community College	54	0.4%	
Kendall/MIT	43	0.3%		North Station-O	0	0.0%	
Charles/MGH	116	0.9%		Haymarket-O	36	0.3%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	32	0.3%		Downtown Crossing-O	0	0.0%	
South Station	174	1.4%		Chinatown	0	0.0%	
Broadway	74	0.6%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	78	0.6%		Massachusetts Ave	0	0.0%	
Savin Hill	23	0.2%		Ruggles	63	0.5%	
Fields Corner	125	1.0%		Roxbury Crossing	0	0.0%	
Shawmut	20	0.2%		Jackson Square	0	0.0%	
Ashmont-R	57	0.5%		Stony Brook	56	0.5%	
North Quincy	63	0.5%		Green Street	11	0.1%	
Wollaston	66	0.5%		Forest Hills	47	0.4%	
Quincy Center	144	1.2%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	31	0.3%		Orange Line Total:	768	6.2%	
Braintree	68	0.6%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,772	14.2%					
Blue Line				Mattapan High Speed Line			
Wonderland	91	0.7%		Ashmont-M	0	0.0%	
Revere Beach	76	0.6%		Cedar Grove	0	0.0%	
Beachmont	25	0.2%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	62	0.5%		Central Avenue	0	0.0%	
Wood Island	45	0.4%		Valley Road	0	0.0%	
Airport	80	0.6%		Capen Street	0	0.0%	
Maverick	270	2.2%		Mattapan	0	0.0%	
Aquarium	36	0.3%		Mattapan Line Total:	0	0.0%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	19	0.2%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	704	5.7%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: All Stations

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	128	1.0%		Red Line Total:	1,772	14.2%
Science Park	22	0.2%		Mattapan Line Total:	0	0.0%
North Station-G	259	2.1%	437	Orange Line Total:	768	6.2%
Haymarket-G	150	1.2%		Blue Line Total:	704	5.7%
Government Center-G	445	3.6%	1,428	Green Line Total:	9,205	73.9%
Park Street-G	809	6.5%	2,084	Overall Total	12,449	100.0%
Boylston	607	4.9%		No Response	0	
Arlington	244	2.0%	76			
Copley	640	5.1%	57			
Hynes Convention Center	613	4.9%				
Kenmore	194	1.6%	246			
Prudential	0	0.0%				
Symphony	28	0.2%				
B Blandford-Babcock	57	0.5%				
B Pack.Cnr.-Warren St.	168	1.3%				
B Washington St.-BC	9	0.1%				
C St.Mary's-Summit/Winchest	113	0.9%				
C Brandon-Cleveland Cir.	17	0.1%				
D Fenway-Longwood	608	4.9%				
D Brook. Vill.-Brook.Hills	855	6.9%				
D Beaconsfield-Ches.Hill	1,495	12.0%	263			
D Newton Ctr.-Eliot	695	5.6%				
D Waban-Riverside	992	8.0%				
E Northeastern-Museum	41	0.3%				
E Long.Med.-Brig Cir.	19	0.2%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	9,205	73.9%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-E

Exit Stop: All Stops

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	133	2.0%		Oak Grove	26	0.4%	
Davis	118	1.8%		Malden	99	1.5%	
Porter	126	1.9%		Wellington	60	0.9%	
Harvard	116	1.8%		Sullivan Square	38	0.6%	
Central	41	0.6%		Community College	25	0.4%	
Kendall/MIT	66	1.0%		North Station-O	0	0.0%	
Charles/MGH	35	0.5%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	12	0.2%	
Downtown Crossing-R	13	0.2%		Downtown Crossing-O	0	0.0%	
South Station	174	2.7%		Chinatown	0	0.0%	
Broadway	80	1.2%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	78	1.2%		Massachusetts Ave	0	0.0%	
Savin Hill	26	0.4%		Ruggles	0	0.0%	
Fields Corner	20	0.3%		Roxbury Crossing	0	0.0%	
Shawmut	41	0.6%		Jackson Square	0	0.0%	
Ashmont-R	105	1.6%	30	Stony Brook	0	0.0%	
North Quincy	68	1.0%		Green Street	0	0.0%	
Wollaston	66	1.0%		Forest Hills	0	0.0%	
Quincy Center	113	1.7%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	32	0.5%		Orange Line Total:	262	4.0%	
Braintree	79	1.2%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,530	23.7%					
Blue Line				Mattapan High Speed Line			
Wonderland	62	1.0%		Ashmont-M	0	0.0%	
Revere Beach	105	1.6%		Cedar Grove	0	0.0%	
Beachmont	24	0.4%		Butler	0	0.0%	
Suffolk Downs	11	0.2%		Milton	4	0.1%	
Orient Heights	81	1.3%		Central Avenue	16	0.3%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	42	0.7%		Capen Street	0	0.0%	
Maverick	99	1.5%		Mattapan	9	0.1%	
Aquarium	77	1.2%		Mattapan Line Total:	30	0.5%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	10	0.1%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	512	7.9%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Exit Stop: All Stops

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	349	5.4%		Red Line Total:	1,530	23.7%
Science Park	57	0.9%		Mattapan Line Total:	30	0.5%
North Station-G	727	11.2%	151	Orange Line Total:	262	4.0%
Haymarket-G	235	3.6%	38	Blue Line Total:	512	7.9%
Government Center-G	100	1.5%	512	Green Line Total:	4,136	63.9%
Park Street-G	610	9.4%	1,564	Overall Total	6,470	100.0%
Boylston	229	3.5%		No Response	0	
Arlington	103	1.6%	210			
Copley	390	6.0%	135			
Hynes Convention Center	0	0.0%				
Kenmore	77	1.2%				
Prudential	288	4.5%				
Symphony	0	0.0%				
B Blandford-Babcock	44	0.7%				
B Pack.Cnr.-Warren St.	72	1.1%				
B Washington St.-BC	51	0.8%				
C St.Mary's-Summit/Winchest	18	0.3%				
C Brandon-Cleveland Cir.	28	0.4%				
D Fenway-Longwood	3	0.1%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	32	0.5%				
D Newton Ctr.-Eliot	28	0.4%				
D Waban-Riverside	48	0.7%				
E Northeastern-Museum	243	3.7%				
E Long.Med.-Brig Cir.	77	1.2%				
E Fenwood Rd-Heath	328	5.1%	52			
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	4,136	63.9%				

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: All Stops

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	9,663	96.4%
Drive/Park Egress	61	0.6%
Pick-up Egress	17	0.2%
Taxi Egress	0	0.0%
Shuttle/Van Egress	104	1.0%
Bicycle Egress	0	0.0%
Other Egress	32	0.3%
Total Private Trans.	9,876	98.5%
MBTA Bus	119	1.2%
Other Bus	25	0.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	4	0.0%
Total Public Trans.	148	1.5%
TOTAL	10,024	100.0%
No Answer	320	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	6,672	83.6%	23	42.2%	17	100.0%	0	0.0%	6,712	82.2%
6-10	857	10.7%	0	0.0%	0	0.0%	54	47.3%	912	11.2%
11-15	300	3.8%	0	0.0%	0	0.0%	0	0.0%	300	3.7%
16-20	151	1.9%	0	0.0%	0	0.0%	38	33.2%	190	2.3%
21-30	0	0.0%	31	57.8%	0	0.0%	11	9.9%	43	0.5%
31-45	0	0.0%	0	0.0%	0	0.0%	11	9.5%	11	0.1%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	7,981	100.0%	54	100.0%	17	100.0%	115	100.0%	8,167	100.0%
No Answer	1,681		7		0		21		1,708	
Avg. Time (min)	4.1		19.5		5.0		17.2		4.4	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: All Stops

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

66	90
65	7
8	6
47	3
71	3
15	3
86	3
CT2	3

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	25
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T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-C
 Exit Stop: All Stops

Expanded Results

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	4,761	95.0%
Drive/Park Egress	16	0.3%
Pick-up Egress	3	0.1%
Taxi Egress	16	0.3%
Shuttle/Van Egress	54	1.1%
Bicycle Egress	0	0.0%
Other Egress	6	0.1%
Total Private Trans.	4,856	96.9%
MBTA Bus	140	2.8%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	14	0.3%
Total Public Trans.	154	3.1%
TOTAL	5,010	100.0%
No Answer	118	

Trip time from station 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	2,774	70.4%	4	100.0%	0	0.0%	6	10.6%	2,784	69.5%
6-10	651	16.5%	0	0.0%	0	0.0%	26	43.7%	676	16.9%
11-15	393	10.0%	0	0.0%	0	0.0%	3	5.0%	396	9.9%
16-20	123	3.1%	0	0.0%	0	0.0%	19	31.9%	141	3.5%
21-30	0	0.0%	0	0.0%	0	0.0%	5	8.7%	5	0.1%
31-45	0	0.0%	0	0.0%	3	100.0%	0	0.0%	3	0.1%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	3,940	100.0%	4	100.0%	3	100.0%	59	100.0%	4,006	100.0%
No Answer	821		13		0		16		851	
Avg. Time (min)	5.8		5.0		35.0		14.0		5.9	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-C
 Exit Stop: All Stops

Transferring to:

**Commuter Rail, Alighted at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

66	98
CT2	24
86	9
65	6
47	3

**Boat, Alighted at
 Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: All Stations

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	10,040	82.4%
Drive/Park Egress	578	4.7%
Pick-up Egress	194	1.6%
Taxi Egress	75	0.6%
Shuttle/Van Egress	568	4.7%
Bicycle Egress	8	0.1%
Other Egress	54	0.4%
Total Private Trans.	11,516	94.5%
MBTA Bus	650	5.3%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	16	0.1%
Total Public Trans.	666	5.5%
TOTAL	12,182	100.0%
No Answer	202	

Trip time from station 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	3,762	43.0%	85	21.4%	16	16.7%	72	12.4%	3,934	40.1%
6-10	2,975	34.0%	103	26.0%	8	8.4%	267	45.8%	3,353	34.2%
11-15	1,352	15.5%	48	12.0%	48	51.5%	159	27.4%	1,607	16.4%
16-20	548	6.3%	53	13.4%	0	0.0%	50	8.5%	651	6.6%
21-30	84	1.0%	37	9.3%	16	16.7%	35	5.9%	171	1.7%
31-45	19	0.2%	54	13.5%	0	0.0%	0	0.0%	73	0.7%
Over 45	0	0.0%	18	4.4%	6	6.8%	0	0.0%	24	0.2%
TOTAL	8,740	100.0%	398	100.0%	93	100.0%	582	100.0%	9,813	100.0%
No Answer	1,300		180		100		122		1,703	
Avg. Time (min)	8.4		19.1		19.7		12.2		9.2	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: All Stations

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

59	243
52	115
60	66
86	64
51	61
66	31
CT2	16
47	14
558	12
39	9
23	9
42	8

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: All Stops

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	6,031	98.3%
Drive/Park Egress	57	0.9%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	39	0.6%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	6,127	99.9%
MBTA Bus	6	0.1%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	6	0.1%
TOTAL	6,133	100.0%
No Answer	239	

Trip time from station 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	3,419	72.5%	12	25.6%			0	0.0%	3,431	71.6%
6-10	888	18.8%	20	41.3%			26	80.9%	934	19.5%
11-15	229	4.9%	0	0.0%	(No		0	0.0%	229	4.8%
16-20	179	3.8%	16	33.1%	responses)		6	19.1%	201	4.2%
21-30	0	0.0%	0	0.0%			0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	4,715	100.0%	49	100.0%			32	100.0%	4,795	100.0%
No Answer	1,317		8				7		1,332	
Avg. Time (min)	5.7		12.0				11.9		5.8	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: All Stops

Transferring to:

**Commuter Rail, Alighted at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

47

6

**Boat, Alighted at
 Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

Destination Locations and Activities

GREEN LINE-B

Expanded Results

Exit Stop: All Stops

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: B U	6,275	60.4%	1.5%	2.4%	42.4%	42.1%	2.1%	4.3%	3.2%	1.4%	0.6%
Boston: Brighton	1,624	15.6%	2.7%	42.4%	14.1%	27.2%	0.9%	4.2%	2.1%	1.2%	5.4%
Boston: Allston	1,538	14.8%	0.4%	63.9%	0.5%	19.9%	6.4%	1.8%	4.0%	2.0%	1.2%
Newton: Chestnut Hill	323	3.1%		13.6%	42.9%	43.4%					
Brookline: North Brookline	257	2.5%		35.1%	6.3%	40.9%		2.7%		6.8%	8.2%
Boston: Fenway	100	1.0%	8.3%	31.4%	27.0%	33.4%					
Cambridge: Central Square	68	0.7%				100.0%					
Other (< 0.5 % of riders)	200	1.9%			23.4%	69.4%				7.1%	
OVERALL TOTAL	10,385	100.0%	1.5%	19.1%	30.1%	37.3%	2.3%	3.6%	2.9%	1.6%	1.6%

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

Destination Locations and Activities

GREEN LINE-C

Expanded Results

Exit Stop: All Stops

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
Brookline: North Brookline	3,680	71.4%	1.1%	29.1%	1.3%	27.1%	8.9%	19.1%	3.3%	7.6%	2.6%
Brookline: South Brookline	569	11.1%	2.3%	57.0%	2.7%	13.0%	5.3%	10.2%	4.7%	4.2%	0.6%
Boston: Brighton	374	7.3%	3.4%	45.5%	2.7%	29.1%	2.0%	8.9%		3.7%	4.7%
Boston: B U	230	4.5%			53.1%	43.6%		3.3%			
Boston: Longwood Med Area	102	2.0%	5.1%		14.4%	77.5%				2.9%	
Boston: Fenway	87	1.7%		8.7%		78.2%		8.7%		4.4%	
Boston: Allston	27	0.5%				42.6%				57.4%	
Other (< 0.5 % of riders)	82	1.6%		13.4%	25.3%	61.3%					
OVERALL TOTAL	5,151	100.0%	1.4%	30.8%	4.5%	28.9%	7.1%	15.7%	2.9%	6.6%	2.3%

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

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: All Stations

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Longwood Med Area	3,245	26.0%	0.2%		10.3%	74.5%		11.4%	2.7%	0.5%	0.5%
Newton	2,909	23.3%	2.5%	29.4%	3.2%	49.8%	1.5%	6.6%	1.1%	2.5%	3.5%
Brookline: South Brookline	2,156	17.3%	1.2%	26.1%	7.7%	48.9%	0.3%	9.5%	0.9%	3.0%	2.4%
Boston: Fenway	1,593	12.8%	3.6%	10.8%	1.6%	67.1%	1.3%	8.0%	1.7%	5.8%	
Brookline: Chestnut Hill	437	3.5%	1.8%	30.0%	9.6%	54.3%	2.8%			1.4%	
Newton: Chestnut Hill	338	2.7%		18.2%	29.4%	49.2%		3.2%			
Brookline: North Brookline	313	2.5%	1.6%	51.3%		39.3%	1.9%	2.7%	1.2%	2.1%	
Boston: Brighton	296	2.4%		44.0%	7.4%	31.6%	2.8%	2.7%	7.5%	2.8%	1.3%
Needham	212	1.7%		10.8%		77.3%				3.5%	8.4%
Wellesley	184	1.5%			11.0%	84.4%		4.6%			
Unspecified	126	1.0%	65.2%		17.6%	5.6%					11.6%
Boston: B U	113	0.9%			42.0%	58.0%					
Weston	90	0.7%		24.1%	32.2%	35.5%					8.2%
Other (< 0.5 % of riders)	454	3.6%		62.1%	2.5%	27.3%		3.2%	5.0%		
OVERALL TOTAL	12,464	100.0%	2.0%	19.2%	7.3%	57.4%	0.8%	7.6%	1.7%	2.2%	1.7%

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

Destination Locations and Activities

GREEN LINE-E

Expanded Results

Exit Stop: All Stops

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Longwood Med Area	4,304	66.7%		8.6%	10.4%	61.3%	1.1%	13.2%	2.0%	1.8%	1.6%
Boston: Fenway	1,683	26.1%	1.4%	0.6%	33.7%	37.5%			1.2%	22.7%	2.9%
Boston: Jamaica Plain	416	6.4%		16.7%		43.6%		19.3%	12.9%		7.6%
Other (< 0.5 % of riders)	51	0.8%		21.4%		15.6%		33.4%		29.5%	
OVERALL TOTAL	6,455	100.0%	0.4%	7.2%	15.7%	53.6%	0.7%	10.3%	2.5%	7.3%	2.3%

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

MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-B

Entry Stop: All Stops

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: B U	Boston: Financial/R etail	Boston: Park Square	Boston: Govt Center	Boston: Fenway	Boston: Prudential/ Hancock	Boston: Back Bay	Boston: Allston	Boston: Brighton	Boston: Waterfront	Other & % of Row	Row Total & % of Overall
Boston: Allston	946	355	495	421	196	394	325	101	170	156	995	4677
											21.3%	34.0%
Boston: Brighton	888	388	344	323	246	211	215	98	57	70	889	3819
											23.3%	27.7%
Boston: B U	923	265	46	83	380	171	123	323	207	75	698	3326
											21.0%	24.2%
Brookline: North Brookline	272	120	151	50	0	37	56	9	31	47	213	1032
											20.6%	7.5%
Unspecified	53	7	27	24	23	20	26	22	0	0	87	293
											29.7%	2.1%
Newton: Chestnut Hill	33	24	0	33	24	9	24	0	24	9	57	237
											24.0%	1.7%
Cambridge: Central Square	23	0	14	23	0	23	14	21	0	0	23	142
											16.2%	1.0%
Newton	38	0	0	0	0	0	0	0	47	0	0	85
											0.0%	0.6%
Brookline: South Brookline	8	0	0	0	0	0	0	27	19	0	0	53
											0.0%	0.4%
Boston: Longwood Med Area	0	0	0	0	0	0	0	23	0	0	0	23
											0.0%	0.2%
Boston: Fenway	0	0	0	0	0	0	0	23	0	0	0	23
											0.0%	0.2%
Needham	0	0	0	0	0	0	0	19	0	0	0	19
											0.0%	0.1%
Cambridge: Harvard Square	15	0	0	0	0	0	0	0	0	0	0	19
											0.0%	0.1%
Boston: North Dorchester	0	0	0	0	0	0	0	0	15	0	0	15
											0.0%	0.1%
Boston: Roslindale	0	0	0	0	0	0	0	7	0	0	0	7
											0.0%	0.1%
Column Total & % of Overall	3199	1159	1078	957	869	865	782	674	570	358	2962	13765
	23.2%	8.4%	7.8%	7.0%	6.3%	6.3%	5.7%	4.9%	4.1%	2.6%	21.5%	

MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-C

Entry Stop: All Stops

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Back Bay	Boston: Park Square	Brookline: North Brookline	Boston: Prudential/ Hancock	Boston: Fenway	Cambridge : Kendall/MI	Boston: South End	Boston: B U	Other & % of Row	Row Total & % of Overall
Brookline: North Brookline	736	505	555	466	189	302	302	222	140	140	1482	5226
											28.4%	61.7%
Brookline: South Brookline	189	170	121	123	87	98	73	98	90	93	260	1454
											17.9%	17.2%
Boston: Brighton	142	111	95	128	175	88	55	28	50	56	226	1172
											19.3%	13.8%
Boston: Fenway	20	8	8	16	33	0	0	0	0	0	49	142
											34.5%	1.7%
Boston: B U	0	8	0	8	83	0	8	0	3	0	27	137
											19.7%	1.6%
Unspecified	0	7	20	4	8	8	0	0	13	0	38	99
											38.7%	1.2%
Newton: Chestnut Hill	8	3	0	0	23	5	0	0	0	0	8	46
											16.6%	0.5%
Boston: Allston	0	0	18	0	6	0	0	0	0	0	11	36
											32.2%	0.4%
Boston: Longwood Med Area	0	8	0	0	8	0	0	0	0	0	15	31
											47.3%	0.4%
Brookline: Chestnut Hill	8	0	0	0	15	0	0	0	0	0	0	23
											0.0%	0.3%
Watertown	0	5	0	0	6	0	5	0	0	0	0	17
											0.0%	0.2%
Cambridge: Central Square	0	0	0	0	17	0	0	0	0	0	0	17
											0.0%	0.2%
Belmont	0	0	0	0	0	0	8	0	0	0	6	17
											45.5%	0.2%
Needham	0	0	10	0	0	0	0	0	0	0	0	10
											0.0%	0.1%
Boston: Roslindale	0	0	0	0	0	0	0	0	0	0	0	8
											0.0%	0.1%
Newton	0	0	0	0	8	0	0	0	0	0	0	8
											0.0%	0.1%
Brookline: North Brookline, KS	0	0	0	7	0	0	0	0	0	0	0	7
											0.0%	0.1%
Boston: Roxbury	0	0	0	0	0	0	0	0	0	0	6	6
											100.0%	0.1%
Other & % of Column	0	3	0	0	0	0	0	0	0	0	5	12
	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	42.8%	0.1%
Column Total & % of Overall	1102	828	827	753	664	502	451	347	296	289	2134	8470
	13.0%	9.8%	9.8%	8.9%	7.8%	5.9%	5.3%	4.1%	3.5%	3.4%	25.2%	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-D

Entry Station: All Stations

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Longwood Med Area	Boston: Financial/R etail	Boston: Govt Center	Boston: Park Square	Boston: Back Bay	Boston: Fenway	Newton	Boston: Prudential/ Hancock	Brookline: South Brookline	Cambridge : Kendall/MI	Other & % of Row	Row Total & % of Overall
Brookline: South Brookline	295	480	314	232	187	186	136	186	90	96	912 28.2%	3233 24.7%
Newton	523	315	215	200	217	198	119	163	58	87	708 24.9%	2847 21.7%
Boston: Brighton	469	93	100	97	85	90	124	65	97	17	285 18.4%	1547 11.8%
Boston: Longwood Med Area	0	35	28	39	72	9	109	7	93	21	380 46.5%	819 6.3%
Boston: Fenway	3	94	45	67	53	0	46	21	55	21	315 42.5%	742 5.7%
Brookline: North Brookline	12	81	39	66	66	27	40	44	30	35	236 33.7%	700 5.3%
Unspecified	41	4	56	24	23	23	35	15	9	12	86 25.1%	343 2.6%
Wellesley	56	24	55	30	13	11	13	14	4	19	84 25.4%	331 2.5%
Newton: Chestnut Hill	51	6	21	30	27	9	12	15	0	3	125 39.3%	319 2.4%
Brookline: Chestnut Hill	36	38	52	35	9	13	0	6	3	27	77 25.6%	303 2.3%
Boston: Jamaica Plain	0	4	0	7	0	25	31	0	24	0	96 50.4%	191 1.5%
Natick	30	8	22	9	12	40	0	0	20	0	48 25.1%	190 1.4%
Needham	19	31	21	10	0	20	8	12	4	0	37 21.8%	190 1.4%
Framingham	31	17	20	23	13	34	0	15	0	0	8 5.1%	161 1.2%
Waltham	66	0	4	27	13	12	0	4	11	4	4 2.8%	144 1.1%
Boston: West Roxbury	32	0	18	5	18	0	15	3	0	0	37 28.8%	128 1.0%
Weston	22	9	0	8	13	13	0	0	0	0	39 37.2%	105 0.8%
Wayland	11	0	4	4	8	4	0	8	0	0	13 25.1%	52 0.4%
Other & % of Column	131 7.2%	54 4.2%	64 5.9%	36 3.8%	31 3.6%	75 9.4%	87 11.3%	17 2.9%	57 10.1%	0 0.0%	161 22.1%	728 5.6%
Column Total & % of Overall	1829 14.0%	1293 9.9%	1080 8.2%	949 7.3%	860 6.6%	790 6.0%	776 5.9%	594 4.5%	563 4.3%	343 2.6%	3686 28.1%	13094

MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-E

Entry Stop: All Stops

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Back Bay	Boston: Govt Center	Boston: Prudential/ Hancock	Boston: Financial/R etail	Boston: Park Square	Boston: Longwood Med Area	Boston: Fenway	Cambridge : Kendall/MI	Boston: North End	Cambridge : Central Square	Other & % of Row	Row Total & % of Overall
Boston: Longwood Med Area	492	201	300	267	324	33	173	117	132	120	1364	3601
											37.9%	58.1%
Boston: Fenway	131	191	100	56	78	182	26	46	18	15	522	1399
											37.3%	22.6%
Boston: Jamaica Plain	28	49	50	103	22	64	70	25	17	8	225	699
											32.1%	11.3%
Brookline: South Brookline	14	22	25	17	8	36	55	8	0	0	47	240
											19.4%	3.9%
Unspecified	14	11	0	20	0	14	0	0	11	11	29	109
											26.2%	1.8%
Boston: Roxbury	0	20	0	0	0	0	0	0	0	0	8	28
											28.2%	0.5%
Boston: Unspecified	0	0	0	0	0	0	14	0	0	14	0	28
											0.0%	0.4%
Brookline: North Brookline	0	0	0	0	20	0	0	0	0	0	0	20
											0.0%	0.3%
Boston: North Dorchester	0	0	0	0	0	0	0	0	16	0	0	16
											0.0%	0.3%
Boston: Prudential/Hancock	0	0	0	0	0	15	0	0	0	0	0	15
											0.0%	0.2%
Boston: Hyde Park	0	0	0	0	0	0	0	0	0	0	14	14
											100.0%	0.2%
Brookline: Chestnut Hill	0	0	0	0	0	0	0	0	0	11	0	11
											0.0%	0.2%
Boston: West Roxbury	0	0	0	0	0	8	0	0	0	0	0	11
											0.0%	0.2%
Sudbury	0	0	0	7	0	0	0	0	0	0	0	7
											0.0%	0.1%
Column Total & % of Overall	679	496	475	470	453	353	338	196	193	179	2208	6197
	11.0%	8.0%	7.7%	7.6%	7.3%	5.7%	5.5%	3.2%	3.1%	2.9%	35.6%	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-B

Entry Stop: All Stops

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	319	2.3%	2.3%
19 - 24	6,076	44.5%	46.8%
25 - 34	4,455	32.6%	79.4%
35 - 44	985	7.2%	86.6%
45 - 64	1,418	10.4%	97.0%
65 and Older	414	3.0%	100.0%
TOTAL	13,666	100.0%	100.0%
No Answer	106		

Gender of Riders:	Number of Riders	Percent of Riders
Male	5,035	37.8%
Female	8,256	62.0%
Transgender	16	0.1%
TOTAL	13,307	100.0%
No Answer	465	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	3,614	29.8%	29.8%
\$20,000 - \$29,999	990	8.2%	38.0%
\$30,000 - \$39,999	1,061	8.7%	46.7%
\$40,000 - \$49,999	1,058	8.7%	55.4%
\$50,000 - \$59,999	1,080	8.9%	64.3%
\$60,000 - \$74,999	1,278	10.5%	74.9%
\$75,000 - \$99,999	1,461	12.0%	86.9%
\$100,000 or more	1,588	13.1%	100.0%
TOTAL	12,131	100.0%	100.0%
No Answer	1,642		

Mean Household Size: 2.34



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-B

Entry Stop: All Stops

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	85	0.7%
Black or African-American	522	4.0%
Native Hawaiian or Other Pacific Islander	9	0.1%
Asian	2,054	15.9%
White	9,821	75.9%
Other	807	6.2%
 Riders who gave at least 1 response	 12,944	

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	946	7.2%
No	12,177	92.8%
TOTAL	13,123	100.0%
No Answer	650	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-C
Entry Stop: All Stops

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	64	0.8%	0.8%
19 - 24	1,906	22.7%	23.5%
25 - 34	3,043	36.3%	59.8%
35 - 44	1,149	13.7%	73.5%
45 - 64	1,607	19.2%	92.6%
65 and Older	619	7.4%	100.0%
TOTAL	8,388	100.0%	100.0%
No Answer	82		

Gender of Riders:	Number of Riders	Percent of Riders
Male	3,020	37.3%
Female	5,066	62.7%
Transgender	0	0.0%
TOTAL	8,086	100.0%
No Answer	384	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	806	10.6%	10.6%
\$20,000 - \$29,999	402	5.3%	15.9%
\$30,000 - \$39,999	652	8.6%	24.5%
\$40,000 - \$49,999	702	9.2%	33.7%
\$50,000 - \$59,999	627	8.2%	41.9%
\$60,000 - \$74,999	757	9.9%	51.9%
\$75,000 - \$99,999	1,207	15.9%	67.8%
\$100,000 or more	2,451	32.2%	100.0%
TOTAL	7,604	100.0%	100.0%
No Answer	866		

Mean Household Size: 2.17



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-C

Entry Stop: All Stops

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	32	0.4%
Black or African-American	162	2.0%
Native Hawaiian or Other Pacific Islander	44	0.5%
Asian	808	10.0%
White	6,929	85.6%
Other	190	2.4%
 Riders who gave at least 1 response	 8,098	

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	341	4.3%
No	7,657	95.7%
TOTAL	7,997	100.0%
No Answer	473	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: All Stations

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	160	1.2%	1.2%
19 - 24	2,847	22.0%	23.2%
25 - 34	3,828	29.6%	52.8%
35 - 44	2,096	16.2%	69.0%
45 - 64	3,203	24.7%	93.8%
65 and Older	809	6.2%	100.0%
TOTAL	12,943	100.0%	100.0%
No Answer	144		

Gender of Riders:	Number of Riders	Percent of Riders
Male	5,092	40.3%
Female	7,535	59.7%
Transgender	5	0.0%
TOTAL	12,633	100.0%
No Answer	454	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	1,209	10.6%	10.6%
\$20,000 - \$29,999	477	4.2%	14.7%
\$30,000 - \$39,999	703	6.1%	20.9%
\$40,000 - \$49,999	778	6.8%	27.6%
\$50,000 - \$59,999	802	7.0%	34.6%
\$60,000 - \$74,999	1,151	10.0%	44.7%
\$75,000 - \$99,999	1,849	16.1%	60.8%
\$100,000 or more	4,488	39.2%	100.0%
TOTAL	11,457	100.0%	100.0%
No Answer	1,630		

Mean Household Size: 2.59



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: All Stations

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	87	0.7%
Black or African-American	531	4.2%
Native Hawaiian or Other Pacific Islander	36	0.3%
Asian	1,690	13.5%
White	10,065	80.3%
Other	394	3.1%
 Riders who gave at least 1 response	 12,540	

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	607	4.8%
No	11,919	95.2%
TOTAL	12,526	100.0%
No Answer	561	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-E
Entry Stop: All Stops

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	291	4.8%	4.8%
19 - 24	2,215	36.4%	41.2%
25 - 34	1,328	21.8%	63.0%
35 - 44	661	10.9%	73.9%
45 - 64	1,202	19.8%	93.7%
65 and Older	385	6.3%	100.0%
TOTAL	6,084	100.0%	100.0%
No Answer	113		

Gender of Riders:	Number of Riders	Percent of Riders
Male	2,135	36.0%
Female	3,791	64.0%
Transgender	0	0.0%
TOTAL	5,927	100.0%
No Answer	270	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	1,454	26.6%	26.6%
\$20,000 - \$29,999	419	7.7%	34.2%
\$30,000 - \$39,999	630	11.5%	45.7%
\$40,000 - \$49,999	438	8.0%	53.7%
\$50,000 - \$59,999	220	4.0%	57.8%
\$60,000 - \$74,999	373	6.8%	64.6%
\$75,000 - \$99,999	548	10.0%	74.6%
\$100,000 or more	1,390	25.4%	100.0%
TOTAL	5,472	100.0%	100.0%
No Answer	725		

Mean Household Size: 2.58



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-E
Entry Stop: All Stops

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	114	1.9%
Black or African-American	496	8.4%
Native Hawaiian or Other Pacific Islander	29	0.5%
Asian	821	13.9%
White	4,333	73.1%
Other	325	5.5%
 Riders who gave at least 1 response	 5,926	

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	409	6.9%
No	5,476	93.1%
TOTAL	5,884	100.0%
No Answer	312	



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-B

Entry Stop: All Stops

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	445	3.3%	3.3%
One Day	361	2.6%	5.9%
Two Days	611	4.5%	10.4%
Three Days	837	6.1%	16.5%
Four Days	956	7.0%	23.5%
Five Days	4,374	32.0%	55.5%
Six Days	2,134	15.6%	71.1%
Seven Days	3,829	28.0%	99.1%
Only Visiting	124	0.9%	100.0%
TOTAL	13,671	100.0%	100.0%
No Answer	101		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	3,764 29.0%	897 6.9%	72 0.6%	156	4,732 36.5%
Occasionally	190 1.5%	6,240 48.1%	452 3.5%	355	6,882 53.0%
Not at all	16 0.1%	96 0.7%	1,253 9.7%	38	1,366 10.5%
No Answer	38	91	0	116	
Sunday Total	3,970 30.6%	7,233 55.7%	1,777 13.7%		12,979 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-B

Expanded Results

Entry Stop: All Stops

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	2,804	20.5%	3.9
Pay-per-ride CharlieTicket (paper)	187	1.4%	3.7
Monthly pass	9,438	68.9%	5.6
Full cash fare on-board trolley	192	1.4%	3.5
Reduced fare	392	2.9%	3.9
<i>Student</i>	50	0.4%	4.7
<i>Senior</i>	208	1.5%	2.8
<i>Disability</i>	134	1.0%	5.3
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	5	0.0%	6.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	636	4.6%	5.7
Other	53	0.4%	3.5
No Fare Payment Type Selected	67		
All Payment Types	13,706	100.0%	5.1

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	7,867	57.4%	5.6
Zone	1,217	8.9%	5.7
Boat	15	0.1%	7.0
Inner Express Bus	22	0.2%	4.1
Outer Express Bus	8	0.1%	3.0
Student	128	0.9%	5.0
Senior	61	0.4%	5.4
Disability	103	0.8%	5.3
No Pass Selected	16	0.1%	4.5
Total Riders Using Monthly Passes	9,438	68.9%	5.6

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	959	7.0%	5.8
1	58	0.4%	5.6
2	5	0.0%	5.0
3	27	0.2%	2.7
4	27	0.2%	5.3
5	16	0.1%	7.0
6	23	0.2%	5.0
7	35	0.3%	3.3
8	19	0.1%	7.0
Interzone	0	0.0%	0.0
No Zone Selected	48	0.4%	5.9
Total Riders Using Zone Passes	1,217	8.9%	5.7



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-C

Entry Stop: All Stops

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	487	5.9%	5.9%
One Day	254	3.1%	8.9%
Two Days	408	4.9%	13.9%
Three Days	532	6.4%	20.3%
Four Days	462	5.6%	25.8%
Five Days	3,115	37.6%	63.4%
Six Days	1,378	16.6%	80.0%
Seven Days	1,552	18.7%	98.7%
Only Visiting	107	1.3%	100.0%
TOTAL	8,295	100.0%	100.0%
No Answer	175		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	1,661 20.8%	488 6.1%	19 0.2%	137	2,169 27.2%
Occasionally	112 1.4%	4,721 59.1%	162 2.0%	210	4,995 62.5%
Not at all	13 0.2%	101 1.3%	709 8.9%	20	823 10.3%
No Answer	8	20	0	89	
Sunday Total	1,786 22.4%	5,311 66.5%	890 11.1%		7,987 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-C

Expanded Results

Entry Stop: All Stops

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	1,731	20.7%	3.8
Pay-per-ride CharlieTicket (paper)	100	1.2%	3.5
Monthly pass	5,726	68.5%	5.3
Full cash fare on-board trolley	116	1.4%	1.7
Reduced fare	409	4.9%	3.3
<i>Student</i>	12	0.1%	5.7
<i>Senior</i>	314	3.8%	2.6
<i>Disability</i>	82	1.0%	5.4
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	27	0.3%	3.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	245	2.9%	5.3
Other	6	0.1%	7.0
No Fare Payment Type Selected	111		
All Payment Types	8,359	100.0%	4.8

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	5,353	64.0%	5.4
Zone	176	2.1%	4.9
Boat	0	0.0%	0.0
Inner Express Bus	15	0.2%	2.6
Outer Express Bus	0	0.0%	0.0
Student	31	0.4%	5.3
Senior	110	1.3%	4.5
Disability	8	0.1%	4.5
No Pass Selected	32	0.4%	5.2
Total Riders Using Monthly Passes	5,726	68.5%	5.3

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	88	1.1%	5.5
1	24	0.3%	5.6
2	10	0.1%	5.0
3	3	0.0%	5.0
4	19	0.2%	3.7
5	9	0.1%	2.0
6	8	0.1%	5.0
7	0	0.0%	0.0
8	8	0.1%	5.0
Interzone	0	0.0%	0.0
No Zone Selected	8	0.1%	1.0
Total Riders Using Zone Passes	176	2.1%	4.9



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: All Stations

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	925	7.2%	7.2%
One Day	377	2.9%	10.1%
Two Days	671	5.2%	15.3%
Three Days	926	7.2%	22.4%
Four Days	1,158	9.0%	31.4%
Five Days	6,243	48.3%	79.6%
Six Days	1,200	9.3%	88.9%
Seven Days	1,186	9.2%	98.1%
Only Visiting	248	1.9%	100.0%
TOTAL	12,934	100.0%	100.0%
No Answer	153		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	1,383 11.3%	464 3.8%	35 0.3%	89	1,881 15.3%
Occasionally	135 1.1%	6,739 54.9%	589 4.8%	349	7,464 60.9%
Not at all	11 0.1%	114 0.9%	2,794 22.8%	76	2,919 23.8%
No Answer	15	40	14	239	
Sunday Total	1,529 12.5%	7,317 59.7%	3,418 27.9%		12,263 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-D

Expanded Results

Entry Station: All Stations

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	3,315	26.0%	3.3
Pay-per-ride CharlieTicket (paper)	377	3.0%	2.7
Monthly pass	8,297	65.2%	5.0
Full cash fare on-board trolley	29	0.2%	2.4
Reduced fare	289	2.3%	3.3
<i>Student</i>	64	0.5%	5.0
<i>Senior</i>	174	1.4%	3.1
<i>Disability</i>	51	0.4%	2.1
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	13	0.1%	1.9
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	7	0.1%	0.0
7-Day LinkPass	375	2.9%	5.3
Other	26	0.2%	4.6
No Fare Payment Type Selected	360		
All Payment Types	12,727	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 Line Used/Wk.
Link (Subway + Bus)	7,508	59.0%	5.1
Zone	465	3.7%	3.7
Boat	0	0.0%	0.0
Inner Express Bus	14	0.1%	5.0
Outer Express Bus	29	0.2%	3.1
Student	64	0.5%	5.9
Senior	137	1.1%	5.0
Disability	54	0.4%	2.4
No Pass Selected	25	0.2%	6.3
Total Riders Using Monthly Passes	8,297	65.2%	5.0

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	128	1.0%	5.0
1	37	0.3%	3.8
2	111	0.9%	3.2
3	40	0.3%	2.7
4	36	0.3%	1.3
5	26	0.2%	2.3
6	31	0.2%	4.7
7	12	0.1%	3.9
8	21	0.2%	4.1
Interzone	0	0.0%	0.0
No Zone Selected	24	0.2%	4.7
Total Riders Using Zone Passes	465	3.7%	3.7



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-E

Entry Stop: All Stops

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	698	11.5%	11.5%
One Day	178	2.9%	14.4%
Two Days	491	8.1%	22.5%
Three Days	502	8.3%	30.8%
Four Days	455	7.5%	38.3%
Five Days	1,939	31.9%	70.2%
Six Days	727	12.0%	82.1%
Seven Days	973	16.0%	98.2%
Only Visiting	111	1.8%	100.0%
TOTAL	6,074	100.0%	100.0%
No Answer	123		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	1,033 18.1%	481 8.4%	11 0.2%	92	1,526 26.7%
Occasionally	95 1.7%	2,506 43.8%	269 4.7%	143	2,870 50.2%
Not at all	0 0.0%	57 1.0%	1,264 22.1%	28	1,321 23.1%
No Answer	0	31	36	149	
Sunday Total	1,128 19.7%	3,045 53.3%	1,544 27.0%		5,717 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-E

Expanded Results

Entry Stop: All Stops

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	1,704	27.7%	3.3
Pay-per-ride CharlieTicket (paper)	136	2.2%	2.2
Monthly pass	3,625	58.9%	4.9
Full cash fare on-board trolley	48	0.8%	2.1
Reduced fare	327	5.3%	3.3
<i>Student</i>	8	0.1%	6.0
<i>Senior</i>	231	3.8%	3.4
<i>Disability</i>	67	1.1%	2.8
<i>No Reduced Fare Selected</i>	21	0.3%	3.0
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	293	4.8%	5.5
Other	20	0.3%	2.0
No Fare Payment Type Selected	43		
All Payment Types	6,154	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 Line Used/Wk.
Link (Subway + Bus)	3,090	50.2%	5.0
Zone	377	6.1%	4.0
Boat	0	0.0%	0.0
Inner Express Bus	7	0.1%	5.0
Outer Express Bus	0	0.0%	0.0
Student	32	0.5%	4.3
Senior	56	0.9%	2.4
Disability	52	0.8%	6.2
No Pass Selected	11	0.2%	0.0
Total Riders Using Monthly Passes	3,625	58.9%	4.9

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	86	1.4%	3.5
1	42	0.7%	5.5
2	87	1.4%	4.5
3	36	0.6%	1.7
4	42	0.7%	2.8
5	0	0.0%	0.0
6	11	0.2%	5.0
7	42	0.7%	5.5
8	31	0.5%	3.5
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	377	6.1%	4.0

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-B
 Entry Stop: All Stops

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	11,840	86.8%
Not Licensed	1,806	13.2%
TOTAL	13,646	100.0%
No Answer	127	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	6,879	51.4%
1 vehicle	4,720	35.3%
2 vehicles	1,195	8.9%
3 or more vehicles	592	4.4%
TOTAL	13,385	100.0%
No Answer	387	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	3,452	25.4%
No	10,138	74.6%
TOTAL	13,590	100.0%
No Answer	183	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	6,548	50.9%	50.9%
0.01 to 0.49 vehicles	1,469	11.4%	62.3%
0.50 to 0.99 vehicles	2,941	22.8%	85.1%
1.00 to 1.49 vehicles	1,637	12.7%	97.8%
1.50 to 1.99 vehicles	194	1.5%	99.3%
2 or more vehicles	87	0.7%	100.0%
TOTAL RESPONSES	12,874		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-C
 Entry Stop: All Stops

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	7,571	90.5%
Not Licensed	793	9.5%
TOTAL	8,364	100.0%
No Answer	106	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	3,418	41.2%
1 vehicle	3,729	44.9%
2 vehicles	932	11.2%
3 or more vehicles	219	2.6%
TOTAL	8,299	100.0%
No Answer	172	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	2,986	35.9%
No	5,337	64.1%
TOTAL	8,323	100.0%
No Answer	147	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	3,220	40.6%	40.6%
0.01 to 0.49 vehicles	953	12.0%	52.6%
0.50 to 0.99 vehicles	2,089	26.3%	78.9%
1.00 to 1.49 vehicles	1,611	20.3%	99.2%
1.50 to 1.99 vehicles	41	0.5%	99.7%
2 or more vehicles	22	0.3%	100.0%
TOTAL RESPONSES	7,936		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-D
 Entry Station: All Stations

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	7,571	90.5%
Not Licensed	793	9.5%
TOTAL	8,364	100.0%
No Answer	106	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	3,418	41.2%
1 vehicle	3,729	44.9%
2 vehicles	932	11.2%
3 or more vehicles	219	2.6%
TOTAL	8,299	100.0%
No Answer	172	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	2,986	35.9%
No	5,337	64.1%
TOTAL	8,323	100.0%
No Answer	147	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	3,220	40.6%	40.6%
0.01 to 0.49 vehicles	953	12.0%	52.6%
0.50 to 0.99 vehicles	2,089	26.3%	78.9%
1.00 to 1.49 vehicles	1,611	20.3%	99.2%
1.50 to 1.99 vehicles	41	0.5%	99.7%
2 or more vehicles	22	0.3%	100.0%
TOTAL RESPONSES	7,936		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-E
 Entry Stop: All Stops

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	5,413	88.7%
Not Licensed	692	11.3%
TOTAL	6,105	100.0%
No Answer	91	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	2,281	38.0%
1 vehicle	2,156	36.0%
2 vehicles	977	16.3%
3 or more vehicles	583	9.7%
TOTAL	5,998	100.0%
No Answer	198	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	2,239	37.5%
No	3,731	62.5%
TOTAL	5,970	100.0%
No Answer	227	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	2,215	38.6%	38.6%
0.01 to 0.49 vehicles	828	14.4%	53.0%
0.50 to 0.99 vehicles	1,557	27.1%	80.1%
1.00 to 1.49 vehicles	974	16.9%	97.0%
1.50 to 1.99 vehicles	100	1.7%	98.8%
2 or more vehicles	69	1.2%	100.0%
TOTAL RESPONSES	5,744		



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-B

Entry Stop: All Stops

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.6	15.8%	26.9%	38.6%	16.4%	2.2%	13,284	489	7,406
Safety and security	3.7	1.5%	5.2%	29.7%	47.1%	16.5%	13,405	368	2,587
Cleanliness/condition of vehicles	3.2	3.8%	13.0%	45.8%	32.9%	4.5%	13,425	348	956
Courtesy of train crews	3.0	8.2%	18.4%	44.1%	22.7%	6.6%	13,359	414	709
Announcement of stations	3.5	4.4%	12.4%	31.0%	33.8%	18.4%	13,261	512	409
Availability of seating on trains	2.5	20.8%	26.8%	38.8%	11.5%	2.0%	13,349	424	1,899
Frequency of service	2.6	16.0%	29.4%	35.9%	16.1%	2.6%	13,354	418	5,706
Travel time/speed	2.6	17.9%	28.6%	34.0%	17.5%	1.9%	13,404	369	4,859
Parking availability	2.7	17.4%	16.5%	47.7%	14.0%	4.4%	5,599	8,173	93
Station amenities	2.6	17.8%	25.6%	40.9%	13.7%	1.9%	10,251	3,522	158
Fare collection system	3.3	9.8%	13.5%	28.4%	32.7%	15.7%	12,996	777	488

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-C

Entry Stop: All Stops

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.8	12.2%	21.9%	40.9%	21.9%	3.0%	8,258	212	4,738
Safety and security	3.7	1.4%	4.5%	28.8%	50.1%	15.2%	8,256	214	1,999
Cleanliness/condition of vehicles	3.1	5.2%	14.4%	46.0%	29.1%	5.3%	8,223	247	745
Courtesy of train crews	3.2	5.4%	15.0%	40.8%	31.4%	7.4%	8,257	213	416
Announcement of stations	3.4	6.0%	13.2%	31.1%	32.5%	17.1%	8,209	261	177
Availability of seating on trains	2.5	18.6%	27.7%	39.1%	11.6%	3.0%	8,227	243	1,304
Frequency of service	2.7	13.8%	27.8%	37.0%	19.1%	2.2%	8,258	212	3,777
Travel time/speed	2.8	11.9%	25.8%	40.5%	17.6%	4.1%	8,222	248	2,689
Parking availability	2.7	12.8%	21.8%	49.7%	11.8%	4.0%	3,426	5,044	129
Station amenities	2.6	13.0%	28.9%	44.9%	11.1%	2.2%	6,368	2,102	36
Fare collection system	3.3	9.3%	13.3%	30.8%	31.9%	14.7%	8,111	359	280

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: All Stations

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	11.9%	20.3%	40.7%	22.6%	4.5%	12,742	345	6,658
Safety and security	3.8	1.0%	3.8%	30.0%	48.2%	17.0%	12,734	353	2,736
Cleanliness/condition of vehicles	3.1	4.9%	15.0%	46.2%	29.1%	4.8%	12,686	401	1,007
Courtesy of train crews	3.2	5.7%	14.9%	39.1%	31.5%	8.8%	12,603	484	472
Announcement of stations	3.4	6.2%	13.9%	30.3%	33.0%	16.5%	12,690	397	375
Availability of seating on trains	2.6	18.3%	26.8%	37.9%	14.3%	2.8%	12,816	271	1,928
Frequency of service	2.7	13.6%	26.0%	36.4%	20.2%	3.8%	12,792	295	5,579
Travel time/speed	3.0	9.3%	19.3%	39.5%	26.7%	5.1%	12,718	369	3,704
Parking availability	3.0	13.0%	18.1%	39.8%	19.0%	10.1%	7,445	5,642	481
Station amenities	2.8	12.4%	23.7%	42.8%	18.0%	3.1%	10,727	2,360	167
Fare collection system	3.3	10.4%	12.4%	27.5%	32.3%	17.5%	12,462	625	531

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-E

Entry Stop: All Stops

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	9.8%	13.8%	48.0%	23.4%	4.9%	5,940	257	3,234
Safety and security	3.6	1.4%	5.7%	34.2%	46.8%	11.9%	5,964	233	1,458
Cleanliness/condition of vehicles	3.1	5.5%	17.0%	47.6%	25.5%	4.4%	5,980	216	585
Courtesy of train crews	3.2	4.7%	15.3%	44.4%	27.5%	8.1%	5,946	251	260
Announcement of stations	3.6	4.2%	11.2%	27.9%	36.6%	20.0%	5,970	226	72
Availability of seating on trains	2.9	10.4%	20.1%	43.2%	21.8%	4.4%	5,985	212	599
Frequency of service	2.9	9.8%	25.2%	38.6%	19.6%	6.8%	5,970	227	2,770
Travel time/speed	3.1	6.8%	14.6%	46.0%	26.6%	6.0%	5,963	234	2,105
Parking availability	2.8	14.4%	17.1%	45.9%	15.9%	6.7%	3,176	3,020	67
Station amenities	2.7	15.8%	20.9%	47.1%	14.1%	2.1%	4,968	1,228	34
Fare collection system	3.4	6.3%	12.9%	31.0%	29.9%	19.9%	5,827	370	309

* 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 Green Line riders making? Why did they choose to use rapid transit service? What were their alternatives?

The tables (at the end of the chapter) present these data by station. For each station, three tables presenting the three respective types of data are grouped on a single page. The data for each station are based on the survey responses from riders who started the rapid transit portions of their trips at that station.

3.1 TRIP PURPOSE

3.1.1 DESCRIPTION OF TABLE

The trip purposes table for each station 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 9, 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 entering the rapid transit system at the station 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

Central Subway

The most common trip purpose at most of the 13 Central Subway stations was home-based work. At eight of these stations, the percentage with this purpose ranged from 42% to 62%. At North Station and Haymarket, the percentages were 81% and 77% respectively. The higher figures at the latter two were partly attributable to large numbers of suburban residents transferring there from commuter rail or express buses. The other stations mainly served trips originating in the urban core neighborhoods in which they are located, with their mix of residences and businesses.

At Park Street and Boylston, home-based work trips accounted for only 27% of entries, and work-based trips (that is, trips between work and some place other than home) were about equally important. Work-based trips represent lunchtime trips and errands that occur during the workday. Home-based work trips were lowest at Science Park (26%), where many of the passengers had been visiting the Museum of Science.

Work-based trips were the second-most-common trip purpose at most of the other stations, though accounting for much smaller shares than home-based work trips. Home-based work-related trips were second in importance at Science Park and Prudential. At Symphony Station, home-based social activity was second. The trip purpose results may have been affected by the survey distribution strategy, which captured riders entering stations between the hours of 6:00 AM and 3:00 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.

B Branch

For passengers boarding at stops on the B Branch overall, home-based work trips were the most common trip purpose (44%), but home-based school trips also accounted for a major share (29%). This reflects the academic nature of the area the branch serves, with Boston College at the outer end and Boston University at the inner end. On the two innermost branch segments, Blandford Street to BU Central and BU West to Babcock Street, home-based school trips outweighed home-based work trips (30% to 20% and 28% to 20%). Other major trip purposes on these two segments were work-based trips (19% and 18%) and non-home/non-work-based trips (23% and 15%). Many of the latter trips started from school.

On the outermost branch segment, Chestnut Hill Avenue to Boston College, home-based work trips were not far ahead of home-based school trips (35% to 29%). On the three intermediate branch segments, home-based school trip still

accounted for 26% to 30% of the trips, but home-based work trips made up 56% to 61% of boardings.

C Branch

Home-based work trips accounted for 62% of overall boardings on the C Branch. On the outer three branch segments, from Saint Paul Street to Cleveland Circle, this share ranged from 63% to 70%. On the innermost branch segment, from Saint Mary's Street to Kent Street, only 46% of trips were home-based work trips. Home-based school, work-based, home-based personal business, and non-home/non-work-based trips all showed larger percentages on the innermost segment than on the branch overall.

D Branch

Most of the D Branch serves residential areas that house people who work in Boston. This was reflected in the large proportions of home-based work trips, ranging from 66% to 83% at all but two of the stations. At Longwood and Fenway, respectively, only 57% and 42% of trips were home-based work; both of these stations had high percentages of work-based trips (21% and 22%, respectively). Home-based school trips accounted for at least 10% of all trips at 6 of the 13 stops.

E Branch

Home-based work trips were the most common trip purpose on the E Branch overall, at 34%. The shares of these trips were greatest on the outer portions of the branch, ranging from 41% at Brigham Circle to 34% at Heath Street. At Longwood Medical Area, work-based trips exceeded home-based work trips 34% to 22%, and at Museum of Fine Arts, home-based work trips were only slightly ahead of work-based trips, 25% to 23%. Non-home/non-work-based trips accounted for 20% to 24% of the boardings at the three innermost stops, Longwood Medical Area to Northeastern.

Home-based school trips accounted for 16% of the overall E Branch boardings. The highest share, 23%, was on the branch segment from Fenwood Road to Back of the Hill, but was based on a small number of responses. Home-based school trips were reported by 20% of the riders at Museum of Fine Arts, and by 18% at Northeastern.

3.2 REASONS FOR USING THE MBTA

3.2.1 DESCRIPTION OF TABLE

The table for each station showing the reasons for using MBTA rapid transit service summarizes the results from question 22 on the survey. This question listed eight possible reasons riders might have for using rapid 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

Central Subway

Overall, the most common reason for using the Green Line was “convenience,” checked by 66% of the Central Subway riders. “Convenience” was also the most common reason at all subway stations except Science Park and North Station, where “avoid driving/traffic” was the top choice, and Prudential, where “avoid parking at destination” was slightly ahead. “Avoid driving/traffic,” the second-most-commonly cited reason at most of the other subway stations, was checked by 48% to 65% of passengers. The exception was Symphony, where “less expensive than other choices” was second, after convenience.

B Branch

“Convenience” was the reason most often cited by B Branch riders for using MBTA rapid transit service. This reason was checked by 60% of all B Branch riders, ranging from 73% on the branch segment from Blandford Street to BU Central to 56% between Packards Corner and Harvard Avenue.

After “convenience, the second-most-common reason varied among branch segments. Between Blandford Street and BU Central, and between Packards Corner and Harvard Avenue, “only transportation available” was second. Between Griggs Street and Warren Street, and between Chestnut Hill Avenue and Boston College, “less expensive than other choices” was second. Between BU West and Babcock Street, “avoid driving/traffic” was second in importance, but between Washington Street and Chiswick Road, “avoid parking at destination” was second. “Speed/travel time” was the least often checked reason for riding (21%).

C Branch

For the C Branch, “convenience” was the reason most often checked for using rapid transit (68%). This was followed by “avoid parking at destination” (54%) and “avoid driving/traffic” (52%). Being “environmentally responsible” also was highly ranked (49%). “Speed/travel time” was the least often checked reason for riding (21%).

D Branch

Unlike riders on other Green Line branches, who consistently checked “convenience,” D Branch riders overall cited “convenience,” at 59%, slightly less than “avoid driving/traffic” and “avoid parking at destination,” at 60% each, as a reason for using rapid transit. “Convenience” was the most common reason at the three innermost stations and at Beaconsfield and Chestnut Hill, but at the other eight stations it ranked second to fourth. At most stations from Chestnut Hill to Riverside, “avoid driving/traffic” and “avoid parking at destination” were first and second, but not always in that order. The least common reasons for using rapid transit were speed/travel time (23%) and “only transportation available” (22%).

E Branch

On the E Branch overall, “convenience” was by far the most commonly cited reason for using rapid transit (68%). The second-most-common reason was avoid driving/traffic” (51%). The reasons least often checked were “speed/travel time” (29%) and “only transportation available” (30%).

3.3 ALTERNATIVE MEANS OF TRANSPORTATION

3.3.1 DESCRIPTION OF TABLES

The two tables for each station 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 Green Line, 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

Central Subway

The most common alternative mode of transportation for people who made the trip using other means when not riding the Green Line subway varied by station. It was “drive alone” at the stations between Science Park and

Government Center, ranging from 37% to 40% except at North Station (60%). At all subway stations from Boylston through Kenmore, and Prudential, the alternative most often checked was “other.” When further details were written in, they were mostly split between “walk” and “dropped off.” At Lechmere, Park Street, and Symphony, the most common alternative was “other MBTA service.”

B Branch

The most common alternative mode of transportation for people who made the trip using other means when not riding the B Branch varied by branch segment. On the segments from Blandford Street to BU Central, BU West to Babcock Street, and Griggs Street to Warren Street, the most common response was “other,” at 36% to 47%, with “walking” often specified in the written detail. “Driving alone” was the most common alternative on the segments from Washington Street to Chiswick Road (43%), and from Chestnut Hill Avenue to Boston College (46%). “Other MBTA” service was the most common alternative on the segment from Packards Corner to Harvard Avenue (40%), and was checked by 29% to 33% of the riders on the other segments who used alternative modes.

C Branch

The most common alternative mode of transportation for people who made the trip using other means when not riding the C Branch varied by branch segment. “Other” was the most common alternative on the segments from Saint Mary’s Street to Kent Street (44%) and from Brandon Hall to Tappan Street (49%) with walking often specified in the written detail. Driving alone was the most common alternative on the segment from Saint Paul Street to Summit Avenue (41%). On the segment from Dean Road to Cleveland Circle (which is close to the D Branch), “other MBTA service” was slightly ahead of driving alone (41% to 40%).

D Branch

At almost every station, the most common alternative mode of transportation for people who made the trip using other means when not riding the D Branch was driving alone. At stations from Chestnut Hill through Riverside, 64% to 88% checked this alternative. At Longwood through Beaconsfield, 35% to 50% sometimes drove alone. “Use of other MBTA service” was the most common alternative at Fenway (35%), and ranged from 25% to 37% at seven of the other stations. “Other” alternatives, including walking, were used by 22% to 33% of those using “alternative” means at Beaconsfield through Fenway, but by 18% or less at stations from Riverside through Reservoir.

E Branch

Because of the large amount of parallel service available (including the Route 39 bus and the Orange Line), “other MBTA service” was the most frequently

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

checked alternate means of transportation overall, at 41%. At all but one E Branch station or segment, the percentage of riders checking this alternative ranged from 35% to 53%. At Museum of Fine Arts Station, 26% checked “other MBTA service,” but a larger group there (42%) sometimes drove alone. Reported use of “other” alternatives, including walking, ranged from 17% to 41%.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Lechmere

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,856	59.3%	59.3%
Home-based School	98	3.1%	62.5%
Home-based Shopping	156	5.0%	67.5%
Home-based Social Activity	186	5.9%	73.4%
Home-based Personal Business	176	5.6%	79.0%
Home-based Work-related	157	5.0%	84.0%
Home-based Other	20	0.7%	84.7%
Work-based	304	9.7%	94.4%
Non-Home/Non-Work-based	176	5.6%	100.0%
TOTAL	3,130		
No Answer	70		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,931	60.9%
Speed/travel time	806	25.4%
Avoid driving/traffic	1,832	57.8%
Avoid parking at destination	1,695	53.5%
Environmentally responsible	1,559	49.2%
Less expensive	1,449	45.7%
Can read/do work	858	27.1%
Only transportation available	891	28.1%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,169	

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	1,567	50.4%	Drive alone	601	39.1%
No	1,543	49.6%	Non-MBTA bus	49	3.2%
TOTAL	3,110	100.0%	Carpool/vanpool	177	11.5%
No Answer	89		Bicycle	334	21.7%
			Other MBTA service	672	43.7%
			Other	304	19.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,538	
			(No other modes reported)	30	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Science Park

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	119	26.4%	26.4%
Home-based School	43	9.6%	36.0%
Home-based Shopping	0	0.0%	36.0%
Home-based Social Activity	22	4.8%	40.8%
Home-based Personal Business	65	14.4%	55.2%
Home-based Work-related	87	19.2%	74.5%
Home-based Other	0	0.0%	74.5%
Work-based	50	11.1%	85.6%
Non-Home/Non-Work-based	65	14.4%	100.0%
TOTAL	451		
No Answer	22		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	322	68.2%
Speed/travel time	194	41.0%
Avoid driving/traffic	337	71.4%
Avoid parking at destination	301	63.6%
Environmentally responsible	280	59.3%
Less expensive	224	47.3%
Can read/do work	100	21.2%
Only transportation available	22	4.6%
Other	22	4.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	473	

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	186	48.1%	Drive alone	65	39.7%
No	200	51.9%	Non-MBTA bus	22	13.2%
TOTAL	386	100.0%	Carpool/vanpool	20	12.3%
No Answer	87		Bicycle	28	17.4%
			Other MBTA service	0	0.0%
			Other	64	38.8%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	164	
			(No other modes reported)	22	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: North Station

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	3,528	81.0%	81.0%
Home-based School	32	0.7%	81.7%
Home-based Shopping	0	0.0%	81.7%
Home-based Social Activity	54	1.2%	82.9%
Home-based Personal Business	168	3.8%	86.8%
Home-based Work-related	57	1.3%	88.1%
Home-based Other	19	0.4%	88.5%
Work-based	330	7.6%	96.1%
Non-Home/Non-Work-based	170	3.9%	100.0%
TOTAL	4,357		
No Answer	423		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,937	61.9%
Speed/travel time	1,581	33.3%
Avoid driving/traffic	3,658	77.1%
Avoid parking at destination	2,829	59.6%
Environmentally responsible	2,473	52.1%
Less expensive	2,198	46.3%
Can read/do work	2,532	53.4%
Only transportation available	635	13.4%
Other	108	2.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	4,743	

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	1,740	37.1%	Drive alone	1,014	60.2%
No	2,949	62.9%	Non-MBTA bus	0	0.0%
TOTAL	4,689	100.0%	Carpool/vanpool	194	11.5%
No Answer	92		Bicycle	54	3.2%
			Other MBTA service	388	23.1%
			Other	278	16.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,683	
			(No other modes reported)	57	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY
Entry Station: Haymarket

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,250	77.4%	77.4%
Home-based School	127	4.4%	81.8%
Home-based Shopping	44	1.5%	83.3%
Home-based Social Activity	127	4.4%	87.6%
Home-based Personal Business	85	2.9%	90.5%
Home-based Work-related	22	0.7%	91.3%
Home-based Other	63	2.2%	93.5%
Work-based	190	6.5%	100.0%
Non-Home/Non-Work-based	0	0.0%	100.0%
TOTAL	2,906		
No Answer	22		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,028	69.3%
Speed/travel time	577	19.7%
Avoid driving/traffic	1,455	49.7%
Avoid parking at destination	1,410	48.2%
Environmentally responsible	1,239	42.3%
Less expensive	982	33.5%
Can read/do work	1,046	35.7%
Only transportation available	791	27.0%
Other	65	2.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,928	

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	1,241	43.3%	Drive alone	449	36.9%
No	1,624	56.7%	Non-MBTA bus	22	1.8%
TOTAL	2,865	100.0%	Carpool/vanpool	129	10.6%
No Answer	63		Bicycle	234	19.2%
			Other MBTA service	194	15.9%
			Other	342	28.1%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,219	
			(No other modes reported)	22	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Government Center

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,240	41.7%	41.7%
Home-based School	32	1.1%	42.7%
Home-based Shopping	0	0.0%	42.7%
Home-based Social Activity	160	5.4%	48.1%
Home-based Personal Business	360	12.1%	60.2%
Home-based Work-related	137	4.6%	64.8%
Home-based Other	64	2.1%	66.9%
Work-based	784	26.3%	93.3%
Non-Home/Non-Work-based	200	6.7%	100.0%
TOTAL	2,977		
No Answer	123		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,089	68.1%
Speed/travel time	1,157	37.7%
Avoid driving/traffic	2,002	65.3%
Avoid parking at destination	1,798	58.6%
Environmentally responsible	1,583	51.6%
Less expensive	1,439	46.9%
Can read/do work	927	30.2%
Only transportation available	591	19.3%
Other	9	0.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,067	

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	1,047	35.0%	Drive alone	387	39.4%
No	1,947	65.0%	Non-MBTA bus	0	0.0%
TOTAL	2,995	100.0%	Carpool/vanpool	137	13.9%
No Answer	105		Bicycle	164	16.6%
			Other MBTA service	200	20.4%
			Other	282	28.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	983	
			(No other modes reported)	64	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Park Street

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,075	26.8%	26.8%
Home-based School	305	7.6%	34.5%
Home-based Shopping	189	4.7%	39.2%
Home-based Social Activity	210	5.2%	44.4%
Home-based Personal Business	179	4.5%	48.9%
Home-based Work-related	220	5.5%	54.4%
Home-based Other	94	2.4%	56.7%
Work-based	1,134	28.3%	85.1%
Non-Home/Non-Work-based	598	14.9%	100.0%
TOTAL	4,005		
No Answer	220		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,838	67.2%
Speed/travel time	1,010	23.9%
Avoid driving/traffic	2,144	50.7%
Avoid parking at destination	1,934	45.8%
Environmentally responsible	2,071	49.0%
Less expensive	1,692	40.0%
Can read/do work	1,419	33.6%
Only transportation available	978	23.1%
Other	31	0.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	4,226	

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	1,650	40.9%	Drive alone	378	24.8%
No	2,387	59.1%	Non-MBTA bus	0	0.0%
TOTAL	4,037	100.0%	Carpool/vanpool	126	8.3%
No Answer	189		Bicycle	94	6.2%
			Other MBTA service	662	43.5%
			Other	432	28.3%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,524	
			(No other modes reported)	126	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Boylston

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	698	26.8%	26.8%
Home-based School	442	17.0%	43.7%
Home-based Shopping	88	3.4%	47.1%
Home-based Social Activity	110	4.2%	51.4%
Home-based Personal Business	126	4.8%	56.2%
Home-based Work-related	66	2.5%	58.7%
Home-based Other	103	4.0%	62.7%
Work-based	684	26.3%	89.0%
Non-Home/Non-Work-based	287	11.0%	100.0%
TOTAL	2,605		
No Answer	103		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,809	67.3%
Speed/travel time	848	31.6%
Avoid driving/traffic	1,410	52.5%
Avoid parking at destination	1,202	44.7%
Environmentally responsible	1,173	43.7%
Less expensive	1,091	40.6%
Can read/do work	715	26.6%
Only transportation available	796	29.6%
Other	22	0.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,686	

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	1,071	40.4%	Drive alone	348	35.4%
No	1,578	59.6%	Non-MBTA bus	0	0.0%
TOTAL	2,649	100.0%	Carpool/vanpool	199	20.2%
No Answer	59		Bicycle	81	8.3%
			Other MBTA service	265	27.0%
			Other	399	40.6%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	982	
			(No other modes reported)	88	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY
Entry Station: Arlington

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	991	44.0%	44.0%
Home-based School	59	2.6%	46.6%
Home-based Shopping	69	3.1%	49.7%
Home-based Social Activity	141	6.3%	56.0%
Home-based Personal Business	133	5.9%	61.9%
Home-based Work-related	29	1.3%	63.2%
Home-based Other	43	1.9%	65.1%
Work-based	537	23.9%	89.0%
Non-Home/Non-Work-based	248	11.0%	100.0%
TOTAL	2,251		
No Answer	49		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,603	69.7%
Speed/travel time	852	37.0%
Avoid driving/traffic	1,268	55.1%
Avoid parking at destination	1,250	54.4%
Environmentally responsible	1,079	46.9%
Less expensive	960	41.7%
Can read/do work	627	27.3%
Only transportation available	396	17.2%
Other	8	0.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,300	

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	970	43.3%	Drive alone	281	30.3%
No	1,271	56.7%	Non-MBTA bus	13	1.4%
TOTAL	2,241	100.0%	Carpool/vanpool	87	9.4%
No Answer	59		Bicycle	118	12.7%
			Other MBTA service	249	26.9%
			Other	335	36.2%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	925	
			(No other modes reported)	44	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Copley

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,408	48.5%	48.5%
Home-based School	245	4.9%	53.5%
Home-based Shopping	169	3.4%	56.9%
Home-based Social Activity	334	6.7%	63.6%
Home-based Personal Business	265	5.3%	68.9%
Home-based Work-related	84	1.7%	70.6%
Home-based Other	49	1.0%	71.6%
Work-based	1,003	20.2%	91.8%
Non-Home/Non-Work-based	406	8.2%	100.0%
TOTAL	4,963		
No Answer	254		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	3,519	67.7%
Speed/travel time	1,896	36.5%
Avoid driving/traffic	3,208	61.7%
Avoid parking at destination	2,607	50.1%
Environmentally responsible	2,631	50.6%
Less expensive	2,047	39.4%
Can read/do work	1,648	31.7%
Only transportation available	900	17.3%
Other	84	1.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	5,200	

Use Other Mode to Make Same Trip?	Number of Riders	Percent of Riders	Other Modes Reported by Riders Who Checked "Yes":	Number of Riders	Percent of Riders*
Yes	2,182	44.3%	Drive alone	717	35.3%
No	2,749	55.7%	Non-MBTA bus	18	0.9%
TOTAL	4,931	100.0%	Carpool/vanpool	167	8.2%
No Answer	285		Bicycle	164	8.1%
			Other MBTA service	556	27.4%
			Other	785	38.6%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	2,031	
			(No other modes reported)	151	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Hynes Convention Center

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,902	55.2%	55.2%
Home-based School	185	5.4%	60.5%
Home-based Shopping	18	0.5%	61.0%
Home-based Social Activity	97	2.8%	63.8%
Home-based Personal Business	221	6.4%	70.3%
Home-based Work-related	105	3.0%	73.3%
Home-based Other	48	1.4%	74.7%
Work-based	571	16.6%	91.3%
Non-Home/Non-Work-based	301	8.7%	100.0%
TOTAL	3,448		
No Answer	97		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,505	70.9%
Speed/travel time	1,284	36.3%
Avoid driving/traffic	1,811	51.3%
Avoid parking at destination	1,604	45.4%
Environmentally responsible	1,608	45.5%
Less expensive	1,621	45.9%
Can read/do work	659	18.7%
Only transportation available	1,221	34.6%
Other	70	2.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,532	

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	1,807	53.0%	Drive alone	444	26.5%
No	1,605	47.0%	Non-MBTA bus	0	0.0%
TOTAL	3,413	100.0%	Carpool/vanpool	291	17.4%
No Answer	132		Bicycle	175	10.5%
			Other MBTA service	524	31.3%
			Other	632	37.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,675	
			(No other modes reported)	132	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Kenmore

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,810	51.1%	51.1%
Home-based School	125	3.5%	54.6%
Home-based Shopping	11	0.3%	54.9%
Home-based Social Activity	128	3.6%	58.5%
Home-based Personal Business	308	8.7%	67.2%
Home-based Work-related	11	0.3%	67.5%
Home-based Other	146	4.1%	71.7%
Work-based	664	18.7%	90.4%
Non-Home/Non-Work-based	341	9.6%	100.0%
TOTAL	3,544		
No Answer	62		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,292	64.0%
Speed/travel time	1,021	28.5%
Avoid driving/traffic	1,695	47.3%
Avoid parking at destination	1,607	44.9%
Environmentally responsible	1,629	45.5%
Less expensive	1,486	41.5%
Can read/do work	934	26.1%
Only transportation available	1,014	28.3%
Other	73	2.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,580	

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	1,703	48.4%	Drive alone	454	27.8%
No	1,815	51.6%	Non-MBTA bus	26	1.6%
TOTAL	3,518	100.0%	Carpool/vanpool	125	7.6%
No Answer	88		Bicycle	212	13.0%
			Other MBTA service	348	21.3%
			Other	835	51.2%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,630	
			(No other modes reported)	73	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY
Entry Station: Prudential

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	510	51.4%	51.4%
Home-based School	73	7.4%	58.8%
Home-based Shopping	0	0.0%	58.8%
Home-based Social Activity	47	4.8%	63.5%
Home-based Personal Business	0	0.0%	63.5%
Home-based Work-related	110	11.1%	74.6%
Home-based Other	58	5.8%	80.5%
Work-based	84	8.5%	88.9%
Non-Home/Non-Work-based	110	11.1%	100.0%
TOTAL	992		
No Answer	73		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	630	59.2%
Speed/travel time	488	45.8%
Avoid driving/traffic	572	53.7%
Avoid parking at destination	672	63.0%
Environmentally responsible	426	40.0%
Less expensive	288	27.1%
Can read/do work	299	28.1%
Only transportation available	205	19.2%
Other	37	3.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,065	

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	437	42.4%	Drive alone	200	47.0%
No	592	57.6%	Non-MBTA bus	37	8.6%
TOTAL	1,029	100.0%	Carpool/vanpool	0	0.0%
No Answer	37		Bicycle	37	8.6%
			Other MBTA service	37	8.6%
			Other	273	64.2%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	426	
			(No other modes reported)	11	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-SUBWAY
Entry Station: Symphony

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	588	61.6%	61.6%
Home-based School	28	2.9%	64.5%
Home-based Shopping	28	2.9%	67.4%
Home-based Social Activity	111	11.6%	79.0%
Home-based Personal Business	62	6.5%	85.5%
Home-based Work-related	28	2.9%	88.4%
Home-based Other	0	0.0%	88.4%
Work-based	28	2.9%	91.3%
Non-Home/Non-Work-based	83	8.7%	100.0%
TOTAL	955		
No Answer	28		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	693	71.7%
Speed/travel time	424	43.9%
Avoid driving/traffic	318	32.9%
Avoid parking at destination	418	43.3%
Environmentally responsible	413	42.8%
Less expensive	580	60.1%
Can read/do work	313	32.4%
Only transportation available	324	33.5%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	966	

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	430	47.9%	Drive alone	89	20.8%
No	469	52.1%	Non-MBTA bus	0	0.0%
TOTAL	899	100.0%	Carpool/vanpool	34	7.9%
No Answer	83		Bicycle	45	10.4%
			Other MBTA service	256	59.5%
			Other	134	31.2%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	430	
			(No other modes reported)	0	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-B

Entry Stop: Blandford St. to BU Central

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	416	19.8%	19.8%
Home-based School	634	30.1%	49.9%
Home-based Shopping	69	3.3%	53.1%
Home-based Social Activity	23	1.1%	54.2%
Home-based Personal Business	46	2.2%	56.4%
Home-based Work-related	23	1.1%	57.5%
Home-based Other	23	1.1%	58.6%
Work-based	390	18.5%	77.1%
Non-Home/Non-Work-based	482	22.9%	100.0%
TOTAL	2,106		
No Answer	106		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,595	73.6%
Speed/travel time	749	34.6%
Avoid driving/traffic	823	38.0%
Avoid parking at destination	709	32.7%
Environmentally responsible	809	37.4%
Less expensive	809	37.4%
Can read/do work	519	24.0%
Only transportation available	924	42.6%
Other	69	3.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,166	

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	1,171	54.6%	Drive alone	184	15.7%
No	973	45.4%	Non-MBTA bus	115	9.8%
TOTAL	2,143	100.0%	Carpool/vanpool	184	15.7%
No Answer	69		Bicycle	207	17.6%
			Other MBTA service	390	33.3%
			Other	551	47.1%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,171	
			(No other modes reported)	0	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-B

Entry Stop: BU West to Babcock

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	402	19.8%	19.8%
Home-based School	576	28.4%	48.3%
Home-based Shopping	123	6.1%	54.3%
Home-based Social Activity	17	0.8%	55.2%
Home-based Personal Business	154	7.6%	62.8%
Home-based Work-related	17	0.8%	63.6%
Home-based Other	78	3.9%	67.5%
Work-based	361	17.8%	85.3%
Non-Home/Non-Work-based	298	14.7%	100.0%
TOTAL	2,025		
No Answer	112		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,219	58.1%
Speed/travel time	657	31.3%
Avoid driving/traffic	859	41.0%
Avoid parking at destination	622	29.6%
Environmentally responsible	701	33.4%
Less expensive	713	34.0%
Can read/do work	414	19.7%
Only transportation available	734	35.0%
Other	41	1.9%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,098	

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	978	47.2%	Drive alone	240	24.8%
No	1,095	52.8%	Non-MBTA bus	132	13.6%
TOTAL	2,073	100.0%	Carpool/vanpool	68	7.1%
No Answer	64		Bicycle	64	6.6%
			Other MBTA service	297	30.7%
			Other	401	41.4%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	969	
			(No other modes reported)	8	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-B

Entry Stop: Packards Corner to Harvard Ave.

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,955	55.7%	55.7%
Home-based School	1,002	28.5%	84.2%
Home-based Shopping	122	3.5%	87.7%
Home-based Social Activity	63	1.8%	89.5%
Home-based Personal Business	79	2.2%	91.8%
Home-based Work-related	48	1.4%	93.1%
Home-based Other	6	0.2%	93.3%
Work-based	102	2.9%	96.2%
Non-Home/Non-Work-based	133	3.8%	100.0%
TOTAL	3,511		
No Answer	110		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,999	56.0%
Speed/travel time	692	19.4%
Avoid driving/traffic	1,301	36.5%
Avoid parking at destination	1,398	39.2%
Environmentally responsible	1,333	37.4%
Less expensive	1,446	40.5%
Can read/do work	997	27.9%
Only transportation available	1,721	48.2%
Other	62	1.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,568	

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	1,560	43.6%	Drive alone	316	20.8%
No	2,017	56.4%	Non-MBTA bus	41	2.7%
TOTAL	3,578	100.0%	Carpool/vanpool	257	16.9%
No Answer	42		Bicycle	209	13.7%
			Other MBTA service	614	40.3%
			Other	433	28.4%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,521	
			(No other modes reported)	39	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-B

Entry Stop: Griggs St. to Warren St.

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,619	57.6%	57.6%
Home-based School	850	30.2%	87.8%
Home-based Shopping	52	1.9%	89.7%
Home-based Social Activity	34	1.2%	90.9%
Home-based Personal Business	49	1.8%	92.6%
Home-based Work-related	37	1.3%	94.0%
Home-based Other	32	1.1%	95.1%
Work-based	58	2.1%	97.2%
Non-Home/Non-Work-based	80	2.8%	100.0%
TOTAL	2,811		
No Answer	66		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,667	58.4%
Speed/travel time	441	15.4%
Avoid driving/traffic	1,161	40.7%
Avoid parking at destination	1,355	47.5%
Environmentally responsible	1,196	41.9%
Less expensive	1,376	48.2%
Can read/do work	913	32.0%
Only transportation available	1,135	39.8%
Other	43	1.5%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,854	

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	1,194	42.2%	Drive alone	383	33.3%
No	1,635	57.8%	Non-MBTA bus	0	0.0%
TOTAL	2,829	100.0%	Carpool/vanpool	202	17.5%
No Answer	48		Bicycle	171	14.8%
			Other MBTA service	359	31.2%
			Other	416	36.1%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,152	
			(No other modes reported)	42	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-B

Entry Stop: Washington St. to Chiswick Rd.

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,132	60.6%	60.6%
Home-based School	483	25.9%	86.5%
Home-based Shopping	15	0.8%	87.3%
Home-based Social Activity	50	2.7%	90.0%
Home-based Personal Business	46	2.5%	92.4%
Home-based Work-related	46	2.5%	94.9%
Home-based Other	47	2.5%	97.4%
Work-based	14	0.8%	98.2%
Non-Home/Non-Work-based	34	1.8%	100.0%
TOTAL	1,867		
No Answer	7		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,066	56.9%
Speed/travel time	199	10.6%
Avoid driving/traffic	787	42.0%
Avoid parking at destination	970	51.8%
Environmentally responsible	799	42.6%
Less expensive	836	44.6%
Can read/do work	553	29.5%
Only transportation available	705	37.6%
Other	27	1.5%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,875	

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	755	41.4%	Drive alone	306	43.0%
No	1,067	58.6%	Non-MBTA bus	45	6.3%
TOTAL	1,822	100.0%	Carpool/vanpool	109	15.4%
No Answer	52		Bicycle	80	11.3%
			Other MBTA service	208	29.2%
			Other	129	18.2%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	712	
			(No other modes reported)	43	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-B

Entry Stop: Chesnut Hill Ave. to Boston College

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	360	35.3%	35.3%
Home-based School	293	28.8%	64.2%
Home-based Shopping	67	6.6%	70.7%
Home-based Social Activity	27	2.6%	73.3%
Home-based Personal Business	19	1.9%	75.2%
Home-based Work-related	0	0.0%	75.2%
Home-based Other	43	4.2%	79.4%
Work-based	119	11.7%	91.1%
Non-Home/Non-Work-based	90	8.9%	100.0%
TOTAL	1,019		
No Answer	33		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	631	60.4%
Speed/travel time	142	13.5%
Avoid driving/traffic	471	45.0%
Avoid parking at destination	504	48.3%
Environmentally responsible	529	50.7%
Less expensive	561	53.7%
Can read/do work	478	45.7%
Only transportation available	438	42.0%
Other	55	5.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,044	

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	343	33.6%	Drive alone	155	46.2%
No	678	66.4%	Non-MBTA bus	0	0.0%
TOTAL	1,021	100.0%	Carpool/vanpool	72	21.4%
No Answer	31		Bicycle	31	9.3%
			Other MBTA service	96	28.6%
			Other	96	28.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	335	
			(No other modes reported)	7	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-C

Entry Stop: St. Mary's St. to Kent St.

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	631	45.9%	45.9%
Home-based School	190	13.8%	59.7%
Home-based Shopping	57	4.1%	63.8%
Home-based Social Activity	24	1.8%	65.6%
Home-based Personal Business	124	9.0%	74.6%
Home-based Work-related	20	1.4%	76.0%
Home-based Other	60	4.4%	80.4%
Work-based	150	10.9%	91.3%
Non-Home/Non-Work-based	119	8.7%	100.0%
TOTAL	1,375		
No Answer	34		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,031	74.2%
Speed/travel time	382	27.5%
Avoid driving/traffic	678	48.8%
Avoid parking at destination	748	53.8%
Environmentally responsible	618	44.5%
Less expensive	616	44.4%
Can read/do work	387	27.9%
Only transportation available	390	28.0%
Other	16	1.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,389	

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	656	47.4%	Drive alone	194	32.8%
No	727	52.6%	Non-MBTA bus	16	2.7%
TOTAL	1,383	100.0%	Carpool/vanpool	53	8.9%
No Answer	25		Bicycle	76	12.8%
			Other MBTA service	149	25.3%
			Other	257	43.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	590	
			(No other modes reported)	66	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-C

Entry Stop: St. Paul St. to Summit Ave.

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,277	65.1%	65.1%
Home-based School	279	8.0%	73.0%
Home-based Shopping	106	3.0%	76.0%
Home-based Social Activity	106	3.0%	79.1%
Home-based Personal Business	183	5.2%	84.3%
Home-based Work-related	40	1.1%	85.4%
Home-based Other	35	1.0%	86.4%
Work-based	247	7.1%	93.5%
Non-Home/Non-Work-based	228	6.5%	100.0%
TOTAL	3,500		
No Answer	75		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,280	65.2%
Speed/travel time	828	23.7%
Avoid driving/traffic	1,893	54.2%
Avoid parking at destination	1,990	56.9%
Environmentally responsible	1,765	50.5%
Less expensive	1,607	46.0%
Can read/do work	1,013	29.0%
Only transportation available	1,045	29.9%
Other	86	2.5%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,496	

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	1,413	40.5%	Drive alone	529	41.0%
No	2,073	59.5%	Non-MBTA bus	22	1.7%
TOTAL	3,486	100.0%	Carpool/vanpool	164	12.7%
No Answer	89		Bicycle	111	8.6%
			Other MBTA service	295	22.8%
			Other	420	32.6%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,291	
			(No other modes reported)	122	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-C

Entry Stop: Brandon Hall to Tappan St.

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,188	63.0%	63.0%
Home-based School	259	13.7%	76.7%
Home-based Shopping	66	3.5%	80.3%
Home-based Social Activity	55	2.9%	83.2%
Home-based Personal Business	63	3.4%	86.5%
Home-based Work-related	45	2.4%	88.9%
Home-based Other	43	2.3%	91.2%
Work-based	145	7.7%	98.9%
Non-Home/Non-Work-based	21	1.1%	100.0%
TOTAL	1,886		
No Answer	44		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,321	69.7%
Speed/travel time	274	14.5%
Avoid driving/traffic	962	50.7%
Avoid parking at destination	940	49.6%
Environmentally responsible	925	48.8%
Less expensive	910	48.0%
Can read/do work	839	44.3%
Only transportation available	664	35.0%
Other	46	2.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,896	

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	717	38.1%	Drive alone	225	32.6%
No	1,163	61.9%	Non-MBTA bus	4	0.6%
TOTAL	1,879	100.0%	Carpool/vanpool	95	13.8%
No Answer	50		Bicycle	130	18.8%
			Other MBTA service	80	11.6%
			Other	335	48.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	691	
			(No other modes reported)	25	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-C

Entry Stop: Dean Rd. to Cleveland Circle

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,056	70.2%	70.2%
Home-based School	135	9.0%	79.2%
Home-based Shopping	31	2.0%	81.2%
Home-based Social Activity	51	3.4%	84.6%
Home-based Personal Business	31	2.1%	86.7%
Home-based Work-related	41	2.7%	89.4%
Home-based Other	40	2.7%	92.0%
Work-based	63	4.2%	96.2%
Non-Home/Non-Work-based	57	3.8%	100.0%
TOTAL	1,504		
No Answer	53		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,024	65.9%
Speed/travel time	246	15.9%
Avoid driving/traffic	805	51.9%
Avoid parking at destination	854	55.0%
Environmentally responsible	762	49.1%
Less expensive	762	49.1%
Can read/do work	632	40.7%
Only transportation available	537	34.6%
Other	29	1.9%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,553	

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	648	42.8%	Drive alone	241	40.4%
No	867	57.2%	Non-MBTA bus	12	2.0%
TOTAL	1,515	100.0%	Carpool/vanpool	79	13.3%
No Answer	42		Bicycle	71	11.9%
			Other MBTA service	245	41.1%
			Other	125	20.9%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	596	
			(No other modes reported)	52	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D
Entry Station: Fenway

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	444	42.8%	42.8%
Home-based School	109	10.5%	53.3%
Home-based Shopping	21	2.0%	55.3%
Home-based Social Activity	14	1.4%	56.7%
Home-based Personal Business	52	5.0%	61.7%
Home-based Work-related	36	3.5%	65.2%
Home-based Other	0	0.0%	65.2%
Work-based	230	22.2%	87.3%
Non-Home/Non-Work-based	132	12.7%	100.0%
TOTAL	1,038		
No Answer	32		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	698	65.2%
Speed/travel time	269	25.1%
Avoid driving/traffic	590	55.1%
Avoid parking at destination	557	52.1%
Environmentally responsible	512	47.8%
Less expensive	463	43.2%
Can read/do work	333	31.1%
Only transportation available	321	30.0%
Other	7	0.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,070	

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	468	45.2%	Drive alone	130	29.7%
No	568	54.8%	Non-MBTA bus	34	7.7%
TOTAL	1,036	100.0%	Carpool/vanpool	64	14.7%
No Answer	34		Bicycle	28	6.4%
			Other MBTA service	151	34.5%
			Other	142	32.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	439	
			(No other modes reported)	29	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D
Entry Station: Longwood

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	570	56.8%	56.8%
Home-based School	87	8.6%	65.4%
Home-based Shopping	0	0.0%	65.4%
Home-based Social Activity	12	1.2%	66.6%
Home-based Personal Business	57	5.7%	72.3%
Home-based Work-related	25	2.5%	74.8%
Home-based Other	15	1.4%	76.2%
Work-based	215	21.4%	97.7%
Non-Home/Non-Work-based	24	2.3%	100.0%
TOTAL	1,004		
No Answer	3		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	703	71.0%
Speed/travel time	375	37.8%
Avoid driving/traffic	607	61.3%
Avoid parking at destination	584	58.9%
Environmentally responsible	545	55.0%
Less expensive	493	49.8%
Can read/do work	303	30.6%
Only transportation available	229	23.1%
Other	21	2.1%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	991	

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	355	36.5%	Drive alone	135	40.4%
No	618	63.5%	Non-MBTA bus	9	2.6%
TOTAL	973	100.0%	Carpool/vanpool	45	13.5%
No Answer	34		Bicycle	46	13.9%
			Other MBTA service	125	37.4%
			Other	103	30.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	334	
			(No other modes reported)	21	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D

Entry Station: Brookline Village

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,274	66.1%	66.1%
Home-based School	231	12.0%	78.1%
Home-based Shopping	8	0.4%	78.6%
Home-based Social Activity	33	1.7%	80.3%
Home-based Personal Business	137	7.1%	87.4%
Home-based Work-related	62	3.2%	90.6%
Home-based Other	37	1.9%	92.5%
Work-based	136	7.1%	99.6%
Non-Home/Non-Work-based	8	0.4%	100.0%
TOTAL	1,926		
No Answer	53		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,216	62.1%
Speed/travel time	565	28.8%
Avoid driving/traffic	1,060	54.1%
Avoid parking at destination	955	48.8%
Environmentally responsible	1,107	56.5%
Less expensive	948	48.4%
Can read/do work	539	27.5%
Only transportation available	683	34.9%
Other	90	4.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,959	

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	894	46.4%	Drive alone	281	32.1%
No	1,032	53.6%	Non-MBTA bus	21	2.4%
TOTAL	1,926	100.0%	Carpool/vanpool	134	15.2%
No Answer	54		Bicycle	235	26.8%
			Other MBTA service	223	25.4%
			Other	191	21.8%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	878	
			(No other modes reported)	16	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D

Entry Station: Brookline Hills

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	739	69.1%	69.1%
Home-based School	120	11.2%	80.3%
Home-based Shopping	10	1.0%	81.2%
Home-based Social Activity	34	3.1%	84.4%
Home-based Personal Business	42	3.9%	88.3%
Home-based Work-related	15	1.4%	89.7%
Home-based Other	7	0.6%	90.3%
Work-based	73	6.8%	97.2%
Non-Home/Non-Work-based	30	2.8%	100.0%
TOTAL	1,070		
No Answer	38		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	690	63.1%
Speed/travel time	290	26.5%
Avoid driving/traffic	731	66.8%
Avoid parking at destination	641	58.6%
Environmentally responsible	625	57.2%
Less expensive	470	43.0%
Can read/do work	398	36.4%
Only transportation available	206	18.8%
Other	41	3.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,094	

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	491	46.1%	Drive alone	241	50.2%
No	574	53.9%	Non-MBTA bus	0	0.0%
TOTAL	1,065	100.0%	Carpool/vanpool	109	22.6%
No Answer	43		Bicycle	76	15.7%
			Other MBTA service	67	14.0%
			Other	118	24.6%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	480	
			(No other modes reported)	10	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D

Entry Station: Beaconsfield

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	558	75.4%	75.4%
Home-based School	69	9.3%	84.7%
Home-based Shopping	3	0.4%	85.1%
Home-based Social Activity	20	2.6%	87.8%
Home-based Personal Business	31	4.2%	91.9%
Home-based Work-related	15	2.0%	93.9%
Home-based Other	13	1.7%	95.6%
Work-based	23	3.1%	98.7%
Non-Home/Non-Work-based	9	1.3%	100.0%
TOTAL	741		
No Answer	8		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	522	70.3%
Speed/travel time	207	27.9%
Avoid driving/traffic	414	55.8%
Avoid parking at destination	409	55.1%
Environmentally responsible	403	54.3%
Less expensive	349	47.0%
Can read/do work	236	31.7%
Only transportation available	179	24.1%
Other	25	3.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	742	

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	330	46.1%	Drive alone	110	35.2%
No	387	53.9%	Non-MBTA bus	0	0.0%
			Carpool/vanpool	33	10.5%
TOTAL	717	100.0%	Bicycle	33	10.4%
No Answer	31		Other MBTA service	109	34.8%
			Other	69	21.9%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	313	
			(No other modes reported)	18	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D
Entry Station: Reservoir

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,459	71.6%	71.6%
Home-based School	230	11.3%	82.9%
Home-based Shopping	18	0.9%	83.8%
Home-based Social Activity	64	3.1%	86.9%
Home-based Personal Business	31	1.5%	88.4%
Home-based Work-related	23	1.1%	89.6%
Home-based Other	10	0.5%	90.1%
Work-based	135	6.6%	96.7%
Non-Home/Non-Work-based	67	3.3%	100.0%
TOTAL	2,038		
No Answer	74		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,192	57.2%
Speed/travel time	413	19.8%
Avoid driving/traffic	1,111	53.3%
Avoid parking at destination	1,277	61.3%
Environmentally responsible	984	47.3%
Less expensive	1,013	48.6%
Can read/do work	612	29.4%
Only transportation available	672	32.2%
Other	87	4.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,083	

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	1,056	51.2%	Drive alone	494	48.9%
No	1,006	48.8%	Non-MBTA bus	9	0.9%
TOTAL	2,062	100.0%	Carpool/vanpool	158	15.7%
No Answer	50		Bicycle	143	14.2%
			Other MBTA service	358	35.5%
			Other	156	15.4%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,010	
			(No other modes reported)	46	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D

Entry Station: Chestnut Hill

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	310	66.8%	66.8%
Home-based School	39	8.5%	75.2%
Home-based Shopping	0	0.0%	75.2%
Home-based Social Activity	18	3.9%	79.2%
Home-based Personal Business	18	3.9%	83.1%
Home-based Work-related	18	3.9%	87.0%
Home-based Other	0	0.0%	87.0%
Work-based	42	9.1%	96.1%
Non-Home/Non-Work-based	18	3.9%	100.0%
TOTAL	464		
No Answer	21		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	294	61.0%
Speed/travel time	88	18.2%
Avoid driving/traffic	270	56.0%
Avoid parking at destination	279	57.9%
Environmentally responsible	251	52.2%
Less expensive	249	51.6%
Can read/do work	188	39.0%
Only transportation available	27	5.7%
Other	6	1.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	482	

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	209	45.4%	Drive alone	136	68.2%
No	252	54.6%	Non-MBTA bus	3	1.5%
TOTAL	461	100.0%	Carpool/vanpool	39	19.7%
No Answer	24		Bicycle	27	13.6%
			Other MBTA service	51	25.7%
			Other	36	18.1%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	200	
			(No other modes reported)	9	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D

Entry Station: Newton Centre

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	680	77.1%	77.1%
Home-based School	37	4.1%	81.2%
Home-based Shopping	17	2.0%	83.2%
Home-based Social Activity	26	3.0%	86.2%
Home-based Personal Business	39	4.4%	90.6%
Home-based Work-related	24	2.7%	93.4%
Home-based Other	6	0.7%	94.0%
Work-based	35	4.0%	98.0%
Non-Home/Non-Work-based	17	2.0%	100.0%
TOTAL	881		
No Answer	12		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	502	56.3%
Speed/travel time	184	20.6%
Avoid driving/traffic	596	66.9%
Avoid parking at destination	607	68.2%
Environmentally responsible	508	57.0%
Less expensive	467	52.5%
Can read/do work	374	42.0%
Only transportation available	137	15.4%
Other	41	4.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	891	

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	374	43.4%	Drive alone	250	68.5%
No	489	56.6%	Non-MBTA bus	15	4.1%
TOTAL	863	100.0%	Carpool/vanpool	65	17.7%
No Answer	31		Bicycle	42	11.5%
			Other MBTA service	67	18.4%
			Other	20	5.6%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	365	
			(No other modes reported)	9	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D

Entry Station: Newton Highlands

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	415	72.3%	72.3%
Home-based School	19	3.3%	75.6%
Home-based Shopping	10	1.7%	77.3%
Home-based Social Activity	4	0.7%	77.9%
Home-based Personal Business	27	4.7%	82.6%
Home-based Work-related	29	5.0%	87.6%
Home-based Other	15	2.7%	90.3%
Work-based	42	7.4%	97.7%
Non-Home/Non-Work-based	13	2.3%	100.0%
TOTAL	575		
No Answer	15		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	299	51.7%
Speed/travel time	100	17.2%
Avoid driving/traffic	387	66.9%
Avoid parking at destination	401	69.2%
Environmentally responsible	334	57.7%
Less expensive	282	48.6%
Can read/do work	265	45.7%
Only transportation available	86	14.9%
Other	8	1.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	579	

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	274	47.7%	Drive alone	192	74.0%
No	301	52.3%	Non-MBTA bus	4	1.5%
TOTAL	575	100.0%	Carpool/vanpool	37	14.1%
No Answer	15		Bicycle	27	10.4%
			Other MBTA service	42	16.4%
			Other	12	4.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	259	
			(No other modes reported)	15	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D
Entry Station: Eliot

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	378	81.9%	81.9%
Home-based School	25	5.4%	87.3%
Home-based Shopping	0	0.0%	87.3%
Home-based Social Activity	5	1.2%	88.4%
Home-based Personal Business	19	4.2%	92.6%
Home-based Work-related	13	2.8%	95.4%
Home-based Other	11	2.3%	97.7%
Work-based	5	1.2%	98.8%
Non-Home/Non-Work-based	5	1.2%	100.0%
TOTAL	462		
No Answer	11		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	261	55.1%
Speed/travel time	93	19.7%
Avoid driving/traffic	331	69.9%
Avoid parking at destination	344	72.6%
Environmentally responsible	246	52.0%
Less expensive	232	49.0%
Can read/do work	259	54.7%
Only transportation available	51	10.7%
Other	11	2.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	474	

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	193	41.2%	Drive alone	166	88.4%
No	275	58.8%	Non-MBTA bus	0	0.0%
TOTAL	468	100.0%	Carpool/vanpool	22	11.9%
No Answer	5		Bicycle	13	6.8%
			Other MBTA service	22	11.6%
			Other	4	2.0%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	188	
			(No other modes reported)	5	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D
Entry Station: Waban

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	272	82.8%	82.8%
Home-based School	13	3.9%	86.8%
Home-based Shopping	0	0.0%	86.8%
Home-based Social Activity	4	1.3%	88.1%
Home-based Personal Business	9	2.7%	90.7%
Home-based Work-related	4	1.3%	92.1%
Home-based Other	18	5.3%	97.4%
Work-based	4	1.3%	98.7%
Non-Home/Non-Work-based	4	1.3%	100.0%
TOTAL	329		
No Answer	4		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	223	67.7%
Speed/travel time	65	19.9%
Avoid driving/traffic	234	71.0%
Avoid parking at destination	203	61.8%
Environmentally responsible	176	53.5%
Less expensive	190	57.9%
Can read/do work	148	45.2%
Only transportation available	17	5.2%
Other	9	2.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	329	

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	133	41.1%	Drive alone	85	68.0%
No	191	58.9%	Non-MBTA bus	0	0.0%
			Carpool/vanpool	9	6.8%
TOTAL	324	100.0%	Bicycle	4	3.5%
No Answer	9		Other MBTA service	34	27.5%
			Other	14	11.3%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	125	
			(No other modes reported)	9	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D
 Entry Station: Woodland

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	546	66.4%	66.4%
Home-based School	86	10.4%	76.9%
Home-based Shopping	11	1.4%	78.2%
Home-based Social Activity	11	1.4%	79.6%
Home-based Personal Business	45	5.4%	85.0%
Home-based Work-related	11	1.4%	86.4%
Home-based Other	0	0.0%	86.4%
Work-based	78	9.5%	95.9%
Non-Home/Non-Work-based	34	4.1%	100.0%
TOTAL	822		
No Answer	9		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	365	43.9%
Speed/travel time	117	14.1%
Avoid driving/traffic	572	68.8%
Avoid parking at destination	548	65.9%
Environmentally responsible	376	45.3%
Less expensive	417	50.2%
Can read/do work	371	44.6%
Only transportation available	84	10.1%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	831	

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	412	50.1%	Drive alone	257	64.2%
No	410	49.9%	Non-MBTA bus	0	0.0%
TOTAL	822	100.0%	Carpool/vanpool	54	13.5%
No Answer	9		Bicycle	19	4.7%
			Other MBTA service	112	27.9%
			Other	20	5.1%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	401	
			(No other modes reported)	11	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-D
Entry Station: Riverside

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	946	65.9%	65.9%
Home-based School	147	10.2%	76.1%
Home-based Shopping	13	0.9%	77.0%
Home-based Social Activity	51	3.6%	80.6%
Home-based Personal Business	50	3.5%	84.1%
Home-based Work-related	20	1.4%	85.4%
Home-based Other	21	1.5%	86.9%
Work-based	106	7.4%	94.3%
Non-Home/Non-Work-based	82	5.7%	100.0%
TOTAL	1,435		
No Answer	21		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	665	45.9%
Speed/travel time	230	15.9%
Avoid driving/traffic	936	64.6%
Avoid parking at destination	955	65.9%
Environmentally responsible	566	39.1%
Less expensive	677	46.7%
Can read/do work	597	41.2%
Only transportation available	171	11.8%
Other	42	2.9%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,449	

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	722	50.9%	Drive alone	494	69.7%
No	697	49.1%	Non-MBTA bus	11	1.5%
TOTAL	1,419	100.0%	Carpool/vanpool	77	10.8%
No Answer	37		Bicycle	28	3.9%
			Other MBTA service	165	23.2%
			Other	28	3.9%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	709	
			(No other modes reported)	13	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-E
Entry Stop: Northeastern

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	359	33.1%	33.1%
Home-based School	196	18.0%	51.1%
Home-based Shopping	15	1.4%	52.5%
Home-based Social Activity	30	2.8%	55.3%
Home-based Personal Business	30	2.8%	58.0%
Home-based Work-related	0	0.0%	58.0%
Home-based Other	30	2.8%	60.8%
Work-based	170	15.6%	76.4%
Non-Home/Non-Work-based	256	23.6%	100.0%
TOTAL	1,087		
No Answer	30		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	765	70.4%
Speed/travel time	352	32.4%
Avoid driving/traffic	459	42.2%
Avoid parking at destination	323	29.7%
Environmentally responsible	357	32.8%
Less expensive	432	39.8%
Can read/do work	276	25.4%
Only transportation available	336	30.9%
Other	16	1.5%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,087	

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	461	43.0%	Drive alone	63	15.1%
No	611	57.0%	Non-MBTA bus	0	0.0%
TOTAL	1,072	100.0%	Carpool/vanpool	45	10.9%
No Answer	45		Bicycle	15	3.6%
			Other MBTA service	186	44.7%
			Other	168	40.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	416	
			(No other modes reported)	45	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-E

Entry Stop: Museum Of Fine Arts

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	205	24.9%	24.9%
Home-based School	165	20.1%	45.0%
Home-based Shopping	0	0.0%	45.0%
Home-based Social Activity	53	6.4%	51.4%
Home-based Personal Business	0	0.0%	51.4%
Home-based Work-related	0	0.0%	51.4%
Home-based Other	32	3.8%	55.2%
Work-based	190	23.0%	78.2%
Non-Home/Non-Work-based	179	21.8%	100.0%
TOTAL	824		
No Answer	18		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	592	71.2%
Speed/travel time	257	30.9%
Avoid driving/traffic	419	50.4%
Avoid parking at destination	363	43.6%
Environmentally responsible	317	38.2%
Less expensive	356	42.8%
Can read/do work	271	32.6%
Only transportation available	180	21.6%
Other	11	1.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	831	

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	391	48.7%	Drive alone	155	41.9%
No	412	51.3%	Non-MBTA bus	0	0.0%
TOTAL	803	100.0%	Carpool/vanpool	57	15.3%
No Answer	39		Bicycle	78	21.0%
			Other MBTA service	95	25.8%
			Other	63	17.1%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	370	
			(No other modes reported)	21	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-E

Entry Stop: Longwood Medical Area

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	395	22.0%	22.0%
Home-based School	231	12.9%	34.9%
Home-based Shopping	20	1.1%	36.0%
Home-based Social Activity	61	3.4%	39.4%
Home-based Personal Business	122	6.8%	46.2%
Home-based Work-related	0	0.0%	46.2%
Home-based Other	0	0.0%	46.2%
Work-based	605	33.7%	79.9%
Non-Home/Non-Work-based	360	20.1%	100.0%
TOTAL	1,795		
No Answer	116		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,258	65.8%
Speed/travel time	442	23.1%
Avoid driving/traffic	1,102	57.6%
Avoid parking at destination	932	48.7%
Environmentally responsible	884	46.3%
Less expensive	830	43.4%
Can read/do work	537	28.1%
Only transportation available	612	32.0%
Other	20	1.1%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,911	

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	945	50.0%	Drive alone	265	30.5%
No	945	50.0%	Non-MBTA bus	68	7.8%
TOTAL	1,891	100.0%	Carpool/vanpool	95	10.9%
No Answer	20		Bicycle	27	3.1%
			Other MBTA service	306	35.2%
			Other	265	30.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	871	
			(No other modes reported)	75	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-E

Entry Stop: Brigham Circle

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	417	41.1%	41.1%
Home-based School	150	14.8%	55.9%
Home-based Shopping	22	2.2%	58.0%
Home-based Social Activity	44	4.3%	62.3%
Home-based Personal Business	63	6.2%	68.5%
Home-based Work-related	0	0.0%	68.5%
Home-based Other	11	1.1%	69.6%
Work-based	155	15.3%	84.9%
Non-Home/Non-Work-based	153	15.1%	100.0%
TOTAL	1,014		
No Answer	66		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	778	74.0%
Speed/travel time	419	39.9%
Avoid driving/traffic	519	49.4%
Avoid parking at destination	457	43.5%
Environmentally responsible	473	45.0%
Less expensive	544	51.8%
Can read/do work	334	31.9%
Only transportation available	359	34.2%
Other	8	0.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,050	

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	446	43.4%	Drive alone	106	25.4%
No	582	56.6%	Non-MBTA bus	22	5.3%
TOTAL	1,028	100.0%	Carpool/vanpool	60	14.4%
No Answer	52		Bicycle	38	9.1%
			Other MBTA service	204	49.0%
			Other	82	19.6%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	416	
			(No other modes reported)	30	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-E

Entry Stop: Fenwood Rd. to Back of the Hill

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	377	52.4%	52.4%
Home-based School	164	22.8%	75.2%
Home-based Shopping	28	3.9%	79.1%
Home-based Social Activity	28	3.9%	83.0%
Home-based Personal Business	0	0.0%	83.0%
Home-based Work-related	36	5.0%	88.0%
Home-based Other	17	2.3%	90.3%
Work-based	42	5.8%	96.1%
Non-Home/Non-Work-based	28	3.9%	100.0%
TOTAL	719		
No Answer	0		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	427	59.4%
Speed/travel time	191	26.7%
Avoid driving/traffic	355	49.4%
Avoid parking at destination	369	51.4%
Environmentally responsible	427	59.5%
Less expensive	289	40.2%
Can read/do work	289	40.2%
Only transportation available	194	27.0%
Other	30	4.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	719	

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	369	51.4%	Drive alone	72	20.8%
No	349	48.6%	Non-MBTA bus	28	8.0%
TOTAL	719	100.0%	Carpool/vanpool	39	11.2%
No Answer	0		Bicycle	58	16.8%
			Other MBTA service	183	52.8%
			Other	108	31.1%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	347	
			(No other modes reported)	22	

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

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

Expanded Results

GREEN LINE-E
Entry Stop: Heath Street

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	280	60.4%	60.4%
Home-based School	58	12.6%	73.0%
Home-based Shopping	14	3.0%	76.0%
Home-based Social Activity	14	3.0%	79.0%
Home-based Personal Business	42	9.0%	88.0%
Home-based Work-related	0	0.0%	88.0%
Home-based Other	14	3.0%	91.0%
Work-based	28	6.0%	97.0%
Non-Home/Non-Work-based	14	3.0%	100.0%
TOTAL	464		
No Answer	64		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	309	62.7%
Speed/travel time	111	22.7%
Avoid driving/traffic	272	55.4%
Avoid parking at destination	242	49.1%
Environmentally responsible	189	38.4%
Less expensive	242	49.2%
Can read/do work	170	34.5%
Only transportation available	167	33.9%
Other	28	5.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	492	

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	292	57.7%	Drive alone	84	33.4%
No	214	42.3%	Non-MBTA bus	0	0.0%
TOTAL	506	100.0%	Carpool/vanpool	14	5.6%
No Answer	22		Bicycle	36	14.4%
			Other MBTA service	108	43.3%
			Other	50	20.0%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	250	
			(No other modes reported)	42	

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

4

Origin Locations and Activities

The data in this chapter show where Green Line riders 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 of the Green Line stations or branch segments and for understanding the types of trips made on the Green Line. Additional information regarding the reasons for making trips is presented in Chapters 3 and 9.

A table presenting these data is provided for each station or branch segment; the tables are at the end of the chapter. Each table shows both the origins and origin activities for the riders who entered the rapid transit system at the station or branch segment in question. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line 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 station'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 Green Line 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 the riders at a station were aggregated and placed in the "other" category; therefore, not all cities, towns, and neighborhoods from which Green Line 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.

It is important to note that the tables for North Station, Haymarket, Government Center, and Park Street only include riders who entered the rapid transit system there and boarded the Green Line. Appendix B contains data on all of the riders who entered (including those who boarded the Red, Orange, or Blue Line).

4.1.2 OVERVIEW OF RESULTS

The size of the market area for each Green Line station depends on a number of factors that influence a rider's choice to use that station instead of another transportation mode. These include, in addition to the station's proximity to the rider's origin, its proximity to other transit services, the relative ease of access, and the amount of parking available.

Central Subway

Among the 13 Green Line stations in the Central Subway, only Lechmere has a significant amount of dedicated parking available and is also a bus transfer point. North Station and Copley serve large numbers of people transferring from the commuter rail system, and Haymarket serves people transferring from buses. Kenmore, Hynes, and Copley are also transfer points for some MBTA local bus routes. At stations without significant transfer activity, over 75% of the riders reported trip origins either in the same neighborhood as the station or in an adjoining neighborhood. In contrast, at North Station less than 20% of the riders' trips originated at nearby Boston locations.

B Branch

No stops on the surface portion of the B Branch have any designated commuter parking. MBTA local bus routes connect with the B Branch at a few stops, but none of these are major transfer points. These characteristics and the close spacing of stops make the B Branch primarily a collector and distributor service for the Allston, Brighton, Boston University, and North Brookline neighborhoods. For the branch as a whole, 93% of the riders reported trip origins in one of those four neighborhoods.

C Branch

This branch is similar to the B Branch in that there is no designated Green Line parking at any C Branch stop, and there are few connecting bus routes. For the C Branch as a whole, 93% of the riders reported trip origins in the Brighton, North Brookline, or South Brookline neighborhoods.

D Branch

The outer six stations on the D Branch (Riverside through Newton Centre) are located in the city of Newton. All of these stations either have some dedicated parking or are near municipal lots that allow commuter parking. Riverside and Woodland have the largest parking capacities, and also have convenient access

from the regional highway network. Newton Highlands and Newton Centre are also transfer points for some MBTA local bus service.

Only 27% of the riders boarding at Riverside and 53% of those boarding at Woodland reported trip origins in Newton. At Waban though Newton Highlands, 75% to 79% of the trips originated in Newton, with the second-largest shares coming from the adjoining town of Needham. Chestnut Hill Station is in Newton on the border of Brookline, and it has some dedicated parking. Of the riders boarding there, 79% started their trips in either Newton or Brookline.

Of the inner six stations, all but Fenway have some town-owned metered parking at or near the platforms, but capacity is very limited. Reservoir, Brookline Village, and Fenway all have direct connections with some MBTA local bus service. The Reservoir and Beaconsfield Stations are in Brookline, on the border of Brighton, and over 85% of the riders at each of these stations began their trips in Brookline or Brighton.

At Brookline Hills Station, 96% of the trip origins were in Brookline. At Brookline Village, 79% of the trip origins were in Brookline, with another 8% in the nearby Jamaica Plain neighborhood of Boston. Longwood Station is in Brookline, but on the border of the Longwood Medical Area neighborhood of Boston. The latter neighborhood accounted for 55% of the trip origins at Longwood, with another 42% originating in Brookline.

Fenway Station is in the Fenway neighborhood of Boston, but is near the border of the Longwood Medical Area neighborhood. Those two neighborhoods originated 89% of the trips of riders boarding the D Branch there.

E Branch

All of the E Branch runs in close proximity to other transit services: the Orange Line is as close as 0.17 miles to the south; to the north and west is the D Branch, coming within 0.3 miles at Brookline Village; and running immediately parallel, on Huntington Avenue, is the Route 39 bus. Because of these competing services, the vast majority of the origin locations for E Branch trips were located in the immediate vicinity of the branch. Overall, 76% of the riders reported trip origins in one of the two Boston Neighborhoods that the E Branch runs through: Fenway and Longwood Medical Area. Another 11% originated in Jamaica Plain, which is just past the outer terminal at Heath Street.

4.2 ORIGIN ACTIVITIES

4.2.1 DESCRIPTION OF THE ORIGIN ACTIVITIES SECTION OF THE TABLE

In each station’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 entry station, 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 stations in the same general area, the resulting distribution of activities by origin location is more reliable than the results for individual stations.

4.2.2 OVERVIEW OF RESULTS

Central Subway

Overall, “home” was the most common origin activity of riders boarding at Central Subway stations, accounting for 55% of the total entries. Work origins were second, at 16%, followed by personal business origins, at 7%. Home was also the largest individual origin activity at every Central Subway station except Park Street and Boylston, where work was ahead of home (32% to 23% and 33% to 26%, respectively). At other stations, home origin shares ranged from 35% at Arlington to 85% at Haymarket. Although much of the development around Central Subway stations is commercial, there are also downtown residential neighborhoods nearby. At North Station, Copley, and Haymarket, connections from other transit services bring riders from more distant residential areas.

B Branch

For the B Branch overall, the most common origin activity was home, at 70% overall, followed by school, at 13%, and work, at 6%. However, these distributions varied widely among the branch segments. On the innermost segment, Blandford Street to BU Central, all of the stops serve Boston University, and 52% of the trips originated at school. On this segment, work origins were second, at 19%, and home origins were third, at 15%.

Home was by far the largest origin activity on all other segments, and exceeded 87% on the three middle segments, from Packards Corner to Chiswick Road. There were few school or work origins on those segments, but school trips accounted for 20% of boardings from Chestnut Hill Avenue to Boston College, and for 13% from BU West to Babcock Street. Work origins on those two segments accounted for 75% and 9%, respectively.

C Branch

Most stops on the C Branch serve primarily residential areas, with some shops and businesses mixed in along Beacon Street. Overall, home was the origin activity for 80% of the C Branch riders, with personal business second, at 6%, and work third, at 5%. School origins accounted for only 2% overall. However, on the innermost branch segment, the Saint Mary's Street stop is within walking distance of Boston University, and 7% of the trips on that segment originated at school.

D Branch

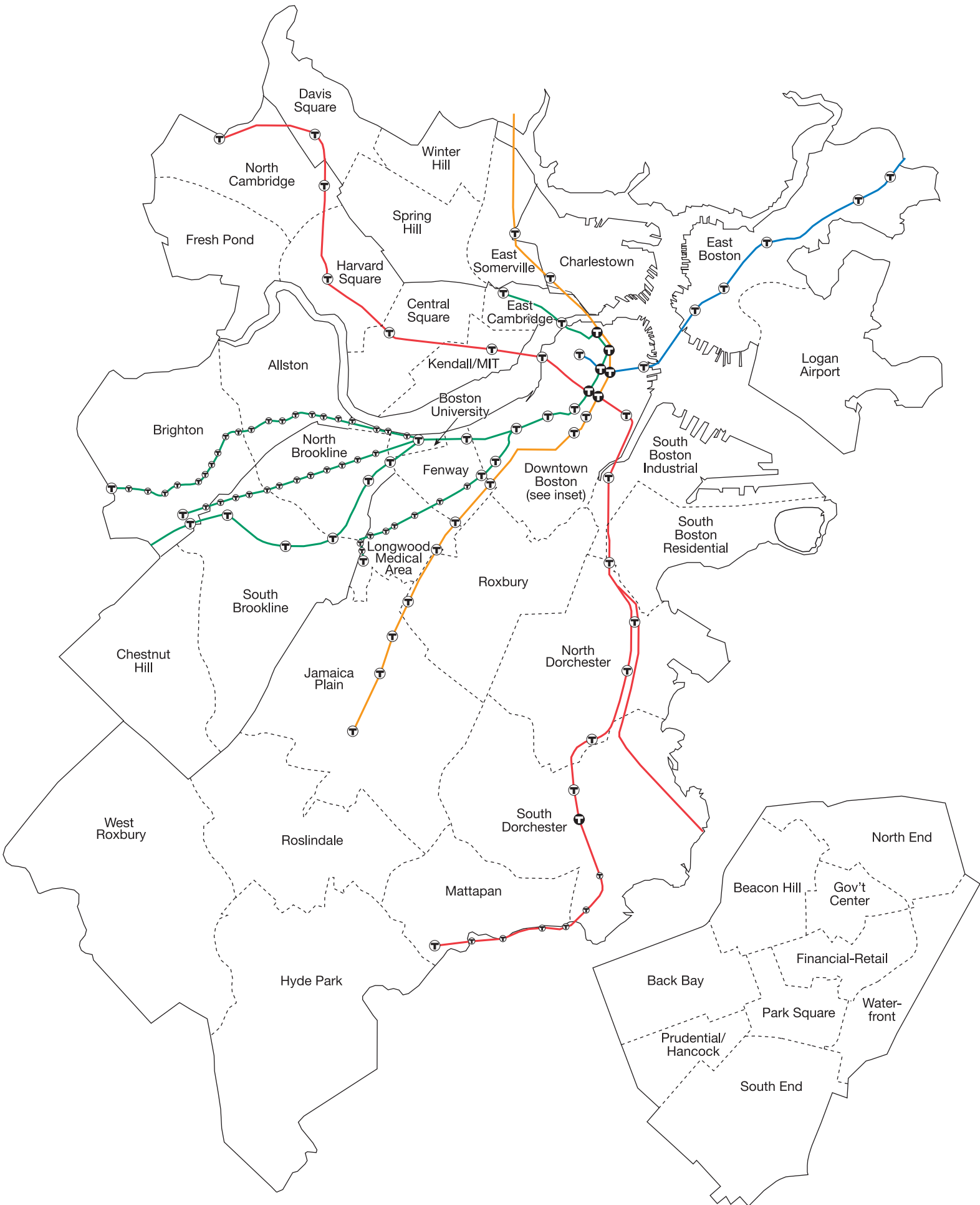
On the D Branch overall, 78% of trips originated at home, 8% at work, and 5% at school. All of the stops from Brookline Village to Riverside serve largely residential areas. Consequently 79% to 84% of the trips at each of these stations started at home, except at Chestnut Hill (69%). Work and school origins each accounted for at most 8% of the origins at each of these stations, except Chestnut Hill, where 12% of the riders came from school but none from work.

Home was also the largest single origin activity at Fenway and Longwood, but accounted for only 47% and 44%, respectively, of the boardings at those stations. At Longwood, another 38% of trips originated at work, and 5% at school. At Fenway, school was the second-largest origin activity, at 16%, followed closely by work, at 14%.

E Branch

The E Branch corridor has a mix of educational institutions, hospitals, businesses, and residential areas. School was the largest individual origin activity at Northeastern (47%) and Museum of Fine Arts (46%). At Longwood Medical Area, 22% of trips originated at school, but home origins were first, at 27%. At all other stops, "home" was the largest origin activity, but varied widely in importance, from 44% at Brigham Circle to 88% between Fenwood Road and Back of the Hill. Work was a significant activity at the Museum of Fine Arts, Longwood Medical Area, Brigham Circle, and Heath Street, accounting for 15% to 22% of the boardings at these stops. Home accounted for the majority of trips at the outer stops. At Longwood Medical Area and Brigham Circle, respectively, 19% and 17% of the trips began at "personal business" (including medical appointments), reflecting the presence of the Longwood area hospitals.

Figure 4-1
Neighborhood Boundaries



Origin Locations and Activities

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Lechmere

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: East Cambridge	1,732	54.1%		62.2%	1.1%	13.0%	6.8%	4.5%	5.6%	3.4%	3.4%
Somerville: Spring Hill	554	17.3%	1.8%	89.3%		3.5%	1.8%		3.5%		
Cambridge: Central Square	239	7.5%		83.7%				16.3%			
Somerville: Winter Hill	159	5.0%		93.6%		6.4%					
Somerville: East Somerville	120	3.7%		91.5%						8.5%	
Somerville: Davis Square	108	3.4%		100.0%							
Medford	61	1.9%		100.0%							
Arlington	59	1.9%		100.0%							
Cambridge: North Cambridge	49	1.5%		60.3%		39.7%					
Unspecified	39	1.2%		50.0%			50.0%				
Cambridge: Harvard Square	30	0.9%						65.7%	34.3%		
Erving	20	0.6%		100.0%							
Lexington	20	0.6%				100.0%					
Other (< 0.5 % of riders)	10	0.3%		100.0%							
OVERALL TOTAL	3,199	100.0%	0.3%	73.1%	0.6%	9.2%	4.6%	4.3%	4.0%	2.1%	1.8%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Science Park

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: North End	187	39.6%		7.2%	11.6%				11.6%	58.0%	11.6%
Boston: Beacon Hill	179	37.8%		84.1%	3.8%			12.1%			
Cambridge: East Cambridge	100	21.2%		56.7%		21.6%			21.6%		
Unspecified	7	1.4%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	473	100.0%		48.1%	6.0%	4.6%		4.6%	9.2%	22.9%	4.6%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: North Station

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
Boston: North End	554	11.6%	9.7%	35.6%		34.2%		6.8%	10.3%	3.4%	
Salem	412	8.6%	8.5%	83.0%	3.9%	4.6%					
Beverly	261	5.5%	7.2%	85.5%				7.2%			
Unspecified	251	5.3%	43.0%	12.8%		15.1%		22.6%			6.4%
Boston: Charlestown	203	4.2%		81.3%			9.3%			9.3%	
Lynn	200	4.2%		100.0%							
Lowell	178	3.7%	19.7%	80.3%							
Boston: Govt Center	149	3.1%		49.0%		51.0%					
Wakefield	124	2.6%	15.3%	84.7%							
Haverhill	105	2.2%	15.3%	84.7%							
Ipswich	102	2.1%	18.5%	65.7%		15.7%					
Lawrence	102	2.1%		84.3%		15.7%					
Reading	97	2.0%		100.0%							
Acton	89	1.9%		57.5%				21.3%	21.3%		
Winchester	89	1.9%		100.0%							
Newburyport	86	1.8%		100.0%							
Medford	83	1.7%		100.0%							
Melrose	76	1.6%		100.0%							
Maynard	67	1.4%		100.0%							
Rockport	67	1.4%		71.8%						28.2%	
Wilmington	67	1.4%		100.0%							
Manchester by the Sea	64	1.3%		100.0%							
Boston: Beacon Hill	54	1.1%		64.9%				35.1%			
Chelmsford	54	1.1%		100.0%							
Concord	54	1.1%		100.0%							
Methuen	54	1.1%		100.0%							
Swampscott	54	1.1%		100.0%							
Billerica	51	1.1%		100.0%							
Gloucester	48	1.0%		100.0%							
Littleton	38	0.8%		50.0%		50.0%					
North Reading	38	0.8%		100.0%							
Waltham	38	0.8%		100.0%							
Andover	35	0.7%	46.0%	54.0%							
Arlington	35	0.7%		100.0%							
Hamilton	35	0.7%		100.0%							

City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Townsend	35	0.7%		100.0%							
Carlisle	32	0.7%		100.0%							
Groton	32	0.7%		100.0%							
Leominster	32	0.7%	50.0%	50.0%							
Seabrook, NH	32	0.7%		100.0%							
Shirley	32	0.7%	50.0%	50.0%							
Woburn	32	0.7%		100.0%							
Other (< 0.5 % of riders)	536	11.2%		96.5%		3.5%					
OVERALL TOTAL	4,781	100.0%	7.4%	77.4%	0.3%	8.2%	0.4%	3.2%	1.6%	1.2%	0.3%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Haymarket

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
Boston: North End	1,151	39.3%		78.0%		11.0%			5.5%	5.5%	
Chelsea	619	21.1%		100.0%							
Lynn	257	8.8%		100.0%							
Boston: Govt Center	170	5.8%		25.7%		74.3%					
Salem	109	3.7%		100.0%							
Medford	107	3.6%		100.0%							
Hingham	87	3.0%		100.0%							
Unspecified	85	2.9%		100.0%							
Beverly	63	2.2%		100.0%							
Everett	63	2.2%		100.0%							
Boston: Beacon Hill	44	1.5%				100.0%					
Saugus	43	1.5%	50.0%	50.0%							
Farmington, NH	22	0.7%		100.0%							
Kennebunk, ME	22	0.7%		100.0%							
Newburyport	22	0.7%		100.0%							
Revere	22	0.7%		100.0%							
Watertown	22	0.7%		100.0%							
Woburn	22	0.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,928	100.0%	0.7%	84.8%		10.1%			2.2%	2.2%	

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

Origin Locations and Activities

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Government Center

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: Govt Center	1,358	43.8%		7.7%		31.2%		32.9%	14.1%	7.0%	7.0%
Boston: North End	614	19.8%		93.3%		6.7%					
Boston: Financial/Retail	601	19.4%		4.5%		58.4%	15.9%		5.3%	15.9%	
Boston: Beacon Hill	91	2.9%		64.8%						35.2%	
Unspecified	82	2.6%		11.0%			50.0%			39.0%	
Medford	64	2.1%		100.0%							
Boston: Waterfront	50	1.6%		100.0%							
Danvers	32	1.0%		100.0%							
Swampscott	32	1.0%		100.0%							
Weymouth	32	1.0%		100.0%							
Hull	27	0.9%	33.3%	66.7%							
Woburn	27	0.9%		66.7%							33.3%
Boston: Charlestown	18	0.6%		100.0%							
Burlington	18	0.6%	50.0%	50.0%							
Chelsea	18	0.6%		100.0%							
Other (< 0.5 % of riders)	36	1.2%		100.0%							
OVERALL TOTAL	3,099	100.0%	0.6%	35.5%		26.3%	4.4%	14.4%	7.2%	8.2%	3.4%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Park Street

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
Boston: Financial/Retail	1,733	41.0%	1.8%	13.4%	9.1%	35.8%	10.9%	9.1%	10.9%	7.3%	1.8%
Boston: Govt Center	1,145	27.1%	5.5%	14.7%	8.3%	41.3%		5.5%	8.3%	11.0%	5.5%
Boston: Beacon Hill	558	13.2%		73.6%	5.6%	9.5%			11.3%		
Unspecified	253	6.0%	24.9%	16.8%	12.5%	12.5%				20.9%	12.5%
Boston: Park Square	189	4.5%		16.7%		16.7%	16.7%	16.7%	16.7%	16.7%	
Boston: Waterfront	116	2.7%				72.8%			27.2%		
Boston: So Bos Indust	63	1.5%				100.0%					
Boston: South End	43	1.0%		100.0%							
Boston: Charlestown	31	0.7%						100.0%			
Boston: North End	31	0.7%		100.0%							
Unspecified, NH	31	0.7%	100.0%								
Woburn	31	0.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	4,226	100.0%	4.5%	23.4%	7.5%	32.1%	5.2%	6.7%	9.7%	8.0%	3.0%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Boylston

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
Boston: Park Square	1,909	70.5%	2.3%	18.3%	16.2%	38.9%	1.2%	4.6%	6.9%	6.9%	4.6%
Boston: Financial/Retail	361	13.3%		32.8%		18.3%	6.1%	6.1%	12.2%	6.1%	18.3%
Boston: Beacon Hill	103	3.8%		57.3%	42.7%						
Boston: South End	103	3.8%		57.3%		21.3%					21.3%
Boston: Roxbury	44	1.6%		50.0%		50.0%					
Boston: Back Bay	37	1.4%		40.7%		59.3%					
Boston: Waterfront	37	1.4%		40.7%		59.3%					
Unspecified	37	1.4%	40.7%					59.3%			
Cohasset	22	0.8%		100.0%							
Waltham	22	0.8%		100.0%							
Cape Cod: Unspecified	15	0.6%		100.0%							
Raynham	15	0.6%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,708	100.0%	2.2%	26.3%	13.0%	33.2%	1.6%	4.9%	6.5%	5.7%	6.5%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Arlington

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	
Boston: Back Bay	1,031	44.8%		33.3%	1.5%	20.6%	8.7%	10.2%	4.2%	14.4%	7.2%	
Boston: Park Square	750	32.6%		22.9%	7.8%	36.2%	1.7%	5.8%	6.1%	7.8%	11.6%	
Boston: South End	179	7.8%		65.8%		17.1%		17.1%				
Boston: Beacon Hill	115	5.0%		77.8%				22.2%				
Unspecified	110	4.8%	11.7%	48.9%		25.6%		13.9%				
Boston: Prudential/Hancock	67	2.9%		12.1%		87.9%						
Cape Cod: Unspecified	13	0.6%	100.0%									
Harwich	13	0.6%		100.0%								
Taunton	13	0.6%				100.0%						
Other (< 0.5 % of riders)	8	0.4%		100.0%								
OVERALL TOTAL	2,300	100.0%		1.1%	35.0%	3.2%	26.7%	4.4%	9.6%	3.9%	9.0%	7.0%

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

Origin Locations and Activities

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Copley

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: Back Bay	2,308	44.2%	0.8%	57.4%	2.2%	9.4%	5.1%	10.4%	7.4%	6.6%	0.7%
Boston: Prudential/Hancock	1,191	22.8%	4.3%	12.9%		17.3%	12.5%	4.1%	16.1%	25.9%	6.9%
Boston: South End	306	5.9%		84.7%	5.1%					10.2%	
Boston: So Bos Res	192	3.7%	8.1%	66.3%		8.1%	8.1%			9.3%	
Unspecified	120	2.3%	40.8%		14.8%			29.6%			14.8%
Boston: Jamaica Plain	86	1.6%		100.0%							
Sharon	80	1.5%		80.6%		19.4%					
Boston: Fenway	70	1.3%		49.3%				25.3%		25.3%	
Foxborough	64	1.2%		100.0%							
Mansfield	47	0.9%	33.3%	66.7%							
Southborough	47	0.9%		100.0%							
Boston: Park Square	36	0.7%				50.0%			50.0%		
Newton	36	0.7%		100.0%							
Attleboro	31	0.6%		100.0%							
Canton	31	0.6%		100.0%							
Cranston, RI	31	0.6%		100.0%							
Needham	31	0.6%		100.0%							
North Attleborough	31	0.6%		100.0%							
Providence, RI	31	0.6%		100.0%							
Stoughton	31	0.6%		100.0%							
Watertown	31	0.6%		100.0%							
Other (< 0.5 % of riders)	385	7.4%		91.3%	4.0%			4.6%			
OVERALL TOTAL	5,216	100.0%	2.9%	54.2%	1.9%	9.0%	5.4%	6.9%	7.3%	10.1%	2.2%

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

Origin Locations and Activities
GREEN LINE-SUBWAY

Expanded Results

Entry Station: Hynes Convention Center

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: Back Bay	1,196	33.7%		70.7%		1.9%	4.8%	12.2%	1.9%	5.2%	3.3%
Boston: Fenway	1,068	30.1%	1.6%	65.3%	3.3%	11.2%	1.6%	9.1%	2.1%		5.8%
Boston: Prudential/Hancock	696	19.6%		49.2%	5.0%	14.0%	5.7%	8.9%	12.1%	2.5%	2.5%
Boston: South End	215	6.1%		63.0%		18.5%			10.4%	8.1%	
Cambridge: Central Square	92	2.6%		100.0%							
Boston: Unspecified	45	1.3%				100.0%					
Boston: Longwood Med Area	40	1.1%		44.0%		56.0%					
Boston: Jamaica Plain	35	1.0%		100.0%							
Cambridge: Harvard Square	35	1.0%		100.0%							
Unspecified	35	1.0%		50.0%				50.0%			
Boston: North Dorchester	22	0.6%				100.0%					
Other (< 0.5 % of riders)	65	1.8%		46.4%	26.8%	26.8%					
OVERALL TOTAL	3,545	100.0%	0.5%	63.4%	2.5%	10.9%	3.2%	9.1%	4.3%	2.7%	3.4%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Kenmore

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: Fenway	1,315	36.7%		63.2%		13.7%		5.9%	2.0%	10.6%	4.7%
Boston: B U	612	17.1%		43.7%	21.0%	25.2%		4.2%	4.2%		1.8%
Boston: Brighton	567	15.8%		77.4%		4.5%		18.1%			
Boston: Allston	318	8.9%		91.9%							8.1%
Unspecified	146	4.1%		22.4%	17.5%	17.5%			25.0%	17.5%	
Boston: Longwood Med Area	125	3.5%		20.6%				79.4%			
Brookline: North Brookline	114	3.2%		77.4%				22.6%			
Brookline: Chestnut Hill	77	2.2%		33.3%				66.7%			
Boston: Back Bay	62	1.7%		17.5%	41.2%						41.2%
Watertown	62	1.7%		100.0%							
Newton	48	1.3%		100.0%							
Brookline: South Brookline	37	1.0%		100.0%							
Bedford	26	0.7%		100.0%							
Cambridge: Harvard Square	26	0.7%						100.0%			
Waltham	26	0.7%		100.0%							
Other (< 0.5 % of riders)	22	0.6%		100.0%							
OVERALL TOTAL	3,580	100.0%		62.3%	5.0%	10.8%		11.4%	2.5%	4.6%	3.5%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Prudential

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: Prudential/Hancock	713	67.6%		45.0%		10.3%			29.3%	5.1%	10.3%
Boston: South End	237	22.4%		95.5%							4.5%
Boston: Back Bay	47	4.5%		100.0%							
Unspecified	47	4.5%	77.4%	22.6%							
Newton	11	1.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,054	100.0%	3.5%	58.3%		6.9%			19.8%	3.5%	8.0%

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

Origin Locations and Activities

GREEN LINE-SUBWAY
 Entry Station: Symphony

Expanded Results

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: Fenway	821	83.5%		69.6%	3.4%	10.1%	3.4%		3.4%	10.1%	
Boston: South End	128	13.0%		100.0%							
Boston: Roxbury	17	1.7%		100.0%							
Natick	17	1.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	983	100.0%		74.6%	2.8%	8.5%	2.8%		2.8%	8.5%	

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

Origin Locations and Activities

GREEN LINE-B

Expanded Results

Entry Stop: Blandford St. to BU Central

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: B U	1,894	85.6%	4.4%	9.5%	57.0%	18.2%	1.2%	3.6%	4.8%		1.2%
Cambridge: Central Square	120	5.4%		80.9%	19.1%						
Boston: Brighton	46	2.1%		50.0%		50.0%					
Newton	37	1.7%		38.4%	61.6%						
Boston: Allston	23	1.0%					100.0%				
Boston: Fenway	23	1.0%				100.0%					
Boston: Longwood Med Area	23	1.0%			100.0%						
Brookline: North Brookline	23	1.0%		100.0%							
Unspecified	23	1.0%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,212	100.0%	3.8%	15.3%	51.9%	18.7%	2.1%	3.1%	4.2%		1.0%

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

Origin Locations and Activities

GREEN LINE-B

Expanded Results

Entry Stop: BU West to Babcock

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: B U	1,405	65.7%	2.8%	34.9%	18.8%	10.5%	4.8%	13.9%	3.8%	4.6%	6.0%
Brookline: North Brookline	598	28.0%		87.0%	3.5%	4.1%		5.4%			
Boston: Allston	65	3.0%		25.0%			75.0%				
Boston: Brighton	25	1.1%		34.3%		65.7%					
Unspecified	24	1.1%		100.0%							
Cambridge: Central Square	21	1.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,138	100.0%	1.8%	50.5%	13.4%	8.8%	5.4%	10.7%	2.5%	3.0%	3.9%

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

Origin Locations and Activities

GREEN LINE-B

Expanded Results

Entry Stop: Packards Corner to Harvard Ave.

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: Allston	2,974	82.1%	1.0%	90.2%		1.2%	2.3%	1.8%	1.9%	1.0%	0.5%
Brookline: North Brookline	363	10.0%	4.1%	95.9%							
Boston: Brighton	137	3.8%		36.5%			21.9%	19.7%	21.9%		
Unspecified	89	2.5%	13.5%	56.1%	16.8%					13.5%	
Boston: B U	27	0.7%				100.0%					
Other (< 0.5 % of riders)	30	0.8%		50.0%		50.0%					
OVERALL TOTAL	3,620	100.0%	1.6%	86.9%	0.4%	2.1%	2.7%	2.2%	2.4%	1.2%	0.4%

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

Origin Locations and Activities

GREEN LINE-B

Expanded Results

Entry Stop: Griggs St. to Warren St.

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
Boston: Allston	1,612	56.0%	0.9%	96.4%	0.4%	1.6%		0.4%	0.4%		
Boston: Brighton	1,159	40.3%	0.7%	85.3%	3.9%	4.3%		3.8%	0.9%	0.6%	0.5%
Unspecified	76	2.6%		71.0%	14.5%			14.5%			
Brookline: North Brookline	30	1.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,877	100.0%	0.8%	91.3%	2.1%	2.6%		2.2%	0.6%	0.2%	0.2%

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

Origin Locations and Activities

GREEN LINE-B

Expanded Results

Entry Stop: Washington St. to Chiswick Rd.

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	1,788	95.4%	0.4%	96.3%		0.2%	0.9%	1.0%		0.7%	0.4%
Unspecified	56	3.0%		86.5%		13.5%					
Brookline: North Brookline	19	1.0%		100.0%							
Other (< 0.5 % of riders)	11	0.6%		100.0%							
OVERALL TOTAL	1,875	100.0%	0.4%	96.0%		0.6%	0.9%	1.0%		0.7%	0.4%

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

Origin Locations and Activities

GREEN LINE-B

Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

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	664	63.6%		87.9%	7.2%	5.0%					
Newton: Chestnut Hill	237	22.7%		29.7%	50.2%				20.1%		
Newton	48	4.6%		50.0%	50.0%						
Brookline: South Brookline	46	4.4%		16.3%	41.9%						41.9%
Unspecified	24	2.3%				100.0%					
Needham	19	1.8%				100.0%					
Boston: Roslindale	7	0.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,044	100.0%		66.3%	20.0%	7.3%			4.6%		1.8%

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

Origin Locations and Activities

GREEN LINE-C

Expanded Results

Entry Stop: St. Mary's St. to Kent St.

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
Brookline: North Brookline	1,046	74.2%	0.8%	69.3%	0.8%	7.4%	2.3%	17.4%		1.8%	0.2%
Boston: Fenway	142	10.1%	2.0%	63.2%	5.9%	17.4%	5.6%	5.9%			
Boston: B U	137	9.7%		39.5%	48.6%	5.9%					6.1%
Boston: Longwood Med Area	25	1.7%		32.5%	67.5%						
Unspecified	24	1.7%		32.9%		32.9%		34.2%			
Cambridge: Central Square	17	1.2%		50.0%							50.0%
Boston: Roslindale	8	0.6%		100.0%							
Brookline: South Brookline	8	0.6%		100.0%							
Other (< 0.5 % of riders)	3	0.2%		100.0%							
OVERALL TOTAL	1,409	100.0%	0.8%	64.7%	7.1%	8.4%	2.3%	14.1%		1.3%	1.3%

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

Origin Locations and Activities

GREEN LINE-C

Expanded Results

Entry Stop: St. Paul St. to Summit Ave.

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
Brookline: North Brookline	3,317	92.9%	0.2%	79.3%	0.6%	4.3%	3.7%	5.8%		4.4%	1.8%
Brookline: South Brookline	121	3.4%		78.1%			10.5%	6.3%		5.2%	
Boston: Allston	36	1.0%	14.4%	67.8%				17.8%			
Unspecified	35	1.0%		36.3%		43.3%					20.4%
Other (< 0.5 % of riders)	61	1.7%		79.4%		20.6%					
OVERALL TOTAL	3,570	100.0%	0.3%	78.7%	0.6%	4.8%	3.7%	5.8%		4.3%	1.9%

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

Origin Locations and Activities

GREEN LINE-C

Expanded Results

Entry Stop: Brandon Hall to Tappan St.

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
Brookline: South Brookline	859	44.5%		86.7%		5.7%		4.7%	1.0%	1.0%	0.9%
Brookline: North Brookline	848	43.9%	2.0%	87.9%	1.5%	2.6%	0.3%	3.1%			2.5%
Boston: Brighton	174	9.0%		95.1%			4.9%				
Unspecified	27	1.4%			31.5%	37.1%					31.5%
Watertown	10	0.5%		50.0%		50.0%					
Other (< 0.5 % of riders)	13	0.7%		100.0%							
OVERALL TOTAL	1,931	100.0%	0.9%	86.7%	1.1%	4.5%	0.6%	3.4%	0.4%	0.4%	2.0%

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

Origin Locations and Activities

GREEN LINE-C

Expanded Results

Entry Stop: Dean Rd. to Cleveland Circle

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	991	63.5%	0.8%	92.4%		2.1%		1.5%	3.1%		
Brookline: South Brookline	465	29.8%	1.1%	84.9%	1.3%	1.6%		1.1%			9.8%
Newton: Chestnut Hill	31	2.0%	25.0%		50.0%	25.0%					
Brookline: Chestnut Hill	23	1.5%		100.0%							
Brookline: North Brookline	16	1.0%		25.6%		25.6%	48.8%				
Unspecified	12	0.8%		100.0%							
Needham	10	0.7%		100.0%							
Other (< 0.5 % of riders)	12	0.7%		100.0%							
OVERALL TOTAL	1,560	100.0%	1.4%	88.0%	1.4%	2.6%	0.5%	1.3%	2.0%		2.9%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-D
 Entry Station: Fenway

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
Boston: Fenway	735	68.7%	1.0%	59.1%	3.2%	13.9%	6.1%	10.1%	2.9%	1.9%	1.9%
Boston: Longwood Med Area	225	21.0%	1.5%	13.4%	53.3%	17.3%		10.4%	4.1%		
Boston: B U	40	3.7%		41.1%	41.1%			17.8%			
Unspecified	30	2.8%		23.2%	23.2%			30.3%		23.2%	
Brookline: North Brookline	26	2.5%		38.3%		26.8%		34.9%			
Worcester	7	0.7%						100.0%			
Other (< 0.5 % of riders)	7	0.6%		100.0%							
OVERALL TOTAL	1,070	100.0%	1.0%	47.1%	15.6%	13.8%	4.2%	12.2%	2.8%	2.0%	1.3%

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

Origin Locations and Activities

GREEN LINE-D

Expanded Results

Entry Station: Longwood

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
Boston: Longwood Med Area	549	54.6%		8.2%	8.6%	63.6%		15.0%	4.6%		
Brookline: North Brookline	401	39.8%		88.6%		5.5%		4.0%			1.8%
Unspecified	21	2.0%	13.9%	43.1%		43.1%					
Brookline: South Brookline	20	2.0%		100.0%							
Boston: Brighton	9	0.9%		100.0%							
Cambridge: Central Square	7	0.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,007	100.0%	0.3%	44.3%	4.7%	37.7%		9.8%	2.5%		0.7%

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

Origin Locations and Activities
GREEN LINE-D

Expanded Results

Entry Station: Brookline Village

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
Brookline: South Brookline	1,394	70.4%	0.6%	81.5%	2.1%	7.4%		6.5%	0.9%		0.9%
Boston: Jamaica Plain	164	8.3%		94.9%				5.1%			
Brookline: North Brookline	162	8.2%		94.8%							5.2%
Unspecified	59	3.0%		85.8%		14.2%					
Boston: Longwood Med Area	45	2.3%		82.5%		17.5%					
Boston: Roxbury	40	2.0%		59.2%	19.7%	21.1%					
Boston: Brighton	27	1.4%		100.0%							
Boston: Mattapan	16	0.8%		100.0%							
Boston: Roslindale	13	0.7%		100.0%							
Other (< 0.5 % of riders)	61	3.1%		74.1%		12.9%			12.9%		
OVERALL TOTAL	1,980	100.0%	0.4%	83.7%	1.9%	6.9%		5.0%	1.1%		1.1%

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

Origin Locations and Activities

GREEN LINE-D

Expanded Results

Entry Station: Brookline Hills

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
Brookline: South Brookline	962	86.6%	0.7%	86.4%	4.5%	4.2%			1.7%	1.4%	1.1%
Brookline: North Brookline	111	10.0%		78.6%	15.3%	6.0%					
Billerica	7	0.6%							100.0%		
Brookline: Chestnut Hill	7	0.6%		100.0%							
Dedham	7	0.6%		100.0%							
Framingham	7	0.6%		100.0%							
Other (< 0.5 % of riders)	11	1.0%	33.3%	66.7%							
OVERALL TOTAL	1,112	100.0%	0.9%	85.1%	5.5%	4.2%			2.1%	1.2%	0.9%

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

Origin Locations and Activities
GREEN LINE-D

Expanded Results

Entry Station: Beaconsfield

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
Brookline: South Brookline	573	76.6%		91.4%	0.8%	4.5%	0.5%	1.1%	0.5%	0.5%	0.5%
Boston: Brighton	116	15.5%		93.9%		6.1%					
Unspecified	22	3.0%		85.8%							14.2%
Brookline: Chestnut Hill	9	1.2%		100.0%							
Newton	6	0.8%		100.0%							
Boston: Jamaica Plain	4	0.6%		100.0%							
Framingham	4	0.6%		100.0%							
Needham	4	0.6%		100.0%							
Other (< 0.5 % of riders)	9	1.3%		66.7%		33.3%					
OVERALL TOTAL	749	100.0%		91.7%	0.6%	4.8%	0.4%	0.8%	0.4%	0.4%	0.8%

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

Origin Locations and Activities

GREEN LINE-D

Expanded Results

Entry Station: Reservoir

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
Boston: Brighton	1,396	66.1%	1.3%	93.6%	2.6%	0.4%		0.7%		1.5%	
Brookline: South Brookline	284	13.4%		69.9%	19.3%	6.4%	4.4%				
Brookline: Chestnut Hill	142	6.7%		93.6%				6.4%			
Newton: Chestnut Hill	114	5.4%		33.1%	66.9%						
Boston: West Roxbury	65	3.1%		100.0%							
Newton	37	1.8%		100.0%							
Unspecified	32	1.5%		100.0%							
Boston: Jamaica Plain	12	0.6%		100.0%							
Boston: Roslindale	12	0.6%	100.0%								
Cambridge: Harvard Square	12	0.6%								100.0%	
Other (< 0.5 % of riders)	5	0.2%		100.0%							
OVERALL TOTAL	2,111	100.0%	1.5%	86.5%	7.9%	1.1%	0.6%	0.9%		1.6%	

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

Origin Locations and Activities

GREEN LINE-D

Expanded Results

Entry Station: Chestnut Hill

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
Newton: Chestnut Hill	201	40.9%	9.0%	53.5%	18.0%			9.0%		10.5%	
Brookline: Chestnut Hill	146	29.6%		87.6%	12.4%						
Newton	46	9.3%		100.0%							
Boston: West Roxbury	24	4.9%		100.0%							
Natick	21	4.3%		14.4%					85.6%		
Unspecified	21	4.3%		14.4%				85.6%			
Berkley	18	3.7%		100.0%							
Ashland	3	0.6%		100.0%							
Boston: Roslindale	3	0.6%		100.0%							
Framingham	3	0.6%		100.0%							
Sherborn	3	0.6%		100.0%							
Weston	3	0.6%			100.0%						
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	492	100.0%	3.7%	69.3%	11.7%			7.4%	3.7%	4.3%	

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

Origin Locations and Activities

GREEN LINE-D

Expanded Results

Entry Station: Newton Centre

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
Newton	838	93.7%	0.4%	86.4%	3.5%	5.9%		0.7%	1.4%	1.7%	
Boston: West Roxbury	27	3.0%		100.0%							
Needham	7	0.7%		100.0%							
Norwood	7	0.7%		100.0%							
Millis	6	0.6%		100.0%							
Other (< 0.5 % of riders)	10	1.1%		66.7%	33.3%						
OVERALL TOTAL	894	100.0%	0.4%	86.9%	3.6%	5.5%		0.6%	1.3%	1.6%	

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

Origin Locations and Activities

GREEN LINE-D

Expanded Results

Entry Station: Newton Highlands

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
Newton	468	79.2%	0.8%	86.0%		3.3%	4.9%	1.7%	0.8%		2.5%
Needham	65	11.1%		76.4%		17.7%					5.8%
Watertown	27	4.5%		100.0%							
Unspecified	15	2.6%		49.8%		25.1%					25.1%
Waltham	8	1.3%		100.0%							
Medfield	4	0.7%				100.0%					
Natick	4	0.6%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	590	100.0%	0.7%	84.3%		5.9%	3.9%	1.3%	0.7%		3.3%

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

Origin Locations and Activities

GREEN LINE-D
Entry Station: Eliot

Expanded Results

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
Newton	369	77.8%	1.0%	96.1%		1.4%					1.4%
Needham	39	8.2%		100.0%							
Unspecified	31	6.5%		82.8%	17.2%						
Wellesley	20	4.3%		100.0%							
Medfield	4	0.8%		100.0%							
Natick	4	0.8%		100.0%							
Southborough	4	0.8%		100.0%							
Wayland	4	0.8%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	474	100.0%	0.8%	95.8%	1.1%	1.1%					1.1%

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

Origin Locations and Activities

GREEN LINE-D

Expanded Results

Entry Station: Waban

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
Newton	251	75.4%		93.1%				1.7%	1.7%	1.7%	1.6%
Needham	25	7.5%		100.0%							
Unspecified	23	6.9%		81.1%							18.9%
Wellesley	9	2.6%		100.0%							
Bellingham	4	1.2%		100.0%							
Holliston	4	1.3%		100.0%							
Hudson	4	1.2%		100.0%							
Sudbury	4	1.2%		100.0%							
Waltham	4	1.3%		100.0%							
Webster	4	1.2%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	333	100.0%		93.5%				1.3%	1.3%	1.3%	2.6%

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

Origin Locations and Activities

GREEN LINE-D

Expanded Results

Entry Station: Woodland

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
Newton	438	52.7%		66.8%	2.6%	12.8%		17.9%			
Wellesley	160	19.3%		93.0%		7.0%					
Natick	69	8.3%		100.0%							
Unspecified	41	4.9%		72.7%	27.3%						
Framingham	32	3.8%		64.7%					35.3%		
Weston	20	2.5%		100.0%							
Ashland	11	1.3%		100.0%							
Sherborn	11	1.3%		100.0%							
Worcester	11	1.3%		100.0%							
Belmont	9	1.1%		100.0%							
Boston: Roslindale	9	1.1%		100.0%							
Mendon	9	1.1%		100.0%							
Millis	9	1.1%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	831	100.0%		78.5%	2.7%	8.1%		9.4%	1.3%		

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

Origin Locations and Activities
GREEN LINE-D

Expanded Results

Entry Station: Riverside

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
Newton	395	27.2%		68.3%	1.6%	11.5%		1.0%	6.6%	1.6%	9.3%
Wellesley	139	9.5%		56.5%	43.5%						
Waltham	132	9.1%		90.2%		9.8%					
Framingham	115	7.9%		100.0%							
Natick	89	6.1%		92.7%							7.3%
Weston	81	5.6%		76.0%	16.0%	8.0%					
Wayland	48	3.3%		86.5%				13.5%			
Unspecified	47	3.3%		58.7%			27.6%	13.8%			
Marlborough	35	2.4%		100.0%							
Maynard	29	2.0%		100.0%							
Sudbury	27	1.9%		100.0%							
Needham	25	1.7%	16.2%	83.8%							
Sherborn	20	1.3%		66.7%		33.3%					
Lexington	17	1.2%		100.0%							
Hudson	13	0.9%		100.0%							
Medfield	13	0.9%		100.0%							
Worcester	12	0.8%		100.0%							
Holliston	11	0.7%		100.0%							
Lincoln	11	0.7%		100.0%							
Concord	8	0.6%		100.0%							
Northborough	8	0.6%		100.0%							
Westborough	8	0.6%		100.0%							
Other (< 0.5 % of riders)	168	11.6%	3.9%	92.3%							3.9%
OVERALL TOTAL	1,452	100.0%	0.7%	81.1%	5.5%	4.9%	0.9%	1.2%	1.8%	0.4%	3.4%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-E
 Entry Stop: Northeastern

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: Fenway	1,039	93.0%		35.9%	49.5%	4.5%	1.5%	1.5%	4.4%	2.9%	
Boston: Longwood Med Area	30	2.7%		50.0%	50.0%						
Boston: Jamaica Plain	16	1.5%								100.0%	
Boston: North Dorchester	16	1.5%		100.0%							
Boston: Prudential/Hancock	15	1.4%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,117	100.0%		37.6%	47.4%	4.2%	1.4%	1.4%	4.1%	4.2%	

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

Origin Locations and Activities

GREEN LINE-E

Expanded Results

Entry Stop: Museum Of Fine Arts

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: Longwood Med Area	465	55.2%		7.6%	67.4%	15.9%		2.3%		4.5%	2.3%
Boston: Fenway	360	42.7%		44.3%	20.5%	14.7%				14.7%	5.9%
Unspecified	11	1.3%								100.0%	
Sudbury	7	0.8%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	842	100.0%		24.0%	46.0%	15.0%		1.3%		10.0%	3.8%

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

Origin Locations and Activities

GREEN LINE-E

Expanded Results

Entry Stop: Longwood Medical Area

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: Longwood Med Area	1,843	96.4%	4.8%	27.0%	22.9%	18.4%		18.1%	6.6%	1.1%	1.1%
Unspecified	27	1.4%				25.1%		74.9%			
Boston: Roxbury	20	1.1%							100.0%		
Brookline: North Brookline	20	1.1%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,911	100.0%	4.6%	27.1%	22.1%	18.1%		18.5%	7.5%	1.1%	1.1%

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

Origin Locations and Activities

Expanded Results

GREEN LINE-E
 Entry Stop: Brigham Circle

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: Longwood Med Area	977	90.4%	1.1%	41.4%	3.4%	24.8%	1.1%	17.3%	6.7%	3.1%	1.1%
Unspecified	44	4.1%	25.0%	50.0%							25.0%
Boston: Jamaica Plain	22	2.0%		100.0%							
Brookline: South Brookline	19	1.8%		100.0%							
Brookline: Chestnut Hill	11	1.0%						100.0%			
Boston: Roxbury	8	0.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,080	100.0%	2.0%	44.0%	3.0%	22.4%	1.0%	16.7%	6.1%	2.8%	2.0%

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

Origin Locations and Activities

GREEN LINE-E

Expanded Results

Entry Stop: Fenwood Rd. to Back of the Hill

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: Jamaica Plain	247	34.3%		94.4%		5.6%					
Boston: Longwood Med Area	222	30.9%		93.7%				6.3%			
Brookline: South Brookline	222	30.8%		81.1%				6.3%	6.3%		6.3%
Unspecified	28	3.9%		50.0%						50.0%	
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	719	100.0%		88.4%		1.9%		3.9%	1.9%	1.9%	1.9%

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

Origin Locations and Activities

GREEN LINE-E

Expanded Results

Entry Stop: Heath Street

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: Jamaica Plain	414	78.4%	8.7%	61.0%		16.8%		6.7%			6.7%
Boston: Longwood Med Area	64	12.1%		100.0%							
Boston: Unspecified	28	5.3%				50.0%		50.0%			
Boston: Hyde Park	14	2.6%									100.0%
Boston: West Roxbury	8	1.6%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	528	100.0%	6.8%	61.5%		15.8%		7.9%			7.9%

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



Access to the Rapid Transit System

The data presented in this chapter describe aspects of riders' travel between the origins of their entire trips and the Green Line stations or branch segments where they began their rapid transit trips. These data consist of two types. One is the modes of transportation used by riders to access the Green Line; for riders who used more than one mode previous to the Green Line, this "access mode" is the one used immediately before accessing the Green Line station or branch segment. The other 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 access trips from their trip origins to the Green Line.

For trips to the Green Line in which the access mode was a public transportation mode, additional details are given about the service used: for bus trips, the specific routes; for commuter rail trips, the initial boarding stations; and for boat trips, the initial boarding docks. The access trips via public transportation do not include rapid transit trips, as the entire surveyed trips made by riders who transferred to the Green Line from the Red, Orange, or Blue Line are reported on in the survey reports for those rapid transit lines, rather than in this Green Line volume.

The tables (at the end of the chapter) present all of these data by station. For each station or branch segment, the table on access mode and the one on access trip time appear together on one page, and the four tables specifying bus routes and initial stations or docks are on the following page. The data for each station or branch segment are based on the survey responses from riders who started the rapid transit portions of their trips at that station or branch segment. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

5.1 ACCESS MODE

5.1.1 DESCRIPTION OF TABLE

The access mode table for each station shows the distribution of trips among 12 transportation modes that riders used immediately before accessing that station.

Seven of the modes are private: walk, drive, drop-off, taxi, shuttle/van, bicycle, and “other.” Five are public: MBTA bus, other bus, commuter rail, boat, and “other.” The private and public access modes are grouped separately in the table. As explained above, further details on the access trips made by public transportation are given in four subsequent tables.

Two columns present, respectively, the number and the percent of riders who reported using each mode to access the station or branch segment 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

Central Subway

At all but one Central Subway station, walking was the single most common access mode. At seven of these stations, walking accounted for 87% to 100% of the access trips. Lechmere, Haymarket, and Kenmore all had significant bus transfer activity, accounting for 35%, 43%, and 30%, respectively, of the entries at these stations, but walking still had larger shares, at 58%, 50%, and 63%. North Station was the only Central Subway station where walk-ins were in the minority. There, 76% of the riders transferred from commuter rail, and only 21% walked. At Copley, 75% of access trips were by walking, 14% were commuter rail transfers, and 8% were bus transfers.

B Branch

The vast majority (97%) of the riders boarding the B Branch walked to the trains. At least 92% of passengers at each branch segment walked to the B Branch, and at three of the six segments over 99% walked. These high “walk” shares reflect the lack of parking and the lack of connecting bus routes for most of the branch.

C Branch

Overall, 96% of the access trips to the C Branch were made by walking. On the three innermost branch segments, walk-in rates ranged from 95% to 97%. On the outermost segment (Dean Road to Cleveland Circle), 93% of access trips were made by walking, 3% were transfers from buses, 2% were transfers from private shuttles (mostly from Boston College), and 1% were park-and-ride trips. Most of the reported non-walking trips boarded at the Cleveland Circle stop.

D Branch

Overall, 73% of passengers walked to the D Branch. However, walk access differed at the various stops. The innermost five stops were the most highly walk-oriented, with percentages ranging from 87% at Beaconsfield to 98% at

Fenway. Walk shares at the outer eight stops ranged from a high of 77% at Reservoir to a low of 21% at Riverside. Parking was most common at Riverside (61%) and Woodland (51%), but also accounted for significant portions of access trips at Waban (31%), Chestnut Hill (21%), and Eliot (18%). Drop-offs accounted for over 10% of the access trips to Chestnut Hill (24%), Waban (19%), and Riverside (11%). Bus access trips were most important relative to total boardings at Newton Highlands (22%), Reservoir (11%), and Brookline Village (8%).

E Branch

Overall, 93% of access trips to the E Branch were made by walking. This share ranged from 89% at Heath Street and Brigham Circle to 97% at Northeastern. Park-and-ride access accounted for nearly 10% of boardings at Heath Street, but for 3% or less at all other stops and branch segments.

5.2 TRIP TIME FOR ACCESS VIA PRIVATE TRANSPORTATION

5.2.1 DESCRIPTION OF TABLE

For each station, this table summarizes the reported access times, from trip origin to Green Line station or branch segment, 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 Green Line 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

Access times are related to the size of the market area of each station. For downtown stations, the market areas served by private transportation access are relatively small because the stations are close to each other and because there is little or no parking near them.

Central Subway

Mean walk-access times to Central Subway stations ranged from 5 minutes at Symphony to 8 minutes at Lechmere. Since walking was the most common of the private transportation modes of access at each station, the overall mean access times were equal to or slightly higher than the mean walk-access times.

B Branch

Walk-access times for the B Branch were short in general, ranging from 4 to 5 minutes on all but one branch segment. The Chestnut Hill Avenue to Boston College segment had a slightly longer mean time (6 minutes). Overall, access times by private transportation were equal to or slightly greater than mean walking times.

C Branch

C Branch walk-access times ranged from 4 to 6 minutes on each branch segment. Overall, access times by private transportation were equal to or slightly greater than mean walking times.

D Branch

Stations on the D Branch are further apart than stops on the other Green Line branches, and in general, serve areas with lower residential densities. As a result, the access times to D Branch stops were significantly longer than those at stops on the B and C Branches. Mean walk-access times ranged from 6 to 9 minutes, with an overall mean slightly above 7 minutes. Drive/park access times at the outer stations were 24 minutes at Riverside and 18 minutes at Woodland, with ranges from 13 to 18 minutes at the other stations, from Waban to Chestnut Hill. The number of survey responses showing driving access trips to stations between Reservoir and Fenway was too small to provide reliable figures for mean access times at individual stations. The mean driving access time to all of these stations combined was 18 minutes.

Reported drop-off access times to D Branch stations averaged 16 minutes overall. At individual stations from Riverside to Chestnut Hill, the means ranged from 6 to 24 minutes. At the six inner stops combined, the mean access time for drop-offs was 12 minutes.

E Branch

Mean walking-access times at all stops and branch segments on the E Branch ranged from 5 to 6 minutes. Because of the predominance of walking-access trips, overall access times by private transportation were equal to or slightly greater than mean walking times.

5.3 TRANSFERS TO THE GREEN LINE FROM COMMUTER RAIL, BUS, OR BOAT

5.3.1 DESCRIPTION OF TABLES

For each station, four tables provide further details on the public-access-mode trips shown in the access mode table. For riders transferring to the Green Line from commuter rail, one table gives the commuter rail stations at which riders boarded (the commuter rail *line* that was boarded at each station listed is not, however, specified). Likewise, for transfers from a commuter boat line, a table

gives the boat dock at which riders boarded. Two other tables indicate specific bus routes for riders who transferred from an MBTA or non-MBTA bus to the Green Line. Non-MBTA routes are identified as shown below:

TABLE 5-1

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

Designation	Other Non-MBTA Bus Services
BBL	Bloom Bus Lines
BEX	Boston Express Bus
CCO	Coach Company
CJ	C&J bus
PB	Plymouth & Brockton Street Railway Co.
RIPTA	Rhode Island Public Transit Authority

The bus routes listed in the transfer tables are those reported in response to question 5a as the first bus used, if applicable, in the access trip to the Green Line. In cases involving multiple transfers, the intermediate link is not specified. For example, the Haymarket Station table shows 22 transfers from Route 119, which does not go to that station. It may be presumed that those riders transferred from Route 119 to one of the North Shore express routes, but they would not be included in the transfer totals from those routes. Few riders make such double transfers.

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

Differences in 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

The volume and percent of total access trips accounted for by transfers at any station depend on the number of connecting routes, the ridership on those routes, and the directness of the transfers.

Central Subway

Bus trips were common at Lechmere, Haymarket, Copley, Hynes, and Kenmore. At Lechmere, which has four connecting bus routes, some transfers were reported from each. Route 88, which had the largest individual share, accounted for just over one-third of the total transfers there. At Haymarket, transfers were reported from 6 of the 12 bus routes that connected there during the survey hours. Route 111 alone accounted for 52% of the transfers there.

At Copley, transfers were reported from five of the six bus routes that connected there during the survey hours. The top two, Routes 9 and 39, together accounted for 69% of the total bus transfers there.

At Hynes, transfers were only reported from one of the three routes that connects directly there, Route 1. However, some of these passengers may actually have used Route CT1, which mostly overlaps Route 1 but makes fewer stops.

At Kenmore, transfers were reported from all five of the bus routes that connect there. Route 57 alone accounted for 79% of the bus transfers there. At North Station, the Green Line connects directly with all North Side commuter rail lines and with Amtrak intercity trains from Maine and New Hampshire. Transfers were reported by riders boarding at over 40 different stations. The top five, Salem, Lowell, Beverly, Lynn, and Anderson/Woburn, together accounted for 37% of the commuter rail transfers there.

Copley station does not have direct commuter rail connections, but is within walking distance of Back Bay Station, which serves four of the South Side commuter rail lines. In addition, some passengers from commuter rail lines that stop only at South Station transfer there to other commuter rail lines to continue to Back Bay. Some of them transfer again to the Green Line at Copley. Transfers at Copley were reported by riders boarding at 23 different South Side stations. The top four, Sharon, Providence, Attleboro, and Mansfield, together accounted for 47% of the transfers.

B, C, D, and E Branches

Bus transfers accounted for only 1% to 2% of the access trips to the B, C, and E Branches overall. However, on the D Branch, nearly 5% of all passengers transferred from buses. The percentages differed greatly by stop, reflecting where bus routes operate. The largest proportion of transfers occurred at Newton Highlands (22%), with all of these coming from the only route (Route 59) that connects directly there. At Reservoir Station, which has two direct MBTA bus connections, 11% of boardings came from bus transfers; Route 51 alone accounted for four-fifths of these transfers. At Newton Centre, which has only one connecting MBTA bus route (Route 52), 8% of all riders reported transferring from that route.

At Brookline Village, where 8% of boardings came from MBTA buses, transfers were reported from all three routes (Routes 60, 65, and 66) that connect directly there. The largest individual share came not from any of these, but from Route 39, which has a stop within walking distance. Reported transfers from Route 39, along with indirect transfers from other routes that would have used Route 39 as the intermediate link, accounted for over half (54%) of the bus transfers at Brookline Village.

*This chapter's tables begin
on the following page.*



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Lechmere

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,851	57.9%
Drive/Park Access	167	5.2%
Drop-off Access	20	0.6%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	20	0.6%
Other Access	0	0.0%
Total Private Trans.	2,058	64.3%
MBTA Bus	1,121	35.0%
Other Bus	20	0.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,141	35.7%
TOTAL	3,199	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	913	51.0%	0	0.0%	10	50.0%	0	0.0%	924	46.7%
6-10	524	29.2%	10	6.9%	0	0.0%	20	100.0%	554	28.0%
11-15	226	12.6%	69	46.6%	0	0.0%	0	0.0%	295	14.9%
16-20	118	6.6%	0	0.0%	0	0.0%	0	0.0%	118	6.0%
21-30	10	0.6%	39	26.4%	0	0.0%	0	0.0%	49	2.5%
31-45	0	0.0%	0	0.0%	10	50.0%	0	0.0%	10	0.5%
Over 45	0	0.0%	30	20.1%	0	0.0%	0	0.0%	30	1.5%
TOTAL	1,792	100.0%	148	100.0%	20	100.0%	20	100.0%	1,980	100.0%
No Answer	59		20		0		0		79	
Avg. Time (min)		7.7		29.9		20.0		10.0		9.5

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Lechmere

Transferring from:

**Commuter Rail, Boarded at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

88	386
69	288
80	250
87	197

**Boat, Boarded at
 Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
 Riders

Unspecified Bus	20
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MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Science Park

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	473	100.0%
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	0	0.0%
Total Private Trans.	473	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	473	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	307	76.7%							307	76.7%
6-10	93	23.3%							93	23.3%
11-15	0	0.0%	(No		(No		(No		0	0.0%
16-20	0	0.0%	responses)		responses)		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	401	100.0%							401	100.0%
No Answer	72								72	
Avg. Time (min)		5.2								5.2



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Science Park

Transferring from:

No responders provided information about their modes of access.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: North Station

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	965	20.6%
Drive/Park Access	16	0.3%
Drop-off Access	57	1.2%
Taxi Access	0	0.0%
Shuttle/Van Access	16	0.3%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,054	22.5%
MBTA Bus	54	1.2%
Other Bus	0	0.0%
Commuter Rail	3,568	76.3%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	3,622	77.5%
TOTAL	4,676	100.0%
No Answer	105	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	443	58.4%			19	33.3%	0	0.0%	462	55.5%
6-10	203	26.7%			19	33.3%	0	0.0%	222	26.6%
11-15	19	2.5%			0	0.0%	0	0.0%	19	2.3%
16-20	76	10.0%	(No responses)		0	0.0%	0	0.0%	76	9.1%
21-30	19	2.5%			0	0.0%	0	0.0%	19	2.3%
31-45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%			19	33.3%	16	100.0%	35	4.2%
TOTAL	760	100.0%			57	100.0%	16	100.0%	833	100.0%
No Answer	206		16		0		0		222	
Avg. Time (min)		7.5				24.0		60.0		9.6

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: North Station

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Salem	466
Lowell	261
Beverly	248
Lynn	181
Anderson/Woburn	172
Newburyport	148
West Concord	127
West Medford	118
Wakefield	105
Ipswich	102
South Acton	99
Reading	97
Swampscott	92
Haverhill	89
Andover	86
Lawrence	86
Rockport	83
Ayer	70
North Billerica	70
Winchester Center	70
Concord	67
Wilmington	67
North Leominster	64
Manchester	48
Amtrak Wells ME	38
Commuter Rail: Unspecified	38
Greenwood	38
Melrose Cedar Park	38
Melrose Highlands	38
Waltham	38
Lincoln	35
Montserrat	35
North Beverly	35
Fitchburg	32
Shirley	32
Waverley	19
Wedgemere	19
Amtrak Exeter NH	16
Ballardvale	16
Beverly Farms	16
Other stations	64

MBTA Bus Routes:	Number of Riders
93	35
111	19

Other Bus Routes:

(None identified)

Boat, Boarded at Dock Indicated:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Haymarket

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,450	49.5%
Drive/Park Access	43	1.5%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	22	0.7%
Total Private Trans.	1,515	51.7%
MBTA Bus	1,261	43.1%
Other Bus	65	2.2%
Commuter Rail	0	0.0%
Boat	87	3.0%
Other	0	0.0%
Total Public Trans.	1,413	48.3%
TOTAL	2,928	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	665	52.8%	0	0.0%					665	51.0%
6-10	532	42.2%	0	0.0%					532	40.8%
11-15	63	5.0%	0	0.0%					63	4.9%
16-20	0	0.0%	22	50.0%	(No responses)		(No responses)		22	1.7%
21-30	0	0.0%	22	50.0%					22	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	1,260	100.0%	43	100.0%					1,303	100.0%
No Answer	190		0				22		212	
Avg. Time (min)		6.6		21.5						7.1

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Haymarket

Transferring from:

Commuter Rail, Boarded at Station Indicated:	MBTA Bus Routes:	Number of Riders
(None identified)	111	660
	450	214
	455	108
	426	87
	326	85
	451	63
	119	22
	325	22

Boat, Boarded at Dock Indicated:	Number of Riders	Other Bus Routes:	Number of Riders
Hingham	87	CJ	43
		CCO	22



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Government Center

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,628	86.6%
Drive/Park Access	82	2.7%
Drop-off Access	9	0.3%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	32	1.1%
Total Private Trans.	2,750	90.6%
MBTA Bus	185	6.1%
Other Bus	0	0.0%
Commuter Rail	41	1.3%
Boat	59	1.9%
Other	0	0.0%
Total Public Trans.	285	9.4%
TOTAL	3,035	100.0%
No Answer	64	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,367	55.4%	41	82.0%	0	0.0%	32	100.0%	1,440	56.3%
6-10	851	34.5%	0	0.0%	0	0.0%	0	0.0%	851	33.2%
11-15	177	7.2%	9	18.0%	0	0.0%	0	0.0%	186	7.3%
16-20	41	1.7%	0	0.0%	0	0.0%	0	0.0%	41	1.6%
21-30	32	1.3%	0	0.0%	9	100.0%	0	0.0%	41	1.6%
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	2,468	100.0%	50	100.0%	9	100.0%	32	100.0%	2,559	100.0%
No Answer	160		32		0		0		191	
Avg. Time (min)		6.6		5.3		25.0		2.0		6.6

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Government Center

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Swampscott	32
Middleborough/Lakeville	9

MBTA Bus Routes:	Number of Riders
354	45
325	32
326	32
468	32
111	18
352	9
442	9
92	9

Boat, Boarded at Dock Indicated:	Number of Riders
Quincy	32
Hull	27

Other Bus Routes:
(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Park Street

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	3,762	93.0%
Drive/Park Access	63	1.6%
Drop-off Access	0	0.0%
Taxi Access	21	0.5%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	31	0.8%
Total Private Trans.	3,878	95.8%
MBTA Bus	106	2.6%
Other Bus	31	0.8%
Commuter Rail	0	0.0%
Boat	31	0.8%
Other	0	0.0%
Total Public Trans.	169	4.2%
TOTAL	4,047	100.0%
No Answer	179	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,817	53.2%	31	50.0%			0	0.0%	1,849	52.4%
6-10	1,294	37.9%	0	0.0%			0	0.0%	1,294	36.6%
11-15	210	6.2%	31	50.0%			0	0.0%	242	6.8%
16-20	63	1.8%	0	0.0%	(No responses)		31	59.7%	94	2.7%
21-30	31	0.9%	0	0.0%			0	0.0%	31	0.9%
31-45	0	0.0%	0	0.0%			21	40.3%	21	0.6%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	3,416	100.0%	63	100.0%			53	100.0%	3,532	100.0%
No Answer	346		0				0		346	
Avg. Time (min)		6.6		9.5				30.1		7.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Park Street

Transferring from:

Commuter Rail, Boarded at Station Indicated:	MBTA Bus Routes:	Number of Riders
(None identified)	749	43
	354	31
	92	31

Boat, Boarded at Dock Indicated:	Number of Riders	Other Bus Routes:	Number of Riders
Hingham	31	BEX	31



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Boylston

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,493	93.3%
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	0	0.0%
Total Private Trans.	2,493	93.3%
MBTA Bus	103	3.9%
Other Bus	30	1.1%
Commuter Rail	0	0.0%
Boat	22	0.8%
Other	22	0.8%
Total Public Trans.	178	6.7%
TOTAL	2,671	100.0%
No Answer	37	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,593	68.4%							1,593	68.4%
6-10	567	24.3%							567	24.3%
11-15	88	3.8%							88	3.8%
16-20	44	1.9%	(No responses)		(No responses)		(No responses)		44	1.9%
21-30	37	1.6%							37	1.6%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	2,330	100.0%							2,330	100.0%
No Answer	163								163	
Avg. Time (min)		5.9								5.9

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: **Boylston**

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

749	81
505	22

**Boat, Boarded at
Dock Indicated:**

Number of
Riders

Hingham	22
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Other Bus Routes:

Number of
Riders

BBL	15
PB	15



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Arlington

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,138	98.1%
Drive/Park Access	16	0.7%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	2,154	98.8%
MBTA Bus	0	0.0%
Other Bus	26	1.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	26	1.2%
TOTAL	2,180	100.0%
No Answer	120	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,279	61.0%	0	0.0%					1,279	60.6%
6-10	672	32.1%	8	50.0%					680	32.2%
11-15	118	5.6%	8	50.0%					126	6.0%
16-20	26	1.2%	0	0.0%	(No responses)		(No responses)		26	1.2%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	2,094	100.0%	16	100.0%					2,111	100.0%
No Answer	43		0						43	
Avg. Time (min)		6.2		12.5						6.2

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-SUBWAY
Entry Station: Arlington

Expanded Results

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

BBL	13
PB	13



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Copley

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	3,887	75.0%
Drive/Park Access	69	1.3%
Drop-off Access	31	0.6%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	18	0.3%
Other Access	0	0.0%
Total Private Trans.	4,005	77.3%
MBTA Bus	428	8.3%
Other Bus	16	0.3%
Commuter Rail	732	14.1%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,176	22.7%
TOTAL	5,181	100.0%
No Answer	36	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	2,189	59.7%	18	33.3%	0	0.0%	0	0.0%	2,207	58.8%
6-10	1,098	29.9%	36	66.7%	0	0.0%	0	0.0%	1,134	30.2%
11-15	329	9.0%	0	0.0%	0	0.0%	0	0.0%	329	8.8%
16-20	0	0.0%	0	0.0%	0	0.0%	18	100.0%	18	0.5%
21-30	50	1.4%	0	0.0%	16	100.0%	0	0.0%	66	1.8%
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	3,667	100.0%	53	100.0%	16	100.0%	18	100.0%	3,754	100.0%
No Answer	220		16		16		0		251	
Avg. Time (min)		6.5		7.3		30.0		20.0		6.7

T *MBTA Surveys: 2008-09*

Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Copley

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Sharon	97
Providence	96
Attleboro	94
Mansfield	78
Westborough	47
Hersey	31
Southborough	31
Brockton	18
Framingham	18
Roslindale Village	18
East Weymouth	17
Kingston	17
Ashland	16
Canton Center	16
Canton Junction	16
Endicott	16
Hyde Park	16
Natick	16
Norfolk	16
Route 128	16
South Attleboro	16
Stoughton	16
Walpole	16

MBTA Bus Routes:	Number of Riders
9	190
39	104
502	67
55	35
10	33

Other Bus Routes:	Number of Riders
RIPTA	16

Boat, Boarded at Dock Indicated:
 (None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Hynes Convention Center

Access Mode:	Number of Riders	Percent of Riders
Walk Access	3,142	89.1%
Drive/Park Access	35	1.0%
Drop-off Access	30	0.9%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	3,207	90.9%
MBTA Bus	320	9.1%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	320	9.1%
TOTAL	3,527	100.0%
No Answer	18	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,632	55.6%	0	0.0%	13	42.2%			1,645	54.8%
6-10	866	29.5%	0	0.0%	0	0.0%			866	28.8%
11-15	224	7.6%	0	0.0%	0	0.0%			224	7.5%
16-20	123	4.2%	22	63.6%	0	0.0%	(No responses)		145	4.8%
21-30	75	2.5%	13	36.4%	18	57.8%			105	3.5%
31-45	18	0.6%	0	0.0%	0	0.0%			18	0.6%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	2,938	100.0%	35	100.0%	30	100.0%			3,003	100.0%
No Answer	204		0		0				204	
Avg. Time (min)		7.6		23.6		16.6				7.9

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Hynes Convention Center

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

1	250
39	53
44	18

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Kenmore

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,274	63.3%
Drive/Park Access	62	1.7%
Drop-off Access	150	4.2%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	2,487	69.2%
MBTA Bus	1,072	29.8%
Other Bus	26	0.7%
Commuter Rail	11	0.3%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,109	30.8%
TOTAL	3,595	100.0%
No Answer	11	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,124	54.2%	26	50.0%	11	8.8%			1,161	51.6%
6-10	644	31.1%	0	0.0%	51	41.2%			696	30.9%
11-15	242	11.7%	26	50.0%	26	20.6%			293	13.0%
16-20	37	1.8%	0	0.0%	11	8.8%	(No responses)		48	2.1%
21-30	26	1.2%	0	0.0%	0	0.0%			26	1.1%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	26	20.6%			26	1.1%
TOTAL	2,073	100.0%	51	100.0%	125	100.0%			2,249	100.0%
No Answer	202		11		26				238	
Avg. Time (min)		7.1		10.0		19.5				7.8

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Kenmore

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
West Natick	11

MBTA Bus Routes:	Number of Riders
57	845
60	114
65	37
19	26
70A	26
8	26

Boat, Boarded at Dock Indicated:	Number of Riders
(None identified)	

Other Bus Routes:	Number of Riders
Unspecified Bus	26



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Prudential

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,044	98.0%
Drive/Park Access	0	0.0%
Drop-off Access	21	2.0%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,065	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	1,065	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	661	65.6%			0	0.0%			661	64.2%
6-10	273	27.1%			11	50.0%			284	27.6%
11-15	37	3.6%			11	50.0%			47	4.6%
16-20	37	3.6%	(No responses)		0	0.0%	(No responses)		37	3.6%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			0	0.0%			0	0.0%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	1,007	100.0%			21	100.0%			1,029	100.0%
No Answer	37				0				37	
Avg. Time (min)		6.3				12.5				6.4



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Prudential

Transferring from:

No responders provided information about their modes of access.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Symphony

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	966	98.3%
Drive/Park Access	17	1.7%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	983	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	983	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	759	82.4%	0	0.0%					759	80.9%
6-10	117	12.7%	0	0.0%					117	12.5%
11-15	28	3.0%	0	0.0%					28	3.0%
16-20	17	1.8%	0	0.0%	(No responses)		(No responses)		17	1.8%
21-30	0	0.0%	17	100.0%					17	1.8%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	921	100.0%	17	100.0%					938	100.0%
No Answer	45		0						45	
Avg. Time (min)		5.0		30.0						5.5



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Symphony

Transferring from:

No responders provided information about their modes of access.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Blandford St. to BU Central

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,083	95.2%
Drive/Park Access	0	0.0%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	46	2.1%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	2,129	97.2%
MBTA Bus	46	2.1%
Other Bus	0	0.0%
Commuter Rail	14	0.7%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	60	2.8%
TOTAL	2,189	100.0%
No Answer	23	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,581	82.2%					23	50.0%	1,604	81.5%
6-10	198	10.3%					0	0.0%	198	10.1%
11-15	106	5.5%					23	50.0%	129	6.6%
16-20	37	1.9%	(No responses)		(No responses)		0	0.0%	37	1.9%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	1,922	100.0%					46	100.0%	1,968	100.0%
No Answer	161						0		161	
Avg. Time (min)		4.1						10.0		4.3

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Blandford St. to BU Central

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Newtonville	14

MBTA Bus Routes:	Number of Riders
57	46

Boat, Boarded at Dock Indicated:
(None identified)

Other Bus Routes:
(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-B

Entry Stop: BU West to Babcock

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,089	99.2%
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	8	0.4%
Total Private Trans.	2,097	99.6%
MBTA Bus	8	0.4%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	8	0.4%
TOTAL	2,105	100.0%
No Answer	32	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,569	83.7%					8	100.0%	1,577	83.8%
6-10	168	9.0%					0	0.0%	168	8.9%
11-15	58	3.1%					0	0.0%	58	3.1%
16-20	41	2.2%	(No responses)		(No responses)		0	0.0%	41	2.2%
21-30	38	2.0%					0	0.0%	38	2.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	1,874	100.0%					8	100.0%	1,882	100.0%
No Answer	215						0		215	
Avg. Time (min)		4.5						4.0		4.5



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: BU West to Babcock

Transferring from:

Commuter Rail, Boarded at
Station Indicated:

(None identified)

MBTA Bus Routes:

57

Number of
Riders

8

Boat, Boarded at
Dock Indicated:

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Packards Corner to Harvard Ave.

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	3,428	95.6%
Drive/Park Access	12	0.3%
Drop-off Access	8	0.2%
Taxi Access	0	0.0%
Shuttle/Van Access	15	0.4%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	3,463	96.6%
MBTA Bus	122	3.4%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	122	3.4%
TOTAL	3,585	100.0%
No Answer	35	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	2,448	78.0%	12	100.0%	8	100.0%	0	0.0%	2,468	77.8%
6-10	513	16.3%	0	0.0%	0	0.0%	15	100.0%	528	16.6%
11-15	89	2.8%	0	0.0%	0	0.0%	0	0.0%	89	2.8%
16-20	88	2.8%	0	0.0%	0	0.0%	0	0.0%	88	2.8%
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	3,138	100.0%	12	100.0%	8	100.0%	15	100.0%	3,173	100.0%
No Answer	290		0		0		0		290	
Avg. Time (min)	4.9		2.0		5.0		10.0		4.9	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Packards Corner to Harvard Ave.

Transferring from:

**Commuter Rail, Boarded at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

66

107

15

15

**Boat, Boarded at
 Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Griggs St. to Warren St.

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,852	99.6%
Drive/Park Access	11	0.4%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	2,863	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	2,863	100.0%
No Answer	14	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	2,223	86.5%							2,223	86.5%
6-10	233	9.1%							233	9.1%
11-15	53	2.1%							53	2.1%
16-20	44	1.7%	(No responses)		(No responses)		(No responses)		44	1.7%
21-30	17	0.7%							17	0.7%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	2,570	100.0%							2,570	100.0%
No Answer	282		11						293	
Avg. Time (min)		4.2								4.2



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-B

Entry Stop: Griggs St. to Warren St.

Transferring from:

No responders provided information about their modes of access.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Washington St. to Chiswick Rd.

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,862	99.5%
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	0	0.0%
Total Private Trans.	1,862	99.5%
MBTA Bus	9	0.5%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	9	0.5%
TOTAL	1,871	100.0%
No Answer	3	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,517	88.6%							1,517	88.6%
6-10	150	8.8%							150	8.8%
11-15	26	1.5%							26	1.5%
16-20	9	0.5%	(No responses)		(No responses)		(No responses)		9	0.5%
21-30	9	0.5%							9	0.5%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	1,712	100.0%							1,712	100.0%
No Answer	150								150	
Avg. Time (min)		3.8								3.8

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Washington St. to Chiswick Rd.

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

65

9

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	945	92.7%
Drive/Park Access	0	0.0%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	24	2.3%
Bicycle Access	0	0.0%
Other Access	24	2.3%
Total Private Trans.	992	97.4%
MBTA Bus	27	2.6%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	27	2.6%
TOTAL	1,019	100.0%
No Answer	33	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	561	64.5%					24	50.0%	585	63.7%
6-10	216	24.8%					0	0.0%	216	23.5%
11-15	43	4.9%					24	50.0%	67	7.3%
16-20	0	0.0%	(No responses)		(No responses)		0	0.0%	0	0.0%
21-30	50	5.8%					0	0.0%	50	5.5%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	871	100.0%					48	100.0%	918	100.0%
No Answer	74						0		74	
Avg. Time (min)		6.0						10.0		6.2

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

Transferring from:

**Commuter Rail, Boarded at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

59

19

51

7

**Boat, Boarded at
 Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE-C

Expanded Results

Entry Stop: St. Mary's St. to Kent St.

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,330	95.1%
Drive/Park Access	40	2.9%
Drop-off Access	3	0.2%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	8	0.6%
Total Private Trans.	1,381	98.8%
MBTA Bus	17	1.2%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	17	1.2%
TOTAL	1,398	100.0%
No Answer	11	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	967	82.6%	0	0.0%	0	0.0%	8	100.0%	975	80.9%
6-10	116	9.9%	16	66.4%	0	0.0%	0	0.0%	132	11.0%
11-15	43	3.7%	0	0.0%	3	100.0%	0	0.0%	46	3.8%
16-20	42	3.6%	8	33.6%	0	0.0%	0	0.0%	50	4.2%
21-30	2	0.2%	0	0.0%	0	0.0%	0	0.0%	2	0.2%
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	1,170	100.0%	24	100.0%	3	100.0%	8	100.0%	1,205	100.0%
No Answer	160		16		0		0		176	
Avg. Time (min)		4.5		13.4		15.0		2.0		4.7

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-C

Expanded Results

Entry Stop: St. Mary's St. to Kent St.

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

47

17

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE-C

Expanded Results

Entry Stop: St. Paul St. to Summit Ave.

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	3,444	97.2%
Drive/Park Access	18	0.5%
Drop-off Access	29	0.8%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	3,491	98.5%
MBTA Bus	53	1.5%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	53	1.5%
TOTAL	3,544	100.0%
No Answer	31	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	2,085	64.2%	0	0.0%	8	26.1%			2,093	63.5%
6-10	933	28.7%	7	40.4%	0	0.0%			940	28.5%
11-15	141	4.3%	8	42.9%	8	26.1%			156	4.7%
16-20	60	1.9%	3	16.8%	14	47.9%	(No responses)		77	2.3%
21-30	29	0.9%	0	0.0%	0	0.0%			29	0.9%
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	3,248	100.0%	18	100.0%	29	100.0%			3,295	100.0%
No Answer	196		0		0				196	
Avg. Time (min)		5.9		13.0		14.0				6.0

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-C

Expanded Results

Entry Stop: St. Paul St. to Summit Ave.

Transferring from:

**Commuter Rail, Boarded at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

66	33
75	8
70	6
73	6

**Boat, Boarded at
 Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE-C

Expanded Results

Entry Stop: Brandon Hall to Tappan St.

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,848	96.1%
Drive/Park Access	58	3.0%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,906	99.1%
MBTA Bus	9	0.4%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	9	0.4%
Total Public Trans.	17	0.9%
TOTAL	1,923	100.0%
No Answer	7	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,432	83.5%	15	30.9%					1,447	82.0%
6-10	202	11.8%	8	16.4%					210	11.9%
11-15	67	3.9%	21	42.4%					88	5.0%
16-20	14	0.8%	5	10.4%	(No responses)		(No responses)		19	1.1%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	1,714	100.0%	50	100.0%					1,764	100.0%
No Answer	134		8						142	
Avg. Time (min)		4.1		10.0						4.2

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-C

Expanded Results

Entry Stop: Brandon Hall to Tappan St.

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

65

9

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE-C

Expanded Results

Entry Stop: Dean Rd. to Cleveland Circle

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,430	93.0%
Drive/Park Access	18	1.2%
Drop-off Access	8	0.5%
Taxi Access	0	0.0%
Shuttle/Van Access	27	1.8%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,483	96.5%
MBTA Bus	42	2.8%
Other Bus	4	0.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	8	0.5%
Total Public Trans.	54	3.5%
TOTAL	1,537	100.0%
No Answer	20	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	901	70.9%	0	0.0%	4	50.0%	15	66.7%	920	69.7%
6-10	304	23.9%	8	43.6%	4	50.0%	0	0.0%	316	23.9%
11-15	41	3.2%	0	0.0%	0	0.0%	8	33.3%	48	3.7%
16-20	21	1.6%	10	56.4%	0	0.0%	0	0.0%	31	2.3%
21-30	5	0.4%	0	0.0%	0	0.0%	0	0.0%	5	0.4%
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	1,271	100.0%	18	100.0%	8	100.0%	23	100.0%	1,321	100.0%
No Answer	159		0		0		4		163	
Avg. Time (min)	5.3		14.5		7.5		8.3		5.5	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-C

Expanded Results

Entry Stop: Dean Rd. to Cleveland Circle

Transferring from:

**Commuter Rail, Boarded at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

86	19
51	15
59	8

**Boat, Boarded at
 Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
 Riders

Unspecified Bus	4
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MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Fenway

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,031	98.0%
Drive/Park Access	10	1.0%
Drop-off Access	3	0.3%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,045	99.3%
MBTA Bus	7	0.7%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	7	0.7%
TOTAL	1,052	100.0%
No Answer	18	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	578	59.7%	0	0.0%	0	0.0%			578	58.8%
6-10	318	32.8%	0	0.0%	0	0.0%			318	32.3%
11-15	50	5.2%	0	0.0%	0	0.0%			50	5.1%
16-20	16	1.7%	0	0.0%	0	0.0%	(No responses)		16	1.7%
21-30	7	0.7%	0	0.0%	0	0.0%			7	0.7%
31-45	0	0.0%	10	100.0%	3	100.0%			14	1.4%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	969	100.0%	10	100.0%	3	100.0%			983	100.0%
No Answer	62		0		0				62	
Avg. Time (min)	6.4		45.0		45.0				7.0	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Fenway

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

CT2

7

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Longwood

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	973	96.6%
Drive/Park Access	9	0.9%
Drop-off Access	15	1.5%
Taxi Access	0	0.0%
Shuttle/Van Access	7	0.7%
Bicycle Access	3	0.3%
Other Access	0	0.0%
Total Private Trans.	1,007	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	1,007	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	368	38.9%	0	0.0%	0	0.0%	0	0.0%	368	37.8%
6-10	461	48.7%	0	0.0%	15	100.0%	3	100.0%	479	49.2%
11-15	100	10.6%	9	100.0%	0	0.0%	0	0.0%	109	11.2%
16-20	10	1.1%	0	0.0%	0	0.0%	0	0.0%	10	1.1%
21-30	7	0.8%	0	0.0%	0	0.0%	0	0.0%	7	0.8%
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	947	100.0%	9	100.0%	15	100.0%	3	100.0%	973	100.0%
No Answer	26		0		0		7		34	
Avg. Time (min)	8.0		15.0		10.0		10.0		8.1	



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Longwood

Transferring from:

No responders provided information about their modes of access.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Brookline Village

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,729	87.3%
Drive/Park Access	27	1.4%
Drop-off Access	34	1.7%
Taxi Access	17	0.8%
Shuttle/Van Access	0	0.0%
Bicycle Access	16	0.8%
Other Access	0	0.0%
Total Private Trans.	1,823	92.1%
MBTA Bus	149	7.5%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	8	0.4%
Total Public Trans.	157	7.9%
TOTAL	1,980	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	992	61.5%	0	0.0%	8	39.1%	0	0.0%	1,000	59.6%
6-10	442	27.4%	0	0.0%	5	24.2%	8	50.0%	455	27.1%
11-15	130	8.1%	0	0.0%	0	0.0%	0	0.0%	130	7.8%
16-20	49	3.0%	22	80.9%	0	0.0%	8	50.0%	78	4.7%
21-30	0	0.0%	5	19.1%	0	0.0%	0	0.0%	5	0.3%
31-45	0	0.0%	0	0.0%	8	36.6%	0	0.0%	8	0.5%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	1,613	100.0%	27	100.0%	21	100.0%	16	100.0%	1,677	100.0%
No Answer	116		0		13		17		146	
Avg. Time (min)		6.4		21.9		19.0		15.0		6.9

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Brookline Village

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

39	48
66	24
65	16
31	16
32	16
60	14
15	8
749	8

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Brookline Hills

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,046	94.5%
Drive/Park Access	36	3.2%
Drop-off Access	19	1.7%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,101	99.4%
MBTA Bus	7	0.6%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	7	0.6%
TOTAL	1,108	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	535	55.7%	12	33.5%	19	100.0%			565	55.7%
6-10	333	34.7%	0	0.0%	0	0.0%			333	32.9%
11-15	78	8.2%	0	0.0%	0	0.0%			78	7.7%
16-20	7	0.8%	10	28.9%	0	0.0%	(No responses)		18	1.7%
21-30	7	0.7%	0	0.0%	0	0.0%			7	0.7%
31-45	0	0.0%	7	18.8%	0	0.0%			7	0.7%
Over 45	0	0.0%	7	18.8%	0	0.0%			7	0.7%
TOTAL	960	100.0%	36	100.0%	19	100.0%			1,015	100.0%
No Answer	86		0		0				86	
Avg. Time (min)		6.8		22.4		5.0				7.3

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Brookline Hills

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

60

7

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Beaconsfield

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	690	92.7%
Drive/Park Access	40	5.3%
Drop-off Access	9	1.2%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	3	0.4%
Other Access	3	0.4%
Total Private Trans.	744	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	744	100.0%
No Answer	4	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	397	59.3%	3	7.9%	4	50.0%	0	0.0%	404	56.1%
6-10	238	35.5%	18	46.0%	0	0.0%	3	100.0%	259	35.9%
11-15	26	3.9%	12	30.1%	0	0.0%	0	0.0%	38	5.3%
16-20	3	0.5%	3	7.9%	0	0.0%	0	0.0%	6	0.9%
21-30	6	0.9%	0	0.0%	4	50.0%	0	0.0%	11	1.5%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	3	7.9%	0	0.0%	0	0.0%	3	0.4%
TOTAL	670	100.0%	40	100.0%	9	100.0%	3	100.0%	721	100.0%
No Answer	20		0		0		3		23	
Avg. Time (min)	6.1		15.5		17.5		10.0		6.7	



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Beaconsfield

Transferring from:

No responders provided information about their modes of access.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Reservoir

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,615	76.5%
Drive/Park Access	61	2.9%
Drop-off Access	38	1.8%
Taxi Access	0	0.0%
Shuttle/Van Access	154	7.3%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,868	88.5%
MBTA Bus	235	11.1%
Other Bus	9	0.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	244	11.5%
TOTAL	2,111	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	550	35.8%	18	29.8%	28	74.0%	54	37.3%	651	36.6%
6-10	780	50.8%	5	8.1%	5	13.0%	49	33.9%	839	47.1%
11-15	164	10.7%	38	62.1%	5	13.0%	32	22.4%	240	13.5%
16-20	42	2.7%	0	0.0%	0	0.0%	9	6.3%	51	2.8%
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	1,536	100.0%	61	100.0%	38	100.0%	144	100.0%	1,780	100.0%
No Answer	79		0		0		9		88	
Avg. Time (min)	8.0		11.5		6.7		9.6		8.3	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-D
 Entry Station: Reservoir

Transferring from:

**Commuter Rail, Boarded at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

51	186
86	49

**Boat, Boarded at
 Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
 Riders

Unspecified Bus	9
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MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Chestnut Hill

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	267	55.0%
Drive/Park Access	103	21.3%
Drop-off Access	115	23.7%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	485	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	485	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	61	26.7%	15	15.7%	24	21.1%			100	22.8%
6-10	118	51.9%	39	40.6%	27	23.7%			185	42.0%
11-15	43	18.7%	12	12.5%	24	21.1%			79	18.0%
16-20	6	2.7%	21	21.8%	21	18.4%	(No responses)		48	11.0%
21-30	0	0.0%	6	6.3%	0	0.0%			6	1.4%
31-45	0	0.0%	3	3.1%	0	0.0%			3	0.7%
Over 45	0	0.0%	0	0.0%	18	15.8%			18	4.1%
TOTAL	227	100.0%	97	100.0%	115	100.0%			440	100.0%
No Answer	39		6		0				45	
Avg. Time (min)	8.7		13.1		24.0				13.7	



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Chestnut Hill

Transferring from:

No responders provided information about their modes of access.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Newton Centre

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	618	69.2%
Drive/Park Access	98	11.0%
Drop-off Access	61	6.8%
Taxi Access	6	0.6%
Shuttle/Van Access	0	0.0%
Bicycle Access	17	1.9%
Other Access	3	0.4%
Total Private Trans.	803	89.9%
MBTA Bus	73	8.2%
Other Bus	17	1.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	91	10.1%
TOTAL	894	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	238	42.7%	23	23.8%	39	71.2%	12	48.3%	313	42.5%
6-10	190	34.1%	27	27.9%	12	22.8%	7	25.8%	237	32.1%
11-15	103	18.5%	23	22.9%	0	0.0%	0	0.0%	126	17.1%
16-20	21	3.7%	9	9.3%	0	0.0%	7	25.8%	37	5.0%
21-30	6	1.0%	16	16.1%	3	6.1%	0	0.0%	25	3.4%
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	558	100.0%	98	100.0%	55	100.0%	26	100.0%	737	100.0%
No Answer	60		0		6		0		66	
Avg. Time (min)		8.1		12.7		6.2		9.5		8.6

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-D

Expanded Results

Entry Station: Newton Centre

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

52

73

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus

17



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Newton Highlands

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	364	62.5%
Drive/Park Access	58	9.9%
Drop-off Access	27	4.6%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	449	77.0%
MBTA Bus	126	21.7%
Other Bus	4	0.7%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	4	0.7%
Total Public Trans.	134	23.0%
TOTAL	583	100.0%
No Answer	8	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	159	47.7%	23	46.2%	11	50.0%			194	47.7%
6-10	111	33.3%	8	15.4%	11	50.0%			130	32.1%
11-15	63	18.9%	8	15.4%	0	0.0%			71	17.4%
16-20	0	0.0%	0	0.0%	0	0.0%	(No responses)		0	0.0%
21-30	0	0.0%	8	15.4%	0	0.0%			8	1.9%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	4	7.6%	0	0.0%			4	0.9%
TOTAL	333	100.0%	50	100.0%	23	100.0%			406	100.0%
No Answer	31		8		4				42	
Avg. Time (min)		7.4		15.6		5.7				8.3

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-D

Expanded Results

Entry Station: Newton Highlands

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

59

123

70A

4

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus

4



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D
Entry Station: Eliot

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	337	72.0%
Drive/Park Access	83	17.8%
Drop-off Access	41	8.7%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	4	0.8%
Other Access	0	0.0%
Total Private Trans.	465	99.2%
MBTA Bus	4	0.8%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	4	0.8%
TOTAL	468	100.0%
No Answer	5	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	163	52.8%	20	30.4%	11	27.6%	4	100.0%	198	47.3%
6-10	93	30.1%	28	41.6%	22	54.0%	0	0.0%	142	33.9%
11-15	47	15.4%	11	16.8%	4	9.2%	0	0.0%	62	14.9%
16-20	5	1.7%	4	5.6%	0	0.0%	0	0.0%	9	2.2%
21-30	0	0.0%	4	5.6%	0	0.0%	0	0.0%	4	0.9%
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%	4	9.2%	0	0.0%	4	0.9%
TOTAL	309	100.0%	67	100.0%	41	100.0%	4	100.0%	420	100.0%
No Answer	28		17		0		0		45	
Avg. Time (min)		7.1		10.6		12.3		5.0		8.2

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-D
Entry Station: Eliot

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

59

4

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Waban

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	154	48.4%
Drive/Park Access	105	33.1%
Drop-off Access	59	18.5%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	319	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	319	100.0%
No Answer	14	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	73	48.9%	38	39.4%	34	56.8%			145	47.4%
6-10	63	42.4%	29	30.3%	4	7.4%			97	31.8%
11-15	9	5.8%	13	13.0%	13	21.8%			34	11.2%
16-20	0	0.0%	0	0.0%	4	7.0%	(No responses)		4	1.4%
21-30	4	2.9%	4	4.3%	0	0.0%			9	2.8%
31-45	0	0.0%	9	8.8%	4	7.0%			13	4.1%
Over 45	0	0.0%	4	4.3%	0	0.0%			4	1.4%
TOTAL	150	100.0%	97	100.0%	59	100.0%			306	100.0%
No Answer	4		9		0				13	
Avg. Time (min)		7.2		13.3		11.2				9.9



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Waban

Transferring from:

No responders provided information about their modes of access.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Woodland

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	334	40.1%
Drive/Park Access	421	50.7%
Drop-off Access	58	7.0%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	19	2.2%
Other Access	0	0.0%
Total Private Trans.	831	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	831	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	214	66.1%	20	5.9%	9	25.0%	9	50.0%	253	34.7%
6-10	48	14.9%	84	23.9%	19	50.0%	9	50.0%	160	21.9%
11-15	20	6.3%	91	26.1%	0	0.0%	0	0.0%	112	15.3%
16-20	22	6.9%	75	21.3%	0	0.0%	0	0.0%	97	13.3%
21-30	19	5.7%	50	14.4%	9	25.0%	0	0.0%	78	10.7%
31-45	0	0.0%	20	5.9%	0	0.0%	0	0.0%	20	2.8%
Over 45	0	0.0%	9	2.7%	0	0.0%	0	0.0%	9	1.3%
TOTAL	324	100.0%	350	100.0%	37	100.0%	19	100.0%	730	100.0%
No Answer	9		71		20		0		101	
Avg. Time (min)		7.2		18.4		12.5		7.5		12.8



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Woodland

Transferring from:

No responders provided information about their modes of access.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-D
 Entry Station: Riverside

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	302	20.8%
Drive/Park Access	883	60.8%
Drop-off Access	166	11.4%
Taxi Access	7	0.4%
Shuttle/Van Access	73	5.0%
Bicycle Access	15	1.0%
Other Access	0	0.0%
Total Private Trans.	1,445	99.6%
MBTA Bus	7	0.4%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	7	0.4%
TOTAL	1,452	100.0%
No Answer	4	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	133	55.7%	68	8.6%	21	13.7%	0	0.0%	223	17.7%
6-10	34	14.3%	101	12.7%	25	15.8%	30	46.8%	190	15.1%
11-15	38	16.0%	152	19.0%	34	22.1%	28	43.1%	252	20.0%
16-20	29	12.3%	120	15.0%	17	11.0%	7	10.1%	173	13.7%
21-30	4	1.7%	188	23.6%	19	12.1%	0	0.0%	211	16.8%
31-45	0	0.0%	118	14.8%	25	15.8%	0	0.0%	143	11.3%
Over 45	0	0.0%	51	6.4%	15	9.5%	0	0.0%	66	5.2%
TOTAL	239	100.0%	799	100.0%	155	100.0%	64	100.0%	1,258	100.0%
No Answer	63		84		11		30		187	
Avg. Time (min)		9.0		24.1		22.5		12.9		20.4



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Riverside

Transferring from:

Commuter Rail, Boarded at
Station Indicated:

(None identified)

MBTA Bus Routes:

Number of
Riders

558

7

Boat, Boarded at
Dock Indicated:

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: Northeastern

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,085	97.1%
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	0	0.0%
Total Private Trans.	1,085	97.1%
MBTA Bus	33	2.9%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	33	2.9%
TOTAL	1,117	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	719	74.6%							719	74.6%
6-10	183	19.0%							183	19.0%
11-15	46	4.8%							46	4.8%
16-20	15	1.6%	(No responses)		(No responses)		(No responses)		15	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	964	100.0%							964	100.0%
No Answer	121								121	
Avg. Time (min)		5.3								5.3

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: Northeastern

Transferring from:

**Commuter Rail, Boarded at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

15
 39

16
 16

**Boat, Boarded at
 Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: Museum Of Fine Arts

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	793	95.3%
Drive/Park Access	18	2.1%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	11	1.3%
Total Private Trans.	821	98.7%
MBTA Bus	11	1.3%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	11	1.3%
TOTAL	831	100.0%
No Answer	11	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	570	79.0%	11	100.0%					581	79.3%
6-10	134	18.6%	0	0.0%					134	18.3%
11-15	7	1.0%	0	0.0%					7	1.0%
16-20	0	0.0%	0	0.0%	(No responses)		(No responses)		0	0.0%
21-30	11	1.5%	0	0.0%					11	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	722	100.0%	11	100.0%					733	100.0%
No Answer	70		7				11		88	
Avg. Time (min)		5.1		5.0						5.1

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-E

Expanded Results

Entry Stop: Museum Of Fine Arts

Transferring from:

**Commuter Rail, Boarded at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

8

11

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE-E

Expanded Results

Entry Stop: Longwood Medical Area

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,768	92.5%
Drive/Park Access	41	2.1%
Drop-off Access	82	4.3%
Taxi Access	0	0.0%
Shuttle/Van Access	20	1.1%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,911	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	1,911	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,204	70.5%	20	50.0%	41	50.0%			1,265	69.1%
6-10	299	17.5%	20	50.0%	20	25.0%			340	18.6%
11-15	116	6.8%	0	0.0%	0	0.0%			116	6.3%
16-20	61	3.6%	0	0.0%	20	25.0%	(No responses)		82	4.5%
21-30	27	1.6%	0	0.0%	0	0.0%			27	1.5%
31-45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	1,707	100.0%	41	100.0%	82	100.0%			1,829	100.0%
No Answer	61		0		0		20		82	
Avg. Time (min)		5.7		6.0		10.0				5.9



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: Longwood Medical Area

Transferring from:

No responders provided information about their modes of access.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: Brigham Circle

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	947	88.5%
Drive/Park Access	33	3.1%
Drop-off Access	19	1.8%
Taxi Access	0	0.0%
Shuttle/Van Access	11	1.0%
Bicycle Access	0	0.0%
Other Access	19	1.8%
Total Private Trans.	1,028	96.2%
MBTA Bus	30	2.8%
Other Bus	11	1.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	41	3.8%
TOTAL	1,069	100.0%
No Answer	11	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	573	68.7%	11	33.3%	8	100.0%	0	0.0%	592	66.8%
6-10	218	26.1%	0	0.0%	0	0.0%	11	100.0%	229	25.8%
11-15	22	2.6%	0	0.0%	0	0.0%	0	0.0%	22	2.5%
16-20	22	2.6%	11	33.3%	0	0.0%	0	0.0%	33	3.7%
21-30	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	11	33.3%	0	0.0%	0	0.0%	11	1.2%
TOTAL	835	100.0%	33	100.0%	8	100.0%	11	100.0%	887	100.0%
No Answer	111		0		11		19		141	
Avg. Time (min)		5.3		27.7		2.0		10.0		6.1

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-E

Expanded Results

Entry Stop: Brigham Circle

Transferring from:

**Commuter Rail, Boarded at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

39

22

66

8

**Boat, Boarded at
 Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
 Riders

Unspecified Bus

11



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

GREEN LINE-E

Expanded Results

Entry Stop: Fenwood Rd. to Back of the Hill

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	669	93.0%
Drive/Park Access	0	0.0%
Drop-off Access	14	1.9%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	682	95.0%
MBTA Bus	36	5.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	36	5.0%
TOTAL	719	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	419	70.9%			0	0.0%			419	69.3%
6-10	91	15.5%			0	0.0%			91	15.1%
11-15	50	8.5%			14	100.0%			64	10.6%
16-20	22	3.8%	(No responses)		0	0.0%	(No responses)		22	3.7%
21-30	8	1.4%			0	0.0%			8	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	591	100.0%			14	100.0%			605	100.0%
No Answer	78				0				78	
Avg. Time (min)		5.4				12.0				5.6

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

GREEN LINE-E

Expanded Results

Entry Stop: Fenwood Rd. to Back of the Hill

Transferring from:

**Commuter Rail, Boarded at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

39

22

60

14

**Boat, Boarded at
 Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: Heath Street

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	470	89.0%
Drive/Park Access	50	9.5%
Drop-off Access	8	1.6%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	528	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	528	100.0%
No Answer	0	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	286	64.8%	0	0.0%	8	100.0%			295	60.6%
6-10	119	27.0%	0	0.0%	0	0.0%			119	24.5%
11-15	14	3.2%	14	38.5%	0	0.0%			28	5.7%
16-20	22	5.0%	8	22.9%	0	0.0%	(No responses)		30	6.3%
21-30	0	0.0%	14	38.5%	0	0.0%			14	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	442	100.0%	36	100.0%	8	100.0%			486	100.0%
No Answer	28		14		0				42	
Avg. Time (min)	5.7		21.9		2.0				6.9	



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: Heath Street

Transferring from:

No responders provided information about their modes of access.

6

Exits from the Rapid Transit System

The tables in this chapter show, for the riders who entered the rapid transit system at each Green Line station or branch segment, the number who exited the system at each of the other rapid transit stations (in the case of the riders who exited on the surface Green Line, the exit locations are given in terms of segments of the branch, rather than individual stops). Also, for each potential exit station at which the riders had the option of transferring to another rapid transit line, the tables show how many of them transferred there (as well as how many exited the system there).

The tables (at the end of the chapter) present these data by entry station or branch segment. The data for each station or segment are based on the survey responses from riders who started the rapid transit portions of their trips there. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

6.1 DESCRIPTION OF TABLES

For each station, the data are reported in six tables divided between two pages. The four tables on the first page show exits and transfers at stations on the Red, Orange, and Blue heavy rail lines and the Mattapan High-Speed Line (light rail). These tables also show, for each line, exits by riders whose responses did not allow the specific exit station to be determined.

The first table on the second page shows exit and transfer data for stations on the Green Line Central Subway⁶ and for segments of the surface Green Line's B, C, D, and E Branches. Exits are also shown for riders whose responses were not specific enough for determining where on the Central Subway or on a surface branch the exit took place. The second table on the second page shows summary data for each of the rapid transit lines.

⁶ For the purposes of this report, the Central Subway includes all Green Line stations from Lechmere through Kenmore and Symphony, inclusive.

With the exception of the summary table, each of the tables comprises four columns. The first column shows the names of the stations or branch segments on the rapid transit line covered by the table. Stations serving more than one rapid transit line appear in the tables for each of those branches, with an identifying suffix. For example, Park Street Station appears in the Red Line table as “Park Street-R” and in the Green Line table as “Park Street-G.” Green Line passengers would exit or transfer only at Park Street-G.

The second column, labeled “Exits,” shows, for the entry station, the number of riders who finally left the rapid transit system at the station or branch segment shown in the first column. The third column, labeled “Percent of Riders,” shows the value in the “Exits” column as a percent of the total exits shown in all five tables combined. That overall total is found at the bottom of the sixth table.

The fourth column, labeled “Transfers,” shows the number of riders from the entry station who alighted at the station shown in the first column in order to transfer to another rapid transit line (either heavy or light rail). For example, in the Green Line exit table, passengers transferring from the Green Line to the Orange Line at North Station are shown in the “Transfers” column of the “North Station-G” row. (They are not included in the North Station-O “Exits” total or percent.) These riders’ next decisions—either to exit the rapid transit system from an Orange Line station or to transfer again—are accounted for in the accompanying Orange Line exit table. That is, except for slight differences in rounding, the number of riders transferring from the Green Line to the Orange Line will equal the combined total of riders either exiting or transferring again at Orange Line stations. (For example, from Fenway Station, 35 riders transferred at North Station-G to the Orange Line. Because no riders reported transferring from the Orange Line to another line, the number of riders who transferred at North Station-G (35) is equal to the total number of Orange Line exits.

Passengers going to points on the Mattapan High-Speed Line from any other rapid transit line must transfer to the High-Speed Line from the Red Line at Ashmont Station. For a given Green Line entry station, in the Red Line exit table, the “Transfer” total for Ashmont-R will be equal to the total number of riders shown in the High-Speed Line exit table to have exited at all stations combined on that line (in the survey results, the segment of the C Branch from Saint Paul Street to Summit Avenue was the only location on the Green Line where entering riders exited on the High-Speed Line).

It should be noted again that the data in these tables are only for riders entering the rapid transit system between 6:00 AM and 3:00 PM. Therefore, these results are dominated by passengers making their first trips of the day. After 3:00 PM (a period which, again, is not reflected in the survey results), the return portions of round-trips would be dominant. That is, riders entering the rapid transit system at a given station after 3:00 would be predominantly the same riders who had exited there that morning, and on their PM trips they would exit the rapid transit system at mostly the same stations where they had

entered the system that morning. Therefore, the “Entries to the Rapid Transit System” tables in Chapter 7 (which reflect trips made before 3:00) should approximate what the present chapter’s “Exits from the Rapid Transit System” tables would have looked like if the survey had been conducted from 3:00 PM until the end of service.

6.2 OVERVIEW OF RESULTS

Because of the large number of rapid transit stations in the system, the exit stations of the Green Line riders are discussed here mostly in terms branches and branch segments rather than by individual stations or stops. The Green Line has four branches and covers a wide area, in addition to having extensive distribution in the downtown Boston area. The majority of boarding passengers are able to complete their trips without transferring to other rapid transit lines. Overall, in the survey hours, 83% of the trips that began on the Green Line also ended on the Green Line.

Central Subway

Overall, 82% of the riders entering the rapid transit system at Central Subway stations exited the system somewhere on the Green Line. Most of the rest (14%) exited on the Red Line, with relatively small numbers exiting on the Blue Line (3%) or the Orange Line (2%). Exits at other Central Subway stations occurred in 47% of the trips that entered the Central Subway. The most common exit stations were Government Center (8%), Copley (7%), and Park Street (7%). Exit shares on the surface branches ranged from 11% on the D Branch to 7% on the C Branch.

B Branch

Overall, 88% of the riders who boarded at surface B Branch stops also completed their rapid transit trips somewhere on the Green Line. Most of the rest (9%) exited on the Red Line, with relatively small numbers exiting on the Orange Line (2%) or the Blue Line (1%). Exits at Central Subway stations occurred in 50% of the trips that boarded at surface B Branch stops. The most common exit stations were Park Street (10%), Copley (8%), Hynes (8%), and Government Center (7%). Over one-third (35%) of the riders who boarded at surface B Branch stops exited at other surface B Branch stops. The greatest concentration of such exits (24% of the total) was on the inner portion of the B Branch, from Blandford Street to Babcock Street, where Boston University is a major trip attraction.

C Branch

Overall, 85% of the riders who boarded at surface C Branch stops also completed their rapid transit trips somewhere on the Green Line. Most of the rest (11%) exited on the Red Line, with relatively small numbers exiting on the Blue Line (2%) or the Orange Line (1%). Exits at Central Subway stations occurred in 65% of the trips that boarded at surface C Branch stops. The most

common exit stations were Park Street (15%), Hynes (10%), Government Center (10%), and Copley (10%). Only 17% of the riders boarding at surface C Branch stops exited at other surface C Branch stops.

D Branch

Overall, 87% of the riders who boarded at surface D Branch stops also completed their rapid transit trips somewhere on the Green Line. Most of the rest (11%) exited on the Red Line, with relatively small numbers exiting on the Blue Line (1%) or the Orange Line (1%). Exits at Central Subway stations occurred in 49% of the trips that boarded at surface D Branch stops. The most common exit stations were Park Street (12%), Government Center (9%), Hynes (7%), and Copley (6%). Over one-third (36%) of the riders boarding at surface D Branch stops exited at other surface D Branch stops. Of these, over half (19% of the total exits) were at the Fenway or Longwood stops.

E Branch

The percentage of passengers exiting in the Central Subway or transferring to other rapid transit lines was somewhat higher for E Branch riders than for riders on the other Green Line branches. This was partly because the E Branch is the shortest of the surface branches and serves fewer possible destinations.

Overall, 73% of the riders who boarded at surface E Branch stops also completed their rapid transit trips somewhere on the Green Line. Most of the rest (24%) exited on the Red Line, with relatively small numbers exiting on the Blue Line (3%) or the Orange Line (1%). Exits at Central Subway stations occurred in 59% of the trips that boarded at surface E Branch stops. The most common exit stations were Park Street (11%), Copley (9%), Prudential (7%), and Government Center (7%). Only 10% of the riders boarding at surface E Branch stops exited at other surface E Branch stops.

*This chapter's tables begin
on the following page.*



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Lechmere

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	20	0.6%
Davis	20	0.6%	Malden	20	0.6%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	39	1.2%	Sullivan Square	20	0.6%
Central	20	0.6%	Community College	0	0.0%
Kendall/MIT	39	1.2%	North Station-O	0	0.0%
Charles/MGH	10	0.3%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	39	1.2%
Downtown Crossing-R	20	0.6%	Downtown Crossing-O	10	0.3%
South Station	70	2.2%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	20	0.6%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	127	4.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	216	6.8%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	10	0.3%	Valley Road	0	0.0%
Airport	30	0.9%	Capen Street	0	0.0%
Maverick	20	0.6%	Mattapan	0	0.0%
Aquarium	98	3.1%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	20	0.6%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	177	5.6%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Lechmere

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	216	6.8%
Science Park	50	1.6%	Mattapan Line Total:	0	0.0%
North Station-G	432	13.5%	Orange Line Total:	127	4.0%
Haymarket-G	109	3.4%	Blue Line Total:	177	5.6%
Government Center-G	474	14.9%	Green Line Total:	2,668	83.7%
Park Street-G	227	7.1%	Overall Total	3,189	100.0%
Boylston	139	4.4%	No Response	10	
Arlington	226	7.1%			
Copley	198	6.2%			
Hynes Convention Center	10	0.3%			
Kenmore	108	3.4%			
Prudential	70	2.2%			
Symphony	0	0.0%			
B Blandford-Babcock	20	0.6%			
B Pack.Cnr.-Warren St.	20	0.6%			
B Washington St.-BC	20	0.6%			
C St.Mary's-Summit/Winchest	88	2.8%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	20	0.6%			
D Brook. Vill.-Brook.Hills	20	0.6%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	49	1.5%			
D Waban-Riverside	40	1.2%			
E Northeastern-Museum	80	2.5%			
E Long.Med.-Brig Cir.	230	7.2%			
E Fenwood Rd-Heath	40	1.2%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	2,668	83.7%			

* The role of transfers in these exit data tables is explained in section 6.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY
Entry Station: Science Park

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	22	4.6%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	43	9.2%	Orange Line Total:	22	4.6%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	43	9.2%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these exit data tables is explained in section 6.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Science Park

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	22	4.6%	Red Line Total:	43	9.2%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	22	4.6%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	13	2.8%	Green Line Total:	408	86.2%
Park Street-G	22	4.6%	Overall Total	473	100.0%
Boylston	43	9.2%	No Response	0	
Arlington	65	13.8%			
Copley	79	16.6%			
Hynes Convention Center	22	4.6%			
Kenmore	0	0.0%			
Prudential	20	4.3%			
Symphony	22	4.6%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	22	4.6%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	22	4.6%			
E Northeastern-Museum	50	10.6%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	7	1.4%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	408	86.2%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: North Station

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	32	0.7%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	19	0.4%	Wellington	0	0.0%
Harvard	143	3.0%	Sullivan Square	0	0.0%
Central	70	1.5%	Community College	0	0.0%
Kendall/MIT	102	2.2%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	89	1.9%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	19	0.4%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	19	0.4%	Jackson Square	0	0.0%
Ashmont-R	19	0.4%	Stony Brook	0	0.0%
North Quincy	19	0.4%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	19	0.4%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	550	11.6%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	19	0.4%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	38	0.8%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	19	0.4%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	76	1.6%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: North Station

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	267	5.6%	Red Line Total:	550	11.6%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	76	1.6%
Government Center-G	350	7.4%	Green Line Total:	4,104	86.8%
Park Street-G	216	4.6%	Overall Total	4,730	100.0%
Boylston	162	3.4%	No Response	51	
Arlington	798	16.9%			
Copley	442	9.4%			
Hynes Convention Center	108	2.3%			
Kenmore	108	2.3%			
Prudential	253	5.3%			
Symphony	16	0.3%			
B Blandford-Babcock	197	4.2%			
B Pack.Cnr.-Warren St.	54	1.1%			
B Washington St.-BC	19	0.4%			
C St.Mary's-Summit/Winchest	108	2.3%			
C Brandon-Cleveland Cir.	19	0.4%			
D Fenway-Longwood	102	2.2%			
D Brook. Vill.-Brook.Hills	81	1.7%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	57	1.2%			
D Waban-Riverside	19	0.4%			
E Northeastern-Museum	111	2.3%			
E Long.Med.-Brig Cir.	563	11.9%			
E Fenwood Rd-Heath	54	1.1%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	4,104	86.8%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Haymarket

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	22	0.8%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	257	9.0%	Sullivan Square	0	0.0%
Central	148	5.2%	Community College	0	0.0%
Kendall/MIT	85	3.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	22	0.8%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	533	18.6%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these exit data tables is explained in section 6.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Haymarket

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	350	12.2%	Red Line Total:	533	18.6%
Science Park	44	1.5%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	0	0.0%	Green Line Total:	2,331	81.4%
Park Street-G	65	2.3%	Overall Total	2,865	100.0%
Boylston	192	6.7%	No Response	63	
Arlington	405	14.1%			
Copley	340	11.9%			
Hynes Convention Center	63	2.2%			
Kenmore	148	5.2%			
Prudential	148	5.2%			
Symphony	0	0.0%			
B Blandford-Babcock	128	4.5%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	63	2.2%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	65	2.3%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	22	0.8%			
D Waban-Riverside	63	2.2%			
E Northeastern-Museum	128	4.5%			
E Long.Med.-Brig Cir.	85	3.0%			
E Fenwood Rd-Heath	22	0.8%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	2,331	81.4%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Government Center

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	32	1.1%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	32	1.1%
Porter	32	1.1%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	32	1.1%
Central	73	2.4%	Community College	0	0.0%
Kendall/MIT	64	2.1%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	32	1.1%	Back Bay	0	0.0%
JFK/UMass	32	1.1%	Massachusetts Ave	0	0.0%
Savin Hill	41	1.3%	Ruggles	32	1.1%
Fields Corner	32	1.1%	Roxbury Crossing	0	0.0%
Shawmut	32	1.1%	Jackson Square	0	0.0%
Ashmont-R	32	1.1%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	9	0.3%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	96	3.2%
Braintree	32	1.1%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	442	14.6%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Government Center

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	41	1.3%	Red Line Total:	442	14.6%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	64	2.1%	Orange Line Total:	96	3.2%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	0	0.0%	Green Line Total:	2,498	82.3%
Park Street-G	0	0.0%	Overall Total	3,035	100.0%
Boylston	128	4.2%	No Response	64	
Arlington	314	10.3%			
Copley	241	8.0%			
Hynes Convention Center	128	4.2%			
Kenmore	123	4.0%			
Prudential	137	4.5%			
Symphony	32	1.1%			
B Blandford-Babcock	177	5.8%			
B Pack.Cnr.-Warren St.	146	4.8%			
B Washington St.-BC	96	3.2%			
C St.Mary's-Summit/Winchest	264	8.7%			
C Brandon-Cleveland Cir.	64	2.1%			
D Fenway-Longwood	77	2.5%			
D Brook. Vill.-Brook.Hills	118	3.9%			
D Beaconsfield-Ches.Hill	160	5.3%			
D Newton Ctr.-Eliot	41	1.3%			
D Waban-Riverside	50	1.6%			
E Northeastern-Museum	32	1.1%			
E Long.Med.-Brig Cir.	59	1.9%			
E Fenwood Rd-Heath	9	0.3%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	2,498	82.3%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Park Street

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	31	0.8%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	31	0.8%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	0	0.0%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	31	0.8%	Cedar Grove	0	0.0%
Beachmont	31	0.8%	Butler	0	0.0%
Suffolk Downs	63	1.5%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	21	0.5%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	147	3.5%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Park Street

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	147	3.5%	Red Line Total:	0	0.0%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	94	2.3%	Orange Line Total:	31	0.8%
Haymarket-G	31	0.8%	Blue Line Total:	147	3.5%
Government Center-G	63	1.5%	Green Line Total:	4,015	95.7%
Park Street-G	0	0.0%	Overall Total	4,194	100.0%
Boylston	21	0.5%	No Response	31	
Arlington	94	2.3%			
Copley	484	11.5%			
Hynes Convention Center	305	7.3%			
Kenmore	31	0.8%			
Prudential	31	0.8%			
Symphony	63	1.5%			
B Blandford-Babcock	379	9.0%			
B Pack.Cnr.-Warren St.	94	2.3%			
B Washington St.-BC	210	5.0%			
C St.Mary's-Summit/Winchest	431	10.3%			
C Brandon-Cleveland Cir.	116	2.8%			
D Fenway-Longwood	189	4.5%			
D Brook. Vill.-Brook.Hills	157	3.8%			
D Beaconsfield-Ches.Hill	252	6.0%			
D Newton Ctr.-Eliot	147	3.5%			
D Waban-Riverside	63	1.5%			
E Northeastern-Museum	126	3.0%			
E Long.Med.-Brig Cir.	337	8.0%			
E Fenwood Rd-Heath	147	3.5%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	4,015	95.7%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: **Boylston**

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	22	0.8%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	22	0.8%	Sullivan Square	0	0.0%
Central	44	1.7%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	22	0.8%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	15	0.6%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	126	4.8%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	15	0.6%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	15	0.6%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Boylston

Green Line	Percent of			Summary	Percent of	
	Exits:	Riders	Transfers:*		Exits:	Riders
Lechmere	44	1.7%		Red Line Total:	126	4.8%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	37	1.4%		Orange Line Total:	0	0.0%
Haymarket-G	66	2.5%		Blue Line Total:	15	0.6%
Government Center-G	97	3.7%	15	Green Line Total:	2,486	94.6%
Park Street-G	44	1.7%	126	Overall Total	2,627	100.0%
Boylston	0	0.0%		No Response	81	
Arlington	22	0.8%				
Copley	221	8.4%				
Hynes Convention Center	177	6.7%				
Kenmore	170	6.5%				
Prudential	0	0.0%				
Symphony	88	3.4%				
B Blandford-Babcock	155	5.9%				
B Pack.Cnr.-Warren St.	155	5.9%				
B Washington St.-BC	66	2.5%				
C St.Mary's-Summit/Winchest	155	5.9%				
C Brandon-Cleveland Cir.	155	5.9%				
D Fenway-Longwood	193	7.4%				
D Brook. Vill.-Brook.Hills	74	2.8%				
D Beaconsfield-Ches.Hill	88	3.4%				
D Newton Ctr.-Eliot	170	6.5%				
D Waban-Riverside	81	3.1%				
E Northeastern-Museum	22	0.8%				
E Long.Med.-Brig Cir.	163	6.2%				
E Fenwood Rd-Heath	44	1.7%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	2,486	94.6%				

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Arlington

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	15	0.7%	Oak Grove	0	0.0%
Davis	31	1.3%	Malden	15	0.7%
Porter	0	0.0%	Wellington	31	1.3%
Harvard	147	6.4%	Sullivan Square	46	2.0%
Central	69	3.0%	Community College	0	0.0%
Kendall/MIT	116	5.1%	North Station-O	0	0.0%
Charles/MGH	39	1.7%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	31	1.3%	Downtown Crossing-O	0	0.0%
South Station	133	5.8%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	15	0.7%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	15	0.7%
Fields Corner	0	0.0%	Roxbury Crossing	15	0.7%
Shawmut	15	0.7%	Jackson Square	0	0.0%
Ashmont-R	15	0.7%	Stony Brook	0	0.0%
North Quincy	15	0.7%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	15	0.7%	Orange Line: Unspecified	0	0.0%
Quincy Adams	23	1.0%	Orange Line Total:	123	5.4%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	681	29.8%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	39	1.7%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	31	1.3%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	23	1.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	93	4.1%			

* The role of transfers in these exit data tables is explained in section 6.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Arlington

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	46	2.0%	Red Line Total:	681	29.8%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	100	4.4%	Orange Line Total:	123	5.4%
Haymarket-G	46	2.0%	Blue Line Total:	93	4.1%
Government Center-G	225	9.8%	Green Line Total:	1,389	60.8%
Park Street-G	131	5.7%	Overall Total	2,285	100.0%
Boylston	46	2.0%	No Response	15	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	51	2.2%			
Kenmore	103	4.5%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	115	5.1%			
B Pack.Cnr.-Warren St.	26	1.1%			
B Washington St.-BC	13	0.6%			
C St.Mary's-Summit/Winchest	103	4.5%			
C Brandon-Cleveland Cir.	38	1.7%			
D Fenway-Longwood	115	5.1%			
D Brook. Vill.-Brook.Hills	64	2.8%			
D Beaconsfield-Ches.Hill	26	1.1%			
D Newton Ctr.-Eliot	13	0.6%			
D Waban-Riverside	26	1.1%			
E Northeastern-Museum	64	2.8%			
E Long.Med.-Brig Cir.	38	1.7%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,389	60.8%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Copley

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	51	1.0%	Oak Grove	0	0.0%
Davis	36	0.7%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	158	3.1%	Sullivan Square	18	0.3%
Central	53	1.0%	Community College	0	0.0%
Kendall/MIT	175	3.4%	North Station-O	0	0.0%
Charles/MGH	69	1.3%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	36	0.7%	Downtown Crossing-O	0	0.0%
South Station	211	4.1%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	18	0.3%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	18	0.3%	Roxbury Crossing	0	0.0%
Shawmut	18	0.3%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	36	0.7%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	18	0.3%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	18	0.3%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	895	17.3%			
Blue Line			Mattapan High Speed Line		
Wonderland	18	0.3%	Ashmont-M	0	0.0%
Revere Beach	18	0.3%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	18	0.3%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	35	0.7%	Capen Street	0	0.0%
Maverick	36	0.7%	Mattapan	0	0.0%
Aquarium	53	1.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	177	3.4%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Copley

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	71	1.4%	Red Line Total:	895	17.3%
Science Park	70	1.4%	Mattapan Line Total:	0	0.0%
North Station-G	106	2.0%	Orange Line Total:	18	0.3%
Haymarket-G	36	0.7%	Blue Line Total:	177	3.4%
Government Center-G	477	9.2%	Green Line Total:	4,076	78.9%
Park Street-G	633	12.2%	Overall Total	5,165	100.0%
Boylston	160	3.1%	No Response	51	
Arlington	53	1.0%			
Copley	0	0.0%			
Hynes Convention Center	86	1.7%			
Kenmore	277	5.4%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	501	9.7%			
B Pack.Cnr.-Warren St.	47	0.9%			
B Washington St.-BC	47	0.9%			
C St.Mary's-Summit/Winchest	359	6.9%			
C Brandon-Cleveland Cir.	125	2.4%			
D Fenway-Longwood	203	3.9%			
D Brook. Vill.-Brook.Hills	140	2.7%			
D Beaconsfield-Ches.Hill	78	1.5%			
D Newton Ctr.-Eliot	125	2.4%			
D Waban-Riverside	94	1.8%			
E Northeastern-Museum	94	1.8%			
E Long.Med.-Brig Cir.	281	5.4%			
E Fenwood Rd-Heath	16	0.3%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	4,076	78.9%			

* The role of transfers in these exit data tables is explained in section 6.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Hynes Convention Center

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	13	0.4%	Oak Grove	0	0.0%
Davis	67	1.9%	Malden	22	0.6%
Porter	22	0.6%	Wellington	0	0.0%
Harvard	45	1.3%	Sullivan Square	22	0.6%
Central	22	0.6%	Community College	22	0.6%
Kendall/MIT	57	1.6%	North Station-O	0	0.0%
Charles/MGH	70	2.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	26	0.7%	Downtown Crossing-O	0	0.0%
South Station	233	6.6%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	45	1.3%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	30	0.9%	Orange Line: Unspecified	0	0.0%
Quincy Adams	45	1.3%	Orange Line Total:	67	1.9%
Braintree	22	0.6%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	696	19.9%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	57	1.6%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	57	1.6%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Hynes Convention Center

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	696	19.9%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	70	2.0%	Orange Line Total:	67	1.9%
Haymarket-G	22	0.6%	Blue Line Total:	57	1.6%
Government Center-G	430	12.3%	Green Line Total:	2,685	76.6%
Park Street-G	468	13.4%	Overall Total	3,505	100.0%
Boylston	229	6.5%	No Response	40	
Arlington	89	2.5%			
Copley	80	2.3%			
Hynes Convention Center	0	0.0%			
Kenmore	18	0.5%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	263	7.5%			
B Pack.Cnr.-Warren St.	88	2.5%			
B Washington St.-BC	53	1.5%			
C St.Mary's-Summit/Winchest	158	4.5%			
C Brandon-Cleveland Cir.	105	3.0%			
D Fenway-Longwood	175	5.0%			
D Brook. Vill.-Brook.Hills	140	4.0%			
D Beaconsfield-Ches.Hill	105	3.0%			
D Newton Ctr.-Eliot	140	4.0%			
D Waban-Riverside	53	1.5%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	2,685	76.6%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Kenmore

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	26	0.7%	Oak Grove	26	0.7%
Davis	11	0.3%	Malden	0	0.0%
Porter	26	0.7%	Wellington	0	0.0%
Harvard	51	1.4%	Sullivan Square	11	0.3%
Central	51	1.4%	Community College	26	0.7%
Kendall/MIT	62	1.7%	North Station-O	0	0.0%
Charles/MGH	139	3.9%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	183	5.1%	Chinatown	0	0.0%
Broadway	26	0.7%	NE Medical Center	26	0.7%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	26	0.7%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	11	0.3%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	88	2.5%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	612	17.1%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	26	0.7%	Capen Street	0	0.0%
Maverick	26	0.7%	Mattapan	0	0.0%
Aquarium	11	0.3%	Mattapan Line Total:	0	0.0%
State-B	51	1.4%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	114	3.2%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Kenmore

Green Line	Percent of		Summary	Percent of		
	Exits:	Riders		Exits:	Riders	
Lechmere	26	0.7%	Red Line Total:	612	17.1%	
Science Park	11	0.3%	Mattapan Line Total:	0	0.0%	
North Station-G	125	3.5%	62	Orange Line Total:	88	2.5%
Haymarket-G	135	3.8%		Blue Line Total:	114	3.2%
Government Center-G	402	11.3%	150	Green Line Total:	2,756	77.2%
Park Street-G	465	13.0%	637	Overall Total	3,570	100.0%
Boylston	252	7.1%		No Response	37	
Arlington	125	3.5%				
Copley	333	9.3%	103			
Hynes Convention Center	220	6.1%				
Kenmore	0	0.0%				
Prudential	26	0.7%				
Symphony	0	0.0%				
B Blandford-Babcock	51	1.4%				
B Pack.Cnr.-Warren St.	62	1.7%				
B Washington St.-BC	26	0.7%				
C St.Mary's-Summit/Winchest	216	6.1%				
C Brandon-Cleveland Cir.	11	0.3%				
D Fenway-Longwood	48	1.3%				
D Brook. Vill.-Brook.Hills	51	1.4%				
D Beaconsfield-Ches.Hill	26	0.7%				
D Newton Ctr.-Eliot	48	1.3%				
D Waban-Riverside	22	0.6%				
E Northeastern-Museum	51	1.4%				
E Long.Med.-Brig Cir.	26	0.7%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	2,756	77.2%				

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY
Entry Station: Prudential

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	11	1.0%	Sullivan Square	0	0.0%
Central	37	3.4%	Community College	0	0.0%
Kendall/MIT	47	4.4%	North Station-O	0	0.0%
Charles/MGH	11	1.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	73	6.9%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	37	3.4%	Back Bay	0	0.0%
JFK/UMass	37	3.4%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	11	1.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	37	3.4%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	299	28.1%			
Blue Line			Mattapan High Speed Line		
Wonderland	37	3.4%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	11	1.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	37	3.4%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	84	7.9%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Prudential

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	299	28.1%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	73	6.9%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	84	7.9%
Government Center-G	142	13.3%	Green Line Total:	682	64.0%
Park Street-G	95	8.9%	Overall Total	1,065	100.0%
Boylston	47	4.4%	No Response	0	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	37	3.4%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	84	7.9%			
E Long.Med.-Brig Cir.	205	19.2%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	682	64.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY
Entry Station: Symphony

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	28	2.8%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	28	2.8%
Central	28	2.8%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	17	1.7%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	62	6.3%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	34	3.5%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	28	2.8%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	168	17.1%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	17	1.7%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	17	1.7%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Symphony

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	45	4.6%	Red Line Total:	168	17.1%
Science Park	28	2.8%	Mattapan Line Total:	0	0.0%
North Station-G	55	5.6%	Orange Line Total:	28	2.8%
Haymarket-G	55	5.6%	Blue Line Total:	17	1.7%
Government Center-G	241	24.5%	Green Line Total:	770	78.3%
Park Street-G	128	13.0%	Overall Total	983	100.0%
Boylston	45	4.6%	No Response	0	
Arlington	45	4.6%			
Copley	100	10.2%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	28	2.8%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	770	78.3%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Blandford St. to BU Central

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	23	1.0%	Malden	0	0.0%
Porter	23	1.0%	Wellington	0	0.0%
Harvard	46	2.1%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	23	1.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	69	3.1%	Chinatown	0	0.0%
Broadway	23	1.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	14	0.6%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	23	1.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	23	1.0%
Braintree	0	0.0%			
Red Line: Unspecified	23	1.0%			
Red Line Total:	244	11.0%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	23	1.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	23	1.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Entry Stop: Blandford St. to BU Central

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	23	1.0%	Red Line Total:	244	11.0%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	46	2.1%	Orange Line Total:	23	1.0%
Haymarket-G	0	0.0%	Blue Line Total:	23	1.0%
Government Center-G	115	5.2%	Green Line Total:	1,922	86.9%
Park Street-G	143	6.5%	Overall Total	2,212	100.0%
Boylston	75	3.4%	No Response	0	
Arlington	0	0.0%			
Copley	198	8.9%			
Hynes Convention Center	115	5.2%			
Kenmore	69	3.1%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	473	21.4%			
B Pack.Cnr.-Warren St.	459	20.8%			
B Washington St.-BC	115	5.2%			
C St.Mary's-Summit/Winchest	46	2.1%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	23	1.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	23	1.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,922	86.9%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-B

Entry Stop: BU West to Babcock

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	16	0.8%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	8	0.4%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	16	0.8%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	33	1.6%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	40	1.9%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	8	0.4%	Forest Hills	23	1.1%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	48	2.3%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	97	4.7%			
Blue Line			Mattapan High Speed Line		
Wonderland	16	0.8%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	8	0.4%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	24	1.2%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Entry Stop: BU West to Babcock

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	8	0.4%	Red Line Total:	97	4.7%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	48	2.3%
Haymarket-G	8	0.4%	Blue Line Total:	24	1.2%
Government Center-G	72	3.5%	Green Line Total:	1,920	91.9%
Park Street-G	218	10.5%	Overall Total	2,089	100.0%
Boylston	80	3.8%	No Response	48	
Arlington	47	2.3%			
Copley	103	4.9%			
Hynes Convention Center	176	8.4%			
Kenmore	229	11.0%			
Prudential	0	0.0%			
Symphony	8	0.4%			
B Blandford-Babcock	688	32.9%			
B Pack.Cnr.-Warren St.	162	7.7%			
B Washington St.-BC	32	1.5%			
C St.Mary's-Summit/Winchest	8	0.4%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	24	1.2%			
D Brook. Vill.-Brook.Hills	16	0.8%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	16	0.8%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	21	1.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,920	91.9%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Packards Corner to Harvard Ave.

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	6	0.2%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	15	0.4%
Porter	30	0.8%	Wellington	15	0.4%
Harvard	0	0.0%	Sullivan Square	8	0.2%
Central	0	0.0%	Community College	23	0.6%
Kendall/MIT	52	1.4%	North Station-O	0	0.0%
Charles/MGH	8	0.2%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	143	4.0%	Chinatown	0	0.0%
Broadway	23	0.6%	NE Medical Center	0	0.0%
Andrew	8	0.2%	Back Bay	0	0.0%
JFK/UMass	30	0.8%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	6	0.2%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	8	0.2%
Ashmont-R	12	0.3%	Stony Brook	0	0.0%
North Quincy	6	0.2%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	20	0.6%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	89	2.5%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	325	9.0%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	15	0.4%	Mattapan	0	0.0%
Aquarium	6	0.2%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	15	0.4%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	36	1.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Entry Stop: Packards Corner to Harvard Ave.

Green Line	Percent of		Summary	Percent of		
	Exits:	Riders		Exits:	Riders	
Lechmere	18	0.5%	Red Line Total:	325	9.0%	
Science Park	8	0.2%	Mattapan Line Total:	0	0.0%	
North Station-G	84	2.3%	89	Orange Line Total:	89	2.5%
Haymarket-G	0	0.0%		Blue Line Total:	36	1.0%
Government Center-G	231	6.4%	180	Green Line Total:	3,164	87.5%
Park Street-G	298	8.2%	345	Overall Total	3,614	100.0%
Boylston	453	12.5%	8	No Response	6	
Arlington	129	3.6%	28			
Copley	309	8.6%	28			
Hynes Convention Center	324	9.0%				
Kenmore	127	3.5%	20			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	770	21.3%				
B Pack.Cnr.-Warren St.	76	2.1%				
B Washington St.-BC	241	6.7%	46			
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	20	0.6%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	46	1.3%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	28	0.8%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	3,164	87.5%				

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Griggs St. to Warren St.

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	7	0.2%
Davis	0	0.0%	Malden	0	0.0%
Porter	17	0.6%	Wellington	6	0.2%
Harvard	17	0.6%	Sullivan Square	0	0.0%
Central	4	0.2%	Community College	29	1.0%
Kendall/MIT	70	2.5%	North Station-O	0	0.0%
Charles/MGH	54	1.9%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	77	2.7%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	23	0.8%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	4	0.2%
Ashmont-R	11	0.4%	Stony Brook	11	0.4%
North Quincy	4	0.2%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	58	2.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	277	9.7%			
Blue Line			Mattapan High Speed Line		
Wonderland	11	0.4%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	11	0.4%	Milton	0	0.0%
Orient Heights	6	0.2%	Central Avenue	0	0.0%
Wood Island	6	0.2%	Valley Road	0	0.0%
Airport	16	0.6%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	50	1.7%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Entry Stop: Griggs St. to Warren St.

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	22	0.8%	Red Line Total:	277	9.7%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	23	0.8%	Orange Line Total:	58	2.0%
Haymarket-G	11	0.4%	Blue Line Total:	50	1.7%
Government Center-G	293	10.3%	Green Line Total:	2,459	86.5%
Park Street-G	378	13.3%	Overall Total	2,843	100.0%
Boylston	165	5.8%	No Response	34	
Arlington	146	5.1%			
Copley	232	8.1%			
Hynes Convention Center	230	8.1%			
Kenmore	90	3.2%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	617	21.7%			
B Pack.Cnr.-Warren St.	51	1.8%			
B Washington St.-BC	58	2.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	11	0.4%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	41	1.4%			
D Waban-Riverside	49	1.7%			
E Northeastern-Museum	9	0.3%			
E Long.Med.-Brig Cir.	35	1.2%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	2,459	86.5%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Washington St. to Chiswick Rd.

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	3	0.2%	Malden	0	0.0%
Porter	0	0.0%	Wellington	7	0.4%
Harvard	7	0.4%	Sullivan Square	0	0.0%
Central	3	0.2%	Community College	0	0.0%
Kendall/MIT	14	0.7%	North Station-O	0	0.0%
Charles/MGH	19	1.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	61	3.3%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	9	0.5%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	16	0.8%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	9	0.5%
Quincy Center	19	1.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	26	1.4%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	142	7.6%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	9	0.5%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	8	0.4%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	17	0.9%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Entry Stop: Washington St. to Chiswick Rd.

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	3	0.2%	Red Line Total:	142	7.6%
Science Park	8	0.4%	Mattapan Line Total:	0	0.0%
North Station-G	17	0.9%	Orange Line Total:	26	1.4%
Haymarket-G	3	0.2%	Blue Line Total:	17	0.9%
Government Center-G	192	10.3%	Green Line Total:	1,681	90.1%
Park Street-G	256	13.7%	Overall Total	1,865	100.0%
Boylston	111	6.0%	No Response	9	
Arlington	124	6.6%			
Copley	139	7.5%			
Hynes Convention Center	138	7.4%			
Kenmore	91	4.9%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	475	25.5%			
B Pack.Cnr.-Warren St.	81	4.3%			
B Washington St.-BC	6	0.3%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	9	0.5%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	21	1.1%			
E Long.Med.-Brig Cir.	3	0.2%			
E Fenwood Rd-Heath	3	0.2%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,681	90.1%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

GREEN LINE-B

Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	24	2.3%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	14	1.4%	Sullivan Square	0	0.0%
Central	9	0.9%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	31	3.0%	Downtown Crossing-O	0	0.0%
South Station	9	0.9%	Chinatown	14	1.4%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	7	0.7%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	9	0.9%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	24	2.3%	Orange Line Total:	24	2.3%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	119	11.3%			

Blue Line	Percent of		Mattapan High Speed Line	Percent of	
	Exits:	Riders		Exits:	Riders
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

Green Line	Percent of		Transfers:*	Summary	Percent of	
	Exits:	Riders			Exits:	Riders
Lechmere	0	0.0%		Red Line Total:	119	11.3%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	39	3.7%	24	Orange Line Total:	24	2.3%
Haymarket-G	0	0.0%		Blue Line Total:	0	0.0%
Government Center-G	75	7.1%	31	Green Line Total:	909	86.4%
Park Street-G	90	8.6%	141	Overall Total	1,052	100.0%
Boylston	19	1.8%		No Response	0	
Arlington	0	0.0%	24			
Copley	79	7.5%	9			
Hynes Convention Center	43	4.1%				
Kenmore	57	5.4%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	274	26.1%				
B Pack.Cnr.-Warren St.	154	14.6%				
B Washington St.-BC	48	4.6%				
C St.Mary's-Summit/Winchest	7	0.7%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	24	2.3%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	909	86.4%				

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-C

Entry Stop: St. Mary's St. to Kent St.

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	3	0.2%	Oak Grove	0	0.0%
Davis	8	0.6%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	5	0.3%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	42	3.0%	North Station-O	0	0.0%
Charles/MGH	30	2.2%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	40	2.9%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	16	1.2%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	3	0.2%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	8	0.6%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	8	0.6%
Braintree	8	0.6%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	154	11.1%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	11	0.8%	Capen Street	0	0.0%
Maverick	24	1.7%	Mattapan	0	0.0%
Aquarium	8	0.6%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	43	3.1%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-C

Expanded Results

Entry Stop: St. Mary's St. to Kent St.

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	11	0.8%	Red Line Total:	154	11.1%
Science Park	3	0.2%	Mattapan Line Total:	0	0.0%
North Station-G	54	3.9%	Orange Line Total:	8	0.6%
Haymarket-G	14	1.0%	Blue Line Total:	43	3.1%
Government Center-G	148	10.7%	Green Line Total:	1,181	85.2%
Park Street-G	249	18.0%	Overall Total	1,386	100.0%
Boylston	72	5.2%	No Response	23	
Arlington	42	3.0%			
Copley	146	10.6%			
Hynes Convention Center	94	6.8%			
Kenmore	57	4.1%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	8	0.6%			
B Pack.Cnr.-Warren St.	8	0.6%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	164	11.8%			
C Brandon-Cleveland Cir.	91	6.6%			
D Fenway-Longwood	8	0.6%			
D Brook. Vill.-Brook.Hills	2	0.2%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	8	0.6%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,181	85.2%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

GREEN LINE-C

Expanded Results

Entry Stop: St. Paul St. to Summit Ave.

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	8	0.2%		Oak Grove	8	0.2%	
Davis	18	0.5%		Malden	0	0.0%	
Porter	15	0.4%		Wellington	16	0.4%	
Harvard	35	1.0%		Sullivan Square	10	0.3%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	83	2.3%		North Station-O	0	0.0%	
Charles/MGH	47	1.3%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	7	0.2%		Downtown Crossing-O	0	0.0%	
South Station	140	4.0%		Chinatown	0	0.0%	
Broadway	26	0.7%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	43	1.2%		Massachusetts Ave	0	0.0%	
Savin Hill	8	0.2%		Ruggles	0	0.0%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%	18	Stony Brook	0	0.0%	
North Quincy	8	0.2%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	33	0.9%	
Braintree	8	0.2%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	444	12.5%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	8	0.2%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	18	0.5%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	49	1.4%		Capen Street	0	0.0%	
Maverick	18	0.5%		Mattapan	0	0.0%	
Aquarium	8	0.2%		Mattapan Line Total:	18	0.5%	
State-B	18	0.5%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	100	2.8%					

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-C

Expanded Results

Entry Stop: St. Paul St. to Summit Ave.

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	5	0.1%	Red Line Total:	444	12.5%
Science Park	10	0.3%	Mattapan Line Total:	18	0.5%
North Station-G	122	3.4%	Orange Line Total:	33	0.9%
Haymarket-G	5	0.1%	Blue Line Total:	100	2.8%
Government Center-G	375	10.6%	Green Line Total:	2,949	83.2%
Park Street-G	541	15.2%	Overall Total	3,546	100.0%
Boylston	262	7.4%	No Response	29	
Arlington	263	7.4%			
Copley	319	9.0%			
Hynes Convention Center	370	10.4%			
Kenmore	101	2.8%			
Prudential	0	0.0%			
Symphony	7	0.2%			
B Blandford-Babcock	8	0.2%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	195	5.5%			
C Brandon-Cleveland Cir.	256	7.2%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	5	0.1%			
D Beaconsfield-Ches.Hill	6	0.2%			
D Newton Ctr.-Eliot	91	2.6%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	8	0.2%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	2,949	83.2%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

GREEN LINE-C

Expanded Results

Entry Stop: Brandon Hall to Tappan St.

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	9	0.5%	Oak Grove	0	0.0%
Davis	6	0.3%	Malden	3	0.2%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	28	1.4%	Sullivan Square	3	0.2%
Central	6	0.3%	Community College	0	0.0%
Kendall/MIT	46	2.4%	North Station-O	0	0.0%
Charles/MGH	50	2.6%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	42	2.2%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	5	0.3%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	31	1.6%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	14	0.8%
Wollaston	0	0.0%	Forest Hills	9	0.4%
Quincy Center	7	0.3%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	34	1.8%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	224	11.6%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	4	0.2%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	3	0.2%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	4	0.2%			
Blue Line Total:	11	0.6%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-C

Expanded Results

Entry Stop: Brandon Hall to Tappan St.

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	224	11.6%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	39	2.0%	Orange Line Total:	34	1.8%
Haymarket-G	11	0.6%	Blue Line Total:	11	0.6%
Government Center-G	155	8.1%	Green Line Total:	1,653	86.0%
Park Street-G	227	11.8%	Overall Total	1,921	100.0%
Boylston	177	9.2%	No Response	8	
Arlington	157	8.2%			
Copley	198	10.3%			
Hynes Convention Center	234	12.2%			
Kenmore	18	1.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	17	0.9%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	316	16.4%			
C Brandon-Cleveland Cir.	71	3.7%			
D Fenway-Longwood	14	0.7%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	3	0.1%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	11	0.6%			
E Long.Med.-Brig Cir.	4	0.2%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,653	86.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

GREEN LINE-C

Expanded Results

Entry Stop: Dean Rd. to Cleveland Circle

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	4	0.3%		Malden	0	0.0%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	0	0.0%		Sullivan Square	0	0.0%	
Central	2	0.1%		Community College	13	0.8%	
Kendall/MIT	42	2.7%		North Station-O	0	0.0%	
Charles/MGH	10	0.6%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	45	2.9%		Chinatown	0	0.0%	
Broadway	6	0.4%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	12	0.8%		Massachusetts Ave	4	0.3%	
Savin Hill	0	0.0%		Ruggles	8	0.5%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%		Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	8	0.5%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	25	1.6%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	128	8.3%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	2	0.1%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	26	1.7%		Capen Street	0	0.0%	
Maverick	0	0.0%		Mattapan	0	0.0%	
Aquarium	16	1.0%		Mattapan Line Total:	0	0.0%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	4	0.3%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	47	3.1%					

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-C

Expanded Results

Entry Stop: Dean Rd. to Cleveland Circle

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	10	0.7%	Red Line Total:	128	8.3%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	54	3.5%	Orange Line Total:	25	1.6%
Haymarket-G	6	0.4%	Blue Line Total:	47	3.1%
Government Center-G	150	9.7%	Green Line Total:	1,344	87.0%
Park Street-G	243	15.7%	Overall Total	1,544	100.0%
Boylston	80	5.2%	No Response	13	
Arlington	79	5.1%			
Copley	136	8.8%			
Hynes Convention Center	153	9.9%			
Kenmore	78	5.1%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	4	0.3%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	331	21.5%			
C Brandon-Cleveland Cir.	5	0.3%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	8	0.5%			
E Long.Med.-Brig Cir.	4	0.3%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,344	87.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Fenway

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	28	2.7%
Porter	7	0.7%	Wellington	7	0.7%
Harvard	45	4.4%	Sullivan Square	0	0.0%
Central	18	1.7%	Community College	0	0.0%
Kendall/MIT	21	2.1%	North Station-O	0	0.0%
Charles/MGH	21	2.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	52	5.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	21	2.1%	Massachusetts Ave	0	0.0%
Savin Hill	3	0.3%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	7	0.7%	Orange Line Total:	35	3.4%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	196	18.9%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	7	0.7%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	7	0.7%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	7	0.7%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	7	0.7%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	28	2.7%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Fenway

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	25	2.4%	Red Line Total:	196	18.9%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	10	1.0%	Orange Line Total:	35	3.4%
Haymarket-G	28	2.7%	Blue Line Total:	28	2.7%
Government Center-G	91	8.8%	Green Line Total:	775	74.9%
Park Street-G	101	9.8%	Overall Total	1,034	100.0%
Boylston	109	10.5%	No Response	35	
Arlington	28	2.7%			
Copley	66	6.4%			
Hynes Convention Center	67	6.5%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	7	0.7%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	7	0.7%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	74	7.1%			
D Beaconsfield-Ches.Hill	46	4.5%			
D Newton Ctr.-Eliot	46	4.5%			
D Waban-Riverside	65	6.2%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	3	0.3%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	775	74.9%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Longwood

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	18	1.8%	Malden	0	0.0%
Porter	9	0.9%	Wellington	0	0.0%
Harvard	9	0.9%	Sullivan Square	0	0.0%
Central	12	1.2%	Community College	0	0.0%
Kendall/MIT	32	3.2%	North Station-O	0	0.0%
Charles/MGH	6	0.6%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	18	1.8%	Downtown Crossing-O	0	0.0%
South Station	26	2.6%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	3	0.3%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	131	13.2%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	9	0.9%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	9	0.9%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	18	1.8%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Longwood

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	9	0.9%	Red Line Total:	131	13.2%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	53	5.3%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	18	1.8%
Government Center-G	76	7.6%	Green Line Total:	849	85.1%
Park Street-G	93	9.4%	Overall Total	998	100.0%
Boylston	56	5.6%	No Response	9	
Arlington	41	4.1%			
Copley	44	4.4%			
Hynes Convention Center	64	6.5%			
Kenmore	35	3.5%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	23	2.3%			
D Brook. Vill.-Brook.Hills	44	4.4%			
D Beaconsfield-Ches.Hill	148	14.8%			
D Newton Ctr.-Eliot	89	8.9%			
D Waban-Riverside	74	7.4%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	849	85.1%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Brookline Village

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	5	0.3%	Oak Grove	8	0.4%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	17	0.9%	Sullivan Square	0	0.0%
Central	8	0.4%	Community College	8	0.4%
Kendall/MIT	45	2.3%	North Station-O	0	0.0%
Charles/MGH	10	0.5%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	123	6.3%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	5	0.3%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	8	0.4%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	8	0.4%	Orange Line Total:	25	1.3%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	222	11.3%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	8	0.4%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	22	1.1%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	30	1.5%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Brookline Village

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	8	0.4%	Red Line Total:	222	11.3%
Science Park	5	0.3%	Mattapan Line Total:	0	0.0%
North Station-G	10	0.5%	Orange Line Total:	25	1.3%
Haymarket-G	21	1.1%	Blue Line Total:	30	1.5%
Government Center-G	169	8.6%	Green Line Total:	1,687	85.9%
Park Street-G	265	13.5%	Overall Total	1,964	100.0%
Boylston	128	6.5%	No Response	16	
Arlington	73	3.7%			
Copley	103	5.3%			
Hynes Convention Center	190	9.7%			
Kenmore	85	4.3%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	30	1.5%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	182	9.3%			
D Brook. Vill.-Brook.Hills	24	1.2%			
D Beaconsfield-Ches.Hill	165	8.4%			
D Newton Ctr.-Eliot	196	10.0%			
D Waban-Riverside	31	1.6%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,687	85.9%			

* The role of transfers in these exit data tables is explained in section 6.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Brookline Hills

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	7	0.6%	Malden	0	0.0%
Porter	0	0.0%	Wellington	4	0.3%
Harvard	21	1.9%	Sullivan Square	0	0.0%
Central	7	0.6%	Community College	0	0.0%
Kendall/MIT	11	1.0%	North Station-O	0	0.0%
Charles/MGH	4	0.3%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	10	0.9%	Downtown Crossing-O	0	0.0%
South Station	38	3.5%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	24	2.2%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	7	0.6%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	4	0.3%
Braintree	7	0.6%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	134	12.3%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Brookline Hills

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	7	0.7%	Red Line Total:	134	12.3%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	17	1.6%	Orange Line Total:	4	0.3%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	154	14.1%	Green Line Total:	952	87.3%
Park Street-G	207	19.0%	Overall Total	1,091	100.0%
Boylston	58	5.3%	No Response	17	
Arlington	48	4.4%			
Copley	87	8.0%			
Hynes Convention Center	62	5.6%			
Kenmore	41	3.7%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	7	0.6%			
B Pack.Cnr.-Warren St.	8	0.8%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	119	11.0%			
D Brook. Vill.-Brook.Hills	20	1.9%			
D Beaconsfield-Ches.Hill	33	3.1%			
D Newton Ctr.-Eliot	50	4.6%			
D Waban-Riverside	33	3.1%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	952	87.3%			

* The role of transfers in these exit data tables is explained in section 6.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Beaconsfield

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	11	1.4%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	9	1.2%	Sullivan Square	0	0.0%
Central	3	0.4%	Community College	0	0.0%
Kendall/MIT	9	1.2%	North Station-O	0	0.0%
Charles/MGH	4	0.6%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	36	4.8%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	4	0.6%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	76	10.3%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	3	0.4%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	4	0.6%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	8	1.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Beaconsfield

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	76	10.3%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	3	0.4%	Orange Line Total:	0	0.0%
Haymarket-G	3	0.4%	Blue Line Total:	8	1.0%
Government Center-G	79	10.6%	Green Line Total:	658	88.7%
Park Street-G	63	8.5%	Overall Total	741	100.0%
Boylston	29	3.9%	No Response	8	
Arlington	9	1.2%			
Copley	30	4.1%			
Hynes Convention Center	58	7.9%			
Kenmore	19	2.6%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	4	0.6%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	216	29.2%			
D Brook. Vill.-Brook.Hills	53	7.1%			
D Beaconsfield-Ches.Hill	21	2.9%			
D Newton Ctr.-Eliot	31	4.2%			
D Waban-Riverside	35	4.8%			
E Northeastern-Museum	3	0.4%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	658	88.7%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Reservoir

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	5	0.2%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	9	0.4%
Kendall/MIT	14	0.7%	North Station-O	0	0.0%
Charles/MGH	24	1.1%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	90	4.3%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	5	0.2%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	23	1.1%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	5	0.2%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	10	0.5%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	5	0.2%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	19	0.9%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	171	8.1%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	18	0.9%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	14	0.7%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	32	1.5%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Reservoir

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	18	0.9%	Red Line Total:	171	8.1%
Science Park	19	0.9%	Mattapan Line Total:	0	0.0%
North Station-G	10	0.5%	Orange Line Total:	19	0.9%
Haymarket-G	0	0.0%	Blue Line Total:	32	1.5%
Government Center-G	114	5.4%	Green Line Total:	1,875	89.4%
Park Street-G	179	8.5%	Overall Total	2,097	100.0%
Boylston	89	4.2%	No Response	14	
Arlington	113	5.4%			
Copley	123	5.9%			
Hynes Convention Center	140	6.7%			
Kenmore	9	0.4%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	614	29.3%			
D Brook. Vill.-Brook.Hills	139	6.7%			
D Beaconfield-Ches.Hill	62	3.0%			
D Newton Ctr.-Eliot	99	4.7%			
D Waban-Riverside	117	5.6%			
E Northeastern-Museum	14	0.7%			
E Long.Med.-Brig Cir.	5	0.2%			
E Fenwood Rd-Heath	9	0.4%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,875	89.4%			

* The role of transfers in these exit data tables is explained in section 6.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Chestnut Hill

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	24	5.2%	North Station-O	0	0.0%
Charles/MGH	18	3.9%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	30	6.5%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	73	15.7%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	18	3.9%	Mattapan	0	0.0%
Aquarium	3	0.7%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	21	4.6%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Chestnut Hill

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	18	3.9%	Red Line Total:	73	15.7%
Science Park	3	0.7%	Mattapan Line Total:	0	0.0%
North Station-G	3	0.7%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	21	4.6%
Government Center-G	55	11.8%	Green Line Total:	370	79.8%
Park Street-G	118	25.5%	Overall Total	464	100.0%
Boylston	12	2.6%	No Response	21	
Arlington	12	2.6%			
Copley	12	2.6%			
Hynes Convention Center	12	2.6%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	18	3.9%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	97	20.9%			
D Brook. Vill.-Brook.Hills	6	1.3%			
D Beaconsfield-Ches.Hill	3	0.7%	18		
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	370	79.8%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Newton Centre

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	3	0.4%	Oak Grove	6	0.6%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	12	1.3%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	13	1.5%	North Station-O	0	0.0%
Charles/MGH	13	1.5%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	29	3.3%	Chinatown	0	0.0%
Broadway	3	0.4%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	16	1.8%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	6	0.6%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	90	10.1%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	3	0.4%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	3	0.4%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Newton Centre

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	90	10.1%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	23	2.5%	Orange Line Total:	6	0.6%
Haymarket-G	0	0.0%	Blue Line Total:	3	0.4%
Government Center-G	126	14.0%	Green Line Total:	795	88.9%
Park Street-G	75	8.4%	Overall Total	894	100.0%
Boylston	62	7.0%	No Response	0	
Arlington	32	3.5%			
Copley	76	8.5%			
Hynes Convention Center	52	5.9%			
Kenmore	16	1.8%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	12	1.3%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	199	22.2%			
D Brook. Vill.-Brook.Hills	9	1.0%		9	
D Beaconsfield-Ches.Hill	32	3.6%		12	
D Newton Ctr.-Eliot	29	3.3%			
D Waban-Riverside	44	4.9%			
E Northeastern-Museum	9	1.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	795	88.9%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Newton Highlands

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	4	0.7%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	8	1.3%	Sullivan Square	0	0.0%
Central	4	0.7%	Community College	0	0.0%
Kendall/MIT	15	2.6%	North Station-O	0	0.0%
Charles/MGH	23	4.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	15	2.6%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	69	11.8%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	4	0.7%	Valley Road	0	0.0%
Airport	4	0.7%	Capen Street	0	0.0%
Maverick	4	0.7%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	12	2.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Newton Highlands

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	4	0.7%	Red Line Total:	69	11.8%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	4	0.7%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	12	2.0%
Government Center-G	54	9.2%	Green Line Total:	502	86.2%
Park Street-G	57	9.9%	Overall Total	583	100.0%
Boylston	35	5.9%	No Response	8	
Arlington	34	5.9%			
Copley	34	5.9%			
Hynes Convention Center	23	3.9%			
Kenmore	12	2.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	8	1.3%			
B Pack.Cnr.-Warren St.	8	1.3%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	4	0.7%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	134	23.0%			
D Brook. Vill.-Brook.Hills	19	3.3%			
D Beaconsfield-Ches.Hill	27	4.6%			
D Newton Ctr.-Eliot	8	1.3%			
D Waban-Riverside	38	6.6%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	502	86.2%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Eliot

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	4	0.8%	Sullivan Square	4	0.8%
Central	5	1.1%	Community College	0	0.0%
Kendall/MIT	26	5.4%	North Station-O	0	0.0%
Charles/MGH	9	1.9%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	5	1.1%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	4	0.8%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	7	1.6%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	49	10.4%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	4	0.8%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	4	0.8%			

* The role of transfers in these exit data tables is explained in section 6.1.

 **MBTA Surveys: 2008-09**
Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Eliot

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	49	10.4%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	4	0.8%	Orange Line Total:	7	1.6%
Haymarket-G	7	1.6%	Blue Line Total:	4	0.8%
Government Center-G	65	13.7%	Green Line Total:	410	87.2%
Park Street-G	53	11.2%	Overall Total	470	100.0%
Boylston	26	5.4%	No Response	4	
Arlington	28	5.9%			
Copley	35	7.5%			
Hynes Convention Center	11	2.4%			
Kenmore	9	1.9%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	108	22.9%			
D Brook. Vill.-Brook.Hills	24	5.1%			
D Beaconsfield-Ches.Hill	5	1.1%			
D Newton Ctr.-Eliot	16	3.4%			
D Waban-Riverside	7	1.4%			
E Northeastern-Museum	13	2.7%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	410	87.2%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Waban

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	4	1.3%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	9	2.6%	North Station-O	0	0.0%
Charles/MGH	4	1.3%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	4	1.3%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	4	1.3%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	25	7.7%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Waban

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	25	7.7%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	4	1.3%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	21	6.4%	Green Line Total:	303	92.3%
Park Street-G	68	20.6%	Overall Total	329	100.0%
Boylston	4	1.3%	No Response	4	
Arlington	0	0.0%			
Copley	43	12.9%			
Hynes Convention Center	39	11.8%			
Kenmore	4	1.3%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	4	1.3%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	80	24.4%			
D Brook. Vill.-Brook.Hills	9	2.6%			
D Beaconsfield-Ches.Hill	4	1.3%			
D Newton Ctr.-Eliot	13	4.0%			
D Waban-Riverside	10	3.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	303	92.3%			

* The role of transfers in these exit data tables is explained in section 6.1.



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Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Woodland

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	11	1.3%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	11	1.3%	Community College	0	0.0%
Kendall/MIT	30	3.6%	North Station-O	0	0.0%
Charles/MGH	20	2.5%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	11	1.3%	Downtown Crossing-O	0	0.0%
South Station	32	3.8%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	116	13.9%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	11	1.3%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	11	1.3%			

* The role of transfers in these exit data tables is explained in section 6.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Woodland

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	116	13.9%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	9	1.1%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	11	1.3%
Government Center-G	39	4.7%	Green Line Total:	704	84.8%
Park Street-G	119	14.3%	Overall Total	831	100.0%
Boylston	52	6.3%	No Response	0	
Arlington	52	6.3%			
Copley	52	6.3%			
Hynes Convention Center	48	5.8%			
Kenmore	9	1.1%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	11	1.3%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	203	24.4%			
D Brook. Vill.-Brook.Hills	43	5.2%			
D Beaconsfield-Ches.Hill	22	2.7%			
D Newton Ctr.-Eliot	22	2.7%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	9	1.1%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	11	1.3%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	704	84.8%			

* The role of transfers in these exit data tables is explained in section 6.1.



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Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-D

Entry Station: Riverside

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	7	0.5%	
Davis	13	0.9%		Malden	0	0.0%	
Porter	0	0.0%		Wellington	7	0.5%	
Harvard	20	1.4%		Sullivan Square	0	0.0%	
Central	11	0.7%		Community College	11	0.7%	
Kendall/MIT	15	1.0%		North Station-O	0	0.0%	
Charles/MGH	11	0.7%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	4	0.3%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	7	0.5%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%		Stony Brook	0	0.0%	
North Quincy	7	0.5%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	7	0.5%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	30	2.1%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	86	5.9%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	4	0.3%		Capen Street	0	0.0%	
Maverick	0	0.0%		Mattapan	0	0.0%	
Aquarium	0	0.0%		Mattapan Line Total:	0	0.0%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	4	0.3%					

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Entry Station: Riverside

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	17	1.2%	Red Line Total:	86	5.9%
Science Park	4	0.3%	Mattapan Line Total:	0	0.0%
North Station-G	26	1.8%	Orange Line Total:	30	2.1%
Haymarket-G	11	0.7%	Blue Line Total:	4	0.3%
Government Center-G	96	6.7%	Green Line Total:	1,323	91.7%
Park Street-G	117	8.1%	Overall Total	1,443	100.0%
Boylston	58	4.0%	No Response	13	
Arlington	73	5.1%			
Copley	120	8.3%			
Hynes Convention Center	112	7.7%			
Kenmore	69	4.8%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	7	0.5%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	439	30.5%			
D Brook. Vill.-Brook.Hills	96	6.7%			
D Beaconsfield-Ches.Hill	13	0.9%			
D Newton Ctr.-Eliot	30	2.1%			
D Waban-Riverside	7	0.5%			
E Northeastern-Museum	24	1.6%			
E Long.Med.-Brig Cir.	4	0.3%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,323	91.7%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: Northeastern

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	16	1.5%	Oak Grove	0	0.0%
Davis	31	2.8%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	15	1.4%	Sullivan Square	0	0.0%
Central	31	2.8%	Community College	0	0.0%
Kendall/MIT	46	4.2%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	62	5.6%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	15	1.4%	Forest Hills	0	0.0%
Quincy Center	15	1.4%	Orange Line: Unspecified	0	0.0%
Quincy Adams	15	1.4%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	248	22.5%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Entry Stop: Northeastern

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	248	22.5%
Science Park	16	1.5%	Mattapan Line Total:	0	0.0%
North Station-G	45	4.1%	Orange Line Total:	0	0.0%
Haymarket-G	15	1.4%	Blue Line Total:	0	0.0%
Government Center-G	63	5.7%	Green Line Total:	855	77.5%
Park Street-G	137	12.4%	Overall Total	1,102	100.0%
Boylston	30	2.7%	No Response	15	
Arlington	92	8.3%			
Copley	78	7.1%			
Hynes Convention Center	15	1.4%			
Kenmore	0	0.0%			
Prudential	15	1.4%			
Symphony	0	0.0%			
B Blandford-Babcock	30	2.7%			
B Pack.Cnr.-Warren St.	45	4.1%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	15	1.4%			
D Brook. Vill.-Brook.Hills	30	2.7%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	152	13.8%			
E Fenwood Rd-Heath	90	6.8%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	855	77.5%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: Museum Of Fine Arts

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	11	1.3%		Oak Grove	11	1.3%	
Davis	21	2.5%		Malden	0	0.0%	
Porter	11	1.3%		Wellington	0	0.0%	
Harvard	11	1.3%		Sullivan Square	0	0.0%	
Central	18	2.1%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	42	5.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	49	5.9%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	32	3.8%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	11	1.3%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%		Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	11	1.3%		Forest Hills	0	0.0%	
Quincy Center	21	2.5%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	11	1.3%		Orange Line Total:	11	1.3%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	246	29.3%					
Blue Line				Mattapan High Speed Line			
Wonderland	11	1.3%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	11	1.3%		Capen Street	0	0.0%	
Maverick	0	0.0%		Mattapan	0	0.0%	
Aquarium	11	1.3%		Mattapan Line Total:	0	0.0%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	32	3.8%					

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Entry Stop: Museum Of Fine Arts

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	32	3.8%	Red Line Total:	246	29.3%
Science Park	11	1.3%	Mattapan Line Total:	0	0.0%
North Station-G	64	7.6%	Orange Line Total:	11	1.3%
Haymarket-G	42	5.0%	Blue Line Total:	32	3.8%
Government Center-G	74	8.8%	Green Line Total:	553	65.7%
Park Street-G	88	10.5%	Overall Total	842	100.0%
Boylston	18	2.1%	No Response	0	
Arlington	46	5.5%			
Copley	53	6.3%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	84	10.0%			
Symphony	21	2.5%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	11	1.3%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	11	1.3%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	553	65.7%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

GREEN LINE-E

Expanded Results

Entry Stop: Longwood Medical Area

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	14	0.7%	Oak Grove	0	0.0%
Davis	7	0.4%	Malden	7	0.4%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	54	2.9%	Sullivan Square	0	0.0%
Central	61	3.2%	Community College	0	0.0%
Kendall/MIT	61	3.2%	North Station-O	0	0.0%
Charles/MGH	41	2.1%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	116	6.1%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	48	2.5%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	20	1.1%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	20	1.1%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	7	0.4%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	442	23.2%			
Blue Line			Mattapan High Speed Line		
Wonderland	20	1.1%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	20	1.1%	Central Avenue	0	0.0%
Wood Island	20	1.1%	Valley Road	0	0.0%
Airport	41	2.1%	Capen Street	0	0.0%
Maverick	20	1.1%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	122	6.4%			

* The role of transfers in these exit data tables is explained in section 6.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Entry Stop: Longwood Medical Area

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	61	3.2%	Red Line Total:	442	23.2%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	150	7.9%	Orange Line Total:	7	0.4%
Haymarket-G	0	0.0%	Blue Line Total:	122	6.4%
Government Center-G	109	5.7%	Green Line Total:	1,333	70.0%
Park Street-G	204	10.7%	Overall Total	1,904	100.0%
Boylston	75	3.9%	No Response	7	
Arlington	68	3.6%			
Copley	299	15.7%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	245	12.9%			
Symphony	102	5.4%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	20	1.1%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,333	70.0%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: Brigham Circle

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	11	1.1%	Malden	8	0.8%
Porter	11	1.1%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	33	3.2%	Community College	0	0.0%
Kendall/MIT	24	2.4%	North Station-O	0	0.0%
Charles/MGH	11	1.1%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	52	5.1%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	11	1.1%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	11	1.1%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	11	1.1%	Green Street	0	0.0%
Wollaston	11	1.1%	Forest Hills	0	0.0%
Quincy Center	11	1.1%	Orange Line: Unspecified	0	0.0%
Quincy Adams	22	2.2%	Orange Line Total:	19	1.9%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	207	20.3%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	11	1.1%	Valley Road	0	0.0%
Airport	11	1.1%	Capen Street	0	0.0%
Maverick	8	0.8%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	30	2.9%			

* The role of transfers in these exit data tables is explained in section 6.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Entry Stop: Brigham Circle

Green Line	Percent of		Summary	Percent of		
	Exits:	Riders		Exits:	Riders	
Lechmere	52	5.1%	Red Line Total:	207	20.3%	
Science Park	8	0.8%	Mattapan Line Total:	0	0.0%	
North Station-G	74	7.2%	8	Orange Line Total:	19	1.9%
Haymarket-G	16	1.6%	30	Blue Line Total:	30	2.9%
Government Center-G	71	6.9%	207	Green Line Total:	762	74.9%
Park Street-G	127	12.5%	8	Overall Total	1,017	100.0%
Boylston	111	11.0%	22	No Response	63	
Arlington	66	6.5%	11			
Copley	60	5.9%				
Hynes Convention Center	0	0.0%				
Kenmore	0	0.0%				
Prudential	33	3.2%				
Symphony	49	4.8%				
B Blandford-Babcock	11	1.1%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	11	1.1%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	8	0.8%				
E Northeastern-Museum	66	6.5%	11			
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	762	74.9%				

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

GREEN LINE-E

Expanded Results

Entry Stop: Fenwood Rd. to Back of the Hill

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	42	5.8%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	17	2.3%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	22	3.1%	North Station-O	0	0.0%
Charles/MGH	8	1.2%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	41	5.8%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	8	1.2%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	138	19.3%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these exit data tables is explained in section 6.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Entry Stop: Fenwood Rd. to Back of the Hill

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	8	1.2%	Red Line Total:	138	19.3%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	8	1.2%	Orange Line Total:	0	0.0%
Haymarket-G	8	1.2%	Blue Line Total:	0	0.0%
Government Center-G	39	5.4%	Green Line Total:	580	80.7%
Park Street-G	69	9.6%	Overall Total	719	100.0%
Boylston	30	4.2%	No Response	0	
Arlington	36	5.0%			
Copley	28	3.9%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	39	5.4%			
Symphony	58	8.1%			
B Blandford-Babcock	14	1.9%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	170	23.6%			
E Long.Med.-Brig Cir.	72	10.1%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	580	80.7%			

* The role of transfers in these exit data tables is explained in section 6.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

GREEN LINE-E

Entry Stop: Heath Street

Red Line	Percent of		Orange Line	Percent of	
	Exits:	Riders		Exits:	Riders
Alewife	17	3.2%	Oak Grove	0	0.0%
Davis	8	1.6%	Malden	0	0.0%
Porter	14	2.7%	Wellington	14	2.7%
Harvard	14	2.7%	Sullivan Square	0	0.0%
Central	22	4.3%	Community College	0	0.0%
Kendall/MIT	17	3.2%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	30	5.9%	Chinatown	0	0.0%
Broadway	14	2.7%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	14	2.7%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	14	2.7%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	150	29.1%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	14	2.7%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	14	2.7%			

* The role of transfers in these exit data tables is explained in section 6.1.



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Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Entry Stop: Heath Street

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	14	2.7%	Red Line Total:	150	29.1%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	36	7.0%	Orange Line Total:	14	2.7%
Haymarket-G	0	0.0%	Blue Line Total:	14	2.7%
Government Center-G	42	8.1%	Green Line Total:	336	65.5%
Park Street-G	50	9.7%	Overall Total	514	100.0%
Boylston	36	7.0%	No Response	14	
Arlington	14	2.7%			
Copley	28	5.4%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	22	4.3%			
Symphony	22	4.3%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	14	2.7%			
E Long.Med.-Brig Cir.	50	9.7%			
E Fenwood Rd-Heath	8	1.6%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	336	65.5%			

* The role of transfers in these exit data tables is explained in section 6.1.



Entries to the Rapid Transit System

The tables in this chapter show, for the riders who exited the rapid transit system at each Green Line station or branch segment, where, earlier in their surveyed trips, those riders had originally entered the system. The potential entry locations consist of all of the other rapid transit stations on all of the lines, including the Green Line; the exception to this is that, in the case of the riders who entered on the *surface* Green Line, the entry locations are given in terms of segments of the branch, rather than individual stops. The tables give the number of riders who entered at each location.

The tables also show, for the same riders, where they had made any transfers from one rapid transit line to another during their trips. For each station where such transfers are possible, the tables give the number of transfers made.

The tables (at the end of the chapter) present these entry and transfer data by exit station or branch segment. The data for each station or segment are based on the survey responses from riders who ended the rapid transit portions of their trips there. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

7.1 DESCRIPTION OF TABLES

For each exit station on the Green Line, the data are reported in six tables divided between two pages. The four tables on the first page show entries and transfers at stations on the Red, Orange, and Blue heavy rail lines and the Mattapan High-Speed Line (light rail). These tables also show, for each line, entries by riders whose responses did not allow the specific entry station to be determined.

The first table on the second page shows entry and transfer data at stations on the Green Line Central Subway⁷ and on segments of the surface Green Line's B, C, D, and E Branches. Entries are also shown for riders whose responses

⁷ For the purposes of this report, the Central Subway includes all Green Line stations from Lechmere through Kenmore and Symphony, inclusive.

were not specific enough for determining where on the Central Subway or on a surface branch the entry took place. The second table on the second page shows summary data for entries on each of the rapid transit lines.

With the exception of the summary table, each of the tables comprises four columns. The first column shows the names of the stations or branch segments covered by the table. Stations serving more than one rapid transit line appear in the tables for each of those lines, with an identifying suffix. For example, Park Street Station appears in the Red Line table as “Park-R” and in the Green Line table as “Park-G.” Green Line passengers would enter or transfer only at Park-G.

The second column, labeled “Entries,” shows, for the exit station, the number of riders who first entered the rapid transit system at the station shown in the first column. The third column, labeled “Percent of Riders,” shows the value in the “Entries” column as a percent of the total entries shown in all five tables combined. That overall total is found at the bottom of the sixth table.

The fourth column, labeled “Transfers,” shows the number of riders at the Green Line exit station who in the course of their trip made a transfer at the station shown in the first column. At some of these transfer stations, the transfers were directly to the Green Line; at others, the transfers were to an intermediate rapid transit line from which the riders transferred to the Green Line. An example of the former case is that, in the Green Line entry table, passengers transferring from the Red Line to the Green Line at Park Street Station are shown in the “Transfers” column of the “Park Street -G” row. They are not included in the Park Street -G “Entries” total or percent. These riders’ previous actions—either to enter the rapid transit system at a Red Line station or to transfer to the Red Line from another line—are accounted for in the accompanying Red Line entry table. That is, except for slight differences in rounding, the number of riders transferring to the Green Line from the Red Line will equal the combined total of riders either entering at or transferring to Red Line stations. (For example, in the tables about riders who exited at Boylston Station, 517 riders transferred from the Red Line to the Green Line at Park-G. The total Red Line entries [507] plus the total transfers to the Red Line [10] equals 517.)

Passengers coming from points on the Mattapan High-Speed Line destined for any other rapid transit line must transfer from the High-Speed Line to the Red Line at Ashmont Station. For a given Green Line exit station, in the Red Line entry table, the “Transfer” total for Ashmont-R will be equal to the total number of riders shown in the High-Speed Line entry table to have entered at all stations combined on that line. The riders entering along the High-Speed Line constitute a portion of the transfers from the Red Line to the Green Line.

It should be noted again that the data in these tables are only for riders entering the rapid transit system between 6:00 AM and 3:00 PM. Therefore, these results are dominated by passengers making their first trips of the day. After 3:00 PM (a period which, again, is not reflected in the survey results), the

return portions of round-trips would be dominant. That is, riders entering the rapid transit system at a given station after 3:00 would be predominantly the same riders who had exited there earlier that day, and on their trips after 3:00 they would exit the rapid transit system at mostly the same stations where they had entered the system earlier that day. Therefore, the present chapter's "Entries to the Rapid Transit System" tables (which reflect trips made before 3:00) should approximate what the "Exits from the Rapid Transit System" tables in Chapter 6 would have looked like if the survey had been conducted from 3:00 PM until the end of service.

7.2 OVERVIEW OF RESULTS

Because of the large number of rapid transit stations in the system, the entry stations of riders who exited from the rapid transit system at Green Line stations/stops are discussed here mostly in terms of branches or branch segments, rather than individual stations or stops. Overall, in the survey hours, 74% of the trips that ended on the Green Line also began on the Green Line.

Central Subway

Overall, 74% of the riders exiting the rapid transit system at Central Subway stations also entered the system somewhere on the Green Line. The largest group of the rest (17%) entered on the Red Line, with another 6% entering on the Blue Line and 3% on the Orange Line. Entries at other Central Subway stations occurred in 33% of the trips that entered the Central Subway. The most common entry stations were North Station (5%), followed by Kenmore, Lechmere, and Copley, at about 4% each. Entry shares on the surface branches ranged from 13% on the B Branch to 7% on the E Branch.

B Branch

Overall, 81% of the riders who exited at surface B Branch stops also began their rapid transit trips somewhere on the Green Line. The largest group of the rest (12%) entered on the Red Line, with another 5% entering on the Orange Line and 2% on the Blue Line. Entries at Central Subway stations were made by 32% of the riders who exited at surface B Branch stops. The most common entry stations were Park Street (7%), Copley (6%), Government Center (4%), and Hynes (4%). Nearly half (46%) of the riders who exited at surface B Branch stops had boarded at other surface B Branch stops.

C Branch

Overall, 80% of the riders who exited at surface C Branch stops also began their rapid transit trips somewhere on the Green Line. The largest group of the rest (12%) entered on the Red Line, with another 5% entering on the Orange Line and 3% on the Blue Line. Entries at Central Subway stations were made by 50% of the riders who exited at surface C Branch stops. The most common entry stations were Park Street (11%), Copley (9%), Government Center (6%),

and Boylston (6%). Over one-quarter (28%) of riders who exited at surface C Branch stops had boarded at other surface C Branch stops.

D Branch

Overall, 75% of the riders who exited at surface D Branch stops also began their rapid transit trips somewhere on the Green Line. The largest group of the rest (14%) entered on the Red Line, with another 6% entering on the Orange Line and 6% on the Blue Line. Entries at Central Subway stations were made by 34% of the riders who exited at surface D Branch stops. The most common entry stations were Park Street (7%), Copley (5%), and Hynes (5%). Over one-third (38%) of riders who exited at surface D Branch stops had boarded at other surface D Branch stops.

E Branch

Overall, 64% of the riders who exited at surface E Branch stops also began their rapid transit trips somewhere on the Green Line. The largest group of the rest (23%) entered on the Red Line, with another 8% entering on the Blue Line and 4% on the Orange Line. Entries at Central Subway stations were made by 50% of the riders who exited at surface E Branch stops. The most common entry stations were North Station (12%), Park Street (10%), Copley (6%), and Lechmere (6%). Only 10% of the riders who exited at surface E Branch stops had boarded at other surface E Branch stops.

*This chapter's tables begin
on the following page.*



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Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Lechmere

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	26	1.1%
Davis	0	0.0%	Malden	48	1.9%
Porter	0	0.0%	Wellington	26	1.0%
Harvard	15	0.6%	Sullivan Square	38	1.5%
Central	9	0.3%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	80	3.2%	Chinatown	28	1.1%
Broadway	27	1.1%	NE Medical Center	0	0.0%
Andrew	56	2.3%	Back Bay	78	3.2%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	13	0.5%	Ruggles	59	2.4%
Fields Corner	53	2.1%	Roxbury Crossing	0	0.0%
Shawmut	21	0.8%	Jackson Square	0	0.0%
Ashmont-R	14	0.6%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	12	0.5%
Wollaston	0	0.0%	Forest Hills	52	2.1%
Quincy Center	12	0.5%	Orange Line: Unspecified	0	0.0%
Quincy Adams	10	0.4%	Orange Line Total:	368	14.8%
Braintree	16	0.6%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	325	13.1%			
Blue Line			Mattapan High Speed Line		
Wonderland	46	1.9%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	8	0.3%	Butler	0	0.0%
Suffolk Downs	6	0.3%	Milton	0	0.0%
Orient Heights	35	1.4%	Central Avenue	0	0.0%
Wood Island	40	1.6%	Valley Road	0	0.0%
Airport	75	3.0%	Capen Street	0	0.0%
Maverick	135	5.4%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	10	0.4%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	355	14.3%			

* The role of transfers in these entry data tables is explained in section 7.1.

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Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Lechmere

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	325	13.1%
Science Park	22	0.9%		Mattapan Line Total:	0	0.0%
North Station-G	267	10.8%	366	Orange Line Total:	368	14.8%
Haymarket-G	350	14.1%	28	Blue Line Total:	355	14.3%
Government Center-G	41	1.6%	502	Green Line Total:	1,432	57.7%
Park Street-G	147	5.9%	369	Overall Total	2,480	100.0%
Boylston	44	1.8%		No Response	0	
Arlington	46	1.9%				
Copley	71	2.9%	7			
Hynes Convention Center	0	0.0%				
Kenmore	26	1.0%				
Prudential	0	0.0%				
Symphony	45	1.8%				
B Blandford-Babcock	31	1.3%				
B Pack.Cnr.-Warren St.	40	1.6%				
B Washington St.-BC	3	0.1%				
C St.Mary's-Summit/Winchest	16	0.6%				
C Brandon-Cleveland Cir.	10	0.4%				
D Fenway-Longwood	33	1.3%				
D Brook. Vill.-Brook.Hills	16	0.6%				
D Beaconsfield-Ches.Hill	36	1.5%				
D Newton Ctr.-Eliot	4	0.2%				
D Waban-Riverside	17	0.7%				
E Northeastern-Museum	32	1.3%				
E Long.Med.-Brig Cir.	113	4.6%				
E Fenwood Rd-Heath	22	0.9%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	1,432	57.7%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Science Park

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	10	2.2%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	12	2.6%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	11	2.4%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	13	3.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	23	5.1%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	21	4.6%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	7	1.5%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	12	2.6%	Orange Line: Unspecified	0	0.0%
Quincy Adams	11	2.4%	Orange Line Total:	42	9.2%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	78	17.2%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	36	7.9%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	36	7.9%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Science Park

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	50	11.0%		Red Line Total:	78	17.2%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	55	Orange Line Total:	42	9.2%
Haymarket-G	44	9.7%		Blue Line Total:	36	7.9%
Government Center-G	0	0.0%	77	Green Line Total:	298	65.7%
Park Street-G	0	0.0%	87	Overall Total	453	100.0%
Boylston	0	0.0%		No Response	0	
Arlington	0	0.0%				
Copley	70	15.5%				
Hynes Convention Center	0	0.0%				
Kenmore	11	2.4%	8			
Prudential	0	0.0%				
Symphony	28	6.1%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	8	1.8%				
B Washington St.-BC	8	1.7%				
C St.Mary's-Summit/Winchest	13	2.9%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	5	1.1%				
D Beaconsfield-Ches.Hill	22	4.9%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	4	0.9%				
E Northeastern-Museum	27	5.9%				
E Long.Med.-Brig Cir.	8	1.8%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	298	65.7%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: North Station

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	14	0.5%		Oak Grove	0	0.0%	
Davis	33	1.1%		Malden	0	0.0%	
Porter	10	0.4%		Wellington	0	0.0%	
Harvard	132	4.5%		Sullivan Square	0	0.0%	
Central	41	1.4%		Community College	0	0.0%	
Kendall/MIT	14	0.5%		North Station-O	0	0.0%	
Charles/MGH	44	1.5%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	60	2.1%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	18	0.6%		Back Bay	0	0.0%	
JFK/UMass	26	0.9%		Massachusetts Ave	0	0.0%	
Savin Hill	13	0.5%		Ruggles	0	0.0%	
Fields Corner	13	0.5%		Roxbury Crossing	0	0.0%	
Shawmut	21	0.7%		Jackson Square	0	0.0%	
Ashmont-R	7	0.2%		Stony Brook	0	0.0%	
North Quincy	23	0.8%		Green Street	0	0.0%	
Wollaston	33	1.1%		Forest Hills	0	0.0%	
Quincy Center	60	2.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	31	1.1%		Orange Line Total:	0	0.0%	
Braintree	16	0.5%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	610	20.9%					

Blue Line

Wonderland	14	0.5%
Revere Beach	0	0.0%
Beachmont	8	0.3%
Suffolk Downs	0	0.0%
Orient Heights	81	2.8%
Wood Island	0	0.0%
Airport	0	0.0%
Maverick	18	0.6%
Aquarium	0	0.0%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	0	0.0%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	122	4.2%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	0	0.0%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	0	0.0%
Mattapan Line Total:	0	0.0%

* The role of transfers in these entry data tables is explained in section 7.1.



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Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: North Station

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	432	14.8%		Red Line Total:	610	20.9%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%		Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%		Blue Line Total:	122	4.2%
Government Center-G	64	2.2%	473	Green Line Total:	2,188	74.9%
Park Street-G	94	3.2%	634	Overall Total	2,920	100.0%
Boylston	37	1.3%		No Response	0	
Arlington	100	3.4%	5			
Copley	106	3.6%	6			
Hynes Convention Center	70	2.4%				
Kenmore	125	4.3%				
Prudential	73	2.5%				
Symphony	55	1.9%				
B Blandford-Babcock	46	1.6%				
B Pack.Cnr.-Warren St.	107	3.7%				
B Washington St.-BC	55	1.9%				
C St.Mary's-Summit/Winchest	176	6.0%				
C Brandon-Cleveland Cir.	93	3.2%				
D Fenway-Longwood	63	2.2%				
D Brook. Vill.-Brook.Hills	27	0.9%				
D Beaconsfield-Ches.Hill	16	0.6%				
D Newton Ctr.-Eliot	30	1.0%				
D Waban-Riverside	40	1.4%				
E Northeastern-Museum	109	3.7%				
E Long.Med.-Brig Cir.	223	7.6%				
E Fenwood Rd-Heath	44	1.5%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	2,188	74.9%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Haymarket

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
					Transfers:*
Alewife	31	3.4%	Oak Grove	0	0.0%
Davis	24	2.6%	Malden	0	0.0%
Porter	10	1.1%	Wellington	0	0.0%
Harvard	71	7.8%	Sullivan Square	0	0.0%
Central	9	0.9%	Community College	0	0.0%
Kendall/MIT	14	1.6%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	7	0.8%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	166	18.2%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	19	2.1%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	18	2.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	37	4.1%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Haymarket

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	109	11.9%		Red Line Total:	166	18.2%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%		Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%		Blue Line Total:	37	4.1%
Government Center-G	0	0.0%	121	Green Line Total:	712	77.8%
Park Street-G	31	3.4%	176	Overall Total	916	100.0%
Boylston	66	7.2%		No Response	0	
Arlington	46	5.0%				
Copley	36	3.9%				
Hynes Convention Center	22	2.4%				
Kenmore	135	14.8%				
Prudential	0	0.0%				
Symphony	55	6.1%				
B Blandford-Babcock	8	0.9%				
B Pack.Cnr.-Warren St.	11	1.2%				
B Washington St.-BC	3	0.3%				
C St.Mary's-Summit/Winchest	19	2.1%				
C Brandon-Cleveland Cir.	17	1.8%				
D Fenway-Longwood	28	3.1%				
D Brook. Vill.-Brook.Hills	21	2.3%				
D Beaconsfield-Ches.Hill	3	0.3%				
D Newton Ctr.-Eliot	7	0.8%				
D Waban-Riverside	11	1.2%				
E Northeastern-Museum	57	6.3%				
E Long.Med.-Brig Cir.	16	1.7%				
E Fenwood Rd-Heath	8	0.9%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	712	77.8%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Government Center

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	126	1.5%		Oak Grove	14	0.2%	
Davis	110	1.3%		Malden	0	0.0%	
Porter	37	0.5%		Wellington	26	0.3%	
Harvard	248	3.0%		Sullivan Square	41	0.5%	
Central	114	1.4%		Community College	0	0.0%	
Kendall/MIT	75	0.9%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	140	1.7%		Chinatown	0	0.0%	
Broadway	96	1.2%		NE Medical Center	0	0.0%	
Andrew	112	1.4%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	13	0.2%		Ruggles	0	0.0%	
Fields Corner	92	1.1%		Roxbury Crossing	0	0.0%	
Shawmut	61	0.8%		Jackson Square	0	0.0%	
Ashmont-R	113	1.4%	23	Stony Brook	0	0.0%	
North Quincy	91	1.1%		Green Street	0	0.0%	
Wollaston	58	0.7%		Forest Hills	0	0.0%	
Quincy Center	155	1.9%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	64	0.8%		Orange Line Total:	81	1.0%	
Braintree	82	1.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,787	21.9%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	9	0.1%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	2	0.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	2	0.0%	
Maverick	0	0.0%		Mattapan	9	0.1%	
Aquarium	0	0.0%		Mattapan Line Total:	23	0.3%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	0	0.0%					

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Government Center

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	474	5.8%		Red Line Total:	1,787	21.9%
Science Park	13	0.2%		Mattapan Line Total:	23	0.3%
North Station-G	350	4.3%	81	Orange Line Total:	81	1.0%
Haymarket-G	0	0.0%		Blue Line Total:	0	0.0%
Government Center-G	0	0.0%		Green Line Total:	6,254	76.8%
Park Street-G	63	0.8%	1,810	Overall Total	8,146	100.0%
Boylston	97	1.2%		No Response	0	
Arlington	225	2.8%				
Copley	477	5.9%				
Hynes Convention Center	430	5.3%				
Kenmore	402	4.9%				
Prudential	142	1.7%				
Symphony	241	3.0%				
B Blandford-Babcock	187	2.3%				
B Pack.Cnr.-Warren St.	524	6.4%				
B Washington St.-BC	267	3.3%				
C St.Mary's-Summit/Winchest	523	6.4%				
C Brandon-Cleveland Cir.	306	3.8%				
D Fenway-Longwood	167	2.1%				
D Brook. Vill.-Brook.Hills	322	4.0%				
D Beaconsfield-Ches.Hill	247	3.0%				
D Newton Ctr.-Eliot	244	3.0%				
D Waban-Riverside	157	1.9%				
E Northeastern-Museum	137	1.7%				
E Long.Med.-Brig Cir.	180	2.2%				
E Fenwood Rd-Heath	81	1.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	6,254	76.8%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Park Street

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	8	0.1%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	28	0.4%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	36	0.5%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	0	0.0%			
Blue Line			Mattapan High Speed Line		
Wonderland	51	0.7%	Ashmont-M	0	0.0%
Revere Beach	19	0.3%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	47	0.6%	Central Avenue	0	0.0%
Wood Island	33	0.4%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	23	0.3%	Mattapan	0	0.0%
Aquarium	36	0.5%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	210	2.8%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Park Street

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	227	3.0%		Red Line Total:	0	0.0%
Science Park	22	0.3%		Mattapan Line Total:	0	0.0%
North Station-G	216	2.9%	36	Orange Line Total:	36	0.5%
Haymarket-G	65	0.9%		Blue Line Total:	210	2.8%
Government Center-G	0	0.0%	210	Green Line Total:	7,330	96.8%
Park Street-G	0	0.0%		Overall Total	7,576	100.0%
Boylston	44	0.6%		No Response	0	
Arlington	131	1.7%				
Copley	633	8.3%				
Hynes Convention Center	468	6.2%				
Kenmore	465	6.1%				
Prudential	95	1.2%				
Symphony	128	1.7%				
B Blandford-Babcock	362	4.8%				
B Pack.Cnr.-Warren St.	676	8.9%				
B Washington St.-BC	347	4.6%				
C St.Mary's-Summit/Winchest	790	10.4%				
C Brandon-Cleveland Cir.	470	6.2%				
D Fenway-Longwood	195	2.6%				
D Brook. Vill.-Brook.Hills	472	6.2%				
D Beaconsfield-Ches.Hill	360	4.8%				
D Newton Ctr.-Eliot	185	2.4%				
D Waban-Riverside	304	4.0%				
E Northeastern-Museum	225	3.0%				
E Long.Med.-Brig Cir.	332	4.4%				
E Fenwood Rd-Heath	119	1.6%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	7,330	96.8%				

* The role of transfers in these entry data tables is explained in section 7.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Boylston

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	99	1.9%		Oak Grove	0	0.0%	
Davis	57	1.1%		Malden	17	0.3%	
Porter	41	0.8%		Wellington	0	0.0%	
Harvard	31	0.6%		Sullivan Square	24	0.5%	
Central	43	0.8%		Community College	0	0.0%	
Kendall/MIT	29	0.5%		North Station-O	0	0.0%	
Charles/MGH	54	1.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	40	0.8%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	26	0.5%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	14	0.3%	10	Stony Brook	0	0.0%	
North Quincy	12	0.2%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	30	0.6%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	10	0.2%		Orange Line Total:	41	0.8%	
Braintree	21	0.4%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	507	9.5%					
Blue Line				Mattapan High Speed Line			
Wonderland	41	0.8%		Ashmont-M	0	0.0%	
Revere Beach	124	2.3%		Cedar Grove	0	0.0%	
Beachmont	57	1.1%		Butler	0	0.0%	
Suffolk Downs	11	0.2%		Milton	0	0.0%	
Orient Heights	79	1.5%		Central Avenue	0	0.0%	
Wood Island	17	0.3%		Valley Road	0	0.0%	
Airport	243	4.6%		Capen Street	10	0.2%	
Maverick	150	2.8%		Mattapan	0	0.0%	
Aquarium	18	0.3%		Mattapan Line Total:	10	0.2%	
State-B	39	0.7%					
Government Center-B	0	0.0%					
Bowdoin	10	0.2%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	788	14.8%					

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Boylston

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	139	2.6%		Red Line Total:	507	9.5%
Science Park	43	0.8%		Mattapan Line Total:	10	0.2%
North Station-G	162	3.0%	41	Orange Line Total:	41	0.8%
Haymarket-G	192	3.6%		Blue Line Total:	788	14.8%
Government Center-G	128	2.4%	788	Green Line Total:	3,978	74.7%
Park Street-G	21	0.4%	517	Overall Total	5,324	100.0%
Boylston	0	0.0%		No Response	0	
Arlington	46	0.9%				
Copley	160	3.0%				
Hynes Convention Center	229	4.3%				
Kenmore	252	4.7%				
Prudential	47	0.9%				
Symphony	45	0.8%				
B Blandford-Babcock	155	2.9%				
B Pack.Cnr.-Warren St.	618	11.6%				
B Washington St.-BC	130	2.4%				
C St.Mary's-Summit/Winchest	334	6.3%				
C Brandon-Cleveland Cir.	258	4.8%				
D Fenway-Longwood	165	3.1%				
D Brook. Vill.-Brook.Hills	186	3.5%				
D Beaconsfield-Ches.Hill	130	2.4%				
D Newton Ctr.-Eliot	123	2.3%				
D Waban-Riverside	114	2.1%				
E Northeastern-Museum	48	0.9%				
E Long.Med.-Brig Cir.	186	3.5%				
E Fenwood Rd-Heath	67	1.3%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	3,978	74.7%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Arlington

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	181	2.7%		Oak Grove	18	0.3%	
Davis	225	3.3%		Malden	34	0.5%	
Porter	171	2.5%		Wellington	65	1.0%	
Harvard	218	3.2%		Sullivan Square	49	0.7%	
Central	179	2.6%		Community College	17	0.2%	
Kendall/MIT	138	2.0%		North Station-O	0	0.0%	
Charles/MGH	27	0.4%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	67	1.0%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	18	0.3%		Back Bay	0	0.0%	
JFK/UMass	51	0.7%		Massachusetts Ave	0	0.0%	
Savin Hill	21	0.3%		Ruggles	0	0.0%	
Fields Corner	47	0.7%		Roxbury Crossing	0	0.0%	
Shawmut	41	0.6%		Jackson Square	0	0.0%	
Ashmont-R	43	0.6%	13	Stony Brook	0	0.0%	
North Quincy	132	1.9%		Green Street	0	0.0%	
Wollaston	91	1.3%		Forest Hills	0	0.0%	
Quincy Center	113	1.6%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	83	1.2%		Orange Line Total:	183	2.7%	
Braintree	55	0.8%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,900	27.8%					
Blue Line				Mattapan High Speed Line			
Wonderland	129	1.9%		Ashmont-M	0	0.0%	
Revere Beach	19	0.3%		Cedar Grove	4	0.1%	
Beachmont	41	0.6%		Butler	4	0.1%	
Suffolk Downs	6	0.1%		Milton	0	0.0%	
Orient Heights	47	0.7%		Central Avenue	0	0.0%	
Wood Island	91	1.3%		Valley Road	0	0.0%	
Airport	140	2.1%		Capen Street	5	0.1%	
Maverick	122	1.8%		Mattapan	0	0.0%	
Aquarium	47	0.7%		Mattapan Line Total:	13	0.2%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	642	9.4%					

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Arlington

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	226	3.3%		Red Line Total:	1,900	27.8%
Science Park	65	1.0%		Mattapan Line Total:	13	0.2%
North Station-G	798	11.7%	160	Orange Line Total:	183	2.7%
Haymarket-G	405	5.9%		Blue Line Total:	642	9.4%
Government Center-G	314	4.6%	642	Green Line Total:	4,088	59.9%
Park Street-G	94	1.4%	1,936	Overall Total	6,826	100.0%
Boylston	22	0.3%		No Response	0	
Arlington	0	0.0%				
Copley	53	0.8%				
Hynes Convention Center	89	1.3%				
Kenmore	125	1.8%				
Prudential	0	0.0%				
Symphony	45	0.7%				
B Blandford-Babcock	47	0.7%				
B Pack.Cnr.-Warren St.	275	4.0%				
B Washington St.-BC	124	1.8%				
C St.Mary's-Summit/Winchest	305	4.5%				
C Brandon-Cleveland Cir.	236	3.5%				
D Fenway-Longwood	69	1.0%				
D Brook. Vill.-Brook.Hills	121	1.8%				
D Beaconsfield-Ches.Hill	134	2.0%				
D Newton Ctr.-Eliot	94	1.4%				
D Waban-Riverside	126	1.8%				
E Northeastern-Museum	138	2.0%				
E Long.Med.-Brig Cir.	134	2.0%				
E Fenwood Rd-Heath	50	0.7%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	4,088	59.9%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Copley

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	163	2.0%		Oak Grove	8	0.1%	
Davis	187	2.2%		Malden	51	0.6%	
Porter	108	1.3%		Wellington	23	0.3%	
Harvard	336	4.0%		Sullivan Square	38	0.5%	
Central	133	1.6%		Community College	0	0.0%	
Kendall/MIT	99	1.2%		North Station-O	0	0.0%	
Charles/MGH	53	0.6%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	154	1.8%		Chinatown	0	0.0%	
Broadway	53	0.6%		NE Medical Center	0	0.0%	
Andrew	76	0.9%		Back Bay	0	0.0%	
JFK/UMass	53	0.6%		Massachusetts Ave	0	0.0%	
Savin Hill	10	0.1%		Ruggles	0	0.0%	
Fields Corner	20	0.2%		Roxbury Crossing	0	0.0%	
Shawmut	41	0.5%		Jackson Square	0	0.0%	
Ashmont-R	22	0.3%	2	Stony Brook	0	0.0%	
North Quincy	119	1.4%		Green Street	0	0.0%	
Wollaston	82	1.0%		Forest Hills	0	0.0%	
Quincy Center	105	1.3%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	41	0.5%		Orange Line Total:	121	1.4%	
Braintree	45	0.5%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,898	22.7%					
Blue Line				Mattapan High Speed Line			
Wonderland	53	0.6%		Ashmont-M	0	0.0%	
Revere Beach	67	0.8%		Cedar Grove	0	0.0%	
Beachmont	81	1.0%		Butler	0	0.0%	
Suffolk Downs	17	0.2%		Milton	2	0.0%	
Orient Heights	52	0.6%		Central Avenue	0	0.0%	
Wood Island	40	0.5%		Valley Road	0	0.0%	
Airport	121	1.4%		Capen Street	0	0.0%	
Maverick	127	1.5%		Mattapan	0	0.0%	
Aquarium	41	0.5%		Mattapan Line Total:	2	0.0%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	600	7.2%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Copley

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	198	2.4%		Red Line Total:	1,898	22.7%
Science Park	79	0.9%		Mattapan Line Total:	2	0.0%
North Station-G	442	5.3%	109	Orange Line Total:	121	1.4%
Haymarket-G	340	4.1%		Blue Line Total:	600	7.2%
Government Center-G	241	2.9%	600	Green Line Total:	5,737	68.6%
Park Street-G	484	5.8%	1,912	Overall Total	8,358	100.0%
Boylston	221	2.6%		No Response	11	
Arlington	0	0.0%				
Copley	0	0.0%				
Hynes Convention Center	80	1.0%				
Kenmore	322	3.9%				
Prudential	0	0.0%				
Symphony	100	1.2%				
B Blandford-Babcock	301	3.6%				
B Pack.Cnr.-Warren St.	541	6.5%				
B Washington St.-BC	218	2.6%				
C St.Mary's-Summit/Winchest	465	5.6%				
C Brandon-Cleveland Cir.	334	4.0%				
D Fenway-Longwood	111	1.3%				
D Brook. Vill.-Brook.Hills	190	2.3%				
D Beaconsfield-Ches.Hill	165	2.0%				
D Newton Ctr.-Eliot	145	1.7%				
D Waban-Riverside	215	2.6%				
E Northeastern-Museum	131	1.6%				
E Long.Med.-Brig Cir.	359	4.3%				
E Fenwood Rd-Heath	56	0.7%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	5,737	68.6%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Hynes Convention Center

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	10	0.2%		Oak Grove	14	0.3%	
Davis	28	0.6%		Malden	65	1.3%	
Porter	19	0.4%		Wellington	12	0.2%	
Harvard	50	1.0%		Sullivan Square	14	0.3%	
Central	19	0.4%		Community College	108	2.2%	
Kendall/MIT	27	0.6%		North Station-O	0	0.0%	
Charles/MGH	35	0.7%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	74	1.5%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	26	0.5%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	20	0.4%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	28	0.6%	4	Stony Brook	0	0.0%	
North Quincy	28	0.6%		Green Street	0	0.0%	
Wollaston	33	0.7%		Forest Hills	0	0.0%	
Quincy Center	41	0.8%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	21	0.4%		Orange Line Total:	213	4.4%	
Braintree	37	0.8%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	498	10.2%					
Blue Line				Mattapan High Speed Line			
Wonderland	32	0.7%		Ashmont-M	0	0.0%	
Revere Beach	19	0.4%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	6	0.1%		Milton	4	0.1%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	37	0.8%		Capen Street	0	0.0%	
Maverick	117	2.4%		Mattapan	0	0.0%	
Aquarium	5	0.1%		Mattapan Line Total:	4	0.1%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	218	4.5%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Hynes Convention Center

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	10	0.2%		Red Line Total:	498	10.2%
Science Park	22	0.4%		Mattapan Line Total:	4	0.1%
North Station-G	108	2.2%	213	Orange Line Total:	213	4.4%
Haymarket-G	63	1.3%		Blue Line Total:	218	4.5%
Government Center-G	128	2.6%	218	Green Line Total:	3,940	80.9%
Park Street-G	305	6.3%	502	Overall Total	4,873	100.0%
Boylston	177	3.6%		No Response	0	
Arlington	51	1.1%				
Copley	86	1.8%	47			
Hynes Convention Center	0	0.0%				
Kenmore	220	4.5%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	290	6.0%				
B Pack.Cnr.-Warren St.	554	11.4%				
B Washington St.-BC	181	3.7%				
C St.Mary's-Summit/Winchest	464	9.5%				
C Brandon-Cleveland Cir.	387	7.9%				
D Fenway-Longwood	132	2.7%				
D Brook. Vill.-Brook.Hills	252	5.2%				
D Beaconsfield-Ches.Hill	211	4.3%				
D Newton Ctr.-Eliot	87	1.8%				
D Waban-Riverside	199	4.1%				
E Northeastern-Museum	15	0.3%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	3,940	80.9%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Kenmore

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	24	0.6%		Oak Grove	37	1.0%	
Davis	124	3.4%		Malden	68	1.9%	
Porter	57	1.6%		Wellington	0	0.0%	
Harvard	66	1.8%		Sullivan Square	86	2.3%	
Central	33	0.9%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	161	4.4%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	55	1.5%		Back Bay	0	0.0%	
JFK/UMass	26	0.7%		Massachusetts Ave	0	0.0%	
Savin Hill	21	0.6%		Ruggles	0	0.0%	
Fields Corner	47	1.3%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	58	1.6%	
Ashmont-R	14	0.4%	4	Stony Brook	133	3.6%	
North Quincy	35	0.9%		Green Street	12	0.3%	
Wollaston	8	0.2%		Forest Hills	86	2.3%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	21	0.6%		Orange Line Total:	481	13.1%	
Braintree	8	0.2%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	699	19.0%					
Blue Line				Mattapan High Speed Line			
Wonderland	14	0.4%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	4	0.1%	
Beachmont	16	0.4%		Butler	0	0.0%	
Suffolk Downs	11	0.3%		Milton	0	0.0%	
Orient Heights	44	1.2%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	81	2.2%		Mattapan	0	0.0%	
Aquarium	18	0.5%		Mattapan Line Total:	4	0.1%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	185	5.0%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Kenmore

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	108	2.9%	Red Line Total:	699	19.0%
Science Park	0	0.0%	Mattapan Line Total:	4	0.1%
North Station-G	108	2.9%	Orange Line Total:	481	13.1%
Haymarket-G	148	4.0%	Blue Line Total:	185	5.0%
Government Center-G	123	3.3%	Green Line Total:	2,311	62.8%
Park Street-G	31	0.9%	Overall Total	3,681	100.0%
Boylston	170	4.6%	No Response	0	
Arlington	103	2.8%			
Copley	277	7.5%			
Hynes Convention Center	18	0.5%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	298	8.1%			
B Pack.Cnr.-Warren St.	216	5.9%			
B Washington St.-BC	148	4.0%			
C St.Mary's-Summit/Winchest	158	4.3%			
C Brandon-Cleveland Cir.	97	2.6%			
D Fenway-Longwood	35	1.0%			
D Brook. Vill.-Brook.Hills	125	3.4%			
D Beaconsfield-Ches.Hill	29	0.8%			
D Newton Ctr.-Eliot	36	1.0%			
D Waban-Riverside	83	2.3%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	2,311	62.8%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Prudential

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	38	2.1%	Oak Grove	0	0.0%
Davis	47	2.7%	Malden	0	0.0%
Porter	31	1.8%	Wellington	0	0.0%
Harvard	45	2.6%	Sullivan Square	0	0.0%
Central	22	1.2%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	13	0.8%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	74	4.3%	Back Bay	0	0.0%
JFK/UMass	26	1.5%	Massachusetts Ave	0	0.0%
Savin Hill	21	1.2%	Ruggles	0	0.0%
Fields Corner	13	0.8%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	63	3.6%	Stony Brook	0	0.0%
North Quincy	23	1.3%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	60	3.4%	Orange Line: Unspecified	0	0.0%
Quincy Adams	11	0.6%	Orange Line Total:	0	0.0%
Braintree	16	0.9%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	502	28.7%			
Blue Line			Mattapan High Speed Line		
Wonderland	41	2.3%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	15	0.8%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	18	1.0%	Mattapan	0	0.0%
Aquarium	41	2.4%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	10	0.6%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	124	7.1%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Prudential

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	70	4.0%		Red Line Total:	502	28.7%
Science Park	20	1.2%		Mattapan Line Total:	0	0.0%
North Station-G	253	14.5%		Orange Line Total:	0	0.0%
Haymarket-G	148	8.5%		Blue Line Total:	124	7.1%
Government Center-G	137	7.8%	124	Green Line Total:	1,123	64.2%
Park Street-G	31	1.8%	502	Overall Total	1,749	100.0%
Boylston	0	0.0%		No Response	0	
Arlington	0	0.0%				
Copley	0	0.0%	26			
Hynes Convention Center	0	0.0%				
Kenmore	26	1.5%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	99	5.7%				
E Long.Med.-Brig Cir.	278	15.9%				
E Fenwood Rd-Heath	61	3.5%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	1,123	64.2%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Symphony

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	10	1.5%	Oak Grove	0	0.0%
Davis	15	2.1%	Malden	0	0.0%
Porter	6	0.9%	Wellington	0	0.0%
Harvard	92	13.5%	Sullivan Square	0	0.0%
Central	11	1.6%	Community College	0	0.0%
Kendall/MIT	14	2.1%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	11	1.6%	Orange Line Total:	0	0.0%
Braintree	16	2.3%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	175	25.7%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	18	2.6%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	18	2.6%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Symphony

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	175	25.7%
Science Park	22	3.2%		Mattapan Line Total:	0	0.0%
North Station-G	16	2.4%		Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%		Blue Line Total:	18	2.6%
Government Center-G	32	4.7%	18	Green Line Total:	489	71.7%
Park Street-G	63	9.2%	175	Overall Total	682	100.0%
Boylston	88	12.9%		No Response	0	
Arlington	0	0.0%	8			
Copley	0	0.0%	7			
Hynes Convention Center	0	0.0%				
Kenmore	0	0.0%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	8	1.2%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	7	1.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	21	3.1%				
E Long.Med.-Brig Cir.	151	22.1%				
E Fenwood Rd-Heath	81	11.8%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	489	71.7%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-B

Exit Stop: Blandford St. to BU Central

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	14	0.4%		Oak Grove	6	0.2%	
Davis	67	1.7%		Malden	17	0.4%	
Porter	17	0.4%		Wellington	0	0.0%	
Harvard	81	2.1%		Sullivan Square	0	0.0%	
Central	11	0.3%		Community College	0	0.0%	
Kendall/MIT	14	0.4%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	67	1.7%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	38	1.0%		Back Bay	0	0.0%	
JFK/UMass	79	2.0%		Massachusetts Ave	0	0.0%	
Savin Hill	10	0.3%		Ruggles	0	0.0%	
Fields Corner	33	0.9%		Roxbury Crossing	0	0.0%	
Shawmut	20	0.5%		Jackson Square	0	0.0%	
Ashmont-R	7	0.2%	29	Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	19	0.5%	
Wollaston	25	0.6%		Forest Hills	47	1.2%	
Quincy Center	36	0.9%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	89	2.3%	
Braintree	47	1.2%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	567	14.6%					

Blue Line

Wonderland	0	0.0%
Revere Beach	0	0.0%
Beachmont	0	0.0%
Suffolk Downs	6	0.2%
Orient Heights	0	0.0%
Wood Island	0	0.0%
Airport	0	0.0%
Maverick	41	1.1%
Aquarium	0	0.0%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	0	0.0%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	47	1.2%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	0	0.0%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	29	0.8%
Mattapan Line Total:	29	0.8%

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Exit Stop: Blandford St. to BU Central

Green Line	Percent of		Transfers:*	Summary	Percent of	
	Entries:	Riders			Entries:	Riders
Lechmere	20	0.5%		Red Line Total:	567	14.6%
Science Park	0	0.0%		Mattapan Line Total:	29	0.8%
North Station-G	70	1.8%	17	Orange Line Total:	89	2.3%
Haymarket-G	43	1.1%		Blue Line Total:	47	1.2%
Government Center-G	64	1.6%	159	Green Line Total:	3,144	81.1%
Park Street-G	273	7.0%	590	Overall Total	3,876	100.0%
Boylston	110	2.8%		No Response	0	
Arlington	64	1.7%				
Copley	281	7.2%	20			
Hynes Convention Center	158	4.1%				
Kenmore	26	0.7%	50			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	572	14.8%				
B Pack.Cnr.-Warren St.	955	24.6%				
B Washington St.-BC	452	11.7%	7			
C St.Mary's-Summit/Winchest	16	0.4%				
C Brandon-Cleveland Cir.	14	0.4%				
D Fenway-Longwood	7	0.2%				
D Brook. Vill.-Brook.Hills	5	0.1%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	8	0.2%				
D Waban-Riverside	7	0.2%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	3,144	81.1%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-B

Exit Stop: BU West to Babcock

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	27	1.1%		Oak Grove	6	0.2%	
Davis	15	0.6%		Malden	48	1.9%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	0	0.0%		Sullivan Square	38	1.5%	
Central	30	1.2%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	9	0.3%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	33	1.4%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	33	1.3%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	14	0.6%	25	Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	5	0.2%	
Wollaston	33	1.3%		Forest Hills	89	3.6%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	187	7.5%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	195	7.9%					
Blue Line				Mattapan High Speed Line			
Wonderland	7	0.3%		Ashmont-M	0	0.0%	
Revere Beach	48	1.9%		Cedar Grove	4	0.2%	
Beachmont	0	0.0%		Butler	4	0.1%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	7	0.3%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	18	0.7%		Mattapan	9	0.4%	
Aquarium	5	0.2%		Mattapan Line Total:	25	1.0%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	78	3.2%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Exit Stop: BU West to Babcock

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	195	7.9%
Science Park	0	0.0%		Mattapan Line Total:	25	1.0%
North Station-G	108	4.4%	30	Orange Line Total:	187	7.5%
Haymarket-G	128	5.2%		Blue Line Total:	78	3.2%
Government Center-G	114	4.6%	228	Green Line Total:	1,991	80.4%
Park Street-G	169	6.8%	273	Overall Total	2,475	100.0%
Boylston	66	2.7%		No Response	0	
Arlington	51	2.1%	30			
Copley	236	9.5%	33			
Hynes Convention Center	105	4.2%				
Kenmore	51	2.1%	101			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	450	18.2%				
B Pack.Cnr.-Warren St.	236	9.5%				
B Washington St.-BC	210	8.5%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	7	0.3%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	15	0.6%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	30	1.2%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	14	0.6%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	1,991	80.4%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: Packards Corner to Harvard Ave.

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	29	2.8%		Malden	0	0.0%	
Porter	13	1.2%		Wellington	0	0.0%	
Harvard	0	0.0%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	9	0.8%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	0	0.0%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	20	1.9%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%		Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	8	0.8%		Forest Hills	13	1.3%	
Quincy Center	12	1.1%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	13	1.3%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	90	8.7%					

Blue Line

Wonderland	12	1.2%
Revere Beach	0	0.0%
Beachmont	0	0.0%
Suffolk Downs	0	0.0%
Orient Heights	0	0.0%
Wood Island	0	0.0%
Airport	0	0.0%
Maverick	0	0.0%
Aquarium	0	0.0%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	10	0.9%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	22	2.1%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	0	0.0%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	0	0.0%
Mattapan Line Total:	0	0.0%

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Exit Stop: Packards Corner to Harvard Ave.

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	20	1.9%		Red Line Total:	90	8.7%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%		Orange Line Total:	13	1.3%
Haymarket-G	0	0.0%		Blue Line Total:	22	2.1%
Government Center-G	41	3.9%	42	Green Line Total:	912	88.0%
Park Street-G	63	6.1%	118	Overall Total	1,037	100.0%
Boylston	44	4.3%		No Response	0	
Arlington	26	2.5%				
Copley	47	4.5%	15			
Hynes Convention Center	53	5.1%				
Kenmore	37	3.5%	8			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	313	30.1%				
B Pack.Cnr.-Warren St.	59	5.7%				
B Washington St.-BC	150	14.5%	23			
C St.Mary's-Summit/Winchest	8	0.8%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	8	0.8%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	4	0.4%				
D Waban-Riverside	11	1.1%				
E Northeastern-Museum	30	2.9%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	912	88.0%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-B

Exit Stop: Griggs St. to Warren St.

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	17	1.6%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	0	0.0%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	20	1.9%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	66	6.1%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	22	2.0%	2	Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	8	0.8%		Forest Hills	13	1.2%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	30	2.8%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	116	10.8%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	2	0.2%	
Orient Heights	30	2.7%		Central Avenue	0	0.0%	
Wood Island	17	1.5%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	0	0.0%		Mattapan	0	0.0%	
Aquarium	0	0.0%		Mattapan Line Total:	2	0.2%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	46	4.3%					

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Exit Stop: Griggs St. to Warren St.

Green Line	Percent of		Transfers:*	Summary	Percent of	
	Entries:	Riders			Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	116	10.8%
Science Park	22	2.0%		Mattapan Line Total:	2	0.2%
North Station-G	54	5.0%	17	Orange Line Total:	30	2.8%
Haymarket-G	0	0.0%		Blue Line Total:	46	4.3%
Government Center-G	105	9.7%	139	Green Line Total:	883	81.9%
Park Street-G	31	2.9%	129	Overall Total	1,078	100.0%
Boylston	110	10.2%		No Response	0	
Arlington	0	0.0%	20			
Copley	0	0.0%	15			
Hynes Convention Center	35	3.2%				
Kenmore	26	2.4%	4			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	308	28.6%				
B Pack.Cnr.-Warren St.	68	6.3%				
B Washington St.-BC	85	7.8%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	4	0.4%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	15	1.4%				
E Long.Med.-Brig Cir.	20	1.9%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	883	81.9%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: Washington St. to Chiswick Rd.

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	10	1.7%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	12	2.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	18	3.0%	Back Bay	0	0.0%
JFK/UMass	26	4.3%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	7	1.2%	Stony Brook	21	3.3%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	12	1.9%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	33	5.4%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	74	12.0%			

Blue Line

Wonderland	0	0.0%
Revere Beach	0	0.0%
Beachmont	0	0.0%
Suffolk Downs	0	0.0%
Orient Heights	0	0.0%
Wood Island	0	0.0%
Airport	0	0.0%
Maverick	0	0.0%
Aquarium	0	0.0%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	0	0.0%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	0	0.0%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	0	0.0%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	0	0.0%
Mattapan Line Total:	0	0.0%

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Exit Stop: Washington St. to Chiswick Rd.

Green Line	Percent of		Transfers:*	Summary	Percent of	
	Entries:	Riders			Entries:	Riders
Lechmere	20	3.2%		Red Line Total:	74	12.0%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	19	3.1%		Orange Line Total:	33	5.4%
Haymarket-G	0	0.0%		Blue Line Total:	0	0.0%
Government Center-G	96	15.6%	19	Green Line Total:	508	82.7%
Park Street-G	63	10.2%	86	Overall Total	615	100.0%
Boylston	44	7.2%		No Response	0	
Arlington	0	0.0%	11			
Copley	0	0.0%	20			
Hynes Convention Center	0	0.0%				
Kenmore	26	4.2%	7			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	85	13.8%				
B Pack.Cnr.-Warren St.	105	17.1%				
B Washington St.-BC	29	4.7%	4			
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	7	1.2%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	4	0.7%				
E Northeastern-Museum	11	1.7%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	508	82.7%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: Chesnut Hill Ave. to Boston College

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	17	2.5%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	0	0.0%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	14	2.1%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	20	2.9%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	26	3.8%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	20	2.8%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%	20	Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	17	2.5%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	80	11.6%					
Blue Line				Mattapan High Speed Line			
Wonderland	12	1.8%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	0	0.0%		Mattapan	20	2.9%	
Aquarium	0	0.0%		Mattapan Line Total:	20	2.9%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	12	1.8%					

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-B

Expanded Results

Exit Stop: Chesnut Hill Ave. to Boston College

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	80	11.6%
Science Park	0	0.0%		Mattapan Line Total:	20	2.9%
North Station-G	0	0.0%	17	Orange Line Total:	17	2.5%
Haymarket-G	0	0.0%		Blue Line Total:	12	1.8%
Government Center-G	0	0.0%	30	Green Line Total:	563	81.2%
Park Street-G	147	21.2%	80	Overall Total	693	100.0%
Boylston	22	3.2%		No Response	0	
Arlington	13	1.9%				
Copley	47	6.7%				
Hynes Convention Center	53	7.6%				
Kenmore	0	0.0%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	62	8.9%				
B Pack.Cnr.-Warren St.	194	28.0%				
B Washington St.-BC	25	3.7%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	563	81.2%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-C

Exit Stop: St. Mary's St. to Kent St.

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	6	0.5%	Wellington	14	1.1%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	11	0.8%	Community College	0	0.0%
Kendall/MIT	14	1.1%	North Station-O	0	0.0%
Charles/MGH	27	2.1%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	20	1.6%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	14	1.1%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	12	0.9%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	14	1.1%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	104	8.1%			

Blue Line

Wonderland	0	0.0%
Revere Beach	0	0.0%
Beachmont	0	0.0%
Suffolk Downs	0	0.0%
Orient Heights	15	1.1%
Wood Island	0	0.0%
Airport	0	0.0%
Maverick	23	1.8%
Aquarium	0	0.0%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	0	0.0%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	38	2.9%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	0	0.0%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	0	0.0%
Mattapan Line Total:	0	0.0%

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-C

Expanded Results

Exit Stop: St. Mary's St. to Kent St.

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	10	0.8%		Red Line Total:	104	8.1%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	51	4.0%	14	Orange Line Total:	14	1.1%
Haymarket-G	0	0.0%		Blue Line Total:	38	2.9%
Government Center-G	96	7.5%	38	Green Line Total:	1,128	87.8%
Park Street-G	157	12.3%	104	Overall Total	1,284	100.0%
Boylston	44	3.4%		No Response	0	
Arlington	38	3.0%				
Copley	125	9.7%	10			
Hynes Convention Center	88	6.8%				
Kenmore	0	0.0%	23			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	23	1.8%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	197	15.3%				
C Brandon-Cleveland Cir.	298	23.2%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	1,128	87.8%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

GREEN LINE-C

Expanded Results

Exit Stop: St. Paul St. to Summit Ave.

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	10	0.4%		Oak Grove	48	1.9%	
Davis	15	0.6%		Malden	34	1.4%	
Porter	20	0.8%		Wellington	14	0.6%	
Harvard	15	0.6%		Sullivan Square	27	1.1%	
Central	0	0.0%		Community College	8	0.3%	
Kendall/MIT	29	1.1%		North Station-O	0	0.0%	
Charles/MGH	27	1.1%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	40	1.6%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	31	1.3%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	53	2.1%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	32	1.3%	
Fields Corner	27	1.1%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	42	1.7%	4	Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	7	0.3%	
Wollaston	8	0.3%		Forest Hills	13	0.5%	
Quincy Center	48	1.9%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	10	0.4%		Orange Line Total:	215	8.6%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	344	13.8%					

Blue Line

Wonderland	0	0.0%
Revere Beach	0	0.0%
Beachmont	0	0.0%
Suffolk Downs	0	0.0%
Orient Heights	17	0.7%
Wood Island	12	0.5%
Airport	0	0.0%
Maverick	18	0.7%
Aquarium	0	0.0%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	0	0.0%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	47	1.9%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	4	0.2%
Butler	0	0.0%
Milton	0	0.0%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	0	0.0%
Mattapan Line Total:	4	0.2%

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-C

Expanded Results

Exit Stop: St. Paul St. to Summit Ave.

Green Line	Percent of		Transfers:*	Summary	Percent of	
	Entries:	Riders			Entries:	Riders
Lechmere	78	3.1%		Red Line Total:	344	13.8%
Science Park	0	0.0%		Mattapan Line Total:	4	0.2%
North Station-G	57	2.3%	129	Orange Line Total:	215	8.6%
Haymarket-G	63	2.5%		Blue Line Total:	47	1.9%
Government Center-G	169	6.7%	67	Green Line Total:	1,888	75.6%
Park Street-G	273	10.9%	429	Overall Total	2,498	100.0%
Boylston	110	4.4%		No Response	0	
Arlington	64	2.6%				
Copley	234	9.4%				
Hynes Convention Center	70	2.8%				
Kenmore	216	8.7%	8			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	8	0.3%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	162	6.5%				
C Brandon-Cleveland Cir.	349	14.0%	34			
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	18	0.7%				
D Newton Ctr.-Eliot	15	0.6%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	1,888	75.6%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

GREEN LINE-C

Expanded Results

Exit Stop: Brandon Hall to Tappan St.

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	29	4.5%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	23	3.6%	North Station-O	0	0.0%
Charles/MGH	27	4.2%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	20	3.1%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	26	4.1%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	12	1.8%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	137	21.3%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	42	6.5%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	42	6.5%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-C

Expanded Results

Exit Stop: Brandon Hall to Tappan St.

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	137	21.3%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%		Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%		Blue Line Total:	42	6.5%
Government Center-G	0	0.0%	42	Green Line Total:	466	72.2%
Park Street-G	21	3.3%	137	Overall Total	646	100.0%
Boylston	66	10.3%		No Response	0	
Arlington	26	4.0%				
Copley	109	16.9%				
Hynes Convention Center	70	10.9%				
Kenmore	11	1.7%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	158	24.4%				
C Brandon-Cleveland Cir.	5	0.8%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	466	72.2%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

GREEN LINE-C

Expanded Results

Exit Stop: Dean Rd. to Cleveland Circle

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	10	1.5%	Oak Grove	0	0.0%
Davis	24	3.4%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	16	2.4%	Forest Hills	30	4.3%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	30	4.3%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	50	7.3%			
Blue Line			Mattapan High Speed Line		
Wonderland	7	1.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	17	2.4%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	24	3.4%			

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-C

Expanded Results

Exit Stop: Dean Rd. to Cleveland Circle

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	50	7.3%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	19	2.7%	Orange Line Total:	30	4.3%
Haymarket-G	0	0.0%	Blue Line Total:	24	3.4%
Government Center-G	64	9.2%	Green Line Total:	590	85.0%
Park Street-G	94	13.6%	Overall Total	693	100.0%
Boylston	88	12.7%	No Response	0	
Arlington	13	1.8%			
Copley	16	2.2%			
Hynes Convention Center	35	5.1%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	190	27.4%			
C Brandon-Cleveland Cir.	71	10.2%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	590	85.0%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Fenway

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	44	2.0%		Oak Grove	12	0.5%	
Davis	29	1.3%		Malden	62	2.8%	
Porter	13	0.6%		Wellington	37	1.7%	
Harvard	45	2.0%		Sullivan Square	49	2.2%	
Central	11	0.5%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	32	1.5%		Downtown Crossing-O	0	0.0%	
South Station	40	1.8%		Chinatown	0	0.0%	
Broadway	16	0.7%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	13	0.6%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	21	1.0%		Stony Brook	0	0.0%	
North Quincy	28	1.3%		Green Street	0	0.0%	
Wollaston	25	1.1%		Forest Hills	17	0.8%	
Quincy Center	48	2.2%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	10	0.5%		Orange Line Total:	177	8.0%	
Braintree	45	2.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	420	19.0%					
Blue Line				Mattapan High Speed Line			
Wonderland	14	0.6%		Ashmont-M	0	0.0%	
Revere Beach	28	1.3%		Cedar Grove	0	0.0%	
Beachmont	8	0.4%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	15	0.7%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	86	3.9%		Mattapan	0	0.0%	
Aquarium	0	0.0%		Mattapan Line Total:	0	0.0%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	152	6.9%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Fenway

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	420	19.0%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	51	2.3%	117	Orange Line Total:	177	8.0%
Haymarket-G	43	2.0%		Blue Line Total:	152	6.9%
Government Center-G	18	0.8%	307	Green Line Total:	1,459	66.1%
Park Street-G	126	5.7%	482	Overall Total	2,207	100.0%
Boylston	97	4.4%		No Response	0	
Arlington	64	2.9%	15			
Copley	109	4.9%	16			
Hynes Convention Center	88	4.0%				
Kenmore	26	1.2%	91			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	24	1.1%				
B Pack.Cnr.-Warren St.	31	1.4%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	14	0.6%				
D Fenway-Longwood	23	1.1%				
D Brook. Vill.-Brook.Hills	194	8.8%				
D Beaconsfield-Ches.Hill	183	8.3%				
D Newton Ctr.-Eliot	115	5.2%				
D Waban-Riverside	238	10.8%				
E Northeastern-Museum	15	0.7%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	1,459	66.1%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Longwood

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	31	1.1%	Oak Grove	0	0.0%
Davis	33	1.1%	Malden	48	1.6%
Porter	76	2.6%	Wellington	12	0.4%
Harvard	41	1.4%	Sullivan Square	0	0.0%
Central	22	0.7%	Community College	54	1.8%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	54	1.8%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	13	0.5%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	13	0.5%	Roxbury Crossing	0	0.0%
Shawmut	20	0.7%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	12	0.4%	Green Street	0	0.0%
Wollaston	33	1.1%	Forest Hills	0	0.0%
Quincy Center	18	0.6%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	114	3.9%
Braintree	8	0.3%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	374	12.8%			
Blue Line			Mattapan High Speed Line		
Wonderland	32	1.1%	Ashmont-M	0	0.0%
Revere Beach	28	1.0%	Cedar Grove	0	0.0%
Beachmont	8	0.3%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	15	0.5%	Central Avenue	0	0.0%
Wood Island	17	0.6%	Valley Road	0	0.0%
Airport	37	1.3%	Capen Street	0	0.0%
Maverick	54	1.8%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	10	0.3%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	201	6.9%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Longwood

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	20	0.7%		Red Line Total:	374	12.8%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	51	1.7%	114	Orange Line Total:	114	3.9%
Haymarket-G	22	0.7%		Blue Line Total:	201	6.9%
Government Center-G	59	2.0%	350	Green Line Total:	2,235	76.5%
Park Street-G	63	2.2%	390	Overall Total	2,924	100.0%
Boylston	97	3.3%		No Response	0	
Arlington	51	1.8%				
Copley	94	3.2%				
Hynes Convention Center	88	3.0%				
Kenmore	22	0.7%	49			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	8	0.3%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	108	3.7%				
D Beaconsfield-Ches.Hill	744	25.5%				
D Newton Ctr.-Eliot	325	11.1%				
D Waban-Riverside	485	16.6%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	2,235	76.5%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Brookline Village

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	17	1.1%	Oak Grove	6	0.4%
Davis	15	0.9%	Malden	17	1.1%
Porter	0	0.0%	Wellington	39	2.5%
Harvard	41	2.6%	Sullivan Square	24	1.6%
Central	39	2.5%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	27	1.7%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	13	0.9%	Chinatown	0	0.0%
Broadway	16	1.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	26	1.7%	Massachusetts Ave	0	0.0%
Savin Hill	13	0.8%	Ruggles	0	0.0%
Fields Corner	20	1.3%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	7	0.5%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	18	1.2%	Orange Line: Unspecified	0	0.0%
Quincy Adams	21	1.3%	Orange Line Total:	87	5.6%
Braintree	8	0.5%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	281	17.9%			
Blue Line			Mattapan High Speed Line		
Wonderland	20	1.2%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	15	0.9%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	41	2.6%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	75	4.8%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Brookline Village

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	20	1.2%		Red Line Total:	281	17.9%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	81	5.2%	59	Orange Line Total:	87	5.6%
Haymarket-G	0	0.0%		Blue Line Total:	75	4.8%
Government Center-G	45	2.9%	218	Green Line Total:	1,122	71.7%
Park Street-G	157	10.1%	325	Overall Total	1,564	100.0%
Boylston	52	3.4%		No Response	0	
Arlington	64	4.1%	15			
Copley	125	8.0%	21			
Hynes Convention Center	53	3.4%				
Kenmore	51	3.3%	2			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	2	0.1%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	72	4.6%				
D Brook. Vill.-Brook.Hills	20	1.3%	15			
D Beaconsfield-Ches.Hill	170	10.9%				
D Newton Ctr.-Eliot	49	3.1%				
D Waban-Riverside	109	7.0%				
E Northeastern-Museum	41	2.6%				
E Long.Med.-Brig Cir.	11	0.7%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	1,122	71.7%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Brookline Hills

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	17	3.6%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	11	2.3%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	59	12.5%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	14	3.1%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	17	3.6%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	85	17.8%			
Blue Line			Mattapan High Speed Line		
Wonderland	12	2.6%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	12	2.6%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Brookline Hills

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	85	17.8%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%		Orange Line Total:	17	3.6%
Haymarket-G	0	0.0%		Blue Line Total:	12	2.6%
Government Center-G	73	15.4%	12	Green Line Total:	360	75.9%
Park Street-G	0	0.0%	102	Overall Total	474	100.0%
Boylston	22	4.7%		No Response	0	
Arlington	0	0.0%				
Copley	16	3.3%				
Hynes Convention Center	88	18.5%				
Kenmore	0	0.0%	22			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	16	3.5%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	5	1.1%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	46	9.7%				
D Brook. Vill.-Brook.Hills	24	5.0%				
D Beaconsfield-Ches.Hill	28	5.9%				
D Newton Ctr.-Eliot	4	0.8%				
D Waban-Riverside	39	8.2%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	360	75.9%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Beaconsfield

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	9	3.9%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	15	6.5%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	25	10.4%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Beaconsfield

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	25	10.4%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	0	0.0%	Green Line Total:	212	89.6%
Park Street-G	94	39.9%	Overall Total	237	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	26	10.8%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	70	29.6%			
D Brook. Vill.-Brook.Hills	8	3.3%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	10	4.1%			
D Waban-Riverside	4	1.8%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	212	89.6%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Reservoir

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	17	2.9%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	16	2.7%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	10	1.7%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	12	2.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	17	2.9%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	38	6.4%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Reservoir

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	38	6.4%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	17	Orange Line Total:	17	2.9%
Haymarket-G	0	0.0%		Blue Line Total:	0	0.0%
Government Center-G	64	10.9%	17	Green Line Total:	532	90.7%
Park Street-G	94	16.1%	38	Overall Total	587	100.0%
Boylston	44	7.5%		No Response	0	
Arlington	0	0.0%				
Copley	16	2.7%				
Hynes Convention Center	35	6.0%				
Kenmore	26	4.4%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	72	12.3%				
D Brook. Vill.-Brook.Hills	111	19.0%				
D Beaconsfield-Ches.Hill	10	1.7%				
D Newton Ctr.-Eliot	42	7.1%				
D Waban-Riverside	18	3.0%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	532	90.7%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Chestnut Hill

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	19	2.4%	Malden	17	2.2%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	24	3.1%
Central	11	1.4%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	40	5.2%	Chinatown	0	0.0%
Broadway	27	3.4%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	7	0.9%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	41	5.3%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	104	13.4%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	12	1.5%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	18	2.3%	Mattapan	0	0.0%
Aquarium	18	2.3%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	48	6.2%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Chestnut Hill

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	104	13.4%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	41	Orange Line Total:	41	5.3%
Haymarket-G	0	0.0%		Blue Line Total:	48	6.2%
Government Center-G	96	12.4%	89	Green Line Total:	582	75.1%
Park Street-G	63	8.1%	104	Overall Total	775	100.0%
Boylston	44	5.7%		No Response	0	
Arlington	0	0.0%				
Copley	62	8.1%				
Hynes Convention Center	70	9.0%				
Kenmore	0	0.0%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	6	0.8%				
C Brandon-Cleveland Cir.	3	0.4%				
D Fenway-Longwood	52	6.7%				
D Brook. Vill.-Brook.Hills	79	10.2%				
D Beaconsfield-Ches.Hill	76	9.8%	9			
D Newton Ctr.-Eliot	13	1.7%				
D Waban-Riverside	18	2.3%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	582	75.1%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Newton Centre

Red Line

	Entries:	Percent of Riders	Transfers:*
Alewife	0	0.0%	
Davis	0	0.0%	
Porter	6	0.7%	
Harvard	15	1.7%	
Central	19	2.1%	
Kendall/MIT	29	3.2%	
Charles/MGH	0	0.0%	
Park Street-R	0	0.0%	
Downtown Crossing-R	0	0.0%	
South Station	0	0.0%	
Broadway	0	0.0%	
Andrew	0	0.0%	
JFK/UMass	0	0.0%	
Savin Hill	0	0.0%	
Fields Corner	0	0.0%	
Shawmut	0	0.0%	
Ashmont-R	0	0.0%	
North Quincy	12	1.3%	
Wollaston	0	0.0%	
Quincy Center	36	4.0%	
Quincy Adams	0	0.0%	
Braintree	0	0.0%	
Red Line: Unspecified	0	0.0%	
Red Line Total:	118	13.0%	

Orange Line

	Entries:	Percent of Riders	Transfers:*
Oak Grove	0	0.0%	
Malden	17	1.9%	
Wellington	0	0.0%	
Sullivan Square	0	0.0%	
Community College	0	0.0%	
North Station-O	0	0.0%	
Haymarket-O	0	0.0%	
State-O	0	0.0%	
Downtown Crossing-O	0	0.0%	
Chinatown	0	0.0%	
NE Medical Center	0	0.0%	
Back Bay	0	0.0%	
Massachusetts Ave	0	0.0%	
Ruggles	0	0.0%	
Roxbury Crossing	0	0.0%	
Jackson Square	0	0.0%	
Stony Brook	56	6.2%	
Green Street	0	0.0%	
Forest Hills	0	0.0%	
Orange Line: Unspecified	0	0.0%	
Orange Line Total:	73	8.1%	

Blue Line

	Entries:	Percent of Riders	Transfers:*
Wonderland	0	0.0%	
Revere Beach	19	2.2%	
Beachmont	8	0.9%	
Suffolk Downs	0	0.0%	
Orient Heights	0	0.0%	
Wood Island	17	1.8%	
Airport	42	4.7%	
Maverick	0	0.0%	
Aquarium	18	2.0%	
State-B	0	0.0%	
Government Center-B	0	0.0%	
Bowdoin	0	0.0%	
Blue Line: Unspecified	0	0.0%	
Blue Line Total:	104	11.6%	

Mattapan High Speed Line

	Entries:	Percent of Riders	Transfers:*
Ashmont-M	0	0.0%	
Cedar Grove	0	0.0%	
Butler	0	0.0%	
Milton	0	0.0%	
Central Avenue	0	0.0%	
Valley Road	0	0.0%	
Capen Street	0	0.0%	
Mattapan	0	0.0%	
Mattapan Line Total:	0	0.0%	

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Newton Centre

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	20	2.2%		Red Line Total:	118	13.0%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	17	Orange Line Total:	73	8.1%
Haymarket-G	22	2.4%		Blue Line Total:	104	11.6%
Government Center-G	32	3.5%	163	Green Line Total:	607	67.3%
Park Street-G	31	3.5%	118	Overall Total	902	100.0%
Boylston	66	7.3%		No Response	0	
Arlington	0	0.0%				
Copley	62	6.9%				
Hynes Convention Center	35	3.9%				
Kenmore	0	0.0%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	6	0.7%				
B Washington St.-BC	9	1.0%				
C St.Mary's-Summit/Winchest	72	8.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	65	7.2%				
D Brook. Vill.-Brook.Hills	89	9.9%				
D Beaconsfield-Ches.Hill	50	5.5%	88			
D Newton Ctr.-Eliot	24	2.6%				
D Waban-Riverside	24	2.6%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	607	67.3%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Newton Highlands

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	7	0.7%	Oak Grove	6	0.6%
Davis	15	1.5%	Malden	79	8.2%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	10	1.0%	Sullivan Square	0	0.0%
Central	11	1.1%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	20	2.1%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	26	2.6%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	32	3.3%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	5	0.5%
Wollaston	0	0.0%	Forest Hills	30	3.1%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	152	15.7%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	88	9.0%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	17	1.8%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	17	1.8%			

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Newton Highlands

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	20	2.0%	Red Line Total:	88	9.0%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	57	5.9%	Orange Line Total:	152	15.7%
Haymarket-G	0	0.0%	Blue Line Total:	17	1.8%
Government Center-G	0	0.0%	Green Line Total:	713	73.5%
Park Street-G	84	8.7%	Overall Total	970	100.0%
Boylston	37	3.8%	No Response	0	
Arlington	13	1.3%			
Copley	47	4.8%			
Hynes Convention Center	35	3.6%			
Kenmore	48	4.9%			
Prudential	0	0.0%			
Symphony	28	2.9%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	70	7.2%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	19	2.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	31	3.2%			
D Brook. Vill.-Brook.Hills	95	9.8%			
D Beaconsfield-Ches.Hill	74	7.6%			
D Newton Ctr.-Eliot	15	1.5%			
D Waban-Riverside	42	4.3%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	713	73.5%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Eliot

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Transfers:*	Entries:
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	10	2.5%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	9	2.1%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	20	5.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	26	6.6%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	0	0.0%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	65	16.2%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Eliot

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	10	2.5%		Red Line Total:	65	16.2%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%		Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%		Blue Line Total:	0	0.0%
Government Center-G	9	2.2%	10	Green Line Total:	337	83.8%
Park Street-G	31	7.8%	65	Overall Total	402	100.0%
Boylston	66	16.5%		No Response	0	
Arlington	0	0.0%				
Copley	16	3.9%				
Hynes Convention Center	70	17.4%				
Kenmore	0	0.0%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	11	2.7%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	39	9.6%				
D Brook. Vill.-Brook.Hills	63	15.6%				
D Beaconsfield-Ches.Hill	7	1.8%	11			
D Newton Ctr.-Eliot	15	3.6%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	337	83.8%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Waban

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	17	9.8%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	7	4.1%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	17	9.8%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	7	4.1%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	18	10.2%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	18	10.2%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Waban

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	20	11.2%		Red Line Total:	7	4.1%
Science Park	22	12.4%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	17	Orange Line Total:	17	9.8%
Haymarket-G	0	0.0%		Blue Line Total:	18	10.2%
Government Center-G	9	5.1%	57	Green Line Total:	132	75.8%
Park Street-G	0	0.0%	7	Overall Total	175	100.0%
Boylston	0	0.0%		No Response	0	
Arlington	0	0.0%				
Copley	31	17.9%	20			
Hynes Convention Center	18	10.0%				
Kenmore	0	0.0%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	24	13.7%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	10	5.5%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	132	75.8%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Woodland

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	10	3.8%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	32	11.7%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	0	0.0%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	32	11.7%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	10	3.8%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Woodland

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	10	3.8%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	19	7.0%	Orange Line Total:	32	11.7%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	0	0.0%	Green Line Total:	228	84.5%
Park Street-G	0	0.0%	Overall Total	270	100.0%
Boylston	22	8.2%	No Response	0	
Arlington	13	4.8%			
Copley	16	5.8%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	16	6.0%			
B Pack.Cnr.-Warren St.	6	2.3%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	24	8.9%			
D Brook. Vill.-Brook.Hills	8	3.1%			
D Beaconsfield-Ches.Hill	37	13.8%			
D Newton Ctr.-Eliot	50	18.5%			
D Waban-Riverside	17	6.1%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	0	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	228	84.5%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Riverside

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	24	2.6%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	0	0.0%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	0	0.0%
Central	9	0.9%	Community College	0	0.0%
Kendall/MIT	14	1.6%	North Station-O	0	0.0%
Charles/MGH	27	3.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	27	3.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	20	2.2%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	5	0.6%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	12	1.3%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	5	0.6%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	132	14.5%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	54	5.9%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	10	1.1%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	63	7.0%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-D

Expanded Results

Exit Station: Riverside

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	20	2.2%		Red Line Total:	132	14.5%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%		Orange Line Total:	5	0.6%
Haymarket-G	63	7.0%		Blue Line Total:	63	7.0%
Government Center-G	41	4.5%	63	Green Line Total:	705	77.9%
Park Street-G	63	7.0%	142	Overall Total	905	100.0%
Boylston	59	6.5%		No Response	0	
Arlington	13	1.4%	18			
Copley	47	5.2%				
Hynes Convention Center	35	3.9%				
Kenmore	22	2.4%	63			
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	43	4.8%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	90	10.0%				
D Brook. Vill.-Brook.Hills	57	6.2%				
D Beaconsfield-Ches.Hill	115	12.7%	43			
D Newton Ctr.-Eliot	29	3.2%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	8	0.9%				
E Fenwood Rd-Heath	0	0.0%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	705	77.9%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-E

Exit Stop: Northeastern

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	37	4.0%		Oak Grove	0	0.0%	
Davis	15	1.5%		Malden	0	0.0%	
Porter	13	1.3%		Wellington	0	0.0%	
Harvard	10	1.0%		Sullivan Square	0	0.0%	
Central	11	1.2%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	13	1.4%		Downtown Crossing-O	0	0.0%	
South Station	0	0.0%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	20	2.1%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%	9	Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	8	0.9%		Forest Hills	0	0.0%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	10	1.1%		Orange Line Total:	0	0.0%	
Braintree	13	1.4%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	150	15.9%					

Blue Line

Wonderland	0	0.0%
Revere Beach	0	0.0%
Beachmont	0	0.0%
Suffolk Downs	0	0.0%
Orient Heights	17	1.8%
Wood Island	0	0.0%
Airport	0	0.0%
Maverick	0	0.0%
Aquarium	0	0.0%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	0	0.0%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	17	1.8%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	0	0.0%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	9	1.0%
Mattapan Line Total:	9	1.0%

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Exit Stop: Northeastern

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	59	6.3%		Red Line Total:	150	15.9%
Science Park	7	0.7%		Mattapan Line Total:	9	1.0%
North Station-G	35	3.7%		Orange Line Total:	0	0.0%
Haymarket-G	63	6.7%		Blue Line Total:	17	1.8%
Government Center-G	0	0.0%	17	Green Line Total:	763	81.3%
Park Street-G	94	10.1%	150	Overall Total	939	100.0%
Boylston	0	0.0%		No Response	0	
Arlington	26	2.7%	117			
Copley	31	3.3%	31			
Hynes Convention Center	0	0.0%				
Kenmore	0	0.0%				
Prudential	37	3.9%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	32	3.4%				
B Washington St.-BC	38	4.0%				
C St.Mary's-Summit/Winchest	18	1.9%				
C Brandon-Cleveland Cir.	16	1.7%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	17	1.8%				
D Newton Ctr.-Eliot	28	3.0%				
D Waban-Riverside	26	2.8%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	66	7.0%				
E Fenwood Rd-Heath	170	18.1%	27			
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	763	81.3%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-E

Exit Stop: Museum Of Fine Arts

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	17	1.7%		Oak Grove	6	0.6%	
Davis	52	5.1%		Malden	0	0.0%	
Porter	54	5.2%		Wellington	0	0.0%	
Harvard	15	1.5%		Sullivan Square	24	2.4%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	14	1.4%		North Station-O	0	0.0%	
Charles/MGH	27	2.6%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	20	2.0%		Chinatown	0	0.0%	
Broadway	53	5.2%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	13	1.3%		Ruggles	0	0.0%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	28	2.7%	16	Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	8	0.8%		Forest Hills	0	0.0%	
Quincy Center	12	1.1%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	30	3.0%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	313	30.5%					
Blue Line				Mattapan High Speed Line			
Wonderland	7	0.7%		Ashmont-M	0	0.0%	
Revere Beach	48	4.7%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	16	1.6%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	42	4.1%		Capen Street	0	0.0%	
Maverick	0	0.0%		Mattapan	0	0.0%	
Aquarium	18	1.8%		Mattapan Line Total:	16	1.6%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	115	11.2%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Exit Stop: Museum Of Fine Arts

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	20	2.0%		Red Line Total:	313	30.5%
Science Park	43	4.2%		Mattapan Line Total:	16	1.6%
North Station-G	76	7.4%	6	Orange Line Total:	30	3.0%
Haymarket-G	65	6.3%		Blue Line Total:	115	11.2%
Government Center-G	32	3.1%	115	Green Line Total:	550	53.7%
Park Street-G	31	3.1%	337	Overall Total	1,025	100.0%
Boylston	22	2.2%		No Response	0	
Arlington	38	3.8%	22			
Copley	62	6.1%	51			
Hynes Convention Center	0	0.0%				
Kenmore	51	5.0%				
Prudential	47	4.6%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	4	0.4%				
B Washington St.-BC	7	0.7%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	4	0.4%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	7	0.6%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	11	1.1%				
E Fenwood Rd-Heath	28	2.7%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	550	53.7%				

* The role of transfers in these entry data tables is explained in section 7.1.

MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-E

Exit Stop: Longwood Medical Area

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	7	0.4%		Oak Grove	0	0.0%	
Davis	15	0.8%		Malden	17	1.0%	
Porter	37	2.1%		Wellington	23	1.3%	
Harvard	25	1.4%		Sullivan Square	0	0.0%	
Central	19	1.1%		Community College	17	1.0%	
Kendall/MIT	14	0.8%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	12	0.7%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	101	5.8%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	13	0.8%		Ruggles	0	0.0%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	21	1.2%		Jackson Square	0	0.0%	
Ashmont-R	42	2.4%	4	Stony Brook	0	0.0%	
North Quincy	28	1.6%		Green Street	0	0.0%	
Wollaston	8	0.5%		Forest Hills	0	0.0%	
Quincy Center	41	2.4%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	11	0.6%		Orange Line Total:	69	4.0%	
Braintree	34	2.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	416	23.8%					
Blue Line				Mattapan High Speed Line			
Wonderland	14	0.8%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	0	0.0%	
Beachmont	16	0.9%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	4	0.2%	
Orient Heights	32	1.8%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	59	3.4%		Mattapan	0	0.0%	
Aquarium	41	2.4%		Mattapan Line Total:	4	0.2%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	162	9.3%					

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Exit Stop: Longwood Medical Area

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	120	6.9%		Red Line Total:	416	23.8%
Science Park	0	0.0%		Mattapan Line Total:	4	0.2%
North Station-G	237	13.6%	46	Orange Line Total:	69	4.0%
Haymarket-G	22	1.2%	24	Blue Line Total:	162	9.3%
Government Center-G	41	2.3%	162	Green Line Total:	1,094	62.7%
Park Street-G	127	7.3%	420	Overall Total	1,746	100.0%
Boylston	103	5.9%		No Response	0	
Arlington	13	0.7%	35			
Copley	187	10.7%	4			
Hynes Convention Center	0	0.0%				
Kenmore	0	0.0%				
Prudential	84	4.8%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	24	1.4%				
B Washington St.-BC	3	0.2%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	8	0.5%				
D Fenway-Longwood	3	0.2%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	4	0.2%				
E Northeastern-Museum	45	2.6%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	72	4.1%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	1,094	62.7%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-E

Exit Stop: Brigham Circle

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	71	3.4%	Oak Grove	20	1.0%
Davis	47	2.2%	Malden	65	3.1%
Porter	23	1.1%	Wellington	37	1.8%
Harvard	50	2.4%	Sullivan Square	0	0.0%
Central	11	0.5%	Community College	8	0.4%
Kendall/MIT	38	1.8%	North Station-O	0	0.0%
Charles/MGH	9	0.4%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	53	2.6%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	52	2.5%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	20	1.0%	Jackson Square	0	0.0%
Ashmont-R	36	1.7%	Stony Brook	0	0.0%
North Quincy	28	1.3%	Green Street	0	0.0%
Wollaston	41	2.0%	Forest Hills	0	0.0%
Quincy Center	30	1.4%	Orange Line: Unspecified	0	0.0%
Quincy Adams	11	0.5%	Orange Line Total:	131	6.3%
Braintree	16	0.8%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	535	25.6%			
Blue Line			Mattapan High Speed Line		
Wonderland	41	1.9%	Ashmont-M	0	0.0%
Revere Beach	28	1.4%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	11	0.5%	Milton	0	0.0%
Orient Heights	32	1.5%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	41	1.9%	Mattapan	0	0.0%
Aquarium	18	0.9%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	10	0.5%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	180	8.6%			

* The role of transfers in these entry data tables is explained in section 7.1.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Exit Stop: Brigham Circle

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	109	5.2%		Red Line Total:	535	25.6%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	326	15.6%	83	Orange Line Total:	131	6.3%
Haymarket-G	63	3.0%		Blue Line Total:	180	8.6%
Government Center-G	18	0.9%	180	Green Line Total:	1,245	59.5%
Park Street-G	210	10.1%	541	Overall Total	2,092	100.0%
Boylston	59	2.8%		No Response	0	
Arlington	26	1.2%	32			
Copley	94	4.5%	26			
Hynes Convention Center	0	0.0%				
Kenmore	26	1.2%				
Prudential	121	5.8%				
Symphony	0	0.0%				
B Blandford-Babcock	21	1.0%				
B Pack.Cnr.-Warren St.	11	0.5%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	5	0.2%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	107	5.1%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	50	2.4%	5			
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	1,245	59.5%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Fenwood Rd. to Back of the Hill

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
Alewife	0	0.0%	Oak Grove	0	0.0%
Davis	0	0.0%	Malden	17	10.5%
Porter	0	0.0%	Wellington	0	0.0%
Harvard	0	0.0%	Sullivan Square	14	8.4%
Central	0	0.0%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	0	0.0%	Haymarket-O	0	0.0%
Park Street-R	0	0.0%	State-O	0	0.0%
Downtown Crossing-R	0	0.0%	Downtown Crossing-O	0	0.0%
South Station	0	0.0%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	0	0.0%
JFK/UMass	0	0.0%	Massachusetts Ave	0	0.0%
Savin Hill	0	0.0%	Ruggles	0	0.0%
Fields Corner	0	0.0%	Roxbury Crossing	0	0.0%
Shawmut	0	0.0%	Jackson Square	0	0.0%
Ashmont-R	0	0.0%	Stony Brook	0	0.0%
North Quincy	0	0.0%	Green Street	0	0.0%
Wollaston	0	0.0%	Forest Hills	0	0.0%
Quincy Center	12	7.2%	Orange Line: Unspecified	0	0.0%
Quincy Adams	0	0.0%	Orange Line Total:	31	18.9%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	12	7.2%			
Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	0	0.0%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	0	0.0%
Orient Heights	0	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	0	0.0%	Capen Street	0	0.0%
Maverick	0	0.0%	Mattapan	0	0.0%
Aquarium	0	0.0%	Mattapan Line Total:	0	0.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	0	0.0%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	0	0.0%			

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Exit Stop: Fenwood Rd. to Back of the Hill

Green Line	Percent of		Transfers:*	Summary	Percent of	
	Entries:	Riders			Entries:	Riders
Lechmere	20	12.0%		Red Line Total:	12	7.2%
Science Park	0	0.0%		Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	17	Orange Line Total:	31	18.9%
Haymarket-G	0	0.0%	14	Blue Line Total:	0	0.0%
Government Center-G	0	0.0%		Green Line Total:	120	73.9%
Park Street-G	31	19.4%	12	Overall Total	163	100.0%
Boylston	0	0.0%		No Response	0	
Arlington	0	0.0%				
Copley	16	9.6%				
Hynes Convention Center	0	0.0%				
Kenmore	0	0.0%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	0	0.0%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	45	27.8%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	8	5.1%				
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	120	73.9%				

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

GREEN LINE-E

Exit Stop: Heath Street

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	0	0.0%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	0	0.0%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	0	0.0%		Chinatown	0	0.0%	
Broadway	27	5.9%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%		Stony Brook	0	0.0%	
North Quincy	12	2.6%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	18	4.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	0	0.0%	
Braintree	8	1.8%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	64	14.3%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	28	6.3%		Cedar Grove	0	0.0%	
Beachmont	8	1.8%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	0	0.0%		Mattapan	0	0.0%	
Aquarium	0	0.0%		Mattapan Line Total:	0	0.0%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	37	8.2%					

* The role of transfers in these entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

GREEN LINE-E

Expanded Results

Exit Stop: Heath Street

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	20	4.5%		Red Line Total:	64	14.3%
Science Park	7	1.5%		Mattapan Line Total:	0	0.0%
North Station-G	54	12.0%		Orange Line Total:	0	0.0%
Haymarket-G	22	4.8%		Blue Line Total:	37	8.2%
Government Center-G	9	2.0%	37	Green Line Total:	348	77.5%
Park Street-G	116	25.8%	64	Overall Total	449	100.0%
Boylston	44	9.8%		No Response	0	
Arlington	0	0.0%	3			
Copley	0	0.0%	23			
Hynes Convention Center	0	0.0%				
Kenmore	0	0.0%				
Prudential	0	0.0%				
Symphony	0	0.0%				
B Blandford-Babcock	23	5.1%				
B Pack.Cnr.-Warren St.	0	0.0%				
B Washington St.-BC	3	0.6%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	0	0.0%				
D Brook. Vill.-Brook.Hills	0	0.0%				
D Beaconsfield-Ches.Hill	9	2.1%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	11	2.5%				
E Northeastern-Museum	30	6.7%				
E Long.Med.-Brig Cir.	0	0.0%				
E Fenwood Rd-Heath	0	0.0%	21			
Green Line: Unspecified	0	0.0%				
Green Line Subway: Unspecified	0	0.0%				
Green Line B: Unspecified	0	0.0%				
Green Line C: Unspecified	0	0.0%				
Green Line D: Unspecified	0	0.0%				
Green Line E: Unspecified	0	0.0%				
Green Line Total:	348	77.5%				

* The role of transfers in these entry data tables is explained in section 7.1.



Egress from the Rapid Transit System

The data presented in this chapter describe aspects of riders’ travel between the Green Line stations or branch segments where they ended their rapid transit trips and the destinations of their entire trips. These data consist of two types. One is the modes of transportation used by riders when leaving the Green Line; for riders who used more than one mode following their Green Line trips, this “egress mode” is the one used immediately after leaving the Green Line. The other 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 egress trips from the Green Line to their trip destinations.

For trips from the Green Line in which the egress mode was a public transportation mode (a.k.a. transfers), additional details are given about the service used: for bus trips, the specific routes; for commuter rail trips, the final exiting stations; and for boat trips, the final exiting docks. The egress trips via public transportation do not include rapid transit trips, as the entire surveyed trips made by riders who transferred from the Green Line to the Red, Blue, or Orange Line are reported on in the survey reports for those rapid transit lines, rather than in this Green Line volume.

The tables (at the end of the chapter) present all of these data by station or surface branch segment. For each station or segment, the table on egress mode and the one on egress trip time appear together on one page, and the four tables specifying bus routes and final stations or docks are on the following page. The data for each station or segment are based on the survey responses from riders who completed the rapid transit portions of their trips there. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

8.1 EGRESS MODE

8.1.1 DESCRIPTION OF TABLE

The egress mode table for each station or branch segment shows the distribution of trips among 12 transportation modes that riders used immediately after departing that station or segment. Seven of the modes are private: walk, drive/park, pickup, taxi, shuttle/van, bicycle, and “other.” Five

are public: MBTA bus, other bus, commuter rail, boat, and “other.” The private and public egress modes are grouped separately in the table. As explained above, further details on the egress trips made by public transportation are given in four subsequent tables.

Two columns present, respectively, the number and the percent of riders who reported using each mode to depart the station or branch segment 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.

8.1.2 OVERVIEW OF RESULTS

Central Subway

Walking was by far the most common means of egress from each of the Green Line Central Subway stations, accounting for 92% of egress trips overall. At all of the stations from Copley through Government Center, plus Science Park and Prudential, 95% to 100% of the egress trips were made by walking. At Symphony, 92% of the alighting riders walked away.

Stations with lower walking egress rates had significant levels of transfers to other transit modes. At North Station, 61% of alighting riders walked to their destinations and 25% transferred directly to commuter rail trains. At Haymarket, 78% of the riders walked away and 25% transferred to buses. Splits between walking and bus egress at other stations with substantial bus transfer activity were as follows: Lechmere, 78% walk/16% bus; Hynes, 84% walk/15% bus; and Kenmore, 85% walk/14% bus.

B Branch

Overall, 96% of the riders exiting at surface B Branch stops completed their trips by walking. On all but one branch segment, walking egress rates ranged from 96% to 99%. The segment from Packards Corner to Harvard Avenue was the exception, with 86% of egress trips made by walking and 11% by transferring to buses.

C Branch

Overall, 95% of the riders exiting at surface B Branch stops completed their trips by walking. On all but one branch segment, walking egress rates ranged from 95% to 97%. The segment from Dean Road to Cleveland Circle was the exception, with 90% of egress trips made by walking and 8% by transferring to private shuttles (mostly to Boston College).

D Branch

Overall, 82% of the riders exiting at surface D Branch stops completed their trips by walking. However, there was much greater variation among stations in

the egress modes on the D Branch than on the other surface branches. On the inner end of the line, at Fenway, Longwood, Brookline Hills, and Beaconsfield, 98% to 99% of egress trips were made by walking. At Brookline Village, 86% of the exiting riders walked away, 6% transferred to buses, and 5% transferred to private shuttles.

Reservoir Station had the second-lowest walking egress rate on the D Branch, at 46%, with another 23% transferring to buses and 19% to shuttles. Riverside Station had the lowest walking egress rate on the D Branch, at 39%, with another 29% driving away or being picked up by private vehicles, and 28% transferring to shuttles.

Among the other stations in Newton, walking egress rates ranged from 55% at Newton Highlands to 88% at Eliot. Bus or shuttle transfers were significant at Newton Highlands (32%) and Newton Centre (14%). Stations besides Riverside with high rates of driving or pickup egress were Waban (30%), Woodland (17%), and Chestnut Hill (13%).

E Branch

Almost all of the riders exiting at surface E Branch stops walked to their final destinations. Overall, more than 98% walked, with rates for individual stops and the branch segment ranging from 97% to 100%.

8.2 TRIP TIME FOR EGRESS VIA PRIVATE TRANSPORTATION

8.2.1 DESCRIPTION OF TABLE

For each station or branch segment, this table summarizes the reported egress times, from Green Line stations or segments to trip destination, for riders who made their egress trips entirely by private transportation. Trips in which riders transferred from the Green Line to an intermediate, public mode and then used private transportation as their final egress mode 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 pickup 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.

8.2.2 OVERVIEW OF RESULTS

Central Subway

Egress times are closely related to the size of the market area of each station. For most of the Central Subway stations, the market areas are relatively small, and mean egress times by private transportation were influenced most heavily

by mean walking egress times. At all of the stations from Kenmore and Symphony through Government Center, and at North Station, mean walking egress times ranged from five to seven minutes. At Haymarket, Science Park, and Lechmere, mean walking egress times were all around eight minutes.

B Branch

Egress from the B Branch was predominantly by walking, so mean egress times were most heavily influenced by mean walking times. The overall mean walking egress time was just over four minutes. Mean walking egress times by branch segment ranged from three to five minutes, except on the outermost segment (Chestnut Hill Avenue to Boston College), where the mean was just over seven minutes.

C Branch

Egress from the C Branch was predominantly by walking, so mean egress times were most heavily influenced by mean walking times. The overall mean walking egress time was just under six minutes. Mean walking egress times by branch segment ranged from 5 to 7 minutes.

D Branch

As discussed above, D Branch stations had a greater variety of egress modes than the other surface Green Line branches had. Distances between stations on the D Branch are much longer than on the other branches. As a result, the mean walking egress time (9 minutes) was the longest of the four branches. At Fenway, Brookline Hills, Brookline Village, and Beaconsfield, mean walking times ranged from 5 to 7 minutes. At all other stations, mean walking times ranged from 8 to 12 minutes. The number of survey responses showing driving egress times was insufficient to allow meaningful conclusions for most individual stations. For the branch overall, the mean driving access time was 19 minutes.

E Branch

Egress from the E Branch was predominantly by walking, so mean egress times were most heavily influenced by mean walking times. The overall mean walking egress time was just under six minutes. Mean walking egress times by stop or branch segment ranged from 5 to 7 minutes, except at the outermost stop, Heath Street, where the mean was eight minutes.

8.3 TRANSFERS FROM THE GREEN LINE TO COMMUTER RAIL, BUS, OR BOAT

8.3.1 DESCRIPTION OF TABLES

For each station or branch segment, four tables provide further details on the egress trips shown in the egress mode table that were made by a public transportation mode. For riders transferring from the Green Line to commuter

rail, one table gives the commuter rail stations at which riders alighted (however, for each station, the commuter rail line from which riders alighted is not specified). Likewise, for transfers to a commuter boat line, a table gives the boat dock at which riders alighted. Two other tables indicate specific bus routes for riders who transferred from the Green Line to, respectively, an MBTA or non-MBTA bus. The only non-MBTA route reported by Green Line riders was Concord Coach Lines, identified as CON in the Transfers from Rapid Transit System tables.

The bus routes listed in the transfer tables are those reported in response to question 8b as the last bus used, if applicable, in the egress trip from the Green Line. In cases involving multiple transfers, the intermediate link is not specified. For example, the Hynes Station table on MBTA bus routes shows 26 transfers to Route 70, which does not go to that station. It may be presumed that those riders transferred to Route 70 from Route 1 or CT1, but they would not be included in the transfer totals for those routes. Few riders make such double transfers.

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

8.3.2 OVERVIEW OF RESULTS

Central Subway

Science Park, Arlington, and Prudential were the only Central Subway stations with no reported transfers, but several other stations had very limited transfer activity.

At Lechmere, which has four connecting bus routes, some transfers were reported to each route. Route 69, which had the largest individual share, accounted for just over one-third (36%) of the total transfers there. At Haymarket, transfers were reported to only 3 of the 12 routes that connected there during the survey hours. Route 111 alone accounted for 40% of the transfers there.

At Boylston Station, all reported transfer went to Silver Line Washington Street (then also called Route 749, but now Route SL5). At Copley, transfers were reported to five of the seven bus routes that connected there during the survey hours. Routes 9 alone accounted for 45% of the transfers.

At Hynes, transfers were reported to each of the three routes that connect directly there. Route 1 alone accounted for 70%. However, some of these passengers may actually have used Route CT1, which mostly overlaps Route 1 but makes fewer stops.

At Kenmore, transfers were reported to all five of the bus routes that connect there. Route 57 alone accounted for 56% of the bus transfers there.

At North Station, the Green Line connects directly with all North Side commuter rail lines and with Amtrak intercity trains to Maine and New Hampshire. Transfers were reported by riders alighting at 22 different stations. The top five, Lowell, Salem, Beverly, Brandeis/Roberts, and Newburyport, together accounted for 44% of the commuter rail transfers there.

Copley Station does not have direct commuter rail connections, but is within walking distance of Back Bay Station, which serves four of the South Side commuter rail lines. Transfers at Copley were reported by riders alighting at eight different South Side stations. The top two, Route 128 and Providence, together accounted for 53% of the transfers.

B Branch

Transfer activity from the B Branch was negligible, except on the branch segment from Packards Corner to Harvard Avenue, where 11% of the exiting riders transferred to buses. Almost all of the transfers in that segment were to bus Route 66, at the Harvard Avenue stop.

C Branch

Just under 3% of egress trips from the C Branch overall were made by transferring to buses. Transfers to bus Route 66 at Coolidge Corner accounted for 70% of all the transfers from the C Branch.

D Branch

Among D Branch stations, bus transfers were most common at Brookline Village (6%), Reservoir (23%), Newton Centre (13%), and Newton Highlands (25%). At Brookline Village, transfers were reported to two of the three bus routes that connect directly there. Route 60 alone accounted for 47% of the transfers. At Reservoir Station, transfers were about equally divided between the two routes (Route 51 and Route 86) that connect directly there. Newton Centre and Newton Highlands each have only one direct bus connection.

E Branch

Reported transfer activity from E Branch surface stops was negligible. (Only one returned survey indicated such a transfer, to Route 47 at the Museum of Fine Arts stop.)

*This chapter's tables begin
on the following page.*

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Lechmere

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,932	78.3%
Drive/Park Egress	17	0.7%
Pick-up Egress	38	1.5%
Taxi Egress	0	0.0%
Shuttle/Van Egress	56	2.3%
Bicycle Egress	0	0.0%
Other Egress	19	0.8%
Total Private Trans.	2,061	83.5%
MBTA Bus	379	15.3%
Other Bus	27	1.1%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	406	16.5%
TOTAL	2,467	100.0%
No Answer	13	

Trip time from station 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	849	54.1%	0	0.0%	0	0.0%	0	0.0%	849	51.5%
6-10	353	22.5%	0	0.0%	0	0.0%	19	63.1%	372	22.6%
11-15	248	15.8%	0	0.0%	0	0.0%	0	0.0%	248	15.0%
16-20	107	6.8%	0	0.0%	38	100.0%	0	0.0%	145	8.8%
21-30	13	0.9%	0	0.0%	0	0.0%	11	36.9%	24	1.5%
31-45	0	0.0%	10	100.0%	0	0.0%	0	0.0%	10	0.6%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	1,571	100.0%	10	100.0%	38	100.0%	30	100.0%	1,648	100.0%
No Answer	361		7		0		45		413	
Avg. Time (min)	8.0		45.0		20.0		15.5		8.7	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Lechmere

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

69	147
88	123
87	74
80	35

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	27
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Egress from the Rapid Transit System
GREEN LINE-SUBWAY

Expanded Results

Exit Station: Science Park

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	422	95.3%
Drive/Park Egress	0	0.0%
Pick-up Egress	21	4.7%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	443	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	443	100.0%
No Answer	11	

Trip time from station 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	187	56.9%			0	0.0%			187	53.5%
6-10	83	25.3%			21	100.0%			104	29.7%
11-15	41	12.5%	(No responses)		0	0.0%	(No responses)		41	11.7%
16-20	18	5.4%			0	0.0%			18	5.1%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			0	0.0%			0	0.0%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	330	100.0%			21	100.0%			350	100.0%
No Answer	92				0				92	
Avg. Time (min)	7.7				10.0				7.9	



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Science Park

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: North Station

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,750	61.3%
Drive/Park Egress	47	1.7%
Pick-up Egress	50	1.8%
Taxi Egress	0	0.0%
Shuttle/Van Egress	301	10.6%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	2,149	75.3%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	707	24.7%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	707	24.7%
TOTAL	2,856	100.0%
No Answer	63	

Trip time from station 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	1,087	70.3%	15	32.5%	4	8.5%	4	1.4%	1,110	57.9%
6-10	306	19.8%	0	0.0%	4	8.5%	109	38.7%	419	21.8%
11-15	78	5.1%	0	0.0%	0	0.0%	129	45.8%	208	10.8%
16-20	75	4.9%	11	22.2%	20	47.7%	39	14.0%	146	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%	21	45.3%	15	35.3%	0	0.0%	37	1.9%
TOTAL	1,547	100.0%	47	100.0%	43	100.0%	282	100.0%	1,919	100.0%
No Answer	203		0		8		20		231	
Avg. Time (min)	6.1		46.8		32.0		13.4		8.7	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: North Station

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
Lowell	119
Salem	59
Beverly	49
Brandeis/Roberts	47
Newburyport	43
Amtrak Dover NH	37
Ipswich	33
Chelsea	32
Winchester Center	32
North Billerica	30
Wakefield	25
Commuter Rail: Unspecified	23
Waltham	23
West Medford	23
Haverhill	22
Littleton/Route 495	20
Swampscott	20
Lawrence	20
Shirley	15
Andover	14
River Works	14
Lincoln	5
Lynn	2

MBTA Bus Routes:

(None identified)

Other Bus Routes:

(None identified)

Boat, Alighted at Dock Indicated:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY
 Exit Station: Haymarket

Expanded Results

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	677	77.7%
Drive/Park Egress	0	0.0%
Pick-up Egress	8	0.9%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	685	78.7%
MBTA Bus	186	21.3%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	186	21.3%
TOTAL	871	100.0%
No Answer	45	

Trip time from station 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	318	52.1%			0	0.0%			318	51.4%
6-10	215	35.2%			0	0.0%			215	34.7%
11-15	36	6.0%	(No responses)		8	100.0%	(No responses)		44	7.2%
16-20	41	6.8%			0	0.0%			41	6.7%
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	610	100.0%			8	100.0%			618	100.0%
No Answer	67				0				67	
Avg. Time (min)	7.6				15.0				7.7	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Haymarket

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

111	73
93	37
134	31
112	26
426	18

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Government Center

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	7,923	98.9%
Drive/Park Egress	11	0.1%
Pick-up Egress	12	0.1%
Taxi Egress	0	0.0%
Shuttle/Van Egress	27	0.3%
Bicycle Egress	0	0.0%
Other Egress	10	0.1%
Total Private Trans.	7,983	99.7%
MBTA Bus	10	0.1%
Other Bus	3	0.0%
Commuter Rail	7	0.1%
Boat	5	0.1%
Other	0	0.0%
Total Public Trans.	25	0.3%
TOTAL	8,008	100.0%
No Answer	137	

Trip time from station 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	4,372	62.0%	0	0.0%	12	100.0%	0	0.0%	4,383	61.8%
6-10	2,046	29.0%	0	0.0%	0	0.0%	10	43.9%	2,056	29.0%
11-15	478	6.8%	0	0.0%	0	0.0%	11	46.4%	489	6.9%
16-20	155	2.2%	11	100.0%	0	0.0%	2	9.7%	168	2.4%
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	7,051	100.0%	11	100.0%	12	100.0%	24	100.0%	7,097	100.0%
No Answer	872		0		0		14		886	
Avg. Time (min)	6.2		18.0		5.0		13.3		6.2	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Government Center

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
ATK Durham NH	7

MBTA Bus Routes:	Number of Riders
354	10

Boat, Alighted at Dock Indicated:	Number of Riders
Charlestown Navy Yard	5

Other Bus Routes:	Number of Riders
Unspecified Bus	3

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Park Street

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	7,211	97.2%
Drive/Park Egress	80	1.1%
Pick-up Egress	34	0.5%
Taxi Egress	0	0.0%
Shuttle/Van Egress	9	0.1%
Bicycle Egress	0	0.0%
Other Egress	25	0.3%
Total Private Trans.	7,360	99.2%
MBTA Bus	35	0.5%
Other Bus	24	0.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	3	0.0%
Total Public Trans.	62	0.8%
TOTAL	7,422	100.0%
No Answer	154	

Trip time from station 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	3,685	56.1%	0	0.0%	0	0.0%	0	0.0%	3,685	55.1%
6-10	2,208	33.6%	19	23.6%	0	0.0%	0	0.0%	2,227	33.3%
11-15	534	8.1%	7	8.8%	0	0.0%	0	0.0%	541	8.1%
16-20	102	1.6%	20	25.4%	0	0.0%	0	0.0%	123	1.8%
21-30	11	0.2%	0	0.0%	0	0.0%	17	100.0%	27	0.4%
31-45	26	0.4%	23	28.6%	26	100.0%	0	0.0%	74	1.1%
Over 45	0	0.0%	11	13.6%	0	0.0%	0	0.0%	11	0.2%
TOTAL	6,566	100.0%	80	100.0%	26	100.0%	17	100.0%	6,688	100.0%
No Answer	646		0		8		18		672	
Avg. Time (min)	6.9		28.5		45.0		30.0		7.4	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY
 Exit Station: Park Street

Transferring to:

**Commuter Rail, Alighted at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

749	25
504	10

**Boat, Alighted at
 Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
 Riders

Unspecified Bus	24
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T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Boylston

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	4,975	94.8%
Drive/Park Egress	18	0.3%
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	0.1%
Total Private Trans.	5,000	95.3%
MBTA Bus	240	4.6%
Other Bus	7	0.1%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	247	4.7%
TOTAL	5,247	100.0%
No Answer	77	

Trip time from station 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	2,926	67.2%	11	61.3%					2,937	67.2%
6-10	1,112	25.5%	0	0.0%					1,112	25.4%
11-15	205	4.7%	0	0.0%	(No responses)		(No responses)		205	4.7%
16-20	112	2.6%	7	38.7%					119	2.7%
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	4,355	100.0%	18	100.0%					4,373	100.0%
No Answer	620		0				7		627	
Avg. Time (min)	5.7		10.8						5.7	

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Boylston

Transferring to:

**Commuter Rail, Alighted at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

749

240

**Boat, Alighted at
 Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
 Riders

CON

7

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Arlington

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	6,641	99.1%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	16	0.2%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	11	0.2%
Other Egress	0	0.0%
Total Private Trans.	6,668	99.5%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	31	0.5%
Total Public Trans.	31	0.5%
TOTAL	6,699	100.0%
No Answer	128	

Trip time from station 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	4,630	81.3%					0	0.0%	4,630	81.0%
6-10	725	12.7%					11	39.6%	736	12.9%
11-15	195	3.4%	(No		(No		0	0.0%	195	3.4%
16-20	142	2.5%	responses)		responses)		16	60.4%	158	2.8%
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	5,692	100.0%					27	100.0%	5,719	100.0%
No Answer	949						0		949	
Avg. Time (min)	4.8						16.0		4.9	



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Arlington

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Copley

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	7,856	95.8%
Drive/Park Egress	23	0.3%
Pick-up Egress	68	0.8%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	5	0.1%
Other Egress	0	0.0%
Total Private Trans.	7,952	97.0%
MBTA Bus	141	1.7%
Other Bus	11	0.1%
Commuter Rail	97	1.2%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	248	3.0%
TOTAL	8,201	100.0%
No Answer	168	

Trip time from station 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	5,037	71.7%	23	100.0%	36	53.5%	5	100.0%	5,102	71.6%
6-10	1,327	18.9%	0	0.0%	0	0.0%	0	0.0%	1,327	18.6%
11-15	507	7.2%	0	0.0%	31	46.5%	0	0.0%	538	7.6%
16-20	154	2.2%	0	0.0%	0	0.0%	0	0.0%	154	2.2%
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	7,025	100.0%	23	100.0%	68	100.0%	5	100.0%	7,121	100.0%
No Answer	832		0		0		0		832	
Avg. Time (min)	5.7		5.0		9.7		3.0		5.8	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Copley

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
Route 128	27
Providence	24
Wellesley Square	17
Wellesley Hills	9
Natick	7
Canton Center	6
Needham Center	5
Stoughton	2

MBTA Bus Routes:	Number of Riders
9	68
10	28
39	20
502	20
170	5

Other Bus Routes:	Number of Riders
Unspecified Bus	11

Boat, Alighted at Dock Indicated:
(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Hynes Convention Center

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	4,051	83.5%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	15	0.3%
Bicycle Egress	0	0.0%
Other Egress	13	0.3%
Total Private Trans.	4,079	84.1%
MBTA Bus	763	15.7%
Other Bus	8	0.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	770	15.9%
TOTAL	4,849	100.0%
No Answer	24	

Trip time from station 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	2,153	60.7%					0	0.0%	2,153	60.5%
6-10	1,037	29.2%					0	0.0%	1,037	29.1%
11-15	208	5.9%	(No responses)		(No responses)		8	100.0%	216	6.1%
16-20	148	4.2%					0	0.0%	148	4.2%
21-30	4	0.1%					0	0.0%	4	0.1%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	3,550	100.0%					8	100.0%	3,558	100.0%
No Answer	501						20		521	
Avg. Time (min)	6.6						15.0		6.6	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Hynes Convention Center

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

1	559
CT1	127
55	38
70	26
77	13

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	8
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T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Kenmore

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	3,103	84.7%
Drive/Park Egress	3	0.1%
Pick-up Egress	28	0.8%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	3,134	85.6%
MBTA Bus	529	14.4%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	529	14.4%
TOTAL	17	100.0%
No Answer		

Trip time from station 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	1,620	61.4%	0	0.0%					1,620	61.3%
6-10	755	28.6%	0	0.0%					755	28.6%
11-15	189	7.2%	0	0.0%	(No responses)		(No responses)		189	7.2%
16-20	74	2.8%	3	100.0%					77	2.9%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	2,638	100.0%	3	100.0%					2,641	100.0%
No Answer	464		0		28				492	
Avg. Time (min)	6.5		20.0						6.5	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Kenmore

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

57	298
19	78
60	67
8	60
65	27

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Prudential

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,728	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.	1,728	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	1,728	100.0%
No Answer	21	

Trip time from station 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	1,077	71.6%							1,077	71.6%
6-10	272	18.1%							272	18.1%
11-15	144	9.6%	(No responses)		(No responses)		(No responses)		144	9.6%
16-20	11	0.7%							11	0.7%
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	1,503	100.0%							1,503	100.0%
No Answer	226								226	
Avg. Time (min)		5.7								5.7

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Prudential

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Symphony

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	624	91.5%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	8	1.2%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	633	92.8%
MBTA Bus	49	7.2%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	49	7.2%
TOTAL	682	100.0%
No Answer	0	

Trip time from station 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	430	74.9%					0	0.0%	430	73.8%
6-10	114	19.9%					0	0.0%	114	19.6%
11-15	22	3.8%	(No		(No		8	100.0%	30	5.2%
16-20	8	1.4%	responses)		responses)		0	0.0%	8	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	574	100.0%					8	100.0%	582	100.0%
No Answer	50						0		50	
Avg. Time (min)	5.2						15.0		5.3	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-SUBWAY

Exit Station: Symphony

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

1	41
CT1	8

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: Blandford St. to BU Central

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	3,711	97.7%
Drive/Park Egress	38	1.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	19	0.5%
Bicycle Egress	0	0.0%
Other Egress	15	0.4%
Total Private Trans.	3,783	99.6%
MBTA Bus	12	0.3%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	4	0.1%
Total Public Trans.	16	0.4%
TOTAL	3,800	100.0%
No Answer	55	

Trip time from station 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	2,765	89.9%	0	0.0%			0	0.0%	2,765	88.1%
6-10	184	6.0%	0	0.0%			19	56.0%	203	6.5%
11-15	70	2.3%	0	0.0%			0	0.0%	70	2.2%
16-20	55	1.8%	0	0.0%	(No responses)		15	44.0%	70	2.2%
21-30	0	0.0%	31	100.0%			0	0.0%	31	1.0%
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	3,074	100.0%	31	100.0%			34	100.0%	3,139	100.0%
No Answer	637		7				0		644	
Avg. Time (min)	3.4		30.0				14.4		3.8	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: Blandford St. to BU Central

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

8	6
47	3
CT2	3

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: BU West to Babcock

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	2,385	96.7%
Drive/Park Egress	23	0.9%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	49	2.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	2,457	99.6%
MBTA Bus	6	0.3%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	4	0.2%
Total Public Trans.	11	0.4%
TOTAL	2,468	100.0%
No Answer	7	

Trip time from station 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	1,606	84.5%	23	100.0%			0	0.0%	1,629	82.5%
6-10	134	7.0%	0	0.0%			3	7.0%	137	7.0%
11-15	106	5.6%	0	0.0%	(No		0	0.0%	106	5.4%
16-20	56	2.9%	0	0.0%	responses)		23	47.2%	79	4.0%
21-30	0	0.0%	0	0.0%			11	23.3%	11	0.6%
31-45	0	0.0%	0	0.0%			11	22.4%	11	0.6%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	1,902	100.0%	23	100.0%			49	100.0%	1,974	100.0%
No Answer	484		0				0		484	
Avg. Time (min)	3.9		5.0				23.8		4.4	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: BU West to Babcock

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

47

3

CT2

3

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: Packards Corner to Harvard Ave.

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	857	85.3%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	35	3.5%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	893	88.8%
MBTA Bus	97	9.6%
Other Bus	16	1.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	112	11.2%
TOTAL	1,005	100.0%
No Answer	33	

Trip time from station 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	530	73.0%					0	0.0%	530	69.9%
6-10	165	22.7%					32	100.0%	197	26.0%
11-15	31	4.3%	(No		(No		0	0.0%	31	4.1%
16-20	0	0.0%	responses)		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	726	100.0%					32	100.0%	758	100.0%
No Answer	131						3		134	
Avg. Time (min)	5.3						10.0		5.5	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: Packards Corner to Harvard Ave.

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

66	90
71	3
15	3

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	16
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T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: Griggs St. to Warren St.

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,012	98.4%
Drive/Park Egress	0	0.0%
Pick-up Egress	17	1.6%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	1,029	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	1,029	100.0%
No Answer	49	

Trip time from station 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	640	76.9%			17	100.0%			656	77.3%
6-10	171	20.5%			0	0.0%			171	20.1%
11-15	2	0.3%	(No responses)		0	0.0%	(No responses)		2	0.3%
16-20	19	2.3%			0	0.0%			19	2.2%
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	832	100.0%			17	100.0%			849	100.0%
No Answer	180				0				180	
Avg. Time (min)	4.9				5.0				4.9	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: Griggs St. to Warren St.

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: Washington St. to Chiswick Rd.

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	542	98.7%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	542	98.7%
MBTA Bus	7	1.3%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	7	1.3%
TOTAL	549	100.0%
No Answer	65	

Trip time from station 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	303	87.1%							303	87.1%
6-10	37	10.6%							37	10.6%
11-15	8	2.3%	(No responses)		(No responses)		(No responses)		8	2.3%
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	349	100.0%							349	100.0%
No Answer	194								194	
Avg. Time (min)	4.7								4.7	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: Washington St. to Chiswick Rd.

Transferring to:

**Commuter Rail, Alighted at
 Station Indicated:**

(None identified)

MBTA Bus Routes:	Number of Riders
65	7

65

7

**Boat, Alighted at
 Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

Egress from the Rapid Transit System
GREEN LINE-B

Expanded Results

Exit Stop: Chesnut Hill Ave. to Boston College

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	646	97.0%
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	17	2.6%
Total Private Trans.	663	99.6%
MBTA Bus	3	0.4%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	3	0.4%
TOTAL	666	100.0%
No Answer	28	

Trip time from station 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	325	61.2%							325	61.2%
6-10	99	18.7%							99	18.7%
11-15	70	13.2%	(No responses)		(No responses)		(No responses)		70	13.2%
16-20	37	6.9%							37	6.9%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	530	100.0%							530	100.0%
No Answer	115						17		132	
Avg. Time (min)		7.2								7.2

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-B

Expanded Results

Exit Stop: Chesnut Hill Ave. to Boston College

Transferring to:

**Commuter Rail, Alighted at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

86

3

**Boat, Alighted at
 Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-C

Expanded Results

Exit Stop: St. Mary's St. to Kent St.

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,235	97.3%
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	0	0.0%
Total Private Trans.	1,235	97.3%
MBTA Bus	26	2.1%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	8	0.6%
Total Public Trans.	34	2.7%
TOTAL	1,269	100.0%
No Answer	14	

Trip time from station 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	720	64.3%							720	64.3%
6-10	225	20.1%							225	20.1%
11-15	122	10.9%	(No responses)		(No responses)		(No responses)		122	10.9%
16-20	54	4.8%							54	4.8%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	1,121	100.0%							1,121	100.0%
No Answer	114								114	
Avg. Time (min)		6.3								6.3

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-C

Expanded Results

Exit Stop: St. Mary's St. to Kent St.

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

CT2	24
47	3

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-C

Expanded Results

Exit Stop: St. Paul St. to Summit Ave.

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	2,351	95.2%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	16	0.6%
Shuttle/Van Egress	4	0.2%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	2,371	96.0%
MBTA Bus	98	4.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	98	4.0%
TOTAL	2,468	100.0%
No Answer	60	

Trip time from station 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	1,359	72.1%					0	0.0%	1,359	71.4%
6-10	271	14.4%					20	100.0%	290	15.3%
11-15	250	13.3%	(No responses)		(No responses)		0	0.0%	250	13.1%
16-20	4	0.2%					0	0.0%	4	0.2%
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	1,883	100.0%					20	100.0%	1,903	100.0%
No Answer	468						0		468	
Avg. Time (min)	5.6						10.0		5.7	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-C

Expanded Results

Exit Stop: St. Paul St. to Summit Ave.

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

66

98

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-C

Expanded Results

Exit Stop: Brandon Hall to Tappan St.

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	617	95.6%
Drive/Park Egress	13	2.0%
Pick-up Egress	3	0.5%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	633	98.0%
MBTA Bus	6	1.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	6	1.0%
Total Public Trans.	13	2.0%
TOTAL	646	100.0%
No Answer	0	

Trip time from station 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	429	82.0%			0	0.0%			429	81.6%
6-10	56	10.8%			0	0.0%			56	10.7%
11-15	16	3.0%	(No		0	0.0%	(No		16	3.0%
16-20	22	4.2%	responses)		0	0.0%	responses)		22	4.2%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			3	100.0%			3	0.6%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	522	100.0%			3	100.0%			525	100.0%
No Answer	95		13		0				108	
Avg. Time (min)	4.6				35.0				4.8	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-C

Expanded Results

Exit Stop: Brandon Hall to Tappan St.

Transferring to:

**Commuter Rail, Alighted at
 Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
 Riders

65

6

**Boat, Alighted at
 Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-C

Expanded Results

Exit Stop: Dean Rd. to Cleveland Circle

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	581	89.4%
Drive/Park Egress	4	0.6%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	50	7.7%
Bicycle Egress	0	0.0%
Other Egress	6	1.0%
Total Private Trans.	640	98.6%
MBTA Bus	9	1.4%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	9	1.4%
TOTAL	650	100.0%
No Answer	44	

Trip time from station 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	289	66.3%	4	100.0%			6	15.9%	299	62.3%
6-10	99	22.6%	0	0.0%			6	15.9%	105	21.9%
11-15	6	1.3%	0	0.0%	(No		3	7.5%	9	1.8%
16-20	43	9.8%	0	0.0%	responses)		19	47.7%	62	12.9%
21-30	0	0.0%	0	0.0%			5	13.0%	5	1.1%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	436	100.0%	4	100.0%			40	100.0%	479	100.0%
No Answer	145		0				16		161	
Avg. Time (min)	6.5		5.0				16.0		7.2	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-C

Expanded Results

Exit Stop: Dean Rd. to Cleveland Circle

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

86

9

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Fenway

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	2,070	97.6%
Drive/Park Egress	0	0.0%
Pick-up Egress	4	0.2%
Taxi Egress	0	0.0%
Shuttle/Van Egress	18	0.9%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	2,093	98.6%
MBTA Bus	30	1.4%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	30	1.4%
TOTAL	2,122	100.0%
No Answer	85	

Trip time from station 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	1,012	56.1%					0	0.0%	1,012	55.9%
6-10	526	29.2%					7	100.0%	533	29.5%
11-15	183	10.1%	(No responses)		(No responses)		0	0.0%	183	10.1%
16-20	81	4.5%					0	0.0%	81	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	1,802	100.0%					7	100.0%	1,809	100.0%
No Answer	268				4		12		283	
Avg. Time (min)	6.8						10.0		6.8	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-D
Exit Station: Fenway

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

CT2	16
47	14

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Longwood

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	2,888	99.3%
Drive/Park Egress	9	0.3%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	12	0.4%
Total Private Trans.	2,908	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	2,908	100.0%
No Answer	15	

Trip time from station 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	751	28.9%	0	0.0%					751	28.9%
6-10	1,275	49.1%	5	100.0%					1,280	49.2%
11-15	436	16.8%	0	0.0%	(No responses)		(No responses)		436	16.8%
16-20	123	4.7%	0	0.0%					123	4.7%
21-30	11	0.4%	0	0.0%					11	0.4%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	2,596	100.0%	5	100.0%					2,601	100.0%
No Answer	292		4				12		307	
Avg. Time (min)	9.2		10.0						9.2	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Longwood

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Brookline Village

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,328	85.8%
Drive/Park Egress	31	2.0%
Pick-up Egress	0	0.0%
Taxi Egress	7	0.4%
Shuttle/Van Egress	84	5.4%
Bicycle Egress	0	0.0%
Other Egress	4	0.3%
Total Private Trans.	1,454	93.9%
MBTA Bus	94	6.1%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	94	6.1%
TOTAL	1,548	100.0%
No Answer	16	

Trip time from station 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	688	60.5%	31	100.0%			12	17.4%	732	59.1%
6-10	309	27.1%	0	0.0%			28	41.3%	337	27.2%
11-15	83	7.3%	0	0.0%	(No		19	28.2%	103	8.3%
16-20	58	5.1%	0	0.0%	responses)		0	0.0%	58	4.7%
21-30	0	0.0%	0	0.0%			9	13.1%	9	0.7%
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	1,138	100.0%	31	100.0%			68	100.0%	1,238	100.0%
No Answer	190		0				26		216	
Avg. Time (min)	6.3		3.0				12.1		6.5	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Brookline Village

Transferring to:

Commuter Rail, Alighted at Station Indicated:	MBTA Bus Routes:	Number of Riders
(None identified)	60	44
	66	31
	39	9
	23	9

Boat, Alighted at Dock Indicated:	Other Bus Routes:
(None identified)	(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Brookline Hills

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	452	98.0%
Drive/Park Egress	9	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.	461	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	461	100.0%
No Answer	13	

Trip time from station 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	234	54.7%	0	0.0%					234	53.5%
6-10	151	35.3%	9	100.0%					160	36.7%
11-15	12	2.9%	0	0.0%	(No responses)		(No responses)		12	2.8%
16-20	24	5.6%	0	0.0%					24	5.5%
21-30	7	1.5%	0	0.0%					7	1.5%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	427	100.0%	9	100.0%					437	100.0%
No Answer	24		0						24	
Avg. Time (min)	6.6		10.0						6.7	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Brookline Hills

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Beaconsfield

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	229	98.1%
Drive/Park Egress	4	1.9%
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.	233	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	233	100.0%
No Answer	4	

Trip time from station 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	118	64.5%	0	0.0%					118	63.0%
6-10	65	35.5%	0	0.0%					65	34.6%
11-15	0	0.0%	4	100.0%	(No responses)		(No responses)		4	2.3%
16-20	0	0.0%	0	0.0%					0	0.0%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	182	100.0%	4	100.0%					187	100.0%
No Answer	46		0						46	
Avg. Time (min)	5.1		15.0						5.4	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Beaconsfield

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Reservoir

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	264	46.4%
Drive/Park Egress	7	1.1%
Pick-up Egress	17	3.0%
Taxi Egress	31	5.5%
Shuttle/Van Egress	109	19.2%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	429	75.3%
MBTA Bus	133	23.3%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	8	1.4%
Total Public Trans.	141	24.7%
TOTAL	570	100.0%
No Answer	17	

Trip time from station 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	93	37.9%	0	0.0%	0	0.0%	22	17.6%	116	29.2%
6-10	66	26.6%	0	0.0%	0	0.0%	64	51.3%	130	32.8%
11-15	68	27.6%	7	100.0%	17	100.0%	31	25.2%	123	31.2%
16-20	20	7.9%	0	0.0%	0	0.0%	7	5.9%	27	6.8%
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	247	100.0%	7	100.0%	17	100.0%	125	100.0%	396	100.0%
No Answer	18		0		0		16		33	
Avg. Time (min)	9.5		15.0		15.0		11.0		10.3	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Reservoir

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

86	64
51	61
42	8

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Chestnut Hill

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	611	80.1%
Drive/Park Egress	98	12.9%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	31	4.1%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	740	97.1%
MBTA Bus	22	2.9%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	22	2.9%
TOTAL	762	100.0%
No Answer	12	

Trip time from station 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	135	25.4%	0	0.0%			8	53.2%	144	25.5%
6-10	186	34.9%	0	0.0%			0	0.0%	186	33.0%
11-15	186	34.9%	15	100.0%	(No		7	46.8%	208	36.9%
16-20	26	4.9%	0	0.0%	responses)		0	0.0%	26	4.6%
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	533	100.0%	15	100.0%			16	100.0%	564	100.0%
No Answer	77		84				16		177	
Avg. Time (min)	10.4		13.5				7.2		10.4	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Chestnut Hill

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

60

22

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Newton Centre

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	646	72.3%
Drive/Park Egress	52	5.9%
Pick-up Egress	47	5.2%
Taxi Egress	18	2.0%
Shuttle/Van Egress	8	0.9%
Bicycle Egress	8	0.9%
Other Egress	0	0.0%
Total Private Trans.	779	87.1%
MBTA Bus	115	12.9%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	115	12.9%
TOTAL	894	100.0%
No Answer	8	

Trip time from station 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	216	40.5%	0	0.0%	0	0.0%	0	0.0%	216	32.9%
6-10	129	24.3%	38	71.9%	8	20.6%	16	46.6%	191	29.0%
11-15	104	19.4%	15	28.1%	24	62.9%	18	53.4%	160	24.4%
16-20	58	10.8%	0	0.0%	0	0.0%	0	0.0%	58	8.8%
21-30	18	3.4%	0	0.0%	0	0.0%	0	0.0%	18	2.8%
31-45	8	1.5%	0	0.0%	0	0.0%	0	0.0%	8	1.2%
Over 45	0	0.0%	0	0.0%	6	16.6%	0	0.0%	6	1.0%
TOTAL	533	100.0%	52	100.0%	38	100.0%	34	100.0%	657	100.0%
No Answer	114		0		9		0		122	
Avg. Time (min)	10.2		9.7		24.5		12.7		11.1	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Newton Centre

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

52

115

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Newton Highlands

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	526	54.5%
Drive/Park Egress	54	5.6%
Pick-up Egress	47	4.8%
Taxi Egress	0	0.0%
Shuttle/Van Egress	69	7.2%
Bicycle Egress	0	0.0%
Other Egress	26	2.7%
Total Private Trans.	722	74.8%
MBTA Bus	243	25.2%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	243	25.2%
TOTAL	965	100.0%
No Answer	5	

Trip time from station 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	144	29.5%			0	0.0%	0	0.0%	144	24.8%
6-10	96	19.7%			0	0.0%	15	19.7%	111	19.1%
11-15	175	36.0%	(No		0	0.0%	17	22.0%	192	33.1%
16-20	21	4.3%	responses)		0	0.0%	19	25.1%	40	7.0%
21-30	40	8.3%			16	100.0%	26	33.1%	82	14.1%
31-45	11	2.2%			0	0.0%	0	0.0%	11	1.9%
Over 45	0	0.0%			0	0.0%	0	0.0%	0	0.0%
TOTAL	487	100.0%			16	100.0%	77	100.0%	580	100.0%
No Answer	39		54		31		18		142	
Avg. Time (min)	12.3				30.0		18.6		13.6	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Newton Highlands

Transferring to:

Commuter Rail, Alighted at
Station Indicated:

(None identified)

MBTA Bus Routes:

Number of
Riders

59

243

Boat, Alighted at
Dock Indicated:

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D
 Exit Station: Eliot

Expanded Results

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	332	88.5%
Drive/Park Egress	18	4.9%
Pick-up Egress	25	6.6%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	376	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	376	100.0%
No Answer	0	

Trip time from station 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	111	41.9%	0	0.0%	16	100.0%			127	42.3%
6-10	25	9.5%	11	59.8%	0	0.0%			36	12.1%
11-15	58	21.7%	7	40.2%	0	0.0%			65	21.7%
16-20	64	23.9%	0	0.0%	0	0.0%	(No responses)		64	21.2%
21-30	8	3.0%	0	0.0%	0	0.0%			8	2.6%
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	266	100.0%	18	100.0%	16	100.0%			300	100.0%
No Answer	66		0		9				76	
Avg. Time (min)	10.6		12.0		5.0				10.4	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-D
Exit Station: Eliot

Expanded Results

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Waban

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	122	69.9%
Drive/Park Egress	45	26.0%
Pick-up Egress	7	4.1%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	175	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	175	100.0%
No Answer	0	

Trip time from station 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	45	42.9%	22	47.8%					67	44.4%
6-10	20	18.6%	9	19.7%					28	18.9%
11-15	25	23.7%	0	0.0%	(No responses)		(No responses)		25	16.5%
16-20	16	14.9%	15	32.5%					30	20.2%
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	105	100.0%	45	100.0%					150	100.0%
No Answer	17		0		7				24	
Avg. Time (min)	9.2		10.9						9.7	



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Waban

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Woodland

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	205	75.9%
Drive/Park Egress	39	14.5%
Pick-up Egress	7	2.7%
Taxi Egress	19	6.9%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	270	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	270	100.0%
No Answer	0	

Trip time from station to trip destination by private transportation:

	WALK		DRIVE/PARK		PICK-UP		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	72	35.1%	0	0.0%			0	0.0%	72	28.3%
6-10	89	43.4%	0	0.0%			0	0.0%	89	35.0%
11-15	22	10.8%	0	0.0%			0	0.0%	22	8.7%
16-20	22	10.8%	0	0.0%	(No responses)		10	100.0%	32	12.7%
21-30	0	0.0%	7	18.9%			0	0.0%	7	2.9%
31-45	0	0.0%	32	81.1%			0	0.0%	32	12.5%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	205	100.0%	39	100.0%			10	100.0%	254	100.0%
No Answer	0		0		7		8		16	
Avg. Time (min)	9.7		34.1				20.0		13.9	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-D
Exit Station: Woodland

Transferring to:

Commuter Rail, Alighted at
Station Indicated:

(None identified)

MBTA Bus Routes:

(None identified)

Boat, Alighted at
Dock Indicated:

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-D

Expanded Results

Exit Station: Riverside

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	345	39.4%
Drive/Park Egress	210	24.0%
Pick-up Egress	40	4.5%
Taxi Egress	0	0.0%
Shuttle/Van Egress	248	28.3%
Bicycle Egress	0	0.0%
Other Egress	12	1.4%
Total Private Trans.	855	97.6%
MBTA Bus	12	1.4%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	8	1.0%
Total Public Trans.	21	2.4%
TOTAL	875	100.0%
No Answer	30	

Trip time from station 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	119	61.0%	32	18.6%	0	0.0%	30	12.1%	181	29.2%
6-10	39	20.0%	31	18.4%	0	0.0%	137	55.9%	208	33.6%
11-15	0	0.0%	0	0.0%	7	100.0%	66	27.0%	73	11.8%
16-20	37	18.9%	39	22.5%	0	0.0%	12	5.1%	88	14.2%
21-30	0	0.0%	29	17.2%	0	0.0%	0	0.0%	29	4.8%
31-45	0	0.0%	22	12.9%	0	0.0%	0	0.0%	22	3.6%
Over 45	0	0.0%	18	10.3%	0	0.0%	0	0.0%	18	2.9%
TOTAL	195	100.0%	171	100.0%	7	100.0%	245	100.0%	619	100.0%
No Answer	149		39		33		15		236	
Avg. Time (min)	8.2		25.9		15.0		10.8		14.2	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

GREEN LINE-D

Exit Station: Riverside

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

558

12

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Northeastern

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	831	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.	831	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	831	100.0%
No Answer	78	

Trip time from station 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	528	78.6%							528	78.6%
6-10	96	14.4%							96	14.4%
11-15	23	3.5%	(No responses)		(No responses)		(No responses)		23	3.5%
16-20	24	3.6%							24	3.6%
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	671	100.0%							671	100.0%
No Answer	160								160	
Avg. Time (min)	5.1								5.1	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Northeastern

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Museum Of Fine Arts

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	999	97.4%
Drive/Park Egress	20	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.	1,019	99.4%
MBTA Bus	6	0.6%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	6	0.6%
TOTAL	1,025	100.0%
No Answer	0	

Trip time from station 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	560	71.4%	0	0.0%					560	69.6%
6-10	157	20.1%	20	100.0%					178	22.1%
11-15	67	8.5%	0	0.0%	(No responses)		(No responses)		67	8.3%
16-20	0	0.0%	0	0.0%					0	0.0%
21-30	0	0.0%	0	0.0%					0	0.0%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	784	100.0%	20	100.0%					804	100.0%
No Answer	215		0						215	
Avg. Time (min)	5.8		10.0						5.9	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Museum Of Fine Arts

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

47

6

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

MBTA Surveys: 2008-09

Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Longwood Medical Area

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,697	98.9%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	19	1.1%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	1,716	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	1,716	100.0%
No Answer	30	

Trip time from station 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	884	68.5%					0	0.0%	884	67.9%
6-10	252	19.5%					12	100.0%	263	20.2%
11-15	55	4.3%	(No		(No		0	0.0%	55	4.2%
16-20	100	7.7%	responses)		responses)		0	0.0%	100	7.7%
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	1,291	100.0%					12	100.0%	1,302	100.0%
No Answer	407						7		414	
Avg. Time (min)	6.6						10.0		6.6	



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Longwood Medical Area

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Brigham Circle

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,930	97.5%
Drive/Park Egress	29	1.4%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	20	1.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	1,979	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	1,979	100.0%
No Answer	97	

Trip time from station 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	1,194	76.3%	12	43.6%			0	0.0%	1,206	74.7%
6-10	318	20.3%	0	0.0%			14	69.8%	332	20.6%
11-15	31	2.0%	0	0.0%	(No		0	0.0%	31	2.0%
16-20	22	1.4%	16	56.4%	responses)		6	30.2%	44	2.8%
21-30	0	0.0%	0	0.0%			0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	1,566	100.0%	29	100.0%			20	100.0%	1,614	100.0%
No Answer	365		0				0		365	
Avg. Time (min)	4.6		13.5				13.0		4.9	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Brigham Circle

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Fenwood Rd. to Back of the Hill

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	163	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.	163	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	163	100.0%
No Answer	0	

Trip time from station 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	101	79.0%							101	79.0%
6-10	0	0.0%							0	0.0%
11-15	15	11.8%	(No responses)		(No responses)		(No responses)		15	11.8%
16-20	12	9.1%							12	9.1%
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	127	100.0%							127	100.0%
No Answer	35								35	
Avg. Time (min)		6.2								6.2

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Fenwood Rd. to Back of the Hill

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Heath Street

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	411	98.1%
Drive/Park Egress	8	1.9%
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.	419	100.0%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	0	0.0%
TOTAL	419	100.0%
No Answer	30	

Trip time from station 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	152	55.3%							152	55.3%
6-10	65	23.5%							65	23.5%
11-15	37	13.5%	(No responses)		(No responses)		(No responses)		37	13.5%
16-20	21	7.7%							21	7.7%
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	275	100.0%							275	100.0%
No Answer	136		8						144	
Avg. Time (min)		7.9								7.9

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

GREEN LINE-E

Expanded Results

Exit Stop: Heath Street

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

(None identified)

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



Destination Locations and Activities

The data in this chapter show where Green Line riders 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 of the Green Line stations or branch segments and for understanding the types of trips made on the Green Line. Additional information regarding the reasons for making trips is presented in Chapters 3 and 4.

A table presenting these data is provided for each station or branch segment; the tables are at the end of the chapter. Each table shows both the destinations and destination activities for the riders who exited the rapid transit system at the station or segment in question. The data include not only the riders who left the entire transit system when they left the rapid transit portion of that system at these stations or segments, but also riders who continued through transfers to bus, commuter rail, or boat. (Details on the means of transportation between rapid transit stations and destinations are provided in Chapter 8.)

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

9.1 DESTINATION LOCATIONS

9.1.1 DESCRIPTION OF THE DESTINATION LOCATIONS SECTION OF THE TABLE

In each station's or branch segment'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 Green Line 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 the riders at a station were aggregated and placed in the “other” category; therefore, not all cities, towns, and neighborhoods in which Green Line 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.

It is important to note that the tables for North Station, Haymarket, Government Center, and Park Street Stations only include riders who exited the rapid transit system there after alighting from the Green Line. Appendix B contains data on all of the riders who exited the system at these stations (including those who had alighted from the Red, Orange, or Blue Line).

9.1.2 OVERVIEW OF RESULTS

Central Subway

Destinations of the riders exiting at Central Subway stations were more highly concentrated than origins of passengers entering those stations (discussed in Chapter 4). At 9 of the 13 stations, at least 85% of the exiting riders had final destinations either in the same neighborhood as the station or in an adjoining neighborhood. At North Station, where 25% of the exiting riders transferred to commuter rail trains, 68% of the destinations were either in the North End or in an adjoining Boston neighborhood. At Lechmere, where 15% of the riders transferred to buses, 77% of destinations were in the East Cambridge or Kendall/MIT neighborhoods of Cambridge or the Boston North End neighborhood.

At Haymarket, where 21% of the riders transferred to MBTA buses, 76% of destinations were in the North End, Government Center, or Financial/Retail District neighborhoods. At Hynes, where 15% of the riders transferred to MBTA buses, 81% of destinations were in the Back Bay, Prudential/Hancock District, or Fenway neighborhoods.

B Branch

Stops on the B Branch are very close to each other and there are relatively few convenient means of egress other than walking. At all six branch segments, over 90% of the exiting riders had destinations either in the same neighborhood as the stop or in an adjoining one.

C Branch

The C Branch shares many characteristics with the B Branch, and thus the destination location pattern was analogous. For all branch segments, more than

90% of passengers had destinations either in the same neighborhood as the stop or in an adjoining one.

D Branch

At all of the stations from Fenway through Chestnut Hill, all of the exiting passengers had destinations either in the same neighborhood as the station or in an adjoining one. At two of the stations in Newton, Newton Centre and Waban, over 90% of the exiting riders had destinations somewhere in Newton. At two of the other stations in Newton, Newton Highlands and Eliot, over 90% of the exiting riders were going to points either in Newton or in the adjoining town of Needham. The outer two stations on the line, Woodland and Riverside, are more regional facilities. Only 78% and 45%, respectively, of the riders alighting at these stations were going to Newton destinations, with the rest going to several other cities and towns.

E Branch

Like most of the other Green Line branches, the destination locations of passengers exiting from the E Branch were mainly clustered around the stations. Over 95% of the riders exiting at each stop or branch segment had destinations either in the same neighborhood as the stop or segment or in an adjoining one.

9.2 DESTINATION ACTIVITIES

9.2.1 DESCRIPTION OF THE DESTINATION ACTIVITIES SECTION OF THE TABLE

In each station’s or branch segment’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 exit station or branch segment, 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 stations in the same general area, the resulting distribution of activities by destination location is more reliable than the results for individual stations.

9.2.2 OVERVIEW OF RESULTS

Central Subway

At stations in the Central Subway, the most common destination activity overall was work, at 67%, with other activities each accounting for 1% to 6% of the total. At all but two stations, at least half of the exiting riders were going to work, ranging from 55% at Kenmore to 81% at Arlington and Government Center. At Symphony Station, only 23% of the exiting riders were going to work, while 25% were going home and 24% to social/recreational activities. At Haymarket Station, 44% of the exiting riders were going to work, 24% were going home, and 9% were going to social/recreational activities.

At the stations with high concentrations of work destinations, the percentages of riders with other destinations varied. After Symphony and Haymarket, the stations with the highest percentages of home destinations were North Station (17%), Science Park (12%), and Lechmere (10%). The percentages of school destinations were highest at Boylston (18%), Symphony (15%), Hynes (13%), and Kenmore (12%).

B Branch

The destination activities of B Branch riders reflected the type of land use along the various parts of Commonwealth Avenue. Overall, 36% of the exiting riders were destined for work, 31% for school, and 20% for home. The innermost branch segment (Blandford Street to BU Central) was the only one where school destinations had the largest share, 51%, versus 39% going to work. On the outermost segment, Chestnut Hill Avenue to Boston College, school destinations, at 30%, were only slightly below work destinations, at 32%. On the segment from BU West to Babcock Street, work trips were dominant, at 54%, with school trips second, at 14%. On the other three branch segments, extending from Packards Corner to Chiswick Road, 56% to 61% of the exiting riders were going home, 21% to 30% were going to work, and only 2% to 7% were going to school.

C Branch

For most of the C Branch, passenger destinations were distributed among several activities. On the line overall, 31% of the exiting riders were going home, 29% were going to work, 16% were going to personal business destinations (including medical appointments), and 5% were going to school. However, these proportions varied greatly among the four branch segments.

On the outer two segments, Brandon Hall to Tappan Street and Dean Road to Cleveland Circle, home destinations were dominant, at 57% and 51%, respectively, of the exiting riders. Work destinations on these two segments accounted for 16% and 23%, respectively. On the inner two segments, Saint Mary's Street to Kent Street and Saint Paul Street to Summit Avenue, work destinations had the largest shares, at 34% and 31%. On the Saint Mary's Street to Kent Street segment, personal business destinations were second, at

30%, and school destinations were third, at 18%. On the other three segments, personal business destinations accounted for 7% to 17%, and school destinations for 0% to 6%.

D Branch

On the D Branch overall, 58% of the exiting riders were going to work, 19% were going home, 8% were going to personal business destinations, and 7% were going to school. However, these proportions varied greatly among the 13 stations. At every station except Beaconsfield and Eliot, work trips accounted for the largest individual share of destinations, ranging from 53% to 75% of total exits at the four innermost stations (Fenway to Brookline Hills), and from 30% to 64% at stations from Reservoir to Riverside. Home destinations made up the largest shares of exits at Beaconsfield (72%) and Eliot (55%). The largest rates of personal business trips (including medical appointments) were reported at Woodland (28%), Beaconsfield (17%), and Brookline Village (11%). School destinations exceeded 10% of exits only at Reservoir (18%), Brookline Hills (16%), Riverside (16%), and Fenway (11%).

E Branch

The mix of workplaces and educational institutions on Huntington Avenue was reflected in the activities of E Branch passengers. Overall, 54% of the exiting passengers were going to work, 16% were going to school, 10% were going to personal business destinations, and 7% were going home. Work trips accounted for the largest individual shares of destinations at Brigham Circle (65%), Longwood Medical Area (61%), Museum of Fine Arts (48%), and Heath Street (44%). At Northeastern, 54% of the exiting riders were going to school and 33% to work. The only other stops where over 10% of the riders were going to school were Museum of Fine Arts and Longwood Medical Area, at 15% each. Personal business destination rates ranged from 14% to 19% at all stops and branch segments from Longwood Medical Area to Heath Street, but were negligible at Museum of Fine Arts and Northeastern. Home destinations accounted for 60% of the exits between Fenwood Road and Riverway, but ranged from only 1% to 10% at other stops.

Destination Locations and Activities

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Lechmere

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: East Cambridge	1,699	64.1%	1.9%	1.7%		74.2%	10.9%	1.3%	9.0%	1.0%	
Cambridge: Kendall/MIT	337	12.7%		3.2%		59.1%	37.6%				
Somerville: Spring Hill	143	5.4%		28.1%		66.2%					5.8%
Somerville: East Somerville	142	5.4%		46.1%		28.4%	12.2%		13.3%		
Cambridge: Central Square	91	3.4%	14.7%	22.4%		30.3%		32.7%			
Cambridge: Harvard Square	78	2.9%		19.7%		80.3%					
Somerville: Winter Hill	58	2.2%		24.5%		75.5%					
Boston: North End	38	1.4%		27.9%		72.1%					
Arlington	31	1.2%		100.0%							
Medford	20	0.8%		100.0%							
Somerville: Davis Square	14	0.5%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,652	100.0%	1.7%	9.7%		66.8%	12.4%	2.0%	6.5%	0.6%	0.3%

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

Destination Locations and Activities

GREEN LINE-SUBWAY
 Exit Station: Science Park

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: North End	389	85.8%	3.0%	4.6%		75.0%				12.9%	4.6%
Boston: Beacon Hill	46	10.1%		77.7%		22.3%					
Cambridge: East Cambridge	18	4.1%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	453	100.0%	2.6%	11.8%		70.7%				11.0%	3.9%

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

Destination Locations and Activities

GREEN LINE-SUBWAY
 Exit Station: North Station

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: North End	1,504	51.5%	5.2%	2.1%		76.0%		5.7%	5.9%		5.1%
Boston: Charlestown	381	13.1%		2.0%	12.1%	85.9%					
Boston: Govt Center	111	3.8%		9.5%		85.8%			4.7%		
Unspecified	101	3.4%	42.6%	36.4%		21.0%					
Lowell	93	3.2%		55.3%						28.2%	16.5%
Waltham	70	2.4%		52.8%		47.2%					
Salem	59	2.0%		69.3%		22.1%				8.7%	
Beverly	49	1.7%		60.0%		40.0%					
Newburyport	38	1.3%		39.8%		8.8%				51.4%	
Dover, NH	37	1.3%								100.0%	
Lynn	36	1.2%		54.8%		45.2%					
Lawrence	35	1.2%		44.1%		26.7%			29.2%		
Ipswich	33	1.1%				73.6%					26.4%
Winchester	32	1.1%		100.0%							
Medford	29	1.0%	12.4%	77.9%		9.8%					
Chelsea	27	0.9%				100.0%					
Andover	24	0.8%		57.8%		42.2%					
Haverhill	22	0.8%	100.0%								
Billerica	20	0.7%				100.0%					
Boston: Financial/Retail	20	0.7%				100.0%					
Littleton	20	0.7%		100.0%							
Newbury	20	0.7%								100.0%	
Plaistow, NH	20	0.7%		100.0%							
Peabody	15	0.5%		100.0%							
Shirley	15	0.5%		100.0%							
Tyngsborough	15	0.5%		100.0%							
Other (< 0.5 % of riders)	93	3.2%		42.0%		49.9%		8.2%			
OVERALL TOTAL	2,918	100.0%	5.0%	16.8%	1.6%	62.7%		3.2%	3.6%	3.7%	3.5%

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

Destination Locations and Activities

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Haymarket

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: North End	444	48.5%		26.1%	9.0%	39.1%		7.6%		18.1%	
Boston: Govt Center	153	16.8%	6.6%			81.8%			11.6%		
Chelsea	107	11.7%	24.0%	42.8%	10.2%	23.1%					
Boston: Financial/Retail	101	11.0%	25.5%	19.4%		10.1%	25.5%		19.4%		
Boston: Charlestown	37	4.1%		21.5%		78.5%					
Woburn	31	3.4%		100.0%							
Boston: Waterfront	18	1.9%				100.0%					
Saugus	18	2.0%				100.0%					
Boston: Beacon Hill	7	0.7%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	916	100.0%	6.7%	24.1%	5.5%	44.3%	2.8%	3.7%	4.1%	8.8%	

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

Destination Locations and Activities

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Government Center

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Govt Center	5,458	66.8%	1.4%	0.4%	1.3%	78.9%	0.3%	4.2%	7.3%	2.8%	3.5%
Boston: Financial/Retail	1,808	22.1%				89.4%	1.0%	2.9%	2.5%	3.1%	1.0%
Boston: North End	370	4.5%		15.7%		65.4%		7.9%	4.2%		6.8%
Boston: Beacon Hill	262	3.2%		5.3%		76.9%		6.5%	1.4%	9.9%	
Boston: Waterfront	193	2.4%				75.2%				24.8%	
Boston: So Bos Indust	51	0.6%				100.0%					
Other (< 0.5 % of riders)	31	0.4%				50.3%					49.7%
OVERALL TOTAL	8,172	100.0%	0.9%	1.1%	0.9%	80.5%	0.4%	4.0%	5.7%	3.5%	3.0%

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

Destination Locations and Activities

GREEN LINE-SUBWAY
 Exit Station: Park Street

Expanded Results

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Financial/Retail	4,415	59.6%	0.8%	0.3%	2.7%	75.6%	5.4%	4.9%	3.0%	4.2%	3.0%
Boston: Govt Center	1,838	24.8%			18.2%	63.2%	1.9%	2.4%	9.4%	2.6%	2.4%
Boston: Waterfront	329	4.4%				92.2%					7.8%
Boston: Dwntwn Unspecified	327	4.4%	14.8%	3.3%	4.7%	44.1%	1.1%	7.8%		2.9%	21.4%
Boston: Beacon Hill	260	3.5%		8.3%	2.9%	77.6%		2.7%	3.1%		5.4%
Boston: So Bos Indust	95	1.3%				96.7%				3.3%	
Boston: Park Square	81	1.1%			5.3%	65.8%				28.9%	
Other (< 0.5 % of riders)	62	0.8%	5.8%	37.1%		57.1%					
OVERALL TOTAL	7,407	100.0%	1.2%	1.0%	6.5%	71.9%	3.7%	4.0%	4.2%	3.7%	3.9%

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

Destination Locations and Activities

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Boylston

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Park Square	4,324	80.7%	1.2%	3.7%	21.5%	58.7%	0.4%	2.8%	4.8%	4.9%	2.1%
Boston: Financial/Retail	404	7.5%		12.5%	1.9%	72.9%		5.5%	3.2%	4.0%	
Boston: South End	228	4.2%			16.9%	61.4%		21.6%			
Boston: Waterfront	205	3.8%				100.0%					
Boston: Beacon Hill	72	1.3%				100.0%					
Boston: Back Bay	70	1.3%		29.2%			70.8%				
Boston: Roxbury	29	0.5%				62.6%				37.4%	
Other (< 0.5 % of riders)	27	0.5%		26.6%		73.4%					
OVERALL TOTAL	5,358	100.0%	1.0%	4.5%	18.2%	61.3%	1.2%	3.6%	4.1%	4.4%	1.7%

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

Destination Locations and Activities

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Arlington

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Park Square	3,739	53.4%	0.2%	1.3%	3.5%	81.9%	2.2%	2.6%	2.5%	4.8%	1.0%
Boston: Back Bay	2,641	37.7%	0.4%	1.2%	2.9%	79.9%	3.5%	5.7%	3.0%	2.6%	0.7%
Boston: Prudential/Hancock	484	6.9%				88.9%	11.1%				
Boston: South End	89	1.3%			17.4%	82.6%					
Other (< 0.5 % of riders)	52	0.7%				57.5%			42.5%		
OVERALL TOTAL	7,005	100.0%	0.3%	1.2%	3.2%	81.5%	3.3%	3.6%	2.8%	3.5%	0.8%

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

Destination Locations and Activities

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Copley

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Back Bay	5,475	64.3%	0.6%	5.1%	1.1%	58.7%	5.8%	9.7%	5.1%	7.6%	6.4%
Boston: Prudential/Hancock	2,286	26.9%	0.2%	1.2%		63.9%	7.5%	7.3%	3.8%	8.3%	7.9%
Boston: South End	339	4.0%		16.0%	6.4%	73.4%		4.2%			
Boston: Park Square	140	1.6%				47.5%		15.9%	7.0%		29.6%
Other (< 0.5 % of riders)	271	3.2%	10.4%	27.7%		42.7%			9.8%	3.2%	6.3%
OVERALL TOTAL	8,510	100.0%	0.7%	5.1%	0.9%	60.0%	5.7%	8.6%	4.7%	7.2%	6.9%

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

Destination Locations and Activities

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Hynes Convention Center

City/Neighborhood Destinations	DESTINATION LOCATIONS		No Resp.	DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders		Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Back Bay	1,583	32.8%		10.1%	9.5%	52.6%	15.7%	3.6%	0.9%	4.4%	3.1%
Boston: Prudential/Hancock	1,474	30.5%	0.4%	1.6%	14.0%	66.5%	1.7%	2.2%	4.5%	5.7%	3.5%
Boston: Fenway	919	19.0%	0.8%	18.2%	15.4%	54.6%		1.7%	4.8%	3.8%	0.7%
Cambridge: Kendall/MIT	395	8.2%		2.2%	12.4%	74.5%		1.1%		3.8%	5.9%
Boston: South End	294	6.1%		2.2%	17.1%	74.0%		1.1%	3.8%	1.7%	
Cambridge: Central Square	58	1.2%		11.5%		88.5%					
Cambridge: Harvard Square	45	0.9%		28.5%	18.0%	53.6%					
Boston: Allston	26	0.5%		100.0%							
Other (< 0.5 % of riders)	35	0.7%				56.4%			43.6%		
OVERALL TOTAL	4,829	100.0%	0.3%	8.5%	12.5%	60.5%	5.7%	2.3%	3.1%	4.4%	2.7%

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

Destination Locations and Activities

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Kenmore

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Fenway	2,125	57.7%	1.7%	6.7%	7.4%	48.2%	5.3%	10.3%	4.9%	13.0%	2.4%
Boston: B U	692	18.8%		4.8%	29.8%	60.6%		1.9%	2.9%		
Boston: Longwood Med Area	391	10.6%			2.6%	72.7%		11.8%		6.1%	6.7%
Boston: Allston	136	3.7%		39.6%	6.0%	54.4%					
Boston: Brighton	118	3.2%		34.2%	3.3%	62.5%					
Boston: Back Bay	87	2.4%			33.6%	57.7%			8.7%		
Brookline: North Brookline	53	1.4%			17.6%	50.3%		32.1%			
Brookline: South Brookline	22	0.6%		100.0%							
Watertown	20	0.5%								100.0%	
Other (< 0.5 % of riders)	40	1.1%			7.5%	75.0%				17.6%	
OVERALL TOTAL	3,683	100.0%	1.0%	7.9%	11.6%	53.8%	3.1%	8.0%	3.6%	8.9%	2.1%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Prudential

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Prudential/Hancock	1,608	90.0%	1.3%	1.9%		78.4%	6.8%	3.2%	2.9%	3.9%	1.6%
Boston: Back Bay	72	4.0%		28.4%		43.1%			28.4%		
Boston: South End	64	3.6%		56.0%		15.9%			28.1%		
Boston: Fenway	42	2.4%				74.4%				25.6%	
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,786	100.0%	1.2%	4.9%		74.6%	6.1%	2.8%	4.7%	4.1%	1.5%

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

Destination Locations and Activities

GREEN LINE-SUBWAY

Expanded Results

Exit Station: Symphony

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Fenway	425	62.3%		27.4%	8.4%	12.7%	2.6%	5.7%		33.4%	9.8%
Boston: Prudential/Hancock	106	15.5%		20.8%	13.1%	66.0%					
Boston: South End	93	13.6%		37.0%	23.6%	17.4%				22.0%	
Boston: Back Bay	31	4.6%			65.1%		34.9%				
Cambridge: Kendall/MIT	27	4.0%			40.2%	59.8%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	682	100.0%		25.3%	15.1%	22.9%	3.2%	3.5%		23.8%	6.1%

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

Destination Locations and Activities

GREEN LINE-B

Expanded Results

Exit Stop: Blandford St. to BU Central

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: B U	3,597	92.8%	1.6%	2.2%	53.3%	36.3%	0.4%	1.9%	3.4%	0.5%	0.4%
Boston: Fenway	100	2.6%	8.3%	31.4%	27.0%	33.4%					
Cambridge: Central Square	68	1.8%				100.0%					
Brookline: North Brookline	38	1.0%				100.0%					
Bedford	31	0.8%				100.0%					
Cambridge: Kendall/MIT	21	0.5%				100.0%					
Other (< 0.5 % of riders)	20	0.5%			41.8%	58.2%					
OVERALL TOTAL	3,876	100.0%	1.7%	2.9%	50.3%	38.9%	0.4%	1.8%	3.2%	0.5%	0.4%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-B

Expanded Results

Exit Stop: BU West to Babcock

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: B U	2,157	87.1%	1.1%	4.3%	14.0%	54.0%	4.6%	12.2%	5.8%	2.8%	1.1%
Brookline: North Brookline	130	5.3%		24.2%		75.8%					
Boston: Allston	106	4.3%		20.0%		33.0%	40.3%		6.6%		
Boston: South End	43	1.7%			52.3%	47.7%					
Cambridge: Central Square	37	1.5%				100.0%					
Other (< 0.5 % of riders)	3	0.1%				100.0%					
OVERALL TOTAL	2,475	100.0%	1.0%	5.9%	13.1%	54.9%	5.8%	10.6%	5.3%	2.4%	0.9%

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

Destination Locations and Activities

GREEN LINE-B

Expanded Results

Exit Stop: Packards Corner to Harvard Ave.

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Allston	849	81.8%	0.7%	58.1%	0.9%	20.1%	6.5%	3.2%	6.4%	1.8%	2.2%
Brookline: North Brookline	91	8.7%		39.5%	17.8%					19.3%	23.3%
Boston: Brighton	40	3.8%	22.6%			77.4%					
Boston: Roxbury	19	1.8%				100.0%					
Brookline: South Brookline	16	1.6%			100.0%						
Cambridge: Harvard Square	11	1.1%			31.2%	68.8%					
Boston: Longwood Med Area	9	0.9%				100.0%					
Other (< 0.5 % of riders)	3	0.3%				100.0%					
OVERALL TOTAL	1,037	100.0%	1.5%	51.0%	4.2%	23.2%	5.3%	2.6%	5.2%	3.1%	3.9%

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

Destination Locations and Activities

GREEN LINE-B

Expanded Results

Exit Stop: Griggs St. to Warren St.

City/Neighborhood Destinations	DESTINATION LOCATIONS		No Resp.	DESTINATION ACTIVITIES						
	Total Riders	Pct. of Riders		Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.
Boston: Brighton	555	51.4%		38.1%	12.9%	29.9%		9.6%	6.0%	3.4%
Boston: Allston	501	46.4%		85.9%		11.1%				3.0%
Brookline: North Brookline	23	2.1%		100.0%						
Other (< 0.5 % of riders)	0	0.0%								
OVERALL TOTAL	1,078	100.0%		61.6%	6.6%	20.5%		5.0%	3.1%	3.2%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-B

Expanded Results

Exit Stop: Washington St. to Chiswick Rd.

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Brighton	608	98.9%	4.4%	58.2%	2.5%	30.2%	2.4%				2.4%
Brookline: North Brookline	7	1.1%						100.0%			
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	615	100.0%	4.3%	57.5%	2.4%	29.9%	2.3%	1.1%			2.3%

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

Destination Locations and Activities

GREEN LINE-B

Expanded Results

Exit Stop: Chesnut Hill Ave. to Boston College

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Brighton	341	49.1%	2.3%	36.4%	22.1%	17.9%					21.4%
Newton: Chestnut Hill	323	46.6%		13.6%	42.9%	43.4%					
Brookline: Chestnut Hill	16	2.3%				100.0%					
Newton	14	2.1%								100.0%	
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	693	100.0%	1.2%	24.2%	30.8%	31.3%				2.1%	10.5%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-C

Expanded Results

Exit Stop: St. Mary's St. to Kent St.

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
Brookline: North Brookline	882	68.7%		11.4%	4.1%	22.7%	6.4%	41.0%	10.6%	3.8%	
Boston: B U	222	17.3%			55.0%	41.6%		3.4%			
Boston: Fenway	87	6.8%		8.7%		78.2%		8.7%		4.4%	
Boston: Longwood Med Area	66	5.2%	7.9%		22.2%	65.4%				4.5%	
Cambridge: Kendall/MIT	24	1.8%				100.0%					
Other (< 0.5 % of riders)	3	0.2%				100.0%					
OVERALL TOTAL	1,284	100.0%	0.4%	8.5%	13.5%	33.6%	4.4%	29.3%	7.2%	3.1%	

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-C

Expanded Results

Exit Stop: St. Paul St. to Summit Ave.

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
Brookline: North Brookline	2,368	93.7%	1.6%	32.1%	0.4%	29.6%	10.6%	11.3%	1.2%	10.0%	3.1%
Brookline: South Brookline	68	2.7%				35.7%	44.4%	8.6%		11.3%	
Boston: Longwood Med Area	36	1.4%				100.0%					
Boston: Allston	27	1.1%				42.6%				57.4%	
Other (< 0.5 % of riders)	30	1.2%			9.8%	64.5%	25.7%				
OVERALL TOTAL	2,529	100.0%	1.5%	30.0%	0.5%	31.3%	11.5%	10.8%	1.2%	10.3%	2.9%

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

Destination Locations and Activities

GREEN LINE-C

Expanded Results

Exit Stop: Brandon Hall to Tappan St.

City/Neighborhood Destinations	DESTINATION LOCATIONS		No Resp.	DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders		Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Brookline: North Brookline	430	65.2%		49.1%		22.3%	4.1%	17.0%		1.9%	5.5%
Brookline: South Brookline	214	32.5%		66.1%		9.2%		16.5%	8.2%		
Boston: Brighton	13	1.9%		100.0%							
Other (< 0.5 % of riders)	3	0.4%				100.0%					
OVERALL TOTAL	660	100.0%		55.4%		18.0%	2.7%	16.4%	2.7%	1.3%	3.6%

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

Destination Locations and Activities

GREEN LINE-C

Expanded Results

Exit Stop: Dean Rd. to Cleveland Circle

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Brighton	354	52.1%	3.6%	44.5%	2.9%	30.8%		9.4%		3.9%	5.0%
Brookline: South Brookline	287	42.3%	4.5%	63.5%	5.4%	10.5%		5.8%	3.2%	5.7%	1.3%
Newton: Chestnut Hill	22	3.2%			57.7%	42.3%					
Unspecified	8	1.2%		100.0%							
Newton	5	0.8%			100.0%						
Other (< 0.5 % of riders)	3	0.4%		100.0%							
OVERALL TOTAL	679	100.0%	3.8%	51.7%	6.4%	21.8%		7.4%	1.4%	4.5%	3.1%

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

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Fenway

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Fenway	1,569	70.6%	3.7%	10.9%	1.4%	67.4%	1.3%	7.6%	1.7%	5.9%	
Boston: Longwood Med Area	493	22.2%			33.5%	45.2%		18.3%		3.1%	
Boston: B U	109	4.9%			43.3%	56.7%					
Brookline: North Brookline	18	0.8%		47.8%		52.2%					
Cambridge: Kendall/MIT	18	0.8%			15.5%	84.5%					
Other (< 0.5 % of riders)	16	0.7%				100.0%					
OVERALL TOTAL	2,224	100.0%	2.6%	8.1%	10.7%	62.2%	0.9%	9.4%	1.2%	4.9%	

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

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Longwood

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Longwood Med Area	2,655	90.6%	0.2%		6.2%	79.6%		10.2%	3.1%		0.6%
Brookline: North Brookline	245	8.3%	2.0%	55.6%		34.8%		3.4%	1.6%	2.7%	
Boston: Fenway	23	0.8%			16.4%	44.2%		39.4%			
Other (< 0.5 % of riders)	9	0.3%		63.5%		36.5%					
OVERALL TOTAL	2,932	100.0%	0.3%	4.8%	5.8%	75.5%		9.9%	3.0%	0.2%	0.5%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Brookline Village

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
Brookline: South Brookline	1,343	85.9%	1.4%	18.6%	5.9%	55.5%	0.5%	12.1%	0.9%	2.5%	2.6%
Boston: Longwood Med Area	97	6.2%			5.5%	83.4%		6.9%	4.2%		
Brookline: North Brookline	44	2.8%		35.5%		64.5%					
Brookline: Chestnut Hill	39	2.5%				100.0%					
Boston: Jamaica Plain	20	1.3%				100.0%					
Boston: South Dorchester	9	0.6%		100.0%							
Other (< 0.5 % of riders)	11	0.7%				100.0%					
OVERALL TOTAL	1,564	100.0%	1.2%	17.6%	5.4%	59.2%	0.4%	10.9%	1.0%	2.1%	2.2%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Brookline Hills

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
Brookline: South Brookline	474	100.0%	1.7%	20.2%	16.4%	53.1%				6.7%	1.9%
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	474	100.0%	1.7%	20.2%	16.4%	53.1%				6.7%	1.9%

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

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Beaconsfield

City/Neighborhood Destinations	DESTINATION LOCATIONS		No Resp.	DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders		Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Brookline: South Brookline	224	94.4%		72.4%		9.4%		18.2%			
Boston: Brighton	7	3.1%		100.0%							
Brookline: North Brookline	6	2.5%					100.0%				
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	237	100.0%		71.5%		8.9%	2.5%	17.2%			

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

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Reservoir

City/Neighborhood Destinations	DESTINATION LOCATIONS		No Resp.	DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders		Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Brighton	288	49.1%		42.5%	7.5%	32.4%	2.9%	2.7%	7.7%	2.9%	1.3%
Newton: Chestnut Hill	140	23.9%			54.7%	45.3%					
Brookline: South Brookline	98	16.6%		57.3%	8.0%	18.6%			8.0%		8.0%
Boston: Roslindale	18	3.1%				61.3%			38.7%		
Boston: West Roxbury	12	2.0%		100.0%							
Newton	9	1.6%				100.0%					
Boston: Roxbury	8	1.3%				100.0%					
Somerville: Spring Hill	6	1.0%				100.0%					
Boston: Allston	5	0.9%				100.0%					
Cambridge: Harvard Square	3	0.5%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	587	100.0%		32.4%	18.1%	37.0%	1.4%	1.3%	6.3%	1.4%	2.0%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Chestnut Hill

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
Brookline: Chestnut Hill	397	51.3%	2.0%	33.0%	10.6%	49.8%	3.1%				1.6%
Newton: Chestnut Hill	191	24.7%		32.0%	12.0%	50.3%		5.7%			
Newton	126	16.2%		16.0%		42.9%	33.6%	7.4%			
Walpole	31	4.1%		100.0%							
Boston: Chestnut Hill	29	3.7%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	775	100.0%	1.0%	31.5%	8.4%	48.6%	7.1%	2.6%		0.8%	

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

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Newton Centre

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
Newton	840	93.1%	0.5%	33.8%	2.5%	51.2%		7.2%	0.9%	0.8%	3.0%
Watertown	35	3.8%		100.0%							
Duxbury	8	0.9%			100.0%						
Boston: West Roxbury	7	0.7%		100.0%							
Newton: Chestnut Hill	7	0.7%				100.0%					
Northeast: Unspecified, CT	6	0.7%							100.0%		
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	902	100.0%	0.5%	36.0%	3.3%	48.4%		6.7%	1.6%	0.7%	2.8%

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

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Newton Highlands

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
Newton	767	79.1%	6.0%	22.6%		61.0%		2.0%	2.0%	1.0%	5.3%
Needham	172	17.7%		9.1%		90.9%					
Waltham	31	3.2%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	970	100.0%	4.7%	22.7%		64.3%		1.6%	1.6%	0.8%	4.2%

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

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Eliot

City/Neighborhood Destinations	DESTINATION LOCATIONS		No Resp.	DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders		Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Newton	347	86.2%		65.3%		26.7%		8.0%			
Wellesley	24	5.9%				100.0%					
Needham	15	3.8%				51.6%				48.4%	
Groton, CT	9	2.3%							100.0%		
Natick	7	1.8%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	402	100.0%		58.1%		30.9%		6.9%	2.3%	1.8%	

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Waban

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
Newton	196	93.0%	11.1%	17.9%		26.8%				25.8%	18.5%
Natick	7	3.5%		100.0%							
Needham	7	3.5%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	211	100.0%	10.3%	23.6%		24.9%				24.0%	17.2%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Woodland

City/Neighborhood Destinations	DESTINATION LOCATIONS		No Resp.	DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders		Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Newton	210	77.7%		15.8%		47.4%		32.2%	4.6%		
Marlborough	32	11.7%		100.0%							
Dover	13	4.8%		100.0%							
Wellesley	8	3.1%						100.0%			
Medfield	7	2.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	270	100.0%		31.5%		36.8%		28.1%	3.6%		

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

Destination Locations and Activities

GREEN LINE-D

Expanded Results

Exit Station: Riverside

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
Newton	403	44.5%		20.6%	17.8%	57.3%		2.5%		1.7%	
Wellesley	152	16.8%			13.3%	86.7%					
Unspecified	126	13.9%	65.2%		17.6%	5.6%					11.6%
Weston	90	9.9%		24.1%	32.2%	35.5%					8.2%
Wayland	23	2.5%		68.9%				31.1%			
Medford	22	2.4%		100.0%							
Brookline: South Brookline	18	2.0%				100.0%					
Needham	18	2.0%									100.0%
Concord	17	1.8%		100.0%							
Natick	13	1.4%		100.0%							
Belchertown	10	1.1%		100.0%							
Merrimack, NH	8	0.9%		100.0%							
Framingham	7	0.8%						100.0%			
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	905	100.0%	9.0%	20.9%	15.8%	46.3%		2.7%		0.8%	4.4%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-E

Expanded Results

Exit Stop: Northeastern

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Fenway	920	98.0%	1.5%	1.2%	55.1%	32.1%			2.2%	4.5%	3.4%
Norton	11	1.2%		100.0%							
Boston: Roxbury	8	0.9%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	939	100.0%	1.5%	2.3%	54.0%	32.3%			2.2%	4.4%	3.3%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-E

Expanded Results

Exit Stop: Museum Of Fine Arts

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Fenway	759	74.0%	1.3%		7.4%	44.1%				44.8%	2.3%
Boston: Longwood Med Area	266	26.0%		4.1%	35.5%	60.4%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,025	100.0%	1.0%	1.1%	14.7%	48.4%				33.2%	1.7%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-E

Expanded Results

Exit Stop: Longwood Medical Area

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Longwood Med Area	1,769	99.8%		3.0%	14.8%	61.4%	0.8%	14.3%	2.9%	0.8%	2.1%
Other (< 0.5 % of riders)	4	0.2%			100.0%						
OVERALL TOTAL	1,773	100.0%		3.0%	15.0%	61.3%	0.8%	14.2%	2.9%	0.8%	2.1%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

GREEN LINE-E

Expanded Results

Exit Stop: Brigham Circle

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Longwood Med Area	2,077	99.3%		10.1%	3.7%	66.0%	1.6%	13.6%	0.5%	3.0%	1.5%
Brookline: North Brookline	15	0.7%								100.0%	
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,092	100.0%		10.1%	3.7%	65.5%	1.6%	13.5%	0.5%	3.7%	1.5%

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

Destination Locations and Activities

GREEN LINE-E

Expanded Results

Exit Stop: Fenwood Rd. to Back of the Hill

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Longwood Med Area	169	90.8%		57.3%	8.9%	13.0%		20.7%			
Brookline: South Brookline	17	9.2%						100.0%			
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	186	100.0%		52.1%	8.1%	11.8%		28.0%			

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

Destination Locations and Activities

GREEN LINE-E

Expanded Results

Exit Stop: Heath Street

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Jamaica Plain	416	92.7%		16.7%		43.6%		19.3%	12.9%		7.6%
Boston: Longwood Med Area	33	7.3%				24.1%			75.9%		
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	449	100.0%		15.5%		42.2%		17.8%	17.5%		7.0%

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



Origin-Destination Cross-tabulation

The data in Chapter 4 of this report show, for riders who began their rapid transit trips at Green Line stations or branch segments, the origin locations of their entire trips by city, town, or neighborhood. The data in Chapter 9 show the final destination locations, by city, town, or neighborhood, of riders who completed the rapid transit segments of their trips at Green Line stations or branch segments. The two corresponding chapters in the Red, Orange, and Blue Line volumes of this set of survey reports show similar information for the passengers who either entered or exited the rapid transit system at stations on those lines.

In this chapter, the type of table presented provides, for the passengers who entered the rapid transit system at each Green Line station or branch segment, a cross-tabulation between the origins of the passengers' entire trips and the final destinations of these trips, regardless of the line or station where they exited the system. The corresponding chapter in the Red, Orange, and Blue Line volumes presents the same type of cross-tabulation. A table is presented for each Green Line entry station or branch segment at the end of the chapter. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

10.1 DESCRIPTION OF TABLE

The origin-destination cross-tabulation table for each entry station or branch segment 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 Green Line 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 station or segment, 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.

At each entry station or branch segment, the destination most frequently reported by all of the 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.

10.2 OVERVIEW OF RESULTS

Central Subway

For passengers entering all Central Subway stations combined, the largest single origin-destination combination was from the Back Bay neighborhood of Boston to the Financial/Retail District. However, with the large number of origin-destination combinations reported, this one accounted for only 2% of the total entries. Almost all of the passengers reporting this pair boarded at Copley, Arlington, or Hynes, and each of the other stations in the Central Subway had a different top origin-destination pair.

The second-largest origin-destination pair for Central Subway stations was from the Fenway neighborhood of Boston to the Financial/Retail District

Almost all of the passengers reporting this pair boarded at Kenmore, Hynes, or Symphony.

Trips from the North End to Back Bay were third overall, with most of these entering at Haymarket, North Station, or Government Center. The only other origin-destination pairs individually accounting for over 1% of the total Central Subway entries were Back Bay to Government Center and the Prudential/Hancock District to the Financial/Retail District.

B Branch

For passengers boarding at all surface B Branch stops combined, the largest single origin-destination combination was from the Allston neighborhood to the Boston University neighborhood. This combination accounted for 7% of the total boardings on this branch of the Green Line. Most of the passengers reporting this pair boarded at stops in the two branch segments between Packards Corner and Warren Street.

Trips entirely within the BU neighborhood were a close second, with all such trips boarding at stops in the two segments from Blandford Street to Babcock Street. Trips from the Brighton neighborhood to the BU neighborhood were third overall, with boarding stops distributed over the three outer segments from Griggs Street to Boston College. The only other origin-destination combinations with individual shares of over 3% of surface B Branch boardings were from the Allston neighborhood to the Park Square and the Prudential/Hancock District neighborhoods in downtown Boston.

C Branch

For passengers boarding at all surface C Branch stops combined, the largest single origin-destination combination was from the North Brookline neighborhood to the Boston Financial/Retail District. This combination accounted for 9% of the total boardings on this branch of the Green Line. Most of the passengers reporting this pair boarded at stops in the three segments between Saint Mary's Street and Tappan Street.

Trips from North Brookline to the Back Bay and Government Center neighborhoods of Boston were second and third overall. The only other origin-destination combination with an individual share of over 5% of surface C Branch boardings was from North Brookline to the Park Square neighborhood in downtown Boston.

D Branch

For passengers boarding at all surface D Branch stops combined, the largest single origin-destination combination was from the city of Newton to the Longwood Medical Area in Boston. However, this combination accounted for only 4% of the D Branch boardings because of the length of this line and the many different origin-destination pairs that it serves. Boardings of passengers

reporting this pair were distributed among all of the stops from Riverside to Newton Centre.

Trips from South Brookline to the Boston Financial/Retail District and from Brighton to the Longwood Medical area were practically tied as the second-largest combination. Most of the South Brookline passengers boarded at stops from Reservoir through Brookline Village. Most of the Brighton riders boarded at Reservoir or Beaconsfield. No other origin-destination pair accounted for as much as 3% of total D Branch boardings.

E Branch

For passengers boarding at all surface E Branch stops combined, the largest single origin-destination combination was between the Longwood Medical Area and Back Bay neighborhoods of Boston. This combination accounted for 8% of the total boardings on this branch of the Green Line. Most of the passengers reporting this pair boarded at the Longwood Medical Area, Brigham Circle, or Museum of Fine Arts stops.

Trips from the Longwood Medical Area to the Prudential/Hancock District and Park Square neighborhoods were second and third overall. No other origin-destination combination had an individual share of as much as 4% of surface E Branch boardings

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Lechmere

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Longwood Med Area	Boston: North End	Boston: Park Square	Boston: Back Bay	Boston: Prudential/ Hancock	Boston: Fenway	Boston: Waterfront	Newton	Other & % of Row	Row Total & % of Overall
Cambridge: East Cambridge	335	226	99	137	79	118	70	79	30	79	422 24.3%	1732 54.1%
Somerville: Spring Hill	98	109	60	59	39	20	50	0	39	10	71 12.9%	554 17.3%
Cambridge: Central Square	10	20	0	30	80	0	0	10	10	0	79 33.0%	239 7.5%
Somerville: Winter Hill	20	10	20	0	10	20	20	20	0	10	30 18.6%	159 5.0%
Somerville: East Somerville	30	10	10	20	0	20	10	0	0	10	0 0.0%	120 3.7%
Somerville: Davis Square	0	0	10	0	0	0	0	0	39	0	39 36.2%	108 3.4%
Medford	0	10	20	0	0	0	20	0	10	0	0 0.0%	61 1.9%
Arlington	0	0	30	0	10	0	0	0	20	0	0 0.0%	59 1.9%
Cambridge: North Cambridge	0	10	39	0	0	0	0	0	0	0	0 0.0%	49 1.5%
Unspecified	20	0	0	20	0	0	0	0	0	0	0 0.0%	39 1.2%
Cambridge: Harvard Square	0	10	0	0	0	0	0	0	0	0	20 65.7%	30 0.9%
Lexington	0	0	0	0	0	0	0	20	0	0	0 0.0%	20 0.6%
Erving	0	0	0	0	0	0	0	20	0	0	0 0.0%	20 0.6%
Merrimac	0	0	0	0	0	0	0	0	0	0	10 100.0%	10 0.3%
Column Total & % of Overall	511 16.0%	406 12.7%	288 9.0%	265 8.3%	218 6.8%	177 5.5%	170 5.3%	148 4.6%	148 4.6%	109 3.4%	670 20.9%	3199

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Science Park

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Back Bay	Boston: Prudential/ Hancock	Boston: Financial/R etail	Boston: Fenway	Boston: South End	Boston: Park Square	Somerville : East Somerville	Raynham	Quincy	Newton	Other & % of Row	Row Total & % of Overall
Boston: North End	22	7	7	43	22	22	0	22	0	22	0	187
											0.0%	39.6%
Boston: Beacon Hill	65	42	43	7	0	0	22	0	0	0	0	179
											0.0%	37.8%
Cambridge: East Cambridge	7	22	0	0	22	22	0	0	22	0	7	100
											6.7%	21.2%
Unspecified	0	0	0	0	0	0	0	0	0	0	7	7
											100.0%	1.4%
Column Total & % of Overall	93	70	50	50	43	43	22	22	22	22	13	473
	19.8%	14.9%	10.6%	10.6%	9.2%	9.2%	4.6%	4.6%	4.6%	4.6%	2.8%	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY

Entry Station: North Station

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Back Bay	Boston: Longwood Med Area	Boston: Park Square	Boston: Prudential/ Hancock	Boston: Govt Center	Boston: Fenway	Boston: B U	Cambridge : Kendall/MI	Boston: Financial/R etail	Cambridge : Harvard Square	Other & % of Row	Row Total & % of Overall
Boston: North End	149	19	16	35	0	16	38	0	19	19	224 40.5%	554 11.6%
Salem	35	67	48	19	16	35	35	51	19	16	51 12.4%	412 8.6%
Beverly	38	32	35	38	16	0	16	16	0	19	51 19.6%	261 5.5%
Unspecified	16	19	0	35	38	54	0	16	0	0	54 21.5%	251 5.3%
Boston: Charlestown	19	32	0	0	19	19	0	0	0	0	114 56.1%	203 4.2%
Lynn	19	35	38	16	0	0	19	0	19	19	35 17.5%	200 4.2%
Lowell	35	0	38	32	38	0	0	19	0	16	0 0.0%	178 3.7%
Boston: Govt Center	16	19	0	0	0	0	0	0	0	0	95 63.7%	149 3.1%
Wakefield	54	32	19	19	0	0	0	0	0	0	0 0.0%	124 2.6%
Haverhill	16	16	0	16	0	0	0	38	0	0	19 18.0%	105 2.2%
Lawrence	0	35	16	0	19	0	0	0	0	0	16 15.7%	102 2.1%
Ipswich	35	35	0	0	0	16	0	0	0	0	16 15.7%	102 2.1%
Reading	32	16	48	0	0	0	0	0	0	0	0 0.0%	102 2.1%
Winchester	19	0	35	19	16	0	0	0	0	0	0 0.0%	89 1.9%
Acton	16	0	35	0	19	0	19	0	0	0	0 0.0%	89 1.9%
Newburyport	32	16	0	19	0	19	0	0	0	0	0 0.0%	86 1.8%
Medford	16	0	0	16	0	0	35	0	16	0	0 0.0%	83 1.7%
Melrose	0	0	38	0	0	19	0	0	19	0	0 0.0%	76 1.6%
Other & % of Column	205 26.1%	224 36.3%	189 34.0%	156 37.2%	172 46.7%	73 29.1%	89 35.5%	48 25.6%	54 37.0%	54 37.7%	240 15.4%	1552 32.5%
Column Total & % of Overall	784 16.4%	617 12.9%	555 11.6%	421 8.8%	369 7.7%	251 5.3%	251 5.3%	189 3.9%	146 3.1%	143 3.0%	915 19.1%	4781

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Haymarket

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Park Square	Boston: Back Bay	Cambridge : Harvard Square	Boston: Prudential/ Hancock	Boston: Fenway	Boston: Longwood Med Area	Cambridge : Kendall/MI	Newton	Cambridge : East Cambridge	Boston: B U	Other & % of Row	Row Total & % of Overall
Boston: North End	107	233	107	148	63	43	107	22	0	85	172 15.0%	1151 39.3%
Chelsea	127	22	43	63	128	0	65	0	0	0	148 24.0%	619 21.1%
Lynn	107	85	0	22	0	0	0	0	0	0	22 8.4%	257 8.8%
Boston: Govt Center	0	0	107	0	0	63	0	0	0	0	0 0.0%	170 5.8%
Salem	22	22	0	0	0	0	0	0	44	0	22 19.9%	109 3.7%
Medford	22	63	0	0	0	0	0	0	0	22	0 0.0%	107 3.6%
Hingham	0	0	0	0	0	0	0	0	87	0	0 0.0%	87 3.0%
Unspecified	0	0	0	0	0	0	0	63	0	0	22 25.5%	85 2.9%
Beverly	0	0	0	0	0	0	0	63	0	0	0 0.0%	63 2.2%
Everett	0	0	0	0	0	63	0	0	0	0	0 0.0%	63 2.2%
Boston: Beacon Hill	0	0	0	0	0	0	0	0	0	0	44 100.0%	44 1.5%
Saugus	0	0	0	0	22	22	0	0	0	0	0 0.0%	43 1.5%
Newburyport	22	0	0	0	0	0	0	0	0	0	0 0.0%	43 1.5%
Woburn	0	0	0	0	0	0	0	0	0	0	22 100.0%	22 0.7%
Revere	0	0	0	0	0	0	0	0	0	0	22 100.0%	22 0.7%
Farmington, NH	0	0	0	0	0	0	0	0	0	22	0 0.0%	22 0.7%
Watertown	22	0	0	0	0	0	0	0	0	0	0 0.0%	22 0.7%
Kennebunk, ME	0	0	0	0	0	0	0	0	0	0	22 100.0%	22 0.7%
Other & % of Column	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Column Total & % of Overall	427 14.6%	425 14.5%	257 8.8%	233 8.0%	213 7.3%	192 6.5%	172 5.9%	148 5.1%	131 4.5%	128 4.4%	495 16.9%	2928

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Government Center

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Back Bay	Boston: Park Square	Brookline: North Brookline	Boston: Prudential/ Hancock	Boston: Brighton	Boston: B U	Boston: Longwood Med Area	Brookline: South Brookline	Boston: Allston	Boston: Fenway	Other & % of Row	Row Total & % of Overall
Boston: Govt Center	223	128	128	73	169	0	32	0	128	32	383	1358
											28.2%	43.8%
Boston: North End	64	64	0	32	32	64	82	50	9	32	186	614
											30.4%	19.8%
Boston: Financial/Retail	64	128	0	64	0	50	0	73	0	32	160	601
											26.5%	19.4%
Boston: Beacon Hill	0	0	64	0	0	0	9	0	0	0	18	91
											19.8%	2.9%
Unspecified	0	0	32	9	0	0	0	0	0	9	32	82
											39.0%	2.6%
Medford	0	0	0	0	0	32	0	0	0	0	32	64
											50.0%	2.1%
Boston: Waterfront	0	0	32	0	0	0	18	0	0	0	0	50
											0.0%	1.6%
Danvers	0	32	0	0	0	0	0	0	0	0	0	32
											0.0%	1.0%
Weymouth	0	0	0	32	0	0	0	0	0	0	0	32
											0.0%	1.0%
Swampscott	0	0	0	0	0	32	0	0	0	0	0	32
											0.0%	1.0%
Hull	18	0	0	0	0	0	9	0	0	0	0	27
											0.0%	0.9%
Woburn	0	0	9	0	0	0	9	0	0	0	9	27
											33.3%	0.9%
Chelsea	0	0	0	0	0	0	0	0	0	0	18	27
											100.0%	0.9%
Burlington	9	0	0	0	0	0	0	0	0	9	0	18
											0.0%	0.6%
Boston: Charlestown	0	0	0	0	0	9	0	9	0	0	0	18
											0.0%	0.6%
Raynham	0	0	0	0	0	0	0	0	0	0	9	9
											100.0%	0.3%
Stoneham	0	0	0	0	0	0	9	0	0	0	0	9
											0.0%	0.3%
Waltham	0	9	0	0	0	0	0	0	0	0	0	9
											0.0%	0.3%
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	378	360	264	209	200	186	167	141	137	114	847	3099
	12.2%	11.6%	8.5%	6.8%	6.5%	6.0%	5.4%	4.5%	4.4%	3.7%	27.3%	

T MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Park Street

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Back Bay	Brookline: North Brookline	Boston: Longwood Med Area	Boston: Fenway	Brookline: South Brookline	Boston: Prudential/ Hancock	Boston: B U	Boston: Brighton	Newton: Chestnut Hill	Newton	Other & % of Row	Row Total & % of Overall
Boston: Financial/Retail	157	189	147	147	189	94	189	126	94	53	252 14.5%	1733 41.0%
Boston: Govt Center	157	189	116	157	31	31	21	63	0	94	252 22.0%	1145 27.1%
Boston: Beacon Hill	84	84	106	31	63	63	21	0	21	0	84 15.1%	558 13.2%
Unspecified	21	0	31	0	31	31	0	0	0	0	137 54.2%	253 6.0%
Boston: Park Square	0	0	63	0	31	0	0	0	31	0	63 33.3%	189 4.5%
Boston: Waterfront	94	0	0	0	0	0	0	0	0	0	21 18.4%	116 2.7%
Boston: So Bos Indust	0	31	0	0	0	31	0	0	0	0	0 0.0%	63 1.5%
Boston: South End	0	21	0	0	0	0	0	0	0	0	21 50.0%	43 1.0%
Woburn	0	0	0	31	0	0	0	0	0	0	0 0.0%	31 0.7%
Unspecified, NH	0	0	0	31	0	0	0	0	0	0	0 0.0%	31 0.7%
Boston: North End	0	0	0	0	0	0	0	0	0	0	31 100.0%	31 0.7%
Boston: Charlestown	0	0	0	0	0	0	0	0	0	0	31 100.0%	31 0.7%
Column Total & % of Overall	515 12.2%	515 12.2%	463 11.0%	399 9.4%	346 8.2%	252 6.0%	232 5.5%	189 4.5%	147 3.5%	147 3.5%	894 21.2%	4226

MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Boylston

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Fenway	Boston: Back Bay	Boston: Longwood Med Area	Brookline: North Brookline	Newton	Boston: B U	Boston: Prudential/ Hancock	Boston: Brighton	Boston: Allston	Brookline: South Brookline	Other & % of Row	Row Total & % of Overall
Boston: Park Square	192	155	200	155	170	155	88	132	88	110	406 21.2%	1909 70.5%
Boston: Financial/Retail	66	66	15	44	22	0	66	0	0	0	59 16.4%	361 13.3%
Boston: Beacon Hill	0	22	22	22	15	0	0	0	0	22	0 0.0%	103 3.8%
Boston: South End	0	0	22	0	0	22	0	0	22	0	37 36.0%	103 3.8%
Boston: Roxbury	0	0	0	0	0	0	0	22	22	0	0 0.0%	44 1.6%
Unspecified	0	0	0	0	0	0	0	0	0	0	37 100.0%	37 1.4%
Boston: Waterfront	15	0	0	0	0	0	0	0	22	0	0 0.0%	37 1.4%
Boston: Back Bay	0	0	0	0	0	0	0	0	0	0	37 100.0%	37 1.4%
Waltham	0	0	0	0	0	22	0	0	0	0	0 0.0%	22 0.8%
Cohasset	0	22	0	0	0	0	0	0	0	0	0 0.0%	22 0.8%
Raynham	0	0	0	0	0	0	0	0	0	0	0 0.0%	15 0.6%
Cape Cod: Unspecified	15	0	0	0	0	0	0	0	0	0	0 0.0%	15 0.6%
Column Total & % of Overall	288 10.6%	265 9.8%	259 9.6%	221 8.2%	207 7.6%	199 7.3%	155 5.7%	155 5.7%	155 5.7%	132 4.9%	577 21.3%	2708

T MBTA Surveys: 2008-09
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Arlington

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Brookline: North Brookline	Boston: Fenway	Cambridge : Harvard Square	Cambridge : Kendall/MI	Boston: B U	Boston: Longwood Med Area	Boston: North End	Brookline: South Brookline	Other & % of Row	Row Total & % of Overall
Boston: Back Bay	132	101	38	38	82	54	38	64	15	26	403	1031
											39.1%	44.8%
Boston: Park Square	77	46	64	38	31	15	38	13	61	51	300	750
											40.0%	32.6%
Boston: South End	0	8	0	13	32	47	0	13	0	0	52	179
											28.8%	7.8%
Boston: Beacon Hill	0	0	38	51	0	0	13	13	0	0	0	115
											0.0%	5.0%
Unspecified	0	0	13	13	0	0	0	0	0	13	72	110
											65.0%	4.8%
Boston: Prudential/Hancock	0	15	13	0	0	0	0	0	15	0	15	67
											22.9%	2.9%
Taunton	0	0	0	0	0	0	0	0	0	0	13	13
											100.0%	0.6%
Harwich	0	0	0	0	0	0	13	0	0	0	0	13
											0.0%	0.6%
Cape Cod: Unspecified	0	0	0	0	0	0	13	0	0	0	0	13
											0.0%	0.6%
Boston: Jamaica Plain	0	0	0	0	0	0	0	0	0	0	8	8
											100.0%	0.4%
Column Total & % of Overall	208	170	167	154	144	116	115	103	92	90	863	2300
	9.1%	7.4%	7.3%	6.7%	6.3%	5.1%	5.0%	4.5%	4.0%	3.9%	37.5%	

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Copley

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: B U	Boston: Longwood Med Area	Boston: Govt Center	Brookline: North Brookline	Boston: Fenway	Boston: Park Square	Cambridge : Kendall/MI	Newton	Brookline: South Brookline	Other & % of Row	Row Total & % of Overall
Boston: Back Bay	422	51	172	282	172	127	107	121	78	47	624	2308
											27.0%	44.2%
Boston: Prudential/Hancock	177	47	33	106	109	35	53	53	31	31	481	1191
											40.4%	22.8%
Boston: South End	0	16	16	0	78	16	0	0	31	16	117	306
											38.2%	5.9%
Boston: So Bos Res	0	0	79	0	47	35	0	0	0	16	16	192
											8.1%	3.7%
Unspecified	18	18	0	18	0	0	18	0	16	0	33	120
											27.8%	2.3%
Boston: Jamaica Plain	18	0	0	17	0	0	0	0	0	0	51	86
											59.8%	1.6%
Sharon	0	31	0	0	0	32	0	0	0	0	17	80
											20.9%	1.5%
Boston: Fenway	18	0	0	0	0	0	0	0	0	0	52	70
											74.7%	1.3%
Foxborough	0	31	0	0	0	17	0	0	16	0	0	64
											0.0%	1.2%
Southborough	0	47	0	0	0	0	0	0	0	0	0	47
											0.0%	0.9%
Mansfield	0	31	0	0	0	0	0	0	0	16	0	47
											0.0%	0.9%
Newton	0	0	0	18	0	18	0	0	0	0	0	36
											0.0%	0.7%
Boston: Park Square	0	0	0	0	0	0	0	0	0	0	36	36
											100.0%	0.7%
Needham	0	0	16	0	0	0	0	16	0	0	0	31
											0.0%	0.6%
Canton	0	31	0	0	0	0	0	0	0	0	0	31
											0.0%	0.6%
Providence, RI	0	0	16	0	16	0	0	0	0	0	0	31
											0.0%	0.6%
Cranston, RI	0	16	0	0	0	16	0	0	0	0	0	31
											0.0%	0.6%
North Attleborough	0	0	16	0	0	0	0	0	0	0	16	31
											50.0%	0.6%
Other & % of Column	0	193	109	0	16	17	36	0	0	47	31	448
	0.0%	35.5%	24.0%	0.0%	3.6%	5.4%	16.7%	0.0%	0.0%	27.3%	7.0%	8.6%
Column Total & % of Overall	652	542	456	440	437	311	213	190	172	172	1474	5216
	12.5%	10.4%	8.7%	8.4%	8.4%	6.0%	4.1%	3.6%	3.3%	3.3%	28.3%	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Hynes Convention Center

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Brookline: North Brookline	Boston: B U	Boston: Park Square	Boston: Waterfront	Newton	Brookline: South Brookline	Boston: North End	Boston: Brighton	Other & % of Row	Row Total & % of Overall
Boston: Back Bay	230	70	53	53	89	153	53	53	35	0	339	1196
											28.4%	33.7%
Boston: Fenway	175	118	88	88	57	57	18	53	22	53	306	1068
											28.6%	30.1%
Boston: Prudential/Hancock	146	57	88	35	45	0	18	0	80	18	197	696
											28.4%	19.6%
Boston: South End	0	0	0	35	22	0	35	0	0	35	88	215
											40.7%	6.1%
Cambridge: Central Square	0	0	0	0	0	0	18	35	0	18	22	92
											24.1%	2.6%
Boston: Unspecified	45	0	0	0	0	0	0	0	0	0	0	45
											0.0%	1.3%
Boston: Longwood Med Area	0	0	0	18	0	0	0	0	0	0	22	40
											56.0%	1.1%
Unspecified	0	0	18	0	0	0	0	0	0	0	18	35
											50.0%	1.0%
Cambridge: Harvard Square	0	0	0	0	0	0	18	0	0	0	18	35
											50.0%	1.0%
Boston: Jamaica Plain	0	0	0	35	0	0	0	0	0	0	0	35
											0.0%	1.0%
Boston: North Dorchester	0	22	0	0	0	0	0	0	0	0	0	22
											0.0%	0.6%
Cambridge: Kendall/MIT	0	0	18	0	0	0	0	0	0	0	0	18
											0.0%	0.5%
Boston: Roxbury	0	0	0	0	0	0	18	0	0	0	0	18
											0.0%	0.5%
Boston: Mattapan	0	0	0	0	0	0	18	0	0	0	0	18
											0.0%	0.5%
Brookline: Chestnut Hill	13	0	0	0	0	0	0	0	0	0	0	13
											0.0%	0.4%
Column Total & % of Overall	609	268	263	263	213	210	193	140	137	123	1009	3545
	17.2%	7.5%	7.4%	7.4%	6.0%	5.9%	5.4%	4.0%	3.9%	3.5%	28.5%	

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Kenmore

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Back Bay	Boston: Park Square	Brookline: North Brookline	Boston: Beacon Hill	Boston: Prudential/ Hancock	Boston: Waterfront	Boston: So Bos Indust	Boston: Fenway	Other & % of Row	Row Total & % of Overall
Boston: Fenway	209	114	77	121	114	88	26	58	58	77	374	1315
											28.4%	36.7%
Boston: B U	77	26	62	51	77	0	0	37	26	0	245	612
											40.1%	17.1%
Boston: Brighton	22	73	121	26	0	62	125	0	0	11	128	567
											22.6%	15.8%
Boston: Allston	95	84	11	22	0	11	11	0	11	0	73	318
											23.0%	8.9%
Unspecified	26	26	0	26	0	0	11	26	11	0	11	146
											7.5%	4.1%
Boston: Longwood Med Area	26	0	26	0	0	0	0	0	0	0	22	125
											17.5%	3.5%
Brookline: North Brookline	37	0	0	26	0	26	0	0	0	0	26	114
											22.6%	3.2%
Brookline: Chestnut Hill	0	0	0	0	0	0	0	26	0	0	51	77
											66.7%	2.2%
Watertown	0	0	0	0	26	0	0	0	0	26	11	62
											17.5%	1.7%
Boston: Back Bay	11	0	0	0	0	0	0	0	0	0	26	62
											41.2%	1.7%
Newton	0	26	0	0	0	0	0	0	0	0	22	48
											45.9%	1.3%
Brookline: South Brookline	0	11	0	0	0	0	0	0	26	0	0	37
											0.0%	1.0%
Cambridge: Harvard Square	26	0	0	0	0	0	0	0	0	0	0	37
											0.0%	1.0%
Waltham	0	0	26	0	0	0	0	0	0	0	0	26
											0.0%	0.7%
Bedford	0	0	0	26	0	0	0	0	0	0	0	26
											0.0%	0.7%
Ashland	11	0	0	0	0	0	0	0	0	0	0	11
											0.0%	0.3%
Revere	0	0	0	0	11	0	0	0	0	0	0	11
											0.0%	0.3%
Column Total & % of Overall	538	359	322	297	227	187	172	146	132	114	989	3580
	15.0%	10.0%	9.0%	8.3%	6.3%	5.2%	4.8%	4.1%	3.7%	3.2%	27.6%	



MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Prudential

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Longwood Med Area	Boston: Govt Center	Boston: Financial/R etail	Cambridge : Kendall/MI	Boston: Fenway	Boston: North Dorchester	Boston: Waterfront	Boston: B U	Boston: Park Square	Unspecif ed	Other & % of Row	Row Total & % of Overall
Boston: Prudential/Hancock	37	37	116	62	84	73	73	37	37	37	84	713
											11.8%	67.6%
Boston: South End	121	47	0	47	0	0	0	0	0	0	21	237
											9.0%	22.4%
Unspecified	0	37	0	0	0	0	0	0	0	0	11	47
											22.6%	4.5%
Boston: Back Bay	47	0	0	0	0	0	0	0	0	0	0	47
											0.0%	4.5%
Newton	0	0	0	0	0	0	0	0	0	0	11	11
											100.0%	1.0%
Column Total & % of Overall	205	121	116	110	84	73	73	37	37	37	127	1054
	19.4%	11.4%	11.0%	10.4%	8.0%	6.9%	6.9%	3.5%	3.5%	3.5%	12.0%	

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Symphony

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: North End	Boston: Govt Center	Boston: Back Bay	Boston: So Bos Indust	Boston: Beacon Hill	Boston: Park Square	Boston: North Dorchester	Newton	Medford	Other & % of Row	Row Total & % of Overall
Boston: Fenway	173	139	106	55	62	51	28	34	28	28	89 10.9%	821 83.5%
Boston: South End	0	28	55	28	0	0	17	0	0	0	0 0.0%	128 13.0%
Natick	17	0	0	0	0	0	0	0	0	0	0 0.0%	17 1.7%
Boston: Roxbury	0	0	0	17	0	0	0	0	0	0	0 0.0%	17 1.7%
Column Total & % of Overall	190 19.3%	166 16.9%	162 16.5%	100 10.2%	62 6.3%	51 5.2%	45 4.6%	34 3.5%	28 2.8%	28 2.8%	89 9.1%	983

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE-B

Expanded Results

Entry Stop: Blandford St. to BU Central

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: B U	Boston: Allston	Boston: Brighton	Boston: Financial/R etail	Boston: Prudential/ Hancock	Brookline: North Brookline	Boston: Fenway	Boston: North End	Boston: Back Bay	Boston: Govt Center	Other & % of Row	Row Total & % of Overall
Boston: B U	390	275	184	166	115	92	92	69	46	37	405 21.4%	1894 85.6%
Cambridge: Central Square	23	0	0	0	23	0	0	0	14	23	37 30.9%	120 5.4%
Boston: Brighton	0	0	0	0	0	0	0	0	0	0	23 50.0%	46 2.1%
Newton	14	0	23	0	0	0	0	0	0	0	0 0.0%	37 1.7%
Unspecified	0	0	0	0	0	23	0	0	0	0	0 0.0%	23 1.0%
Brookline: North Brookline	0	0	0	0	0	0	0	0	0	0	23 100.0%	23 1.0%
Boston: Longwood Med Area	0	23	0	0	0	0	0	0	0	0	0 0.0%	23 1.0%
Boston: Fenway	0	23	0	0	0	0	0	0	0	0	0 0.0%	23 1.0%
Boston: Allston	0	23	0	0	0	0	0	0	0	0	0 0.0%	23 1.0%
Column Total & % of Overall	427 19.3%	344 15.6%	207 9.3%	166 7.5%	138 6.2%	115 5.2%	92 4.2%	69 3.1%	60 2.7%	60 2.7%	488 22.0%	2212

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-B

Entry Stop: BU West to Babcock

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: B U	Boston: Fenway	Boston: Financial/R etail	Boston: Back Bay	Boston: Park Square	Boston: Allston	Boston: Waterfront	Boston: Prudential/ Hancock	Boston: Govt Center	Brookline: North Brookline	Other & % of Row	Row Total & % of Overall
Boston: B U	533	289	99	77	23	48	29	56	46	30	159 11.3%	1405 65.7%
Brookline: North Brookline	203	0	78	41	56	0	41	7	17	0	132 22.1%	598 28.0%
Boston: Allston	16	0	0	0	0	16	0	0	0	16	16 25.0%	65 3.0%
Boston: Brighton	0	0	0	0	0	0	0	0	0	0	25 100.0%	25 1.1%
Unspecified	0	0	0	0	16	0	0	0	0	0	8 34.0%	24 1.1%
Cambridge: Central Square	0	0	0	0	0	21	0	0	0	0	0 0.0%	21 1.0%
Column Total & % of Overall	753 35.2%	289 13.5%	177 8.3%	118 5.5%	95 4.5%	85 4.0%	70 3.3%	63 2.9%	62 2.9%	46 2.1%	340 15.9%	2138

MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE-B

Expanded Results

Entry Stop: Packards Corner to Harvard Ave.

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: B U	Boston: Park Square	Boston: Prudential/ Hancock	Boston: Govt Center	Boston: Financial/R etail	Boston: Back Bay	Boston: Brighton	Boston: Fenway	Boston: South End	Boston: Waterfront	Other & % of Row	Row Total & % of Overall
Boston: Allston	658	389	270	244	171	187	103	123	91	104	528 17.7%	2974 82.1%
Brookline: North Brookline	58	96	30	33	34	8	31	0	20	6	46 12.7%	363 10.0%
Boston: Brighton	38	30	0	0	15	0	15	0	0	0	39 28.5%	137 3.8%
Unspecified	12	0	12	15	0	15	0	12	0	0	23 25.8%	89 2.5%
Boston: B U	0	0	0	0	0	0	0	0	0	0	27 100.0%	27 0.7%
Cambridge: Harvard Square	15	0	0	0	0	0	0	0	0	0	0 0.0%	15 0.4%
Boston: North Dorchester	0	0	0	0	0	0	15	0	0	0	0 0.0%	15 0.4%
Column Total & % of Overall	780 21.6%	515 14.2%	313 8.6%	292 8.1%	221 6.1%	210 5.8%	164 4.5%	135 3.7%	111 3.1%	110 3.0%	663 18.3%	3620

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE-B

Expanded Results

Entry Stop: Griggs St. to Warren St.

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: B U	Boston: Financial/R etail	Boston: Govt Center	Boston: Park Square	Boston: Prudential/ Hancock	Boston: Back Bay	Boston: Fenway	Boston: Longwood Med Area	Cambridge : Kendall/MI	Boston: So Bos Indust	Other & % of Row	Row Total & % of Overall
Boston: Allston	272	184	178	106	124	138	73	58	42	42	359	1612
											22.2%	56.0%
Boston: Brighton	217	127	74	113	84	47	83	34	45	28	274	1159
											23.6%	40.3%
Unspecified	33	0	9	11	0	0	11	0	0	0	12	76
											15.9%	2.6%
Brookline: North Brookline	11	7	0	0	0	7	0	0	0	4	0	30
											0.0%	1.0%
Column Total & % of Overall	534	319	260	229	208	192	168	92	87	74	644	2877
	18.6%	11.1%	9.1%	8.0%	7.2%	6.7%	5.8%	3.2%	3.0%	2.6%	22.4%	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE-B

Expanded Results

Entry Stop: Washington St. to Chiswick Rd.

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: B U	Boston: Govt Center	Boston: Financial/R etail	Boston: Back Bay	Boston: Park Square	Boston: Fenway	Boston: Prudential/ Hancock	Boston: South End	Boston: Waterfront	Boston: Allston	Other & % of Row	Row Total & % of Overall
Boston: Brighton	415	206	180	161	168	108	96	50	55	41	259	1788
											14.5%	95.4%
Unspecified	8	0	7	10	0	0	7	0	0	0	24	56
											42.3%	3.0%
Brookline: North Brookline	0	0	0	0	0	0	0	9	0	9	0	19
											0.0%	1.0%
Brookline: South Brookline	8	0	0	0	0	0	0	0	0	0	0	8
											0.0%	0.4%
Boston: Allston	0	0	0	0	0	0	0	0	0	0	3	3
											100.0%	0.2%
Column Total & % of Overall	430	206	187	171	168	108	103	59	55	50	286	1875
	22.9%	11.0%	10.0%	9.1%	9.0%	5.8%	5.5%	3.2%	2.9%	2.7%	15.3%	

MBTA Surveys: 2008-09 Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE-B

Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: B U	Boston: Allston	Boston: Brighton	Boston: Financial/R etail	Boston: Fenway	Boston: Govt Center	Boston: Prudential/ Hancock	Boston: North End	Boston: Park Square	Boston: Back Bay	Other & % of Row	Row Total & % of Overall
Boston: Brighton	217	46	29	65	55	43	31	15	34	7	98 14.8%	664 63.6%
Newton: Chestnut Hill	33	0	24	24	24	33	9	24	0	24	42 17.9%	237 22.7%
Newton	24	0	24	0	0	0	0	0	0	0	0 0.0%	48 4.6%
Brookline: South Brookline	0	27	19	0	0	0	0	0	0	0	0 0.0%	46 4.4%
Unspecified	0	0	0	0	0	0	0	0	0	0	24 100.0%	24 2.3%
Needham	0	19	0	0	0	0	0	0	0	0	0 0.0%	19 1.8%
Boston: Roslindale	0	7	0	0	0	0	0	0	0	0	0 0.0%	7 0.7%
Column Total & % of Overall	274 26.3%	99 9.5%	95 9.1%	89 8.5%	79 7.5%	76 7.3%	40 3.9%	39 3.7%	34 3.2%	31 3.0%	164 15.7%	1044

MBTA Surveys: 2008-09 *Rapid Transit Survey*

Origin-Destination Cross-tabulation

GREEN LINE-C

Expanded Results

Entry Stop: St. Mary's St. to Kent St.

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Brookline: North Brookline	Boston: Back Bay	Boston: Govt Center	Boston: Beacon Hill	Cambridge : Kendall/MI	Boston: Park Square	Boston: Fenway	Boston: North End	Boston: South End	Other & % of Row	Row Total & % of Overall
Brookline: North Brookline	196	64	124	75	64	67	41	49	37	27	264	1046
											25.3%	74.2%
Boston: Fenway	20	33	8	8	8	0	16	0	3	0	46	142
											32.5%	10.1%
Boston: B U	0	83	0	8	0	0	8	8	8	3	19	137
											13.8%	9.7%
Boston: Longwood Med Area	0	8	0	8	0	0	0	0	0	0	8	25
											33.7%	1.7%
Unspecified	0	8	0	0	0	0	0	0	0	8	8	24
											32.9%	1.7%
Cambridge: Central Square	0	17	0	0	0	0	0	0	0	0	0	17
											0.0%	1.2%
Boston: Roslindale	0	0	0	0	8	0	0	0	0	0	0	8
											0.0%	0.6%
Brookline: South Brookline	0	0	0	8	0	0	0	0	0	0	0	8
											0.0%	0.6%
Somerville: Spring Hill	0	0	0	3	0	0	0	0	0	0	0	3
											0.0%	0.2%
Column Total & % of Overall	216	214	132	110	80	67	65	57	48	38	346	1409
	15.3%	15.2%	9.4%	7.8%	5.7%	4.7%	4.6%	4.0%	3.4%	2.7%	24.5%	

MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE-C

Expanded Results

Entry Stop: St. Paul St. to Summit Ave.

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Back Bay	Boston: Park Square	Boston: Prudential/ Hancock	Boston: Fenway	Boston: South End	Cambridge : Kendall/MI	Brookline: North Brookline	Boston: Brighton	Other & % of Row	Row Total & % of Overall
Brookline: North Brookline	422	359	335	329	221	183	89	123	92	105	950	3317
											28.6%	92.9%
Brookline: South Brookline	0	35	0	8	8	0	35	5	6	0	25	121
											20.9%	3.4%
Boston: Allston	0	0	18	0	0	0	0	0	6	0	11	36
											32.2%	1.0%
Unspecified	0	7	8	0	8	0	5	0	0	0	8	35
											21.6%	1.0%
Belmont	0	0	0	0	0	8	0	0	0	0	6	14
											45.5%	0.4%
Newton: Chestnut Hill	8	0	0	0	0	0	0	0	0	0	0	8
											0.0%	0.2%
Boston: Brighton	0	0	0	0	0	0	0	0	0	0	8	8
											100.0%	0.2%
Brookline: North Brookline, KS	0	0	0	7	0	0	0	0	0	0	0	7
											0.0%	0.2%
Watertown	0	0	0	0	0	0	0	0	6	0	0	6
											0.0%	0.2%
Cambridge: Harvard Square	0	0	0	0	0	0	0	0	6	0	0	6
											0.0%	0.2%
Boston: Roxbury	0	0	0	0	0	0	0	0	0	0	6	6
											100.0%	0.2%
Boston: Longwood Med Area	0	0	0	0	0	0	0	0	0	6	0	6
											0.0%	0.2%
Column Total & % of Overall	429	400	360	344	236	190	129	128	117	112	1014	3570
	12.0%	11.2%	10.1%	9.6%	6.6%	5.3%	3.6%	3.6%	3.3%	3.1%	28.4%	

T MBTA Surveys: 2008-09
Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE-C

Expanded Results

Entry Stop: Brandon Hall to Tappan St.

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Park Square	Boston: Back Bay	Boston: Govt Center	Boston: Prudential/ Hancock	Boston: Fenway	Brookline: North Brookline	Boston: B U	Cambridge : Kendall/MI	Boston: South End	Other & % of Row	Row Total & % of Overall
Brookline: South Brookline	104	87	75	69	50	49	69	56	72	41	148 17.2%	859 44.5%
Brookline: North Brookline	118	96	96	63	45	71	28	51	32	23	204 24.1%	848 43.9%
Boston: Brighton	8	32	17	23	26	0	17	0	0	9	33 19.0%	174 9.0%
Unspecified	0	0	9	0	0	0	0	0	0	0	19 68.5%	27 1.4%
Watertown	0	0	0	5	0	5	0	0	0	0	0 0.0%	10 0.5%
Newton: Chestnut Hill	0	0	0	3	5	0	0	0	0	0	0 0.0%	8 0.4%
Brookline: Unspecified	0	0	0	0	0	0	0	0	0	0	5 100.0%	5 0.3%
Column Total & % of Overall	230 17.9%	215 17.1%	196 10.2%	164 8.5%	126 6.5%	125 6.5%	114 5.9%	107 5.5%	104 5.4%	73 3.8%	409 21.2%	1931

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE-C

Expanded Results

Entry Stop: Dean Rd. to Cleveland Circle

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Brookline: North Brookline	Boston: Govt Center	Boston: Back Bay	Boston: Park Square	Boston: Prudential/ Hancock	Boston: B U	Boston: Fenway	Boston: South End	Cambridge : Kendall/MI	Other & % of Row	Row Total & % of Overall
Boston: Brighton	134	157	88	77	96	62	56	55	41	28	168 17.0%	991 63.5%
Brookline: South Brookline	85	11	58	46	29	40	29	24	15	20	90 19.3%	465 29.8%
Newton: Chestnut Hill	0	23	0	0	0	0	0	0	0	0	8 25.0%	31 2.0%
Brookline: Chestnut Hill	8	15	0	0	0	0	0	0	0	0	0 0.0%	23 1.5%
Brookline: North Brookline	0	4	8	0	0	0	0	0	0	0	4 25.6%	16 1.0%
Unspecified	0	0	0	4	4	0	0	0	0	0	4 32.8%	12 0.8%
Needham	0	0	0	10	0	0	0	0	0	0	0 0.0%	10 0.7%
Newton	0	8	0	0	0	0	0	0	0	0	0 0.0%	8 0.5%
Boston: West Roxbury	0	0	0	0	0	0	0	0	0	0	4 100.0%	4 0.3%
Column Total & % of Overall	227 14.5%	219 14.0%	154 9.9%	138 8.8%	129 8.3%	103 6.6%	85 5.4%	79 5.1%	56 3.6%	48 3.1%	278 17.8%	1560

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-D
Entry Station: Fenway

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Park Square	Brookline: South Brookline	Newton	Boston: Back Bay	Boston: Govt Center	Boston: Waterfront	Boston: North End	Boston: Beacon Hill	Cambridge : Harvard Square	Other & % of Row	Row Total & % of Overall
Boston: Fenway	94	67	55	46	53	45	21	32	28	24	248	735
											33.7%	68.7%
Boston: Longwood Med Area	18	21	18	28	28	7	14	7	0	7	73	225
											32.3%	21.0%
Boston: B U	0	0	9	9	0	0	7	0	0	0	14	40
											35.7%	3.7%
Unspecified	0	7	9	0	0	0	0	0	0	0	7	30
											23.2%	2.8%
Brookline: North Brookline	0	3	0	9	3	0	0	0	7	3	0	26
											0.0%	2.5%
Worcester	0	0	0	0	0	7	0	0	0	0	0	7
											0.0%	0.7%
Wellesley	0	0	0	0	0	0	0	0	0	0	3	3
											100.0%	0.3%
Stoughton	0	0	0	0	3	0	0	0	0	0	0	3
											0.0%	0.3%
Column Total & % of Overall	112	99	92	92	88	59	42	39	35	35	345	1070
	10.5%	9.2%	8.6%	8.6%	8.2%	5.6%	3.9%	3.6%	3.3%	3.2%	32.3%	

MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-D

Entry Station: Longwood

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Brookline: South Brookline	Newton	Boston: Financial/R etail	Boston: Back Bay	Boston: Park Square	Boston: Govt Center	Cambridge : Kendall/MI	Boston: Brighton	Boston: Waterfront	Brookline: Chestnut Hill	Other & % of Row	Row Total & % of Overall
Boston: Longwood Med Area	66	74	18	35	18	21	18	46	12	15	213	549
											38.9%	54.6%
Brookline: North Brookline	30	15	50	35	44	29	35	0	14	15	119	401
											29.8%	39.8%
Unspecified	0	0	0	0	0	9	0	0	9	0	3	21
											13.9%	2.0%
Brookline: South Brookline	0	0	12	0	6	0	3	0	0	0	0	20
											0.0%	2.0%
Boston: Brighton	0	0	0	0	0	0	0	0	0	0	9	9
											100.0%	0.9%
Cambridge: Central Square	0	7	0	0	0	0	0	0	0	0	0	7
											0.0%	0.7%
Column Total & % of Overall	96	96	79	71	67	58	56	46	35	30	345	1007
	9.5%	9.5%	7.9%	7.0%	6.7%	5.8%	5.5%	4.5%	3.5%	2.9%	34.2%	

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-D

Entry Station: Brookline Village

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Newton	Boston: Park Square	Boston: Govt Center	Boston: Back Bay	Boston: Fenway	Boston: Prudential/ Hancock	Boston: B U	Boston: Waterfront	Brookline: South Brookline	Other & % of Row	Row Total & % of Overall
Brookline: South Brookline	184	78	118	138	95	91	91	72	67	31	377	1394
											27.0%	70.4%
Boston: Jamaica Plain	0	31	0	0	0	25	0	39	0	24	45	164
											27.5%	8.3%
Brookline: North Brookline	14	8	19	10	27	8	30	0	0	0	40	162
											24.8%	8.2%
Unspecified	0	8	17	0	8	5	0	0	5	0	16	59
											26.6%	3.0%
Boston: Longwood Med Area	0	8	0	0	8	0	0	5	0	8	16	45
											34.9%	2.3%
Boston: Roxbury	0	0	0	0	0	0	0	0	0	8	32	40
											80.3%	2.0%
Boston: Brighton	8	0	0	0	5	0	0	0	0	0	5	27
											19.1%	1.4%
Boston: Mattapan	0	8	0	0	0	0	0	0	0	0	8	16
											50.0%	0.8%
Boston: Roslindale	0	8	0	0	0	0	5	0	0	0	0	13
											0.0%	0.7%
Boston: West Roxbury	0	0	0	0	8	0	0	0	0	0	0	8
											0.0%	0.4%
Boston: Allston	0	8	0	0	0	0	0	0	0	0	0	8
											0.0%	0.4%
Boston: South End	0	8	0	0	0	0	0	0	0	0	0	8
											0.0%	0.4%
Brockton	0	0	0	0	0	0	0	0	0	0	8	8
											100.0%	0.4%
Boston: Hyde Park	0	0	0	0	0	0	0	0	0	0	8	8
											100.0%	0.4%
Boston: Fenway	0	0	0	0	0	0	0	0	0	0	8	8
											100.0%	0.4%
Boston: North Dorchester	0	8	0	0	0	0	0	0	0	0	0	8
											0.0%	0.4%
Needham	0	0	0	5	0	0	0	0	0	0	0	5
											0.0%	0.3%
Column Total & % of Overall	206	173	154	153	152	130	126	116	72	71	562	1980
	10.4%	8.7%	7.8%	7.7%	7.7%	6.6%	6.4%	5.9%	3.6%	3.6%	28.4%	

T ***MBTA Surveys: 2008-09***
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-D

Entry Station: Brookline Hills

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Park Square	Boston: Prudential/ Hancock	Boston: Fenway	Boston: Longwood Med Area	Boston: Back Bay	Boston: B U	Newton	Boston: Waterfront	Other & % of Row	Row Total & % of Overall
Brookline: South Brookline	163	114	88	77	51	52	44	34	33	25	264 27.4%	962 86.6%
Brookline: North Brookline	18	0	0	10	7	4	0	7	8	10	39 35.3%	111 10.0%
Framingham	0	0	0	0	7	0	0	0	0	0	0 0.0%	7 0.6%
Dedham	0	7	0	0	0	0	0	0	0	0	0 0.0%	7 0.6%
Brookline: Chestnut Hill	0	7	0	0	0	0	0	0	0	0	0 0.0%	7 0.6%
Billerica	0	7	0	0	0	0	0	0	0	0	0 0.0%	7 0.6%
Brookline: Unspecified	0	0	0	0	0	4	0	0	0	0	0 0.0%	4 0.3%
Boston: West Roxbury	0	0	0	0	0	0	0	4	0	0	0 0.0%	4 0.3%
Boston: Jamaica Plain	4	0	0	0	0	0	0	0	0	0	0 0.0%	4 0.3%
Column Total & % of Overall	185 16.6%	134 12.1%	88 8.0%	87 7.8%	64 5.8%	59 5.3%	44 4.0%	44 4.0%	42 3.8%	36 3.2%	303 27.3%	1112

MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-D

Entry Station: **Beaconsfield**

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Longwood Med Area	Boston: Financial/R etail	Boston: Govt Center	Boston: Fenway	Brookline: South Brookline	Newton	Boston: Park Square	Boston: Prudential/ Hancock	Boston: Back Bay	Boston: Waterfront	Other & % of Row	Row Total & % of Overall
Brookline: South Brookline	148	73	44	39	33	24	11	18	24	8	135 23.5%	573 76.6%
Boston: Brighton	53	4	11	3	4	7	12	3	0	4	11 9.2%	116 15.5%
Unspecified	0	0	3	0	0	0	0	4	0	0	15 65.9%	22 3.0%
Brookline: Chestnut Hill	0	0	0	0	0	0	4	0	4	0	0 0.0%	9 1.2%
Newton	0	0	3	0	0	0	0	3	0	0	0 0.0%	6 0.8%
Needham	0	0	0	0	0	0	0	0	0	4	0 0.0%	4 0.6%
Framingham	4	0	0	0	0	0	0	0	0	0	0 0.0%	4 0.6%
Boston: Jamaica Plain	0	0	0	0	0	0	0	0	0	4	0 0.0%	4 0.6%
Upton	0	3	0	0	0	0	0	0	0	0	0 0.0%	3 0.4%
Boston: North Dorchester	0	0	0	0	0	0	0	0	0	3	0 0.0%	3 0.4%
Boston: Allston	0	0	0	0	0	0	3	0	0	0	0 0.0%	3 0.4%
Column Total & % of Overall	205 27.4%	80 10.7%	61 8.1%	42 5.6%	38 5.0%	31 4.2%	30 4.0%	29 3.9%	28 3.8%	24 3.2%	160 21.4%	749

T MBTA Surveys: 2008-09
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-D

Entry Station: Reservoir

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Longwood Med Area	Boston: Financial/R etail	Newton	Boston: Park Square	Boston: Back Bay	Boston: Govt Center	Brookline: South Brookline	Boston: Fenway	Boston: Prudential/ Hancock	Boston: Waterfront	Other & % of Row	Row Total & % of Overall
Boston: Brighton	417	80	117	85	80	90	93	87	61	19	238	1396
											17.1%	66.1%
Brookline: South Brookline	51	47	0	9	23	18	19	5	0	20	90	284
											31.9%	13.4%
Brookline: Chestnut Hill	24	32	0	18	5	9	0	10	0	5	33	142
											23.4%	6.7%
Newton: Chestnut Hill	5	0	12	24	27	0	0	9	9	9	9	114
											8.0%	5.4%
Boston: West Roxbury	23	0	0	5	10	0	0	0	0	0	27	65
											41.0%	3.1%
Newton	10	9	0	9	0	9	0	0	0	0	0	37
											0.0%	1.8%
Unspecified	14	0	12	0	0	5	0	0	0	0	0	32
											0.0%	1.5%
Cambridge: Harvard Square	0	0	12	0	0	0	0	0	0	0	0	12
											0.0%	0.6%
Boston: Roslindale	0	0	0	0	0	0	0	0	0	0	12	12
											100.0%	0.6%
Boston: Jamaica Plain	0	0	0	0	0	0	0	0	0	0	12	12
											100.0%	0.6%
Dedham	0	0	0	0	0	0	0	0	0	0	5	5
											100.0%	0.2%
Column Total & % of Overall	544	169	154	151	145	131	112	111	71	53	427	2111
	25.8%	8.0%	7.3%	7.1%	6.9%	6.2%	5.3%	5.3%	3.3%	2.5%	20.2%	

MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE-D

Expanded Results

Entry Station: Chestnut Hill

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Govt Center	Boston: Longwood Med Area	Boston: Financial/R etail	Boston: Beacon Hill	Brookline: North Brookline	Boston: North End	Boston: Park Square	Boston: So Bos Indust	Boston: Prudential/ Hancock	Cambridge : East Cambridge	Other & % of Row	Row Total & % of Overall
Newton: Chestnut Hill	21	42	6	18	36	26	6	21	6	0	15 7.6%	201 40.9%
Brookline: Chestnut Hill	36	12	6	0	0	0	12	3	6	21	30 20.8%	146 29.6%
Newton	3	6	24	0	0	0	3	0	6	0	3 6.7%	46 9.3%
Boston: West Roxbury	18	3	0	0	0	0	0	0	3	0	0 0.0%	24 4.9%
Unspecified	18	3	0	0	0	0	0	0	0	0	0 0.0%	21 4.3%
Natick	0	0	0	0	0	0	0	0	0	0	21 100.0%	21 4.3%
Berkley	0	0	0	18	0	0	0	0	0	0	0 0.0%	18 3.7%
Weston	0	3	0	0	0	0	0	0	0	0	0 0.0%	3 0.6%
Sherborn	0	3	0	0	0	0	0	0	0	0	0 0.0%	3 0.6%
Framingham	0	3	0	0	0	0	0	0	0	0	0 0.0%	3 0.6%
Boston: Roslindale	0	0	0	0	0	0	3	0	0	0	0 0.0%	3 0.6%
Ashland	0	0	3	0	0	0	0	0	0	0	0 0.0%	3 0.6%
Column Total & % of Overall	97 19.7%	76 15.4%	39 8.0%	36 7.4%	36 7.4%	26 5.2%	24 5.0%	24 4.9%	21 4.3%	21 4.3%	70 14.2%	492



MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-D

Entry Station: Newton Centre

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Longwood Med Area	Boston: Financial/R etail	Boston: Govt Center	Boston: Park Square	Boston: Back Bay	Boston: Fenway	Newton	Boston: North End	Boston: Prudential/ Hancock	Boston: Beacon Hill	Other & % of Row	Row Total & % of Overall
Newton	137	79	66	76	51	58	29	33	32	28	222 26.5%	838 93.7%
Boston: West Roxbury	6	0	0	0	0	0	15	3	0	0	3 12.3%	27 3.0%
Norwood	3	0	0	0	3	0	0	0	0	0	0 0.0%	7 0.7%
Needham	0	3	3	0	0	0	0	0	0	0	0 0.0%	7 0.7%
Millis	0	0	0	0	6	0	0	0	0	0	0 0.0%	6 0.6%
Newton: Chestnut Hill	3	0	0	0	0	0	0	0	0	0	0 0.0%	3 0.4%
Natick	0	0	3	0	0	0	0	0	0	0	0 0.0%	3 0.4%
Dedham	0	0	3	0	0	0	0	0	0	0	0 0.0%	3 0.4%
Column Total & % of Overall	150 16.7%	82 9.2%	76 8.6%	76 8.5%	60 6.7%	58 6.5%	44 4.9%	37 4.1%	32 3.5%	28 3.2%	225 25.2%	894



MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-D

Entry Station: Eliot

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Longwood Med Area	Boston: Govt Center	Boston: Financial/R etail	Boston: Park Square	Boston: Fenway	Boston: Back Bay	Boston: Prudential/ Hancock	Newton	Boston: Beacon Hill	Cambridge : Kendall/MI	Other & % of Row	Row Total & % of Overall
Newton	67	42	42	28	35	26	15	23	22	15	44 12.0%	369 77.8%
Needham	4	9	11	0	0	0	4	0	0	0	11 28.8%	39 8.2%
Unspecified	14	0	0	0	0	4	4	0	0	5	4 12.1%	31 6.5%
Wellesley	11	0	0	9	0	0	0	0	0	0	0 0.0%	20 4.3%
Wayland	0	0	0	0	0	0	4	0	0	0	0 0.0%	4 0.8%
Southborough	4	0	0	0	0	0	0	0	0	0	0 0.0%	4 0.8%
Natick	0	4	0	0	0	0	0	0	0	0	0 0.0%	4 0.8%
Medfield	0	0	0	0	0	0	0	0	0	0	4 100.0%	4 0.8%
Column Total & % of Overall	100 21.2%	55 11.6%	53 11.3%	37 7.8%	35 7.3%	29 6.2%	26 5.5%	23 4.8%	22 4.6%	20 4.3%	63 13.3%	474

T MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-D

Entry Station: Waban

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Back Bay	Boston: Longwood Med Area	Boston: Fenway	Newton	Boston: Prudential/ Hancock	Boston: Govt Center	Cambridge : Kendall/MI	Brookline: South Brookline	Boston: Beacon Hill	Other & % of Row	Row Total & % of Overall
Newton	55	42	34	9	9	13	17	13	13	9	30	251
											11.8%	75.4%
Needham	12	0	0	4	0	4	0	0	0	0	4	25
											16.5%	7.5%
Unspecified	0	0	0	4	14	0	0	0	0	0	4	23
											18.9%	6.9%
Wellesley	0	4	4	0	0	0	0	0	0	0	0	9
											0.0%	2.6%
Waltham	0	4	0	0	0	0	0	0	0	0	0	4
											0.0%	1.3%
Holliston	0	0	0	0	0	0	0	0	0	0	4	4
											100.0%	1.3%
Webster	0	0	0	4	0	0	0	0	0	0	0	4
											0.0%	1.2%
Sudbury	0	0	0	4	0	0	0	0	0	0	0	4
											0.0%	1.2%
Hudson	0	0	4	0	0	0	0	0	0	0	0	4
											0.0%	1.2%
Bellingham	0	0	4	0	0	0	0	0	0	0	0	4
											0.0%	1.2%
Column Total & % of Overall	68 20.3%	51 15.3%	46 13.9%	26 7.7%	23 6.9%	17 5.2%	17 5.1%	13 3.9%	13 3.9%	9 2.6%	43 12.8%	333

T *MBTA Surveys: 2008-09*
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-D

Entry Station: Woodland

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Longwood Med Area	Boston: Park Square	Boston: Govt Center	Boston: Fenway	Boston: Financial/R etail	Boston: Prudential/ Hancock	Boston: Back Bay	Boston: So Bos Indust	Brookline: South Brookline	Boston: Beacon Hill	Other & % of Row	Row Total & % of Overall
Newton	80	30	32	9	32	50	34	9	11	11	130	438
											29.8%	52.7%
Wellesley	30	20	30	11	0	0	0	0	0	9	50	160
											31.4%	19.3%
Natick	0	9	0	30	0	0	0	0	20	0	0	69
											0.0%	8.3%
Unspecified	9	0	0	0	0	0	11	11	0	9	0	41
											0.0%	4.9%
Framingham	11	11	9	0	0	0	0	0	0	0	0	32
											0.0%	3.8%
Weston	11	0	0	0	9	0	0	0	0	0	0	20
											0.0%	2.5%
Worcester	11	0	0	0	0	0	0	0	0	0	0	11
											0.0%	1.3%
Sherborn	0	0	0	0	0	0	0	11	0	0	0	11
											0.0%	1.3%
Ashland	0	11	0	0	0	0	0	0	0	0	0	11
											0.0%	1.3%
Millis	0	0	0	0	9	0	0	0	0	0	0	9
											0.0%	1.1%
Mendon	0	0	0	9	0	0	0	0	0	0	0	9
											0.0%	1.1%
Boston: Roslindale	0	0	9	0	0	0	0	0	0	0	0	9
											0.0%	1.1%
Belmont	9	0	0	0	0	0	0	0	0	0	0	9
											0.0%	1.1%
Column Total & % of Overall	162	82	80	60	50	50	45	32	32	30	181	831
	19.5%	9.9%	9.6%	7.2%	6.1%	6.1%	5.4%	3.8%	3.8%	3.6%	21.7%	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-D

Entry Station: Riverside

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Longwood Med Area	Boston: Fenway	Boston: Govt Center	Boston: Back Bay	Boston: Financial/R etail	Boston: Park Square	Boston: Prudential/ Hancock	Brookline: South Brookline	Boston: B U	Boston: South End	Other & % of Row	Row Total & % of Overall
Newton	124	58	8	30	24	16	17	0	7	24	77	395
											19.6%	27.2%
Wellesley	11	0	25	8	24	0	11	4	7	0	50	139
											35.8%	9.5%
Waltham	62	12	4	8	0	23	4	11	4	0	4	132
											3.1%	9.1%
Frammingham	12	27	11	13	17	12	15	0	0	0	8	115
											7.1%	7.9%
Natick	30	11	15	12	4	0	0	0	7	0	11	89
											11.9%	6.1%
Weston	8	13	0	13	0	8	0	0	7	0	33	81
											40.0%	5.6%
Wayland	11	4	4	8	0	4	4	0	0	7	7	48
											13.5%	3.3%
Unspecified	0	7	17	0	0	0	4	0	0	0	20	47
											41.3%	3.3%
Marlborough	12	0	4	7	0	4	4	0	0	0	4	35
											11.6%	2.4%
Maynard	4	0	0	4	4	0	4	0	0	0	0	29
											0.0%	2.0%
Sudbury	8	0	4	0	0	11	0	4	0	0	0	27
											0.0%	1.9%
Needham	4	8	0	0	0	7	0	0	0	0	7	25
											25.7%	1.7%
Sherborn	7	7	7	0	0	0	0	0	0	0	0	25
											0.0%	1.7%
Lexington	0	11	0	0	0	0	0	0	0	0	0	17
											0.0%	1.2%
Hudson	0	0	0	0	7	0	0	0	7	0	0	13
											0.0%	0.9%
Medfield	0	0	0	0	7	0	0	0	0	7	0	13
											0.0%	0.9%
Worcester	4	0	4	0	0	0	0	4	0	0	0	12
											0.0%	0.8%
Lincoln	7	4	0	0	0	0	0	0	0	0	0	11
											0.0%	0.7%
Other & % of Column	37	36	12	8	21	11	4	36	13	0	15	193
	10.6%	18.3%	10.7%	7.3%	19.9%	11.1%	6.1%	61.1%	26.2%	0.0%	7.6%	13.3%
Column Total & % of Overall	347	196	115	112	107	96	67	59	50	37	238	1452
	23.9%	13.5%	7.9%	7.7%	7.3%	6.6%	4.6%	4.0%	3.4%	2.5%	16.4%	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-E

Entry Stop: Northeastern

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Longwood Med Area	Boston: Govt Center	Boston: Back Bay	Boston: Park Square	Boston: Prudential/ Hancock	Cambridge : Kendall/MI	Boston: Financial/R etail	Cambridge : Harvard Square	Boston: Jamaica Plain	Boston: Logan Airport	Other & % of Row	Row Total & % of Overall
Boston: Fenway	182	138	92	60	48	46	45	16	30	30	320 30.8%	1039 93.0%
Boston: Longwood Med Area	0	0	0	15	0	0	0	15	0	0	0 0.0%	30 2.7%
Boston: North Dorchester	0	0	0	0	0	0	0	0	0	0	16 100.0%	16 1.5%
Boston: Jamaica Plain	0	16	0	0	0	0	0	0	0	0	0 0.0%	16 1.5%
Boston: Prudential/Hancock	15	0	0	0	0	0	0	0	0	0	0 0.0%	15 1.4%
Column Total & % of Overall	197 17.7%	155 13.8%	92 8.2%	75 6.8%	48 4.3%	46 4.2%	45 4.1%	31 2.8%	30 2.7%	30 2.7%	337 30.1%	1117

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

GREEN LINE-E

Entry Stop: Museum Of Fine Arts

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Govt Center	Boston: Prudential/ Hancock	Boston: Back Bay	Boston: North End	Boston: Financial/R etail	Boston: Beacon Hill	Boston: North Dorchester	Quincy	Boston: Waterfront	Boston: So Bos Indust	Other & % of Row	Row Total & % of Overall
Boston: Longwood Med Area	32	32	42	42	49	21	32	21	11	11	151 32.6%	465 55.2%
Boston: Fenway	53	53	39	18	11	32	11	11	18	18	99 27.4%	360 42.7%
Unspecified	0	0	0	11	0	0	0	0	0	0	0 0.0%	11 1.3%
Sudbury	0	0	0	0	7	0	0	0	0	0	0 0.0%	7 0.8%
Column Total & % of Overall	85 10.1%	84 10.0%	81 9.6%	70 8.4%	67 8.0%	53 6.3%	42 5.0%	32 3.8%	28 3.4%	28 3.4%	250 29.7%	842

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE-E

Expanded Results

Entry Stop: Longwood Medical Area

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Back Bay	Boston: Prudential/ Hancock	Boston: Financial/R etail	Boston: Govt Center	Boston: Park Square	Cambridge : Central Square	Boston: South End	Boston: So Bos Indust	Boston: Beacon Hill	Boston: North End	Other & % of Row	Row Total & % of Overall
Boston: Longwood Med Area	387	211	122	102	82	102	61	54	54	54	565 30.6%	1843 96.4%
Unspecified	0	0	20	0	0	0	0	0	0	0	7 25.1%	27 1.4%
Brookline: North Brookline	0	0	0	0	20	0	0	0	0	0	0 0.0%	20 1.1%
Boston: Roxbury	0	0	0	20	0	0	0	0	0	0	0 0.0%	20 1.1%
Column Total & % of Overall	387 20.3%	211 11.0%	143 7.5%	122 6.4%	102 5.3%	102 5.3%	61 3.2%	54 2.8%	54 2.8%	54 2.8%	571 29.9%	1911

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

GREEN LINE-E

Expanded Results

Entry Stop: Fenwood Rd. to Back of the Hill

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Fenway	Boston: Longwood Med Area	Boston: Financial/R etail	Boston: Prudential/ Hancock	Boston: Park Square	Boston: Back Bay	Boston: South End	Boston: So Bos Indust	Medford	Boston: Govt Center	Other & % of Row	Row Total & % of Overall
Boston: Jamaica Plain	42	14	61	14	8	14	14	25	0	0	55 22.4%	247 34.3%
Boston: Longwood Med Area	78	22	0	14	36	0	8	0	28	0	22 10.0%	222 30.9%
Brookline: South Brookline	44	36	17	25	8	14	14	8	0	22	25 11.2%	222 30.8%
Unspecified	0	14	0	0	0	14	0	0	0	0	0 0.0%	28 3.9%
Column Total & % of Overall	164 22.8%	86 12.0%	77 10.8%	53 7.3%	53 7.3%	42 5.8%	36 5.0%	33 4.6%	28 3.9%	22 3.1%	102 14.2%	719

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Origin-Destination Cross-tabulation

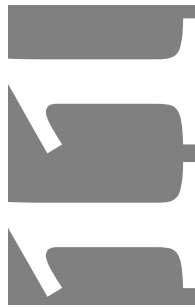
Expanded Results

GREEN LINE-E

Entry Stop: Heath Street

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Longwood Med Area	Boston: Financial/R etail	Boston: Fenway	Boston: Park Square	Boston: Prudential/ Hancock	Boston: Waterfront	Revere	Cambridge : Kendall/MI	Cambridge : Central Square	Boston: Govt Center	Other & % of Row	Row Total & % of Overall
Boston: Jamaica Plain	50	42	28	14	36	30	28	25	8	22	108	414
											26.2%	78.4%
Boston: Longwood Med Area	0	14	0	28	0	0	0	0	0	0	22	64
											34.7%	12.1%
Boston: Unspecified	0	0	14	0	0	0	0	0	14	0	0	28
											0.0%	5.3%
Boston: Hyde Park	0	0	0	0	0	0	0	0	0	0	14	14
											100.0%	2.6%
Boston: West Roxbury	8	0	0	0	0	0	0	0	0	0	0	8
											0.0%	1.6%
Column Total & % of Overall	58	56	42	42	36	30	28	25	22	22	144	528
	11.0%	10.6%	7.9%	7.9%	6.8%	5.8%	5.3%	4.7%	4.2%	4.2%	27.4%	



Socioeconomic Characteristics

This chapter presents data on the age, gender, income, and ethnicity of Green Line riders. Tables (at the end of the chapter) present these data by station or branch segment. For each station or segment, three tables presenting, respectively, the age, gender, and income data are grouped on one page. Ethnicity data for that station's or segment's riders are shown in two tables on the following page. The data for each station or segment are based on the survey responses from riders who started the rapid transit portions of their trips there. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

11.1 AGE OF RIDERS

11.1.1 DESCRIPTION OF TABLE

The first table for each station 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 or branch segment 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.

11.1.2 OVERVIEW OF RESULTS

Central Subway

Across the Central Subway, most respondents were between the ages of 25 and 64 (77%). The most common age category was 45-64 years old (32%). The shares of riders in this category ranged from 19% at Symphony to greater than 35% at five stations. The large shares of 45-to-64-year-old respondents were partially due to the size of the age bracket, which covers 20 years, while most of the other age categories cover 5 to 10 years.

The next most common category was 25-34 years of age, at 27% overall. This category accounted for 20% to 29% of passengers at every station except

Hynes and Kenmore, where 33% and 39%, respectively, of the riders were in this group.

Overall, the 19-24 age category accounted for 14% of the Central Subway riders. At most station, between 6% and 18% of the riders were in this group. The proportion was somewhat higher at Hynes and Kenmore, with 21% and 20%, respectively, due to the presence of colleges, universities, and conservatories in the surrounding neighborhoods. At Symphony Station, which also serves an area with a large student population, the survey results showed that 38% of the riders were age 19-24, but this was based on a relatively small sample size.

The 18-and-under age group did not exceed 2% of the responses at any station, and several stations had no responses from this group. However, comparisons with fare data indicate that this age group is often underrepresented in passenger surveys. At the other end of the spectrum, the percentage of riders age 65 and older varied from 4% to 10%, except between Park Street and Copley, where this population made up 11% to 13% of the respondents, and at Haymarket, where there were no responses from this age group.

B Branch

At surface stops on the B Branch overall, the largest age group by far was 19-24, with 45% of the total. The next-largest group, 25-34, accounted for another 32%. Shares in other age groups ranged from 3% to 10% each. Patterns on most of the branch segments were fairly similar to this. However, on the outermost segment from Chestnut Hill Avenue to Boston College, 19% of the riders were ages 35 to 44, with only 36% between 19 and 24 and 26% between 25 and 34.

C Branch

At C Branch surface stops overall, the most common age group was 25-34, with 36% of the riders. This was followed by the 19-24 category at 23%, and ages 45 to 64, at 19%. On the innermost branch segment from Saint Mary's Street to Kent Street 11 of riders were age 65 or over, compared with 5% to 8% on the other three segments.

D Branch

On the D Branch overall, the largest age group was 25-34, at 30%, followed by 45-64 at 25%, and 19-24 at 22%. However, age distributions varied widely among stations. At all of the stations from Reservoir to Fenway, the 19-24 and 35-44 age groups together accounted for 54% to 77% of the riders, except at Longwood (46%). Older riders, 45-64 years of age, were much more common at most of the stations on the outer portion of the line ranging from a low of 35% at Riverside to a high of 45% at Newton Centre, except at Woodland (24%).

E Branch

Because of the university, the 19-24 age group accounted for by far the largest share of riders at Northeastern (62%). This was also the largest individual age group at Museum of Fine Arts (44%), Brigham Circle (30%), and Fenwood Road to Back of the Hill (30%). At Longwood Medical Area, the 45-64 age group was slightly ahead of ages 19-24 (29% to 27%). At Heath Street, age 25-44, at 33% was ahead of both age 45-64 (26%) and age 19-24 (22%). At Museum of Fine Arts, the 13% rate of riders 65 or older was twice the overall E Branch average for that group.

11.2 GENDER OF RIDERS

11.2.1 DESCRIPTION OF TABLE

The gender table for each station 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.

11.2.2 OVERVIEW OF RESULTS

Central Subway

Female respondents outnumbered males at most of the Central Subway stations. Their majority ranged from 51% at Prudential to 64% at Arlington. Responses from males and females were evenly divided at Haymarket and Park Street. Male respondents were in the majority only at Symphony Station, with 59%. Only one Central Subway respondent self-identified as transgender.

B Branch

Overall, 62% of B Branch respondents were female. This proportion was highest on the branch segment from Griggs Street to Warren Street (67%) and lowest from Chestnut Hill Avenue to Boston College (53%). Only two B Branch riders self-identified as transgender.

C Branch

Overall, 63% of C Branch respondents were female. This proportion ranged from 62% to 66% on the three branch segments from Saint Paul Street to Cleveland Circle, but was only 57% on the segment from Saint Mary’s Street to Kent Street. No C Branch riders self-identified as transgender.

D Branch

Overall, 60% of D Branch respondents were female. At 10 of the 13 stations, female percentages ranged from 59% to 68%. At Newton Highlands and Eliot,

only 53% were female, and at Woodland, females were in the minority, at 48%. Only one D Branch rider self-identified as transgender.

E Branch

Overall, 64% of E Branch respondents were female. At individual stops and branch segments, the percentage of females ranges from 54% at Heath Street to 68% at Brigham Circle and Northeastern. No E Branch riders self-identified as transgender.

11.3 ANNUAL HOUSEHOLD INCOME

11.3.1 DESCRIPTION OF TABLE

Each station's or branch segment'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 at the station.

11.3.2 OVERVIEW OF RESULTS

Central Subway

The most commonly reported household income range was "\$100,000 or more," checked by 35% of Central Subway riders. The highest percentages of the riders in this category occurred at Science Park (47%), Copley (45%), and Prudential (56%). The lowest percentages were at Kenmore and Symphony (24% each). Both of these stations serve large student populations. Overall, 10% of respondents had household incomes under \$20,000. The highest percentages in this category were reported at Boylston (21%), Symphony (20%), Hynes (15%), and Kenmore (18%).

Because so many households' incomes at each station were within the highest bracket, this could represent an oversampling of the riders coming from upper-income households. A significant number of people did not elect to answer this question. Since the top income range on the survey forms was open-ended, it may not have provided enough information to adequately measure 2008 incomes.

The average household size for each station is also listed. This allows for some estimation of the per capita income. Prudential riders had the lowest mean household size (1.99). Haymarket riders had the highest mean household size (2.59).

B Branch

While all categories were represented, incomes of B Branch riders were skewed toward the low end of the scale with 37% of the riders reporting household incomes of less than \$30,000. This pattern reflects the prevalence of student riders. The mean household size for the branch was 2.34.

C Branch

One-third (32%) of C Branch riders had household incomes of \$100,000 or more; 11% had household incomes less than \$20,000. The remainder were relatively evenly distributed among the other six categories. A similar pattern existed at most branch segments on the line. The mean household size for the branch was 2.17, the smallest of the Green Line branches.

D Branch

Over one-half (55%) of D Branch riders had household incomes over \$75,000 with 39% in the \$100,000 plus category. Eleven percent had incomes under \$20,000. Notable were the stations where more than 50% of the riders had household income of \$100,000 or more: Newton Centre (53%), Newton Highlands, (51%), Eliot (65%), and Waban (61%). Stations where at least 10% of the riders had household incomes less than \$20,000 included Fenway (19%), Brookline Village (13%), Beaconsfield (10%), Reservoir (16%), and Woodland (10%). The mean household size for the D Branch was 2.59.

E Branch

Over a quarter (27%) of E Branch riders reported household incomes of less than \$20,000. Because of the large concentration of students, nearly half (45%) of the riders at the Northeastern stop had household incomes of less than \$20,000. At other stops, percentages in this income category ranged from 17% between Heath Street and Fenwood Road to 30% at Museum of Fine Arts. Except at Northeastern, 24% to 30% of the riders at each stop or branch segment reported household incomes of \$100,000 or more. The mean household size for the branch was 2.58.

11.4 ETHNICITY OF RIDERS**11.4.1 DESCRIPTION OF TABLES**

For each station, 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. Of those who checked “yes” for question 21b, 37% checked “other,” 41% checked “white,” and 5% checked “black or African-American” in question 21a.

11.4.2 OVERVIEW OF RESULTS

Central Subway

Overall, 82% of Central Subway riders were white, and the majority of riders who boarded at each Green Line subway station were white. The percentage of white riders was highest at Symphony Station (92%). The station with the largest percentage of non-white riders was Haymarket. At this station, 71% of the riders were white, 15% were black or African-American, 2% were Asian, and 1% were American Indian or Alaska Native, while 15% checked “other.” By looking into the database, it can be seen that many of the people who checked “other” used the provided space to indicate that they were Hispanic.

The stations with the largest percentages of people who indicated that they were Hispanic or Latino were Haymarket (12%) and Lechmere (11%). North Station (3%), Government Center (3%), and Kenmore (1%) were the stations with the lowest percentages of Hispanics or Latinos.

B Branch

As in the subway, the majority of riders who boarded the B Branch at each branch segment were white, with 76% overall in that category. The segment with the largest percentage of white riders was Chestnut Hill Avenue to Boston College, where 83% of the riders were in this category. The segment with the largest percentage of non-white riders was Blandford Street to BU Central. On that segment 72% of the riders were white, 21% were Asian, 4% were black or African-American, and 1% were American Indian or Alaska Native, while 8% checked “other.”

The segments with the largest percentages of people who indicated that they were Hispanic or Latino were BU West to Babcock Street (10%) and Packards Corner to Harvard Avenue (9%). Griggs Street to Warren Street was the segment with the lowest percentage of Hispanics or Latinos (5%).

C Branch

The majority of riders who boarded the C Branch at each station were white. Overall, 86% of the riders were white, 10% were Asian, 2% were black or African-American, and 2% marked “other.” Hispanics or Latinos accounted for 4% of the riders. There was little variation of these percentages among the branch segments.

D Branch

The majority of riders who boarded the D Branch at each station were white. Overall, 80% of the riders were white, 14% were Asian, 4% were black or African-American, and 3% marked “other.” Riverside Station, which is largely a regional facility, had the most diverse population: 74% white, 16% Asian, 8% Black or African-American, 1% American Indian or Alaska Native and 4% “other.”

Overall, Hispanics or Latinos accounted for 5% of the D Branch riders. The proportion at the individual stations ranged from none at Waban to 9% at Eliot.

E Branch

As on the other branches of the Green Line the majority of the riders were white. However, the E Branch was more diverse than the other branches, in that only 73% of the riders were white. Overall, 14% were Asian, and 8% were black or African-American. The proportion of white riders at individual stops ranged from 63% at Brigham Circle, where 19% were Asian and 15% were black or African-American, to 81% at Northeastern and the Museum of Fine Arts.

Hispanics or Latinos accounted for 7% of the E Branch riders. There was little variation in this rate among the stops and the one branch segment except at Fenwood Road to Back of the Hill (3%) and Heath Street (12%).



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Lechmere

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	484	15.1%	15.1%
25 - 34	921	28.8%	43.9%
35 - 44	611	19.1%	63.0%
45 - 64	849	26.5%	89.6%
65 and Older	334	10.4%	100.0%
TOTAL	3,199	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,312	42.6%
Female	1,768	57.4%
Transgender	0	0.0%
TOTAL	3,080	100.0%
No Answer	119	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	285	9.7%	9.7%
\$20,000 - \$29,999	167	5.7%	15.4%
\$30,000 - \$39,999	259	8.8%	24.2%
\$40,000 - \$49,999	237	8.1%	32.3%
\$50,000 - \$59,999	305	10.4%	42.7%
\$60,000 - \$74,999	327	11.1%	53.9%
\$75,000 - \$99,999	604	20.6%	74.5%
\$100,000 or more	748	25.5%	100.0%
TOTAL	2,931	100.0%	100.0%
No Answer	268		

Mean Household Size: 2.21



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Lechmere

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	98	3.2%
Black or African-American	188	6.2%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	344	11.3%
White	2,340	76.9%
Other	228	7.5%
Riders who gave at least 1 response	3,041	

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	317	10.7%
No	2,643	89.3%
TOTAL	2,960	100.0%
No Answer	239	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Science Park

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	28	6.1%	6.1%
25 - 34	120	25.8%	31.9%
35 - 44	43	9.3%	41.3%
45 - 64	230	49.4%	90.7%
65 and Older	43	9.3%	100.0%
TOTAL	466	100.0%	100.0%
No Answer	7		

Gender of Riders:	Number of Riders	Percent of Riders
Male	164	38.2%
Female	266	61.8%
Transgender	0	0.0%
TOTAL	429	100.0%
No Answer	43	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	28	6.6%	6.6%
\$20,000 - \$29,999	0	0.0%	6.6%
\$30,000 - \$39,999	22	5.1%	11.7%
\$40,000 - \$49,999	0	0.0%	11.7%
\$50,000 - \$59,999	13	3.1%	14.8%
\$60,000 - \$74,999	43	10.1%	24.9%
\$75,000 - \$99,999	122	28.4%	53.3%
\$100,000 or more	200	46.7%	100.0%
TOTAL	429	100.0%	100.0%
No Answer	43		

Mean Household Size: 2.21



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Science Park

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	22	5.1%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	28	6.6%
White	372	86.8%
Other	7	1.6%
Riders who gave at least 1 response	429	

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	43	9.6%
No	408	90.4%
TOTAL	451	100.0%
No Answer	22	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY
Entry Station: North Station

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	35	0.7%	0.7%
19 - 24	391	8.2%	9.0%
25 - 34	971	20.4%	29.3%
35 - 44	803	16.9%	46.2%
45 - 64	2,327	48.9%	95.1%
65 and Older	235	4.9%	100.0%
TOTAL	4,762	100.0%	100.0%
No Answer	19		

Gender of Riders:	Number of Riders	Percent of Riders
Male	2,201	47.6%
Female	2,423	52.4%
Transgender	0	0.0%
TOTAL	4,624	100.0%
No Answer	156	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	184	4.2%	4.2%
\$20,000 - \$29,999	219	5.0%	9.2%
\$30,000 - \$39,999	153	3.5%	12.6%
\$40,000 - \$49,999	302	6.9%	19.5%
\$50,000 - \$59,999	334	7.6%	27.1%
\$60,000 - \$74,999	491	11.2%	38.3%
\$75,000 - \$99,999	781	17.7%	56.0%
\$100,000 or more	1,934	44.0%	100.0%
TOTAL	4,398	100.0%	100.0%
No Answer	383		

Mean Household Size: 2.49



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: North Station

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	51	1.1%
Black or African-American	181	4.0%
Native Hawaiian or Other Pacific Islander	35	0.8%
Asian	156	3.4%
White	4,090	89.5%
Other	175	3.8%
 Riders who gave at least 1 response	 4,568	

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	151	3.3%
No	4,401	96.7%
TOTAL	4,552	100.0%
No Answer	229	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY
Entry Station: Haymarket

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	469	16.0%	16.0%
25 - 34	602	20.5%	36.5%
35 - 44	1,146	39.2%	75.7%
45 - 64	711	24.3%	100.0%
65 and Older	0	0.0%	100.0%
TOTAL	2,928	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,454	50.0%
Female	1,453	50.0%
Transgender	0	0.0%
TOTAL	2,906	100.0%
No Answer	22	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	299	10.4%	10.4%
\$20,000 - \$29,999	128	4.4%	14.8%
\$30,000 - \$39,999	65	2.3%	17.1%
\$40,000 - \$49,999	427	14.8%	31.9%
\$50,000 - \$59,999	194	6.7%	38.6%
\$60,000 - \$74,999	257	8.9%	47.5%
\$75,000 - \$99,999	599	20.8%	68.3%
\$100,000 or more	915	31.7%	100.0%
TOTAL	2,885	100.0%	100.0%
No Answer	43		

Mean Household Size: 2.59



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Haymarket

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	22	0.8%
Black or African-American	445	15.5%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	43	1.5%
White	2,035	71.1%
Other	425	14.9%
 Riders who gave at least 1 response	 2,863	

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	340	12.1%
No	2,479	87.9%
TOTAL	2,819	100.0%
No Answer	109	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Government Center

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	296	9.8%	9.8%
25 - 34	783	25.9%	35.7%
35 - 44	605	20.0%	55.7%
45 - 64	1,165	38.5%	94.1%
65 and Older	177	5.9%	100.0%
TOTAL	3,026	100.0%	100.0%
No Answer	73		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,370	45.6%
Female	1,633	54.4%
Transgender	0	0.0%
TOTAL	3,003	100.0%
No Answer	96	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	105	3.7%	3.7%
\$20,000 - \$29,999	105	3.7%	7.4%
\$30,000 - \$39,999	114	4.0%	11.4%
\$40,000 - \$49,999	241	8.5%	19.9%
\$50,000 - \$59,999	314	11.1%	30.9%
\$60,000 - \$74,999	273	9.6%	40.6%
\$75,000 - \$99,999	451	15.9%	56.4%
\$100,000 or more	1,237	43.6%	100.0%
TOTAL	2,840	100.0%	100.0%
No Answer	259		

Mean Household Size: 2.32



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Government Center

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	32	1.1%
Black or African-American	191	6.3%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	255	8.4%
White	2,571	84.9%
Other	73	2.4%
 Riders who gave at least 1 response	 3,026	

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	73	2.5%
No	2,826	97.5%
TOTAL	2,899	100.0%
No Answer	200	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Park Street

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	63	1.5%	1.5%
19 - 24	431	10.2%	11.7%
25 - 34	1,156	27.4%	39.0%
35 - 44	641	15.2%	54.2%
45 - 64	1,368	32.4%	86.6%
65 and Older	567	13.4%	100.0%
TOTAL	4,226	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	2,019	49.3%
Female	2,049	50.0%
Transgender	31	0.8%
TOTAL	4,100	100.0%
No Answer	126	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	442	11.4%	11.4%
\$20,000 - \$29,999	336	8.7%	20.1%
\$30,000 - \$39,999	536	13.9%	34.0%
\$40,000 - \$49,999	210	5.4%	39.4%
\$50,000 - \$59,999	336	8.7%	48.1%
\$60,000 - \$74,999	346	9.0%	57.1%
\$75,000 - \$99,999	473	12.2%	69.3%
\$100,000 or more	1,187	30.7%	100.0%
TOTAL	3,868	100.0%	100.0%
No Answer	358		

Mean Household Size: 2.17



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Park Street

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	31	0.8%
Black or African-American	252	6.5%
Native Hawaiian or Other Pacific Islander	63	1.6%
Asian	421	10.9%
White	2,912	75.7%
Other	200	5.2%
Riders who gave at least 1 response	3,848	

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	263	7.0%
No	3,500	93.0%
TOTAL	3,763	100.0%
No Answer	462	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Boylston

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	44	1.6%	1.6%
19 - 24	486	18.1%	19.7%
25 - 34	709	26.4%	46.1%
35 - 44	348	12.9%	59.1%
45 - 64	804	29.9%	89.0%
65 and Older	295	11.0%	100.0%
TOTAL	2,686	100.0%	100.0%
No Answer	22		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,166	45.4%
Female	1,402	54.6%
Transgender	0	0.0%
TOTAL	2,567	100.0%
No Answer	141	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	508	21.1%	21.1%
\$20,000 - \$29,999	132	5.5%	26.6%
\$30,000 - \$39,999	81	3.4%	30.0%
\$40,000 - \$49,999	317	13.2%	43.2%
\$50,000 - \$59,999	251	10.4%	53.6%
\$60,000 - \$74,999	236	9.8%	63.4%
\$75,000 - \$99,999	266	11.1%	74.5%
\$100,000 or more	614	25.5%	100.0%
TOTAL	2,406	100.0%	100.0%
No Answer	302		

Mean Household Size: 2.23



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Boylston

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	236	9.2%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	435	17.0%
White	1,853	72.4%
Other	103	4.0%
 Riders who gave at least 1 response	 2,560	

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	5.1%
No	2,450	94.9%
TOTAL	2,583	100.0%
No Answer	126	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Arlington

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	225	9.9%	9.9%
25 - 34	636	27.9%	37.7%
35 - 44	309	13.5%	51.2%
45 - 64	809	35.4%	86.7%
65 and Older	305	13.3%	100.0%
TOTAL	2,285	100.0%	100.0%
No Answer	15		

Gender of Riders:	Number of Riders	Percent of Riders
Male	817	36.4%
Female	1,430	63.6%
Transgender	0	0.0%
TOTAL	2,246	100.0%
No Answer	54	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	102	4.9%	4.9%
\$20,000 - \$29,999	110	5.3%	10.3%
\$30,000 - \$39,999	95	4.6%	14.9%
\$40,000 - \$49,999	164	7.9%	22.8%
\$50,000 - \$59,999	218	10.5%	33.3%
\$60,000 - \$74,999	244	11.8%	45.1%
\$75,000 - \$99,999	359	17.4%	62.5%
\$100,000 or more	776	37.5%	100.0%
TOTAL	2,070	100.0%	100.0%
No Answer	231		

Mean Household Size: 2.11



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Arlington

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	13	0.6%
Black or African-American	110	5.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	115	5.2%
White	1,949	88.5%
Other	56	2.6%
 Riders who gave at least 1 response	 2,203	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	84	4.0%
No	2,034	96.0%
TOTAL	2,118	100.0%
No Answer	182	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Copley

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	47	0.9%	0.9%
19 - 24	592	11.4%	12.3%
25 - 34	1,409	27.2%	39.5%
35 - 44	872	16.8%	56.3%
45 - 64	1,607	31.0%	87.4%
65 and Older	655	12.6%	100.0%
TOTAL	5,181	100.0%	100.0%
No Answer	36		

Gender of Riders:	Number of Riders	Percent of Riders
Male	2,196	43.1%
Female	2,902	56.9%
Transgender	0	0.0%
TOTAL	5,097	100.0%
No Answer	119	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	381	8.0%	8.0%
\$20,000 - \$29,999	169	3.5%	11.5%
\$30,000 - \$39,999	265	5.5%	17.0%
\$40,000 - \$49,999	381	8.0%	25.0%
\$50,000 - \$59,999	375	7.9%	32.8%
\$60,000 - \$74,999	561	11.7%	44.6%
\$75,000 - \$99,999	514	10.8%	55.3%
\$100,000 or more	2,135	44.7%	100.0%
TOTAL	4,780	100.0%	100.0%
No Answer	436		

Mean Household Size: 2.13



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Copley

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	51	1.0%
Black or African-American	237	4.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	431	8.6%
White	4,199	84.3%
Other	180	3.6%
Riders who gave at least 1 response	4,980	

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	229	4.6%
No	4,717	95.4%
TOTAL	4,946	100.0%
No Answer	270	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Hynes Convention Center

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	18	0.5%	0.5%
19 - 24	755	21.4%	21.9%
25 - 34	1,167	33.1%	55.0%
35 - 44	583	16.5%	71.5%
45 - 64	715	20.3%	91.8%
65 and Older	290	8.2%	100.0%
TOTAL	3,527	100.0%	100.0%
No Answer	18		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,634	47.9%
Female	1,779	52.1%
Transgender	0	0.0%
TOTAL	3,413	100.0%
No Answer	132	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	494	14.8%	14.8%
\$20,000 - \$29,999	158	4.7%	19.6%
\$30,000 - \$39,999	212	6.4%	26.0%
\$40,000 - \$49,999	330	9.9%	35.9%
\$50,000 - \$59,999	193	5.8%	41.7%
\$60,000 - \$74,999	349	10.5%	52.1%
\$75,000 - \$99,999	518	15.6%	67.7%
\$100,000 or more	1,073	32.3%	100.0%
TOTAL	3,325	100.0%	100.0%
No Answer	220		

Mean Household Size: 2.00



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Hynes Convention Center

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	30	0.9%
Black or African-American	199	5.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	304	8.9%
White	2,916	85.2%
Other	57	1.7%
Riders who gave at least 1 response	3,424	

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	196	5.7%
No	3,245	94.3%
TOTAL	3,441	100.0%
No Answer	104	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Kenmore

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	26	0.7%	0.7%
19 - 24	721	20.1%	20.8%
25 - 34	1,409	39.4%	60.2%
35 - 44	356	9.9%	70.1%
45 - 64	908	25.4%	95.5%
65 and Older	161	4.5%	100.0%
TOTAL	3,580	100.0%	100.0%
No Answer	26		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,498	43.5%
Female	1,944	56.5%
Transgender	0	0.0%
TOTAL	3,441	100.0%
No Answer	165	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	567	17.3%	17.3%
\$20,000 - \$29,999	289	8.8%	26.1%
\$30,000 - \$39,999	300	9.1%	35.2%
\$40,000 - \$49,999	194	5.9%	41.1%
\$50,000 - \$59,999	307	9.4%	50.5%
\$60,000 - \$74,999	322	9.8%	60.3%
\$75,000 - \$99,999	505	15.4%	75.6%
\$100,000 or more	801	24.4%	100.0%
TOTAL	3,287	100.0%	100.0%
No Answer	319		

Mean Household Size: 2.18



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Kenmore

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	121	3.5%
Native Hawaiian or Other Pacific Islander	26	0.7%
Asian	425	12.3%
White	2,808	81.2%
Other	88	2.5%
 Riders who gave at least 1 response	 3,456	

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	48	1.4%
No	3,353	98.6%
TOTAL	3,401	100.0%
No Answer	205	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Prudential

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	121	11.4%	11.4%
25 - 34	263	24.9%	36.3%
35 - 44	330	31.3%	67.6%
45 - 64	295	27.9%	95.5%
65 and Older	47	4.5%	100.0%
TOTAL	1,055	100.0%	100.0%
No Answer	11		

Gender of Riders:	Number of Riders	Percent of Riders
Male	514	48.8%
Female	540	51.2%
Transgender	0	0.0%
TOTAL	1,055	100.0%
No Answer	11	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	73	7.4%	7.4%
\$20,000 - \$29,999	11	1.1%	8.4%
\$30,000 - \$39,999	37	3.7%	12.1%
\$40,000 - \$49,999	37	3.7%	15.8%
\$50,000 - \$59,999	168	16.8%	32.6%
\$60,000 - \$74,999	58	5.8%	38.4%
\$75,000 - \$99,999	58	5.8%	44.3%
\$100,000 or more	556	55.7%	100.0%
TOTAL	997	100.0%	100.0%
No Answer	69		

Mean Household Size: 1.99



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Prudential

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	47	4.4%
Black or African-American	84	7.9%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	110	10.3%
White	861	80.8%
Other	0	0.0%
 Riders who gave at least 1 response	 1,065	

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	3.5%
No	1,018	96.5%
TOTAL	1,055	100.0%
No Answer	11	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-SUBWAY
Entry Station: Symphony

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	369	37.5%	37.5%
25 - 34	224	22.8%	60.3%
35 - 44	117	11.9%	72.2%
45 - 64	190	19.3%	91.5%
65 and Older	83	8.5%	100.0%
TOTAL	983	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	558	58.5%
Female	396	41.5%
Transgender	0	0.0%
TOTAL	955	100.0%
No Answer	28	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	173	20.0%	20.0%
\$20,000 - \$29,999	117	13.5%	33.5%
\$30,000 - \$39,999	72	8.4%	41.9%
\$40,000 - \$49,999	45	5.2%	47.1%
\$50,000 - \$59,999	106	12.3%	59.4%
\$60,000 - \$74,999	79	9.1%	68.5%
\$75,000 - \$99,999	62	7.1%	75.6%
\$100,000 or more	211	24.4%	100.0%
TOTAL	865	100.0%	100.0%
No Answer	117		

Mean Household Size: 2.08



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Symphony

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	28	3.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	17	1.8%
White	855	92.2%
Other	28	3.0%
 Riders who gave at least 1 response	 927	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	55	6.0%
No	872	94.0%
TOTAL	927	100.0%
No Answer	55	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

GREEN LINE-B

Expanded Results

Entry Stop: Blandford St. to BU Central

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	69	3.1%	3.1%
19 - 24	1,050	47.5%	50.6%
25 - 34	657	29.7%	80.3%
35 - 44	92	4.2%	84.4%
45 - 64	298	13.5%	97.9%
65 and Older	46	2.1%	100.0%
TOTAL	2,212	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	924	43.6%
Female	1,196	56.4%
Transgender	0	0.0%
TOTAL	2,120	100.0%
No Answer	92	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	740	42.6%	42.6%
\$20,000 - \$29,999	175	10.1%	52.6%
\$30,000 - \$39,999	138	7.9%	60.6%
\$40,000 - \$49,999	175	10.1%	70.6%
\$50,000 - \$59,999	46	2.6%	73.3%
\$60,000 - \$74,999	143	8.2%	81.5%
\$75,000 - \$99,999	92	5.3%	86.8%
\$100,000 or more	230	13.2%	100.0%
TOTAL	1,739	100.0%	100.0%
No Answer	473		

Mean Household Size: 2.41



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

GREEN LINE-B

Expanded Results

Entry Stop: Blandford St. to BU Central

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	23	1.1%
Black or African-American	92	4.4%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	427	20.6%
White	1,495	72.1%
Other	175	8.4%
Riders who gave at least 1 response	2,074	

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	129	6.2%
No	1,945	93.8%
TOTAL	2,074	100.0%
No Answer	138	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-B

Entry Stop: BU West to Babcock

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	140	6.7%	6.7%
19 - 24	997	47.6%	54.3%
25 - 34	392	18.7%	73.0%
35 - 44	148	7.1%	80.1%
45 - 64	294	14.0%	94.1%
65 and Older	123	5.9%	100.0%
TOTAL	2,093	100.0%	100.0%
No Answer	44		

Gender of Riders:	Number of Riders	Percent of Riders
Male	703	34.6%
Female	1,318	65.0%
Transgender	8	0.4%
TOTAL	2,029	100.0%
No Answer	108	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	618	34.8%	34.8%
\$20,000 - \$29,999	65	3.6%	38.5%
\$30,000 - \$39,999	96	5.4%	43.9%
\$40,000 - \$49,999	123	6.9%	50.8%
\$50,000 - \$59,999	121	6.8%	57.6%
\$60,000 - \$74,999	149	8.4%	66.0%
\$75,000 - \$99,999	236	13.3%	79.3%
\$100,000 or more	368	20.7%	100.0%
TOTAL	1,776	100.0%	100.0%
No Answer	362		

Mean Household Size: 2.60



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-B

Entry Stop: BU West to Babcock

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	23	1.2%
Black or African-American	64	3.2%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	199	9.9%
White	1,572	78.1%
Other	194	9.6%
 Riders who gave at least 1 response	 2,014	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	193	9.4%
No	1,859	90.6%
TOTAL	2,051	100.0%
No Answer	86	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

GREEN LINE-B

Expanded Results

Entry Stop: Packards Corner to Harvard Ave.

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	8	0.2%	0.2%
19 - 24	1,759	48.9%	49.1%
25 - 34	1,214	33.7%	82.8%
35 - 44	208	5.8%	88.6%
45 - 64	337	9.4%	98.0%
65 and Older	73	2.0%	100.0%
TOTAL	3,599	100.0%	100.0%
No Answer	21		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,276	36.3%
Female	2,240	63.7%
Transgender	0	0.0%
TOTAL	3,516	100.0%
No Answer	104	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	994	29.8%	29.8%
\$20,000 - \$29,999	266	8.0%	37.8%
\$30,000 - \$39,999	286	8.6%	46.3%
\$40,000 - \$49,999	251	7.5%	53.9%
\$50,000 - \$59,999	391	11.7%	65.6%
\$60,000 - \$74,999	430	12.9%	78.5%
\$75,000 - \$99,999	368	11.0%	89.5%
\$100,000 or more	350	10.5%	100.0%
TOTAL	3,337	100.0%	100.0%
No Answer	283		

Mean Household Size: 2.49



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

GREEN LINE-B

Expanded Results

Entry Stop: Packards Corner to Harvard Ave.

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	8	0.2%
Black or African-American	152	4.6%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	618	18.7%
White	2,410	72.8%
Other	182	5.5%
 Riders who gave at least 1 response	 3,311	

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	300	8.8%
No	3,120	91.2%
TOTAL	3,419	100.0%
No Answer	201	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-B

Entry Stop: Griggs St. to Warren St.

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	29	1.0%	1.0%
19 - 24	1,210	42.3%	43.3%
25 - 34	1,128	39.4%	82.7%
35 - 44	177	6.2%	88.9%
45 - 64	273	9.5%	98.4%
65 and Older	45	1.6%	100.0%
TOTAL	2,861	100.0%	100.0%
No Answer	15		

Gender of Riders:	Number of Riders	Percent of Riders
Male	941	33.4%
Female	1,876	66.6%
Transgender	0	0.0%
TOTAL	2,817	100.0%
No Answer	60	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	615	23.3%	23.3%
\$20,000 - \$29,999	221	8.4%	31.7%
\$30,000 - \$39,999	305	11.6%	43.3%
\$40,000 - \$49,999	281	10.6%	53.9%
\$50,000 - \$59,999	264	10.0%	63.9%
\$60,000 - \$74,999	324	12.3%	76.2%
\$75,000 - \$99,999	306	11.6%	87.8%
\$100,000 or more	322	12.2%	100.0%
TOTAL	2,638	100.0%	100.0%
No Answer	239		

Mean Household Size: 2.11



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-B

Entry Stop: Griggs St. to Warren St.

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	31	1.1%
Black or African-American	150	5.5%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	425	15.6%
White	2,083	76.3%
Other	130	4.7%
 Riders who gave at least 1 response	 2,729	

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	140	5.0%
No	2,637	95.0%
TOTAL	2,777	100.0%
No Answer	100	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

GREEN LINE-B

Expanded Results

Entry Stop: Washington St. to Chiswick Rd.

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	30	1.6%	1.6%
19 - 24	687	36.8%	38.4%
25 - 34	793	42.4%	80.8%
35 - 44	161	8.6%	89.5%
45 - 64	120	6.4%	95.9%
65 and Older	77	4.1%	100.0%
TOTAL	1,868	100.0%	100.0%
No Answer	6		

Gender of Riders:	Number of Riders	Percent of Riders
Male	726	39.8%
Female	1,095	60.2%
Transgender	0	0.0%
TOTAL	1,821	100.0%
No Answer	54	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	381	22.3%	22.3%
\$20,000 - \$29,999	144	8.4%	30.7%
\$30,000 - \$39,999	197	11.5%	42.2%
\$40,000 - \$49,999	173	10.1%	52.3%
\$50,000 - \$59,999	136	8.0%	60.3%
\$60,000 - \$74,999	173	10.1%	70.4%
\$75,000 - \$99,999	266	15.6%	86.0%
\$100,000 or more	240	14.0%	100.0%
TOTAL	1,710	100.0%	100.0%
No Answer	165		

Mean Household Size: 2.19



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

GREEN LINE-B

Expanded Results

Entry Stop: Washington St. to Chiswick Rd.

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	30	1.6%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	287	15.7%
White	1,432	78.6%
Other	102	5.6%
Riders who gave at least 1 response	1,822	

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	5.7%
No	1,703	94.3%
TOTAL	1,807	100.0%
No Answer	68	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

GREEN LINE-B

Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	43	4.2%	4.2%
19 - 24	373	36.1%	40.2%
25 - 34	272	26.4%	66.6%
35 - 44	198	19.2%	85.8%
45 - 64	96	9.3%	95.1%
65 and Older	50	4.9%	100.0%
TOTAL	1,033	100.0%	100.0%
No Answer	19		

Gender of Riders:	Number of Riders	Percent of Riders
Male	466	46.4%
Female	531	52.9%
Transgender	7	0.7%
TOTAL	1,004	100.0%
No Answer	47	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	265	28.4%	28.4%
\$20,000 - \$29,999	120	12.8%	41.3%
\$30,000 - \$39,999	39	4.1%	45.4%
\$40,000 - \$49,999	55	5.9%	51.3%
\$50,000 - \$59,999	122	13.1%	64.4%
\$60,000 - \$74,999	60	6.4%	70.8%
\$75,000 - \$99,999	193	20.7%	91.6%
\$100,000 or more	78	8.4%	100.0%
TOTAL	932	100.0%	100.0%
No Answer	120		

Mean Household Size: 2.06



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

GREEN LINE-B

Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	34	3.4%
Native Hawaiian or Other Pacific Islander	9	0.9%
Asian	98	9.9%
White	830	83.4%
Other	24	2.4%
 Riders who gave at least 1 response	 995	

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	82	8.2%
No	913	91.8%
TOTAL	995	100.0%
No Answer	57	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

GREEN LINE-C

Expanded Results

Entry Stop: St. Mary's St. to Kent St.

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	22	1.6%	1.6%
19 - 24	348	25.1%	26.6%
25 - 34	374	26.9%	53.6%
35 - 44	183	13.2%	66.7%
45 - 64	305	22.0%	88.7%
65 and Older	157	11.3%	100.0%
TOTAL	1,389	100.0%	100.0%
No Answer	20		

Gender of Riders:	Number of Riders	Percent of Riders
Male	580	43.1%
Female	766	56.9%
Transgender	0	0.0%
TOTAL	1,345	100.0%
No Answer	63	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	185	14.7%	14.7%
\$20,000 - \$29,999	65	5.2%	19.9%
\$30,000 - \$39,999	87	7.0%	26.9%
\$40,000 - \$49,999	124	9.9%	36.8%
\$50,000 - \$59,999	81	6.5%	43.2%
\$60,000 - \$74,999	125	10.0%	53.2%
\$75,000 - \$99,999	152	12.1%	65.3%
\$100,000 or more	435	34.7%	100.0%
TOTAL	1,254	100.0%	100.0%
No Answer	155		

Mean Household Size: 2.20



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

GREEN LINE-C

Expanded Results

Entry Stop: St. Mary's St. to Kent St.

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	3	0.2%
Black or African-American	46	3.4%
Native Hawaiian or Other Pacific Islander	8	0.6%
Asian	158	11.7%
White	1,131	84.2%
Other	20	1.5%
Riders who gave at least 1 response	1,343	

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	51	3.9%
No	1,250	96.1%
TOTAL	1,301	100.0%
No Answer	108	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

GREEN LINE-C

Expanded Results

Entry Stop: St. Paul St. to Summit Ave.

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	42	1.2%	1.2%
19 - 24	719	20.3%	21.4%
25 - 34	1,331	37.5%	58.9%
35 - 44	496	14.0%	72.9%
45 - 64	712	20.1%	93.0%
65 and Older	249	7.0%	100.0%
TOTAL	3,548	100.0%	100.0%
No Answer	27		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,224	36.3%
Female	2,146	63.7%
Transgender	0	0.0%
TOTAL	3,370	100.0%
No Answer	205	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	274	8.5%	8.5%
\$20,000 - \$29,999	112	3.5%	11.9%
\$30,000 - \$39,999	264	8.2%	20.1%
\$40,000 - \$49,999	318	9.8%	29.9%
\$50,000 - \$59,999	330	10.2%	40.1%
\$60,000 - \$74,999	251	7.8%	47.9%
\$75,000 - \$99,999	551	17.0%	64.9%
\$100,000 or more	1,135	35.1%	100.0%
TOTAL	3,235	100.0%	100.0%
No Answer	340		

Mean Household Size: 2.25



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

GREEN LINE-C

Expanded Results

Entry Stop: St. Paul St. to Summit Ave.

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	5	0.2%
Black or African-American	36	1.1%
Native Hawaiian or Other Pacific Islander	15	0.4%
Asian	351	10.3%
White	2,932	86.1%
Other	88	2.6%
Riders who gave at least 1 response	3,405	

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	156	4.6%
No	3,225	95.4%
TOTAL	3,381	100.0%
No Answer	194	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

GREEN LINE-C

Expanded Results

Entry Stop: Brandon Hall to Tappan St.

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	507	26.4%	26.4%
25 - 34	677	35.3%	61.7%
35 - 44	290	15.1%	76.8%
45 - 64	299	15.6%	92.4%
65 and Older	145	7.6%	100.0%
TOTAL	1,918	100.0%	100.0%
No Answer	11		

Gender of Riders:	Number of Riders	Percent of Riders
Male	641	34.5%
Female	1,216	65.5%
Transgender	0	0.0%
TOTAL	1,857	100.0%
No Answer	73	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	203	11.9%	11.9%
\$20,000 - \$29,999	119	7.0%	18.9%
\$30,000 - \$39,999	144	8.5%	27.4%
\$40,000 - \$49,999	163	9.6%	37.0%
\$50,000 - \$59,999	112	6.6%	43.6%
\$60,000 - \$74,999	217	12.8%	56.3%
\$75,000 - \$99,999	234	13.8%	70.1%
\$100,000 or more	508	29.9%	100.0%
TOTAL	1,699	100.0%	100.0%
No Answer	230		

Mean Household Size: 2.04



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

GREEN LINE-C

Expanded Results

Entry Stop: Brandon Hall to Tappan St.

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	9	0.5%
Black or African-American	27	1.5%
Native Hawaiian or Other Pacific Islander	21	1.2%
Asian	148	8.2%
White	1,601	88.2%
Other	17	0.9%
Riders who gave at least 1 response	1,816	

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	65	3.6%
No	1,745	96.4%
TOTAL	1,810	100.0%
No Answer	120	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

GREEN LINE-C

Expanded Results

Entry Stop: Dean Rd. to Cleveland Circle

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	332	21.7%	21.7%
25 - 34	661	43.1%	64.8%
35 - 44	180	11.8%	76.6%
45 - 64	290	18.9%	95.5%
65 and Older	68	4.5%	100.0%
TOTAL	1,532	100.0%	100.0%
No Answer	25		

Gender of Riders:	Number of Riders	Percent of Riders
Male	575	38.0%
Female	939	62.0%
Transgender	0	0.0%
TOTAL	1,514	100.0%
No Answer	43	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	145	10.2%	10.2%
\$20,000 - \$29,999	106	7.5%	17.7%
\$30,000 - \$39,999	157	11.1%	28.8%
\$40,000 - \$49,999	98	6.9%	35.7%
\$50,000 - \$59,999	104	7.3%	43.0%
\$60,000 - \$74,999	163	11.5%	54.5%
\$75,000 - \$99,999	271	19.1%	73.7%
\$100,000 or more	373	26.3%	100.0%
TOTAL	1,416	100.0%	100.0%
No Answer	141		

Mean Household Size: 2.10



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

GREEN LINE-C

Expanded Results

Entry Stop: Dean Rd. to Cleveland Circle

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	16	1.0%
Black or African-American	53	3.5%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	152	9.9%
White	1,265	82.5%
Other	66	4.3%
Riders who gave at least 1 response	1,534	

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	68	4.5%
No	1,437	95.5%
TOTAL	1,505	100.0%
No Answer	51	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Fenway

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	7	0.7%	0.7%
19 - 24	391	37.2%	37.9%
25 - 34	354	33.7%	71.5%
35 - 44	125	11.8%	83.4%
45 - 64	121	11.5%	94.9%
65 and Older	54	5.1%	100.0%
TOTAL	1,052	100.0%	100.0%
No Answer	18		

Gender of Riders:	Number of Riders	Percent of Riders
Male	318	31.6%
Female	688	68.4%
Transgender	0	0.0%
TOTAL	1,005	100.0%
No Answer	64	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	183	18.8%	18.8%
\$20,000 - \$29,999	43	4.4%	23.2%
\$30,000 - \$39,999	89	9.1%	32.3%
\$40,000 - \$49,999	94	9.6%	41.9%
\$50,000 - \$59,999	81	8.3%	50.3%
\$60,000 - \$74,999	54	5.6%	55.8%
\$75,000 - \$99,999	119	12.2%	68.0%
\$100,000 or more	312	32.0%	100.0%
TOTAL	975	100.0%	100.0%
No Answer	95		

Mean Household Size: 2.27



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: Fenway

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	34	3.3%
Native Hawaiian or Other Pacific Islander	7	0.7%
Asian	111	11.0%
White	822	81.6%
Other	50	5.0%
Riders who gave at least 1 response	1,008	

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	45	4.3%
No	997	95.7%
TOTAL	1,042	100.0%
No Answer	28	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Longwood

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	15	1.5%	1.5%
19 - 24	129	13.1%	14.5%
25 - 34	327	33.1%	47.6%
35 - 44	173	17.5%	65.1%
45 - 64	232	23.4%	88.6%
65 and Older	113	11.4%	100.0%
TOTAL	989	100.0%	100.0%
No Answer	18		

Gender of Riders:	Number of Riders	Percent of Riders
Male	389	40.8%
Female	564	59.2%
Transgender	0	0.0%
TOTAL	953	100.0%
No Answer	54	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	66	7.6%	7.6%
\$20,000 - \$29,999	40	4.6%	12.2%
\$30,000 - \$39,999	37	4.2%	16.4%
\$40,000 - \$49,999	92	10.6%	27.1%
\$50,000 - \$59,999	87	10.0%	37.1%
\$60,000 - \$74,999	62	7.1%	44.2%
\$75,000 - \$99,999	153	17.6%	61.8%
\$100,000 or more	331	38.2%	100.0%
TOTAL	868	100.0%	100.0%
No Answer	139		

Mean Household Size: 2.43



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: Longwood

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	26	2.7%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	119	12.3%
White	813	84.0%
Other	9	0.9%
Riders who gave at least 1 response	967	

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	1.2%
No	943	98.8%
TOTAL	954	100.0%
No Answer	53	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Brookline Village

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	32	1.6%	1.6%
19 - 24	489	25.0%	26.7%
25 - 34	695	35.6%	62.3%
35 - 44	269	13.8%	76.0%
45 - 64	344	17.6%	93.6%
65 and Older	124	6.4%	100.0%
TOTAL	1,954	100.0%	100.0%
No Answer	26		

Gender of Riders:	Number of Riders	Percent of Riders
Male	825	43.0%
Female	1,088	56.7%
Transgender	5	0.3%
TOTAL	1,918	100.0%
No Answer	62	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	219	12.6%	12.6%
\$20,000 - \$29,999	113	6.5%	19.1%
\$30,000 - \$39,999	114	6.6%	25.6%
\$40,000 - \$49,999	84	4.8%	30.4%
\$50,000 - \$59,999	132	7.6%	38.0%
\$60,000 - \$74,999	241	13.8%	51.8%
\$75,000 - \$99,999	217	12.5%	64.3%
\$100,000 or more	621	35.7%	100.0%
TOTAL	1,740	100.0%	100.0%
No Answer	240		

Mean Household Size: 2.45



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: Brookline Village

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	10	0.5%
Black or African-American	86	4.5%
Native Hawaiian or Other Pacific Islander	5	0.3%
Asian	266	14.1%
White	1,473	77.9%
Other	80	4.3%
 Riders who gave at least 1 response	 1,891	

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	81	4.3%
No	1,812	95.7%
TOTAL	1,893	100.0%
No Answer	86	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Brookline Hills

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	54	5.0%	5.0%
19 - 24	240	22.0%	27.0%
25 - 34	349	32.0%	59.0%
35 - 44	127	11.7%	70.7%
45 - 64	294	27.0%	97.6%
65 and Older	26	2.4%	100.0%
TOTAL	1,091	100.0%	100.0%
No Answer	17		

Gender of Riders:	Number of Riders	Percent of Riders
Male	376	35.8%
Female	673	64.2%
Transgender	0	0.0%
TOTAL	1,049	100.0%
No Answer	58	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	82	8.6%	8.6%
\$20,000 - \$29,999	44	4.7%	13.3%
\$30,000 - \$39,999	80	8.4%	21.7%
\$40,000 - \$49,999	35	3.7%	25.4%
\$50,000 - \$59,999	56	5.9%	31.3%
\$60,000 - \$74,999	72	7.5%	38.9%
\$75,000 - \$99,999	166	17.4%	56.3%
\$100,000 or more	416	43.7%	100.0%
TOTAL	952	100.0%	100.0%
No Answer	156		

Mean Household Size: 2.79



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: Brookline Hills

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	14	1.3%
Native Hawaiian or Other Pacific Islander	4	0.3%
Asian	166	15.9%
White	843	80.5%
Other	24	2.3%
Riders who gave at least 1 response	1,048	

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	5.8%
No	996	94.2%
TOTAL	1,058	100.0%
No Answer	50	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Beaconsfield

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	9	1.2%	1.2%
19 - 24	192	25.7%	26.8%
25 - 34	227	30.4%	57.2%
35 - 44	128	17.1%	74.2%
45 - 64	159	21.2%	95.4%
65 and Older	34	4.6%	100.0%
TOTAL	749	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	283	39.1%
Female	442	60.9%
Transgender	0	0.0%
TOTAL	725	100.0%
No Answer	24	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	67	10.3%	10.3%
\$20,000 - \$29,999	27	4.2%	14.5%
\$30,000 - \$39,999	41	6.4%	20.9%
\$40,000 - \$49,999	39	6.0%	26.9%
\$50,000 - \$59,999	31	4.9%	31.8%
\$60,000 - \$74,999	65	10.1%	41.9%
\$75,000 - \$99,999	95	14.7%	56.6%
\$100,000 or more	281	43.4%	100.0%
TOTAL	647	100.0%	100.0%
No Answer	101		

Mean Household Size: 2.75



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: Beaconsfield

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	20	2.7%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	86	11.8%
White	613	84.2%
Other	23	3.2%
 Riders who gave at least 1 response	 727	

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	31	4.3%
No	692	95.7%
TOTAL	723	100.0%
No Answer	26	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Reservoir

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	14	0.7%	0.7%
19 - 24	799	38.2%	38.9%
25 - 34	804	38.4%	77.3%
35 - 44	244	11.7%	89.0%
45 - 64	230	11.0%	100.0%
65 and Older	0	0.0%	100.0%
TOTAL	2,092	100.0%	100.0%
No Answer	19		

Gender of Riders:	Number of Riders	Percent of Riders
Male	786	38.1%
Female	1,277	61.9%
Transgender	0	0.0%
TOTAL	2,063	100.0%
No Answer	48	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	307	16.1%	16.1%
\$20,000 - \$29,999	66	3.5%	19.6%
\$30,000 - \$39,999	105	5.5%	25.1%
\$40,000 - \$49,999	217	11.4%	36.4%
\$50,000 - \$59,999	232	12.2%	48.6%
\$60,000 - \$74,999	188	9.9%	58.5%
\$75,000 - \$99,999	421	22.1%	80.7%
\$100,000 or more	368	19.3%	100.0%
TOTAL	1,905	100.0%	100.0%
No Answer	206		

Mean Household Size: 2.31



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: Reservoir

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	18	0.9%
Black or African-American	115	5.7%
Native Hawaiian or Other Pacific Islander	5	0.2%
Asian	325	16.1%
White	1,526	75.9%
Other	73	3.6%
 Riders who gave at least 1 response	 2,011	

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	150	7.5%
No	1,850	92.5%
TOTAL	2,000	100.0%
No Answer	111	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Chestnut Hill

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	3	0.6%	0.6%
19 - 24	67	13.9%	14.6%
25 - 34	133	27.8%	42.4%
35 - 44	106	22.1%	64.5%
45 - 64	152	31.7%	96.2%
65 and Older	18	3.8%	100.0%
TOTAL	479	100.0%	100.0%
No Answer	6		

Gender of Riders:	Number of Riders	Percent of Riders
Male	152	31.5%
Female	330	68.5%
Transgender	0	0.0%
TOTAL	482	100.0%
No Answer	3	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	3	0.8%	0.8%
\$20,000 - \$29,999	3	0.8%	1.5%
\$30,000 - \$39,999	27	6.8%	8.3%
\$40,000 - \$49,999	18	4.5%	12.9%
\$50,000 - \$59,999	3	0.8%	13.6%
\$60,000 - \$74,999	76	18.9%	32.6%
\$75,000 - \$99,999	76	18.9%	51.5%
\$100,000 or more	194	48.5%	100.0%
TOTAL	400	100.0%	100.0%
No Answer	85		

Mean Household Size: 2.99



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: Chestnut Hill

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	3	0.6%
Black or African-American	18	3.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	30	6.3%
White	424	88.6%
Other	3	0.6%
 Riders who gave at least 1 response	 479	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	6	1.3%
No	452	98.7%
TOTAL	458	100.0%
No Answer	27	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Newton Centre

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	6	0.7%	0.7%
19 - 24	70	7.9%	8.6%
25 - 34	173	19.4%	28.0%
35 - 44	167	18.8%	46.8%
45 - 64	399	45.0%	91.8%
65 and Older	73	8.2%	100.0%
TOTAL	888	100.0%	100.0%
No Answer	6		

Gender of Riders:	Number of Riders	Percent of Riders
Male	358	40.7%
Female	520	59.3%
Transgender	0	0.0%
TOTAL	878	100.0%
No Answer	16	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	62	8.1%	8.1%
\$20,000 - \$29,999	30	3.9%	12.0%
\$30,000 - \$39,999	47	6.1%	18.0%
\$40,000 - \$49,999	13	1.7%	19.8%
\$50,000 - \$59,999	27	3.6%	23.3%
\$60,000 - \$74,999	92	12.0%	35.3%
\$75,000 - \$99,999	94	12.2%	47.5%
\$100,000 or more	405	52.5%	100.0%
TOTAL	771	100.0%	100.0%
No Answer	123		

Mean Household Size: 2.79



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: Newton Centre

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	3	0.4%
Black or African-American	18	2.1%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	82	9.5%
White	743	85.8%
Other	19	2.2%
Riders who gave at least 1 response	867	

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	1.5%
No	845	98.5%
TOTAL	857	100.0%
No Answer	37	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Newton Highlands

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	8	1.3%	1.3%
19 - 24	46	7.9%	9.2%
25 - 34	136	23.2%	32.3%
35 - 44	111	18.9%	51.3%
45 - 64	211	36.0%	87.2%
65 and Older	75	12.8%	100.0%
TOTAL	587	100.0%	100.0%
No Answer	4		

Gender of Riders:	Number of Riders	Percent of Riders
Male	274	47.4%
Female	305	52.6%
Transgender	0	0.0%
TOTAL	579	100.0%
No Answer	11	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	31	6.0%	6.0%
\$20,000 - \$29,999	23	4.5%	10.5%
\$30,000 - \$39,999	33	6.4%	16.9%
\$40,000 - \$49,999	42	8.3%	25.2%
\$50,000 - \$59,999	23	4.5%	29.7%
\$60,000 - \$74,999	40	7.9%	37.6%
\$75,000 - \$99,999	57	11.3%	48.9%
\$100,000 or more	260	51.1%	100.0%
TOTAL	510	100.0%	100.0%
No Answer	81		

Mean Household Size: 2.71



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: Newton Highlands

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	11	2.0%
Black or African-American	27	4.7%
Native Hawaiian or Other Pacific Islander	4	0.7%
Asian	84	14.8%
White	458	80.5%
Other	23	4.0%
Riders who gave at least 1 response	569	

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	34	6.1%
No	535	93.9%
TOTAL	569	100.0%
No Answer	21	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Eliot

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	51	11.0%	11.0%
25 - 34	75	16.2%	27.2%
35 - 44	120	26.1%	53.3%
45 - 64	201	43.5%	96.9%
65 and Older	14	3.1%	100.0%
TOTAL	461	100.0%	100.0%
No Answer	13		

Gender of Riders:	Number of Riders	Percent of Riders
Male	214	47.4%
Female	237	52.6%
Transgender	0	0.0%
TOTAL	452	100.0%
No Answer	22	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	16	3.8%	3.8%
\$20,000 - \$29,999	9	2.1%	5.9%
\$30,000 - \$39,999	9	2.1%	8.1%
\$40,000 - \$49,999	11	2.6%	10.7%
\$50,000 - \$59,999	7	1.8%	12.5%
\$60,000 - \$74,999	20	4.8%	17.3%
\$75,000 - \$99,999	73	17.3%	34.6%
\$100,000 or more	276	65.4%	100.0%
TOTAL	422	100.0%	100.0%
No Answer	51		

Mean Household Size: 3.04



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D
Entry Station: Eliot

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	5	1.2%
Black or African-American	18	4.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	76	16.9%
White	352	77.8%
Other	22	4.8%
Riders who gave at least 1 response	452	

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	40	8.6%
No	422	91.4%
TOTAL	462	100.0%
No Answer	11	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Waban

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	17	5.0%	5.0%
25 - 34	64	19.1%	24.2%
35 - 44	46	13.9%	38.0%
45 - 64	159	47.7%	85.8%
65 and Older	47	14.2%	100.0%
TOTAL	333	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	128	40.4%
Female	188	59.6%
Transgender	0	0.0%
TOTAL	316	100.0%
No Answer	17	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	13	4.3%	4.3%
\$20,000 - \$29,999	4	1.4%	5.8%
\$30,000 - \$39,999	13	4.2%	10.0%
\$40,000 - \$49,999	4	1.4%	11.5%
\$50,000 - \$59,999	13	4.2%	15.7%
\$60,000 - \$74,999	32	10.4%	26.1%
\$75,000 - \$99,999	38	12.5%	38.6%
\$100,000 or more	186	61.4%	100.0%
TOTAL	303	100.0%	100.0%
No Answer	30		

Mean Household Size: 2.58



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: Waban

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	4	1.4%
Black or African-American	18	5.4%
Native Hawaiian or Other Pacific Islander	4	1.4%
Asian	21	6.6%
White	277	85.3%
Other	4	1.4%
 Riders who gave at least 1 response	 324	

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	0	0.0%
No	329	100.0%
TOTAL	329	100.0%
No Answer	4	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Woodland

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	116	14.1%	14.1%
25 - 34	211	25.7%	39.8%
35 - 44	196	23.9%	63.6%
45 - 64	199	24.3%	88.0%
65 and Older	99	12.0%	100.0%
TOTAL	820	100.0%	100.0%
No Answer	11		

Gender of Riders:	Number of Riders	Percent of Riders
Male	425	51.8%
Female	395	48.2%
Transgender	0	0.0%
TOTAL	820	100.0%
No Answer	11	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	73	10.3%	10.3%
\$20,000 - \$29,999	11	1.6%	11.8%
\$30,000 - \$39,999	50	7.1%	18.9%
\$40,000 - \$49,999	34	4.7%	23.7%
\$50,000 - \$59,999	39	5.5%	29.2%
\$60,000 - \$74,999	54	7.6%	36.8%
\$75,000 - \$99,999	127	17.9%	54.7%
\$100,000 or more	320	45.3%	100.0%
TOTAL	708	100.0%	100.0%
No Answer	123		

Mean Household Size: 2.71



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: Woodland

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	11	1.4%
Black or African-American	22	2.8%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	101	12.4%
White	689	85.1%
Other	9	1.1%
 Riders who gave at least 1 response	 811	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	32	4.0%
No	760	96.0%
TOTAL	792	100.0%
No Answer	39	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-D

Entry Station: Riverside

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	13	0.9%	0.9%
19 - 24	240	16.6%	17.5%
25 - 34	280	19.3%	36.8%
35 - 44	284	19.6%	56.3%
45 - 64	502	34.7%	91.0%
65 and Older	130	9.0%	100.0%
TOTAL	1,449	100.0%	100.0%
No Answer	7		

Gender of Riders:	Number of Riders	Percent of Riders
Male	565	40.6%
Female	828	59.4%
Transgender	0	0.0%
TOTAL	1,393	100.0%
No Answer	63	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	88	7.0%	7.0%
\$20,000 - \$29,999	63	5.0%	12.0%
\$30,000 - \$39,999	58	4.6%	16.6%
\$40,000 - \$49,999	94	7.5%	24.1%
\$50,000 - \$59,999	69	5.5%	29.6%
\$60,000 - \$74,999	154	12.3%	41.9%
\$75,000 - \$99,999	213	17.0%	58.9%
\$100,000 or more	516	41.1%	100.0%
TOTAL	1,255	100.0%	100.0%
No Answer	201		

Mean Household Size: 2.82



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-D

Entry Station: Riverside

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	20	1.4%
Black or African-American	116	8.3%
Native Hawaiian or Other Pacific Islander	7	0.5%
Asian	222	16.0%
White	1,031	74.4%
Other	53	3.8%
Riders who gave at least 1 response	1,386	

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	7.4%
No	1,286	92.6%
TOTAL	1,388	100.0%
No Answer	68	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-E

Entry Stop: Northeastern

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	136	12.3%	12.3%
19 - 24	689	62.5%	74.8%
25 - 34	124	11.3%	86.1%
35 - 44	46	4.2%	90.3%
45 - 64	92	8.3%	98.6%
65 and Older	15	1.4%	100.0%
TOTAL	1,102	100.0%	100.0%
No Answer	15		

Gender of Riders:	Number of Riders	Percent of Riders
Male	353	32.5%
Female	734	67.5%
Transgender	0	0.0%
TOTAL	1,087	100.0%
No Answer	30	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	430	45.2%	45.2%
\$20,000 - \$29,999	62	6.5%	51.7%
\$30,000 - \$39,999	107	11.2%	63.0%
\$40,000 - \$49,999	108	11.4%	74.3%
\$50,000 - \$59,999	15	1.6%	75.9%
\$60,000 - \$74,999	15	1.6%	77.5%
\$75,000 - \$99,999	45	4.8%	82.3%
\$100,000 or more	168	17.7%	100.0%
TOTAL	950	100.0%	100.0%
No Answer	167		

Mean Household Size: 3.04



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-E

Entry Stop: Northeastern

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	16	1.5%
Black or African-American	60	5.5%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	136	12.5%
White	875	80.5%
Other	62	5.7%
 Riders who gave at least 1 response	 1,087	

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	77	7.1%
No	1,010	92.9%
TOTAL	1,087	100.0%
No Answer	30	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-E

Entry Stop: Museum Of Fine Arts

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	42	5.1%	5.1%
19 - 24	363	44.2%	49.4%
25 - 34	169	20.6%	70.0%
35 - 44	60	7.3%	77.3%
45 - 64	81	9.9%	87.1%
65 and Older	105	12.9%	100.0%
TOTAL	821	100.0%	100.0%
No Answer	21		

Gender of Riders:	Number of Riders	Percent of Riders
Male	313	38.7%
Female	497	61.3%
Transgender	0	0.0%
TOTAL	810	100.0%
No Answer	32	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	219	29.7%	29.7%
\$20,000 - \$29,999	70	9.6%	39.2%
\$30,000 - \$39,999	39	5.3%	44.5%
\$40,000 - \$49,999	102	13.9%	58.4%
\$50,000 - \$59,999	39	5.3%	63.6%
\$60,000 - \$74,999	28	3.8%	67.5%
\$75,000 - \$99,999	60	8.1%	75.6%
\$100,000 or more	180	24.4%	100.0%
TOTAL	737	100.0%	100.0%
No Answer	105		

Mean Household Size: 2.70



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

GREEN LINE-E

Expanded Results

Entry Stop: Museum Of Fine Arts

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	11	1.4%
Black or African-American	7	0.9%
Native Hawaiian or Other Pacific Islander	21	2.7%
Asian	88	11.3%
White	627	80.6%
Other	32	4.1%
Riders who gave at least 1 response	779	

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	53	6.7%
No	740	93.3%
TOTAL	793	100.0%
No Answer	49	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-E

Entry Stop: Longwood Medical Area

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	61	3.2%	3.2%
19 - 24	517	27.4%	30.7%
25 - 34	394	20.9%	51.6%
35 - 44	238	12.6%	64.3%
45 - 64	544	28.9%	93.1%
65 and Older	129	6.9%	100.0%
TOTAL	1,884	100.0%	100.0%
No Answer	27		

Gender of Riders:	Number of Riders	Percent of Riders
Male	592	31.9%
Female	1,265	68.1%
Transgender	0	0.0%
TOTAL	1,857	100.0%
No Answer	54	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	456	25.7%	25.7%
\$20,000 - \$29,999	150	8.4%	34.1%
\$30,000 - \$39,999	197	11.1%	45.2%
\$40,000 - \$49,999	75	4.2%	49.4%
\$50,000 - \$59,999	48	2.7%	52.1%
\$60,000 - \$74,999	150	8.4%	60.5%
\$75,000 - \$99,999	197	11.1%	71.7%
\$100,000 or more	503	28.3%	100.0%
TOTAL	1,775	100.0%	100.0%
No Answer	136		

Mean Household Size: 2.34



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-E

Entry Stop: Longwood Medical Area

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	20	1.1%
Black or African-American	190	10.3%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	265	14.3%
White	1,340	72.2%
Other	102	5.5%
Riders who gave at least 1 response	1,857	

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	136	7.5%
No	1,666	92.5%
TOTAL	1,802	100.0%
No Answer	109	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-E

Entry Stop: Brigham Circle

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	22	2.1%	2.1%
19 - 24	321	30.4%	32.4%
25 - 34	288	27.2%	59.6%
35 - 44	136	12.9%	72.5%
45 - 64	247	23.3%	95.9%
65 and Older	44	4.1%	100.0%
TOTAL	1,058	100.0%	100.0%
No Answer	22		

Gender of Riders:	Number of Riders	Percent of Riders
Male	410	41.1%
Female	588	58.9%
Transgender	0	0.0%
TOTAL	998	100.0%
No Answer	82	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	172	18.3%	18.3%
\$20,000 - \$29,999	82	8.7%	27.0%
\$30,000 - \$39,999	114	12.2%	39.2%
\$40,000 - \$49,999	106	11.3%	50.5%
\$50,000 - \$59,999	30	3.2%	53.7%
\$60,000 - \$74,999	106	11.3%	64.9%
\$75,000 - \$99,999	93	9.9%	74.8%
\$100,000 or more	237	25.2%	100.0%
TOTAL	939	100.0%	100.0%
No Answer	141		

Mean Household Size: 2.73



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-E

Entry Stop: Brigham Circle

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	11	1.1%
Black or African-American	152	15.2%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	185	18.5%
White	631	63.0%
Other	44	4.4%
Riders who gave at least 1 response	1,001	

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	63	6.1%
No	966	93.9%
TOTAL	1,028	100.0%
No Answer	52	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

GREEN LINE-E

Expanded Results

Entry Stop: Fenwood Rd. to Back of the Hill

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	22	3.1%	3.1%
19 - 24	217	30.2%	33.3%
25 - 34	186	25.9%	59.1%
35 - 44	122	17.0%	76.1%
45 - 64	108	15.0%	91.1%
65 and Older	64	8.9%	100.0%
TOTAL	719	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	236	35.0%
Female	438	65.0%
Transgender	0	0.0%
TOTAL	674	100.0%
No Answer	44	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	100	16.5%	16.5%
\$20,000 - \$29,999	28	4.6%	21.1%
\$30,000 - \$39,999	78	12.8%	33.9%
\$40,000 - \$49,999	25	4.1%	38.0%
\$50,000 - \$59,999	53	8.7%	46.6%
\$60,000 - \$74,999	47	7.7%	54.4%
\$75,000 - \$99,999	94	15.5%	69.9%
\$100,000 or more	183	30.1%	100.0%
TOTAL	608	100.0%	100.0%
No Answer	111		

Mean Household Size: 2.26



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

GREEN LINE-E

Expanded Results

Entry Stop: Fenwood Rd. to Back of the Hill

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	30	4.4%
Native Hawaiian or Other Pacific Islander	8	1.2%
Asian	111	15.9%
White	483	69.3%
Other	64	9.2%
Riders who gave at least 1 response	696	

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	3.2%
No	666	96.8%
TOTAL	688	100.0%
No Answer	30	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

GREEN LINE-E

Entry Stop: Heath Street

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	8	1.7%	1.7%
19 - 24	108	21.7%	23.3%
25 - 34	167	33.3%	56.7%
35 - 44	58	11.7%	68.3%
45 - 64	131	26.1%	94.4%
65 and Older	28	5.6%	100.0%
TOTAL	500	100.0%	100.0%
No Answer	28		

Gender of Riders:	Number of Riders	Percent of Riders
Male	231	46.1%
Female	269	53.9%
Transgender	0	0.0%
TOTAL	500	100.0%
No Answer	28	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	78	16.8%	16.8%
\$20,000 - \$29,999	28	6.0%	22.8%
\$30,000 - \$39,999	94	20.4%	43.2%
\$40,000 - \$49,999	22	4.8%	47.9%
\$50,000 - \$59,999	36	7.8%	55.7%
\$60,000 - \$74,999	28	6.0%	61.7%
\$75,000 - \$99,999	58	12.6%	74.3%
\$100,000 or more	119	25.7%	100.0%
TOTAL	464	100.0%	100.0%
No Answer	64		

Mean Household Size: 2.36



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

GREEN LINE-E

Entry Stop: Heath Street

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	56	11.0%
Black or African-American	56	11.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	36	7.1%
White	378	74.7%
Other	22	4.4%
 Riders who gave at least 1 response	 506	

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	12.0%
No	428	88.0%
TOTAL	486	100.0%
No Answer	42	



Usage Rates and Fare Types

The data in this chapter show how frequently Green Line riders used the service. They also show how riders paid their fares and how frequently the users of each fare type rode the line.

The tables (at the end of the chapter) present data by station or branch segment. For each station or segment, 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 Green Line; 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 Green Line. The data for each station or segment are based on the survey responses from riders who started the rapid transit portions of their trips there.

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

12.1 NUMBER OF DAYS USED PER WEEK

12.1.1 DESCRIPTION OF TABLE

The first table for each station summarizes the results of survey question 11, which asked how many days a week riders used the Green Line. 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.

12.1.2 OVERVIEW OF RESULTS

At every station or branch segment along the Green Line, the most common reported usage frequency was five days per week. For the Green Line overall, 40% of the riders reported five-day use. Some of those who checked six- or seven-day use also indicated that they used weekend service on one or both days occasionally rather than regularly, which would put their average usage

closer to five days. Therefore, in the following comparisons of reported usage by station or segment, the category of five or more days is used instead of five days.

Central Subway

For the Central Subway overall, 60% of the riders reported usage of five or more days per week. North Station had the highest percentage (74%), in line with the large amount of home-based work trips at that station. Science Park Station had the lowest rate of five-to-seven-day riders, at 40%, as many of the riders there were infrequent visitors to the Museum of Science. At other Central Subway stations, rates of five-to-seven-day use ranged from 48% at Government Center to 74% at Haymarket.

At Science Park, 20% of the riders reported Green Line usage of less than one day per week, and 23% were “just visiting,” compared with percentages of 10% and 3% in these usage categories for the Central Subway overall. Rates of usage of less than one day per week ranged from 3% to 14% at all of the other Central Subway stations except Government Center (18%). At all of the stations except Science Park, 8% or less of the riders were visiting.

B Branch

On all segments of the B Branch combined, 76% of the riders reported using the line five or more days per week. This rate ranged from 58% between Blandford Street and BU Central to 85% between Griggs Street and Warren Street. Overall, only 3% of B Branch riders used the branch less than one day per week, and only 1% were visitors. The segment from Blandford Street to BU Central had the highest percentages in both of these categories (6% and 2%), but this was based on a relatively small sample size.

C Branch

On all segments of the C Branch combined, 73% of the riders reported using the branch five or more days per week. This rate ranged from 61% between Saint Mary’s Street and Kent Street to 80% between Dean Road and Cleveland Circle. Overall, 6% of C Branch riders used the branch less than one day per week, and only 1% were visitors. The segment from between Saint Mary’s Street and Kent Street had the highest rate of less-than-one-day-per-week users (13%).

D Branch

At all D Branch stations combined, 67% of the riders reported using the branch five or more days per week. This rate ranged from 55% at Woodland and Chestnut Hill to 78% at Reservoir and Brookline Hills. Riders who used the D Branch less than one day per week accounted for 7% of overall boardings, ranging from less than 1% at Brookline Hills to 17% at Longwood.

Only 2% of D Branch riders were visitors. This share did not exceed 3%, except at Riverside Station (6%). The large parking lot, good highway access, and a hotel next to the station combine to attract visitors to using Riverside.

E Branch

E Branch riders rode less frequently than riders on the B, C, and D Branches. Overall, 60% of E Branch riders reported usage of five or more days per week. At the three innermost stops, Northeastern to Longwood Medical Area, 53% to 54% of the riders were five-day-or more users. On the rest of the branch, between Brigham Circle and Heath Street, 65% to 75% of the riders rode on five or more days.

Riders who used the E Branch less than one day per week accounted for 4% to 11% of boardings, except at Longwood Medical Area (21%). Visitors accounted for 3% or less of riders at each stop or branch segment.

12.2 WEEKEND USAGE

12.2.1 DESCRIPTION OF TABLE

The weekend usage table for each station or branch segment summarizes the results of survey question 12, which asked how frequently riders used the Green Line 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 Green Line 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 Green Line 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.

12.2.2 OVERVIEW OF RESULTS

Central Subway

At all Central Subway stations combined, the most common reported combination of Saturday and Sunday use was occasional use on both days, at 51%. The second-largest group (25%) did not use the Central Subway at all on either Saturday or Sunday. The third-largest group (15%) reported regular use of the Central Subway on both Saturday and Sunday. These percentages varied among stations.

Riders who used the Central Subway occasionally on both Saturday and Sunday were the largest group at all but one station, with shares ranging from 42% to 63%. At North Station, where the majority of riders transferred from commuter rail, 41% used the Central Subway occasionally on both Saturday and Sunday, but 47% never used it on either weekend day. At other stations, riders who never rode on weekend days accounted for 15% to 29% of total entries. Symphony Station had the highest rate of riders reporting regular use on both Saturday and Sunday (37%), and North Station had the lowest rate (6%). At other stations this rate ranged from 10% to 28%.

B Branch

On all segments of the B Branch combined, the most common reported combination of Saturday and Sunday use was occasional use on both days, at 48%. The second-largest group (29%) used the B Branch regularly on both Saturday and Sunday. The third-largest group (10%) did not use the B Branch at all on either Saturday or Sunday. These percentages varied relatively little among segments. Regular use on both weekend days was highest between Chestnut Hill Avenue and Boston College (37%) and lowest between Blandford Street and BU Central (25%).

C Branch

On all segments of the C Branch combined, the most common reported combination of Saturday and Sunday use was occasional use on both days, at 59%. The second-largest group (21%) used the C Branch regularly on both Saturday and Sunday. The third-largest group (9%) did not use the C Branch at all on either Saturday or Sunday. Most of these percentages varied only slightly among segments. However, non-use on weekend days was much higher on the segment from Saint Mary's Street to Kent Street (16%) than on the rest of the branch.

D Branch

At all D Branch stations combined, the most common reported combination of Saturday and Sunday use was occasional use on both days, at 55%. The second-largest group (23%) did not use the D Branch at all on either Saturday or Sunday. The third-largest group (11%) used the D Branch regularly on both Saturday and Sunday. These percentages varied among stations. Reported use on both Saturday and Sunday was highest at Beaconsfield (64%) and lowest at Riverside (44%). Conversely, non-use on weekends was highest at Riverside (42%) and lowest at Beaconsfield (12%). Rates of regular use on both Saturday and Sunday ranged from 3% at Riverside to 16% at Reservoir.

E Branch

At all E Branch stops combined, the most common reported combination of Saturday and Sunday use was occasional use on both days, at 44%. The second-largest group (22%) did not use the E Branch at all on either Saturday

or Sunday. The third-largest group (18%) used the E Branch regularly on both Saturday and Sunday. The percentage of riders using the service occasionally on both weekend days varied relatively little among stops or segments. The proportion of Riders who did not use the E Branch at all on Saturday or Sunday ranged from 14% between Fenwood Road and Back of the Hill to 29% at Museum of Fine Arts. Conversely, regular use on both Saturday and Sunday was reported by 25% of the riders at Fenwood Road and Back of the Hill, but by only 15% at Museum of Fine Arts.

12.3 FARE TYPES AND PASS USAGE

12.3.1 DESCRIPTION OF TABLE

The third table for each station, on a separate page, presents three data points for each fare type: the number of riders using the fare type, the percentage of riders using the fare type, and the number of days per week that the riders using each fare type rode the Green Line.

The first two columns are based on the results of survey question 7: “What type of fare did you pay for this rapid transit 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 Green Line in question 11.

12.3.2 OVERVIEW OF RESULTS

Mix of Fare Types

Central Subway

For the Central Subway overall, the most common method of fare payment was some form of monthly pass, reported by 59% of all riders. Pay-per-ride using a CharlieCard was second, at 25% overall. Some form of monthly pass was the most commonly used fare type at every individual station, with rates ranging from 45% at Science Park to 78% at North Station.

At most stations, the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 41% of the Central Subway riders. This was the minimum monthly pass level required on the rapid transit system (whether or not the passenger also needed to use a bus) for a passenger who would have paid full fare if paying per ride. However, at North Station, where a majority of riders transferred from commuter rail, 60% of all entering riders used commuter rail Zone passes, and only 16% used LinkPasses. Zone passes were also used by 18% of the riders entering Copley, where transfers from commuter rail can be made by walking from Back Bay Station. At Haymarket, where many riders transferred from MBTA express buses, 18% of all entering riders used Inner Express Bus Passes.

After monthly passes and pay-per-ride using CharlieCards, the three most common fare types overall were reduced-fare pay-per-ride (including Student, Senior, and Disability) at 6%, pay-per-ride CharlieTickets, at 5%, and 7-Day LinkPasses at just under 5%. The use of each of these fare-payment methods varied among stations. The reported use of reduced fares was highest at Science Park (11%) and Copley (10%), and lowest at Haymarket (under 1%). CharlieTicket use was very high (21%) at Prudential for reasons that are unclear; otherwise it exceeded 7% only at Science Park (9%). The use of 7-Day LinkPasses was highest at Science Park (14%) and lowest at Haymarket (1%).

B Branch

For the B Branch overall, the most common method of fare payment was some form of monthly pass, reported by 68% of all riders. Pay-per-ride using a CharlieCard was second, at 21% overall. Some form of monthly pass was also the most commonly used fare type on every branch segment, with rates ranging from 54% between Chestnut Hill Avenue and Boston College to 77% between Washington Street and Chiswick Road.

On every segment, the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 57% of the B Branch riders. The usage rates of these passes on individual segments ranged from 40% between BU West and Babcock Street to 69% between Washington Street and Chiswick Road. The use of commuter rail Zone passes was also significant on the two innermost segments from Blandford Street to Babcock Street, accounting for 16% of the boardings on each segment.

After monthly passes and pay-per-ride using CharlieCards, the two most common fare types overall were 7-Day LinkPasses at just under 5% and reduced-fare pay-per-ride (including Student, Senior, and Disability) at 3%. Pay-per-ride CharlieTickets and full cash fares on board each accounted for just over 1%.

C Branch

For the C Branch overall, the most common method of fare payment was some form of monthly pass, reported by 69% of all riders. Pay-per-ride using a CharlieCard was second, at 21% overall. Monthly pass use was also most common on each branch segment, with rates ranging from 62% between Saint Mary's Street and Kent Street to 74% between Brandon Hall and Tappan Street.

On each segment, the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 64% of the C Branch 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) at 5%, and 7-Day LinkPasses at 3%. Pay-per-ride CharlieTickets and full cash fares on board each accounted for just over 1%.

D Branch

For the D Branch overall, the most common method of fare payment was some form of monthly pass, reported by 65% of all riders. Pay-per-ride using a CharlieCard was second, at 26% overall. Monthly pass use was also most common at each stop, with rates ranging from 48% at Chestnut Hill to 75% at Beaconsfield.

At each station, the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 59% of the D Branch riders. At Riverside Station, 11% of the riders used commuter rail Zone passes,

After monthly passes and pay-per-ride using CharlieCards, the two most common fare types overall were 7-Day LinkPasses and pay-per-ride CharlieTickets at 3% each. Reduced-fare pay-per-ride (including Student, Senior, and Disability) fares accounted for just over 2%. The use of 7-Day LinkPasses was highest at Chestnut Hill (8%), as was the use of pay-per-ride CharlieTickets (9%).

E Branch

For the E Branch overall, the most common method of fare payment was some form of monthly pass, reported by 59% of all riders. Pay-per-ride using a CharlieCard was second, at 28% overall. Some form of monthly pass was also the most commonly used fare type at every individual stop and segment, with rates ranging from 48% at Northeastern to 76% between Fenwood Road and Back of the Hill. Conversely, CharlieCard use was highest at Northeastern (39%) and lowest between Fenwood Road and Back of the Hill (12%). At each stop or segment, the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 50% of the E Branch 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, each at about 5%. Pay-per-ride CharlieTickets accounted for just over 2%.

Usage Rates by Fare Type

As discussed above, the final 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 Green Line.

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 15% less per ride than those who used the paper CharlieTicket (\$1.70 versus \$2.00). Using the CharlieCard also took less time than paying using a CharlieTicket. On the Green Line overall, the average usage rate for CharlieCard users was 3.4 days per week. The average usage frequency by Green Line branch ranged from 3.2 days per week in the Central Subway to 3.9 days per week at B Branch surface stops. The average usage on the D and E Branches was slightly below the overall average, at 3.3 days each. The average usage on the C Branch was close to the upper end, at 3.8 days.

Pay-per-Ride CharlieTicket

The CharlieTicket, a paper ticket with a magnetic strip, has been in use since early 2005. On the Green Line overall, the average usage rate for CharlieTicket users was also 3.4 days per week. Average usage frequency by Green Line branch ranged 2.2 days per week at E Branch surface stops to 3.7 days per week at B Branch surface stops. Average usage on the D Branch was below the overall average, at 2.7 days. Average usage rates on the C Branch and in the Central Subway were slightly above the overall average, at 3.5 and 3.6 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. On the Green Line overall, the average usage rate for all monthly pass forms combined was 5.0 days per week. The average usage by branch ranged from 4.8 days in the Central Subway to 5.6 days at B Branch surface stops. On other branches, the average usage rate was the same as the overall average (5.0 days) on the D Branch, slightly lower on the E Branch (4.9 days), and higher on the C Branch (5.3 days).

Full Cash Fare On-Board Trolley

This form of fare was available only at surface stops on the B, C, D, and E Branches, and was used by less than 2% of the riders on each of those branches. The average usage rate on all four branches combined was 2.7 days per week. Usage was lowest on the C and E Branches, at 1.7 days each, and highest on the B Branch, at 3.5 days each. Usage on the D Branch was lower than the average, at 2.4 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. On the Green Line overall, the users of pay-per-ride reduced fares used them an average of 3.0 days per week. The average usage by branch ranged from 2.6 days in the Central Subway to 3.9 days at surface B Branch stops. The average usage on the C, D, and E Branches was above the overall average, at 3.3 days each.

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. The sample size of riders reporting “Child Under Age 12 Free Fare” was exceptionally low: only two surveys on the entire Green Line. Both of these respondents reported that they used the Green Line less than one day per week.

Blind Access Card

Only seven surveys were returned by Green Line passengers who used Blind Access Cards to pay their fares. The average usage rate reported by these passengers was 5.0 days per week.

1-Day LinkPass

Only three surveys were returned by Green Line passengers who used 1-Day LinkPasses to pay their fares. Two of these were visitors, so their survey forms did not show how many days per week they used the Green Line.

7-Day LinkPass

The price of a monthly LinkPass is slightly lower than that of four 7-Day LinkPasses (\$59 versus \$60), but use of a monthly pass requires more up-front expense and implies longer-range certainty of travel plans. On the Green Line overall, the average usage rate for 7-Day LinkPasses was 5.4 days per week, compared with 5.1 days for monthly LinkPasses. The average 7-Day LinkPass usage by branch ranged from 5.3 days in the Central Subway and on the C and D Branches to 5.7 days on the B Branch. Use on the E Branch was slightly above the overall average, at 5.4 days.

Other

On the rapid transit system overall, most riders who checked the box for “other” fare type and who also wrote in which type were authorized free riders, including MBTA employees. On the Green Line overall, only 10 returned surveys had the “other” fare type checked and also specified the frequency of use. For these respondents, the average usage rate was 3.8 days per week.



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Lechmere

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	293	9.3%	9.3%
One Day	196	6.2%	15.6%
Two Days	137	4.3%	19.9%
Three Days	196	6.2%	26.2%
Four Days	248	7.9%	34.1%
Five Days	1,417	45.1%	79.2%
Six Days	237	7.6%	86.7%
Seven Days	328	10.5%	97.2%
Only Visiting	88	2.8%	100.0%
TOTAL	3,140	100.0%	100.0%
No Answer	59		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	494 16.8%	100 3.4%	10 0.3%	49	604 20.6%
Occasionally	39 1.3%	1,423 48.5%	159 5.4%	88	1,621 55.2%
Not at all	0 0.0%	39 1.3%	670 22.8%	20	709 24.2%
No Answer	30	10	0	69	
Sunday Total	533 18.2%	1,562 53.3%	839 28.6%		2,934 *

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

Fare Types and Pass Usage
GREEN LINE-SUBWAY

Expanded Results

Entry Station: Lechmere

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	608	19.0%	2.9
Pay-per-ride CharlieTicket (paper)	119	3.7%	2.9
Monthly pass	2,068	64.6%	4.9
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	255	8.0%	2.9
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	197	6.2%	2.3
<i>Disability</i>	59	1.8%	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	149	4.7%	5.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	3,199	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 Line Used/Wk.
Link (Subway + Bus)	1,831	57.2%	4.9
Zone	98	3.1%	4.4
Boat	0	0.0%	0.0
Inner Express Bus	10	0.3%	6.0
Outer Express Bus	10	0.3%	6.0
Student	10	0.3%	4.0
Senior	69	2.1%	3.6
Disability	20	0.6%	7.0
No Pass Selected	20	0.6%	0.0
Total Riders Using Monthly Passes	2,068	64.6%	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 Line Used/Wk.
1A	20	0.6%	6.0
1	20	0.6%	3.0
2	0	0.0%	0.0
3	20	0.6%	3.0
4	20	0.6%	5.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	20	0.6%	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	98	3.1%	4.4



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Science Park

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	93	19.8%	19.8%
One Day	0	0.0%	19.8%
Two Days	22	4.6%	24.4%
Three Days	65	13.8%	38.1%
Four Days	0	0.0%	38.1%
Five Days	127	26.9%	65.0%
Six Days	50	10.6%	75.6%
Seven Days	7	1.4%	77.1%
Only Visiting	108	22.9%	100.0%
TOTAL	472	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	57 20.5%	0 0.0%	0 0.0%	22	57 20.5%
Occasionally	0 0.0%	157 56.6%	22 7.8%	87	179 64.4%
Not at all	0 0.0%	0 0.0%	42 15.1%	0	42 15.1%
No Answer	0	0	0	87	
Sunday Total	57 20.5%	157 56.6%	64 22.9%		278 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Science Park

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	100	21.2%	2.8
Pay-per-ride CharlieTicket (paper)	43	9.2%	0.5
Monthly pass	214	45.3%	3.9
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	50	10.6%	4.1
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	50	10.6%	4.1
<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	65	13.8%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	473	100.0%	3.5

Monthly Pass Users

by Type of Pass:

Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	214	45.3%	3.9
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	214	45.3%	3.9

Zones Reported by

Users of Zone Passes:

(No Zones Reported)



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: North Station

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	227	4.8%	4.8%
One Day	108	2.3%	7.1%
Two Days	162	3.4%	10.5%
Three Days	365	7.7%	18.2%
Four Days	321	6.8%	24.9%
Five Days	3,150	66.4%	91.3%
Six Days	162	3.4%	94.7%
Seven Days	194	4.1%	98.8%
Only Visiting	57	1.2%	100.0%
TOTAL	4,746	100.0%	100.0%
No Answer	35		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	254 5.5%	54 1.2%	0 0.0%	54	308 6.7%
Occasionally	38 0.8%	1,885 41.0%	213 4.6%	70	2,136 46.4%
Not at all	0 0.0%	16 0.3%	2,143 46.6%	16	2,159 46.9%
No Answer	0	19	0	19	
Sunday Total	292 6.3%	1,955 42.5%	2,356 51.2%		4,603 *

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

Fare Types and Pass Usage
GREEN LINE-SUBWAY
 Entry Station: North Station

Expanded Results

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	667	14.1%	3.8
Pay-per-ride CharlieTicket (paper)	200	4.2%	2.5
Monthly pass	3,674	77.7%	4.8
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	111	2.3%	2.6
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	73	1.5%	2.5
<i>Disability</i>	38	0.8%	2.8
<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	19	0.4%	7.0
7-Day LinkPass	38	0.8%	5.5
Other	19	0.4%	0.5
No Fare Payment Type Selected	54		
All Payment Types	4,727	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 Line Used/Wk.
Link (Subway + Bus)	751	15.9%	4.6
Zone	2,836	60.0%	4.8
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	32	0.7%	5.5
Senior	19	0.4%	5.0
Disability	35	0.7%	5.5
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	3,674	77.7%	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 Line Used/Wk.
1A	156	3.3%	4.1
1	130	2.7%	4.9
2	491	10.4%	4.9
3	547	11.6%	4.7
4	278	5.9%	5.0
5	313	6.6%	5.0
6	436	9.2%	5.0
7	140	3.0%	4.4
8	347	7.3%	4.4
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	2,836	60.0%	4.8



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Haymarket

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	85	2.9%	2.9%
One Day	63	2.2%	5.1%
Two Days	44	1.5%	6.6%
Three Days	296	10.1%	16.7%
Four Days	296	10.1%	26.8%
Five Days	1,376	47.0%	73.8%
Six Days	318	10.9%	84.7%
Seven Days	449	15.3%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	2,927	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	575 21.0%	127 4.6%	0 0.0%	63	701 25.6%
Occasionally	0 0.0%	1,434 52.4%	148 5.4%	107	1,582 57.8%
Not at all	0 0.0%	22 0.8%	431 15.7%	0	453 16.5%
No Answer	0	0	0	22	
Sunday Total	575 21.0%	1,582 57.8%	579 21.2%		2,736 *

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

Fare Types and Pass Usage
GREEN LINE-SUBWAY

Expanded Results

Entry Station: Haymarket

Usage Rates by Fare Type:
Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	745	25.8%	4.2
Pay-per-ride CharlieTicket (paper)	192	6.7%	6.3
Monthly pass	1,799	62.4%	5.0
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	22	0.8%	6.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	22	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	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	127	4.4%	5.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	44		
All Payment Types	2,884	100.0%	4.9

Monthly Pass Users
by Type of Pass:
Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	1,089	37.8%	5.2
Zone	43	1.5%	4.5
Boat	87	3.0%	5.0
Inner Express Bus	515	17.9%	5.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	63	2.2%	3.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,799	62.4%	5.0

Zones Reported by
Users of Zone Passes:
Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	43	1.5%	4.5
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	43	1.5%	4.5



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Government Center

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	551	18.4%	18.4%
One Day	296	9.9%	28.2%
Two Days	200	6.7%	34.9%
Three Days	195	6.5%	41.4%
Four Days	300	10.0%	51.4%
Five Days	963	32.1%	83.5%
Six Days	223	7.4%	90.9%
Seven Days	241	8.0%	98.9%
Only Visiting	32	1.1%	100.0%
TOTAL	3,001	100.0%	100.0%
No Answer	96		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	300 10.3%	32 1.1%	32 1.1%	0	364 12.5%
Occasionally	32 1.1%	1,457 49.9%	132 4.5%	50	1,620 55.5%
Not at all	32 1.1%	9 0.3%	896 30.7%	32	937 32.1%
No Answer	32	0	0	64	
Sunday Total	364 12.5%	1,498 51.3%	1,060 36.3%		2,922 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Government Center

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	1,130	36.5%	2.6
Pay-per-ride CharlieTicket (paper)	200	6.5%	2.6
Monthly pass	1,432	46.2%	4.7
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	241	7.8%	1.4
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	241	7.8%	1.4
<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	32	1.0%	0.0
7-Day LinkPass	64	2.1%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	3,099	100.0%	3.6

Monthly Pass Users

by Type of Pass:

Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	996	32.1%	5.0
Zone	236	7.6%	3.6
Boat	59	1.9%	5.0
Inner Express Bus	73	2.3%	3.0
Outer Express Bus	68	2.2%	4.9
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,432	46.2%	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 Line Used/Wk.
1A	41	1.3%	5.0
1	82	2.6%	3.4
2	64	2.1%	2.8
3	32	1.0%	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	9	0.3%	4.0
Interzone	0	0.0%	0.0
No Zone Selected	9	0.3%	4.0
Total Riders Using Zone Passes	236	7.6%	3.6



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Park Street

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	441	10.5%	10.5%
One Day	283	6.8%	17.3%
Two Days	242	5.8%	23.0%
Three Days	557	13.3%	36.3%
Four Days	189	4.5%	40.8%
Five Days	1,304	31.1%	71.9%
Six Days	390	9.3%	81.2%
Seven Days	442	10.5%	91.7%
Only Visiting	346	8.3%	100.0%
TOTAL	4,194	100.0%	100.0%
No Answer	31		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	516 13.3%	315 8.1%	21 0.5%	63	852 22.0%
Occasionally	53 1.4%	2,018 52.0%	126 3.2%	63	2,197 56.6%
Not at all	0 0.0%	63 1.6%	767 19.8%	31	830 21.4%
No Answer	0	31	0	157	
Sunday Total	569 14.7%	2,396 61.8%	914 23.6%		3,879 *

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

Fare Types and Pass Usage
GREEN LINE-SUBWAY

Expanded Results

Entry Station: Park Street

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	1,156	27.6%	2.9
Pay-per-ride CharlieTicket (paper)	147	3.5%	4.8
Monthly pass	2,124	50.6%	4.5
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	378	9.0%	1.5
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	346	8.3%	1.6
<i>Disability</i>	31	0.8%	0.5
<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	389	9.3%	6.2
Other	0	0.0%	0.0
No Fare Payment Type Selected	31		
All Payment Types	4,194	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 Line Used/Wk.
Link (Subway + Bus)	1,840	43.9%	4.6
Zone	94	2.3%	3.0
Boat	31	0.8%	5.0
Inner Express Bus	63	1.5%	2.8
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	63	1.5%	5.0
Disability	31	0.8%	7.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,124	50.6%	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 Line Used/Wk.
1A	0	0.0%	0.0
1	0	0.0%	0.0
2	63	1.5%	3.5
3	0	0.0%	0.0
4	31	0.8%	2.0
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	94	2.3%	3.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Boylston

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	309	11.4%	11.4%
One Day	132	4.9%	16.3%
Two Days	177	6.5%	22.8%
Three Days	148	5.5%	28.3%
Four Days	274	10.1%	38.4%
Five Days	797	29.4%	67.9%
Six Days	236	8.7%	76.6%
Seven Days	546	20.2%	96.7%
Only Visiting	88	3.3%	100.0%
TOTAL	2,707	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	701 28.3%	110 4.5%	0 0.0%	59	811 32.8%
Occasionally	44 1.8%	1,048 42.4%	88 3.6%	88	1,181 47.8%
Not at all	22 0.9%	66 2.7%	392 15.8%	22	480 19.4%
No Answer	22	0	22	22	
Sunday Total	767 31.0%	1,225 49.6%	480 19.4%		2,472 *

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

Fare Types and Pass Usage
GREEN LINE-SUBWAY

Expanded Results

Entry Station: Boylston

Usage Rates by Fare Type:
Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	597	24.6%	3.5
Pay-per-ride CharlieTicket (paper)	103	4.3%	3.8
Monthly pass	1,417	58.4%	4.9
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	88	3.6%	3.0
<i>Student</i>	22	0.9%	2.0
<i>Senior</i>	44	1.8%	4.0
<i>Disability</i>	22	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	22	0.9%	7.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	178	7.3%	4.5
Other	22	0.9%	7.0
No Fare Payment Type Selected	280		
All Payment Types	2,428	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 Line Used/Wk.
Link (Subway + Bus)	1,077	44.4%	5.2
Zone	170	7.0%	3.7
Boat	0	0.0%	0.0
Inner Express Bus	22	0.9%	0.5
Outer Express Bus	22	0.9%	6.0
Student	22	0.9%	6.0
Senior	22	0.9%	0.5
Disability	44	1.8%	5.0
No Pass Selected	37	1.5%	5.8
Total Riders Using Monthly Passes	1,417	58.4%	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 Line Used/Wk.
1A	44	1.8%	6.0
1	22	0.9%	5.0
2	59	2.4%	2.2
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	22	0.9%	0.5
8	22	0.9%	5.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	170	7.0%	3.7



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Arlington

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	316	13.7%	13.7%
One Day	109	4.7%	18.5%
Two Days	228	9.9%	28.4%
Three Days	185	8.0%	36.4%
Four Days	208	9.0%	45.4%
Five Days	885	38.5%	83.9%
Six Days	134	5.8%	89.7%
Seven Days	180	7.8%	97.6%
Only Visiting	56	2.4%	100.0%
TOTAL	2,301	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	308 14.3%	67 3.1%	28 1.3%	0	403 18.7%
Occasionally	13 0.6%	1,113 51.5%	95 4.4%	75	1,221 56.5%
Not at all	13 0.6%	15 0.7%	508 23.5%	28	536 24.8%
No Answer	0	15	0	21	
Sunday Total	334 15.5%	1,195 55.3%	631 29.2%		2,161 *

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

Fare Types and Pass Usage
GREEN LINE-SUBWAY

Expanded Results

Entry Station: Arlington

Usage Rates by Fare Type:
Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	603	28.1%	3.0
Pay-per-ride CharlieTicket (paper)	95	4.4%	1.8
Monthly pass	1,294	60.3%	4.5
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	97	4.5%	2.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	84	3.9%	1.5
<i>Disability</i>	13	0.6%	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	13	0.6%	6.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	43	2.0%	4.6
Other	0	0.0%	0.0
No Fare Payment Type Selected	154		
All Payment Types	2,146	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 Line Used/Wk.
Link (Subway + Bus)	1,108	51.6%	4.7
Zone	105	4.9%	2.9
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	15	0.7%	7.0
Senior	54	2.5%	4.5
Disability	13	0.6%	2.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,294	60.3%	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 Line Used/Wk.
1A	15	0.7%	5.0
1	15	0.7%	3.0
2	15	0.7%	5.0
3	15	0.7%	4.0
4	15	0.7%	2.0
5	0	0.0%	0.0
6	15	0.7%	0.5
7	0	0.0%	0.0
8	13	0.6%	0.5
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	105	4.9%	2.9



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Copley

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	734	14.2%	14.2%
One Day	208	4.0%	18.2%
Two Days	250	4.8%	23.1%
Three Days	524	10.1%	33.2%
Four Days	435	8.4%	41.6%
Five Days	2,132	41.3%	82.9%
Six Days	237	4.6%	87.5%
Seven Days	491	9.5%	97.0%
Only Visiting	155	3.0%	100.0%
TOTAL	5,166	100.0%	100.0%
No Answer	50		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	417 8.6%	100 2.1%	16 0.3%	31	533 11.0%
Occasionally	31 0.6%	2,595 53.5%	184 3.8%	200	2,810 58.0%
Not at all	17 0.3%	48 1.0%	1,438 29.7%	52	1,503 31.0%
No Answer	0	18	0	69	
Sunday Total	465 9.6%	2,743 56.6%	1,637 33.8%		4,846 *

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

Fare Types and Pass Usage
GREEN LINE-SUBWAY

Expanded Results

Entry Station: Copley

Usage Rates by Fare Type:
Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	1,244	23.9%	3.1
Pay-per-ride CharlieTicket (paper)	203	3.9%	3.4
Monthly pass	3,043	58.5%	4.5
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	535	10.3%	2.6
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	467	9.0%	2.3
<i>Disability</i>	68	1.3%	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	175	3.4%	5.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	16		
All Payment Types	5,201	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 Line Used/Wk.
Link (Subway + Bus)	1,959	37.7%	4.7
Zone	931	17.9%	4.2
Boat	0	0.0%	0.0
Inner Express Bus	51	1.0%	3.4
Outer Express Bus	0	0.0%	0.0
Student	31	0.6%	3.5
Senior	36	0.7%	6.0
Disability	35	0.7%	4.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	3,043	58.5%	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 Line Used/Wk.
1A	33	0.6%	5.0
1	69	1.3%	3.6
2	136	2.6%	2.5
3	65	1.2%	3.8
4	162	3.1%	5.0
5	16	0.3%	5.0
6	129	2.5%	4.9
7	158	3.0%	4.0
8	130	2.5%	4.8
Interzone	0	0.0%	0.0
No Zone Selected	33	0.6%	4.5
Total Riders Using Zone Passes	931	17.9%	4.2



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Hynes Convention Center

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	306	8.7%	8.7%
One Day	181	5.1%	13.8%
Two Days	181	5.1%	18.9%
Three Days	304	8.6%	27.5%
Four Days	274	7.8%	35.3%
Five Days	1,426	40.4%	75.7%
Six Days	333	9.4%	85.1%
Seven Days	390	11.0%	96.1%
Only Visiting	137	3.9%	100.0%
TOTAL	3,532	100.0%	100.0%
No Answer	13		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	483 15.0%	88 2.7%	0 0.0%	0	570 17.7%
Occasionally	0 0.0%	2,016 62.7%	158 4.9%	105	2,174 67.6%
Not at all	0 0.0%	0 0.0%	471 14.7%	65	471 14.7%
No Answer	0	22	0	137	
Sunday Total	483 15.0%	2,104 65.4%	629 19.6%		3,215 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Hynes Convention Center

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	1,017	28.7%	3.5
Pay-per-ride CharlieTicket (paper)	167	4.7%	3.2
Monthly pass	1,968	55.5%	4.8
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	237	6.7%	3.3
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	180	5.1%	3.2
<i>Disability</i>	57	1.6%	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	154	4.4%	4.7
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	3,545	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 Line Used/Wk.
Link (Subway + Bus)	1,806	50.9%	5.0
Zone	97	2.7%	2.4
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	18	0.5%	5.0
Senior	30	0.9%	6.2
Disability	18	0.5%	3.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,968	55.5%	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 Line Used/Wk.
1A	45	1.3%	3.0
1	0	0.0%	0.0
2	22	0.6%	1.0
3	13	0.4%	5.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	18	0.5%	1.0
Total Riders Using Zone Passes	97	2.7%	2.4



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Kenmore

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	315	8.7%	8.7%
One Day	253	7.0%	15.8%
Two Days	165	4.6%	20.3%
Three Days	253	7.0%	27.3%
Four Days	359	10.0%	37.3%
Five Days	1,255	34.8%	72.1%
Six Days	413	11.5%	83.6%
Seven Days	479	13.3%	96.8%
Only Visiting	114	3.2%	100.0%
TOTAL	3,606	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	652 20.0%	69 2.1%	0 0.0%	0	721 22.2%
Occasionally	11 0.3%	1,761 54.2%	84 2.6%	165	1,856 57.1%
Not at all	0 0.0%	37 1.1%	637 19.6%	26	674 20.7%
No Answer	11	26	26	103	
Sunday Total	662 20.4%	1,867 57.4%	721 22.2%		3,251 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Kenmore

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	963	26.7%	3.7
Pay-per-ride CharlieTicket (paper)	139	3.9%	1.9
Monthly pass	2,060	57.1%	4.8
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	238	6.6%	3.4
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	176	4.9%	3.8
<i>Disability</i>	62	1.7%	2.5
<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	205	5.7%	4.9
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	3,606	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 Line Used/Wk.
Link (Subway + Bus)	1,804	50.0%	5.0
Zone	172	4.8%	3.3
Boat	0	0.0%	0.0
Inner Express Bus	48	1.3%	2.1
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	11	0.3%	5.0
Disability	26	0.7%	7.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,060	57.1%	4.8

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	26	0.7%	4.0
1	11	0.3%	7.0
2	26	0.7%	2.0
3	37	1.0%	3.3
4	37	1.0%	0.5
5	0	0.0%	0.0
6	37	1.0%	5.6
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	172	4.8%	3.3



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Prudential

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	37	3.4%	3.4%
One Day	84	7.9%	11.3%
Two Days	73	6.9%	18.2%
Three Days	121	11.3%	29.5%
Four Days	37	3.4%	32.9%
Five Days	510	47.9%	80.8%
Six Days	47	4.4%	85.2%
Seven Days	84	7.9%	93.1%
Only Visiting	73	6.9%	100.0%
TOTAL	1,066	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	116 11.3%	11 1.0%	0 0.0%	0	127 12.3%
Occasionally	0 0.0%	598 58.2%	11 1.0%	0	609 59.2%
Not at all	0 0.0%	0 0.0%	293 28.5%	0	293 28.5%
No Answer	0	0	0	37	
Sunday Total	116 11.3%	609 59.2%	304 29.5%		1,029 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Prudential

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	263	24.9%	2.4
Pay-per-ride CharlieTicket (paper)	220	20.8%	4.6
Monthly pass	488	46.3%	5.1
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	47	4.5%	1.9
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	47	4.5%	1.9
<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	37	3.5%	5.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	11		
All Payment Types	1,055	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 Line Used/Wk.
Link (Subway + Bus)	452	42.8%	4.9
Zone	37	3.5%	7.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	488	46.3%	5.1

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	37	3.5%	7.0
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	37	3.5%	7.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Symphony

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	72	7.4%	7.4%
One Day	45	4.6%	11.9%
Two Days	55	5.6%	17.6%
Three Days	45	4.6%	22.1%
Four Days	28	2.8%	25.0%
Five Days	319	32.5%	57.5%
Six Days	234	23.9%	81.3%
Seven Days	156	15.8%	97.2%
Only Visiting	28	2.8%	100.0%
TOTAL	982	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	328 37.2%	34 3.9%	0 0.0%	0	362 41.1%
Occasionally	17 1.9%	386 43.7%	17 1.9%	45	420 47.6%
Not at all	0 0.0%	0 0.0%	100 11.4%	28	100 11.4%
No Answer	0	0	0	28	
Sunday Total	345 39.2%	420 47.6%	117 13.3%		882 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-SUBWAY

Expanded Results

Entry Station: Symphony

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	262	26.7%	3.1
Pay-per-ride CharlieTicket (paper)	45	4.6%	3.9
Monthly pass	531	54.0%	5.8
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	83	8.5%	3.5
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	55	5.6%	1.8
<i>Disability</i>	28	2.8%	7.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	62	6.3%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	983	100.0%	4.7

Monthly Pass Users

by Type of Pass:

Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	447	45.5%	5.6
Zone	28	2.8%	7.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	55	5.6%	6.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	531	54.0%	5.8

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	28	2.8%	7.0
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	28	2.8%	7.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE-B

Expanded Results

Entry Stop: Blandford St. to BU Central

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	138	6.2%	6.2%
One Day	92	4.2%	10.4%
Two Days	152	6.9%	17.3%
Three Days	184	8.3%	25.6%
Four Days	313	14.1%	39.7%
Five Days	663	30.0%	69.6%
Six Days	83	3.8%	73.4%
Seven Days	542	24.5%	97.9%
Only Visiting	46	2.1%	100.0%
TOTAL	2,213	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	519 25.3%	69 3.4%	0 0.0%	23	588 28.7%
Occasionally	0 0.0%	1,159 56.5%	69 3.4%	46	1,228 59.9%
Not at all	0 0.0%	14 0.7%	221 10.8%	23	235 11.5%
No Answer	0	46	0	23	
Sunday Total	519 25.3%	1,242 60.6%	290 14.1%		2,051 *

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

Fare Types and Pass Usage
GREEN LINE-B

Expanded Results

Entry Stop: Blandford St. to BU Central

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	602	27.2%	3.5
Pay-per-ride CharlieTicket (paper)	46	2.1%	4.5
Monthly pass	1,420	64.2%	5.0
Full cash fare on-board trolley	46	2.1%	2.0
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	75	3.4%	6.4
Other	23	1.0%	4.0
No Fare Payment Type Selected	0		
All Payment Types	2,212	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 Line Used/Wk.
Link (Subway + Bus)	993	44.9%	4.8
Zone	359	16.2%	5.6
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	46	2.1%	4.0
Senior	0	0.0%	0.0
Disability	23	1.0%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,420	64.2%	5.0

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	275	12.5%	5.4
1	37	1.7%	6.2
2	0	0.0%	0.0
3	0	0.0%	0.0
4	23	1.0%	5.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	23	1.0%	7.0
Total Riders Using Zone Passes	359	16.2%	5.6



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-B

Entry Stop: BU West to Babcock

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	88	4.2%	4.2%
One Day	46	2.2%	6.4%
Two Days	154	7.3%	13.7%
Three Days	207	9.9%	23.5%
Four Days	196	9.3%	32.9%
Five Days	518	24.6%	57.5%
Six Days	268	12.7%	70.2%
Seven Days	603	28.6%	98.8%
Only Visiting	25	1.2%	100.0%
TOTAL	2,105	100.0%	100.0%
No Answer	32		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	608 29.4%	90 4.4%	44 2.1%	0	742 35.9%
Occasionally	8 0.4%	896 43.4%	128 6.2%	24	1,032 50.0%
Not at all	16 0.8%	16 0.8%	259 12.5%	0	291 14.1%
No Answer	0	16	0	32	
Sunday Total	632 30.6%	1,002 48.5%	431 20.9%		2,065 *

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

Fare Types and Pass Usage
GREEN LINE-B

Expanded Results

Entry Stop: BU West to Babcock

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	584	27.3%	3.8
Pay-per-ride CharlieTicket (paper)	41	1.9%	3.2
Monthly pass	1,271	59.5%	5.8
Full cash fare on-board trolley	46	2.2%	3.0
Reduced fare	123	5.7%	2.9
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	107	5.0%	2.6
<i>Disability</i>	16	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	56	2.6%	4.2
Other	16	0.8%	4.0
No Fare Payment Type Selected	0		
All Payment Types	2,138	100.0%	4.9

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	864	40.4%	5.7
Zone	338	15.8%	5.8
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	25	1.2%	5.7
Senior	0	0.0%	0.0
Disability	44	2.1%	6.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,271	59.5%	5.8

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	285	13.4%	6.2
1	0	0.0%	0.0
2	0	0.0%	0.0
3	21	1.0%	2.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	23	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	8	0.4%	5.0
Total Riders Using Zone Passes	338	15.8%	5.8



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE-B

Expanded Results

Entry Stop: Packards Corner to Harvard Ave.

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	104	2.9%	2.9%
One Day	51	1.4%	4.4%
Two Days	79	2.2%	6.5%
Three Days	212	5.9%	12.5%
Four Days	169	4.7%	17.2%
Five Days	1,154	32.3%	49.4%
Six Days	728	20.4%	69.8%
Seven Days	1,054	29.4%	99.2%
Only Visiting	27	0.8%	100.0%
TOTAL	3,578	100.0%	100.0%
No Answer	41		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	954 28.5%	342 10.2%	0 0.0%	41	1,295 38.8%
Occasionally	74 2.2%	1,588 47.5%	56 1.7%	145	1,718 51.4%
Not at all	0 0.0%	29 0.9%	298 8.9%	15	327 9.8%
No Answer	21	23	0	33	
Sunday Total	1,028 30.8%	1,958 58.6%	355 10.6%		3,341 *

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

Fare Types and Pass Usage
GREEN LINE-B

Expanded Results

Entry Stop: Packards Corner to Harvard Ave.

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	613	17.0%	4.2
Pay-per-ride CharlieTicket (paper)	45	1.3%	2.8
Monthly pass	2,580	71.6%	5.6
Full cash fare on-board trolley	28	0.8%	3.9
Reduced fare	107	3.0%	5.3
<i>Student</i>	15	0.4%	5.0
<i>Senior</i>	30	0.8%	4.0
<i>Disability</i>	62	1.7%	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	232	6.4%	6.1
Other	0	0.0%	0.0
No Fare Payment Type Selected	15		
All Payment Types	3,605	100.0%	5.4

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	2,325	64.5%	5.6
Zone	214	5.9%	5.8
Boat	15	0.4%	7.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	6	0.2%	5.0
Senior	12	0.3%	5.0
Disability	8	0.2%	3.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,580	71.6%	5.6

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	192	5.3%	5.7
1	0	0.0%	0.0
2	0	0.0%	0.0
3	6	0.2%	5.0
4	0	0.0%	0.0
5	16	0.4%	7.0
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	214	5.9%	5.8



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE-B

Expanded Results

Entry Stop: Griggs St. to Warren St.

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	55	1.9%	1.9%
One Day	40	1.4%	3.3%
Two Days	57	2.0%	5.3%
Three Days	129	4.5%	9.8%
Four Days	129	4.5%	14.3%
Five Days	1,052	36.7%	51.1%
Six Days	537	18.7%	69.8%
Seven Days	854	29.8%	99.6%
Only Visiting	11	0.4%	100.0%
TOTAL	2,864	100.0%	100.0%
No Answer	13		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	796 28.9%	237 8.6%	12 0.4%	47	1,045 38.0%
Occasionally	58 2.1%	1,269 46.1%	111 4.0%	64	1,438 52.2%
Not at all	0 0.0%	17 0.6%	253 9.2%	0	270 9.8%
No Answer	0	6	0	6	
Sunday Total	854 31.0%	1,524 55.3%	376 13.6%		2,753 *

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

Fare Types and Pass Usage
GREEN LINE-B

Expanded Results

Entry Stop: Griggs St. to Warren St.

Usage Rates by Fare Type:
Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	386	13.6%	4.4
Pay-per-ride CharlieTicket (paper)	29	1.0%	1.9
Monthly pass	2,151	75.9%	5.7
Full cash fare on-board trolley	52	1.8%	3.6
Reduced fare	39	1.4%	4.9
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	13	0.5%	5.0
<i>Disability</i>	26	0.9%	4.9
<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	5	0.2%	6.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	156	5.5%	5.6
Other	14	0.5%	0.5
No Fare Payment Type Selected	44		
All Payment Types	2,832	100.0%	5.4

Monthly Pass Users
by Type of Pass:
Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	1,918	67.7%	5.7
Zone	153	5.4%	6.3
Boat	0	0.0%	0.0
Inner Express Bus	22	0.8%	4.1
Outer Express Bus	8	0.3%	3.0
Student	23	0.8%	5.0
Senior	6	0.2%	5.0
Disability	11	0.4%	7.0
No Pass Selected	9	0.3%	4.1
Total Riders Using Monthly Passes	2,151	75.9%	5.7

Zones Reported by
Users of Zone Passes:
Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	96	3.4%	6.5
1	9	0.3%	6.0
2	5	0.2%	5.0
3	0	0.0%	0.0
4	4	0.2%	7.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	11	0.4%	6.0
8	11	0.4%	7.0
Interzone	0	0.0%	0.0
No Zone Selected	17	0.6%	5.0
Total Riders Using Zone Passes	153	5.4%	6.3



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE-B

Expanded Results

Entry Stop: Washington St. to Chiswick Rd.

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	37	2.0%	2.0%
One Day	7	0.4%	2.4%
Two Days	59	3.2%	5.6%
Three Days	67	3.6%	9.2%
Four Days	65	3.5%	12.6%
Five Days	719	38.5%	51.1%
Six Days	363	19.4%	70.5%
Seven Days	542	29.0%	99.6%
Only Visiting	8	0.4%	100.0%
TOTAL	1,867	100.0%	100.0%
No Answer	7		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	526 29.3%	107 6.0%	6 0.3%	20	639 35.6%
Occasionally	31 1.7%	920 51.3%	71 4.0%	36	1,022 57.0%
Not at all	0 0.0%	0 0.0%	133 7.4%	0	133 7.4%
No Answer	17	0	0	8	
Sunday Total	557 31.1%	1,027 57.3%	209 11.7%		1,793 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-B

Expanded Results

Entry Stop: Washington St. to Chiswick Rd.

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	267	14.3%	4.5
Pay-per-ride CharlieTicket (paper)	7	0.4%	5.0
Monthly pass	1,443	77.3%	5.7
Full cash fare on-board trolley	20	1.1%	5.2
Reduced fare	53	2.9%	4.2
<i>Student</i>	11	0.6%	5.6
<i>Senior</i>	20	1.1%	4.3
<i>Disability</i>	22	1.2%	3.4
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	76	4.1%	6.1
Other	0	0.0%	0.0
No Fare Payment Type Selected	7		
All Payment Types	1,867	100.0%	5.5

Monthly Pass Users

by Type of Pass:

Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	1,281	68.6%	5.7
Zone	96	5.2%	5.2
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	9	0.5%	5.6
Senior	43	2.3%	5.5
Disability	7	0.4%	5.0
No Pass Selected	7	0.4%	5.0
Total Riders Using Monthly Passes	1,443	77.3%	5.7

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	76	4.1%	5.3
1	12	0.7%	3.2
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	8	0.4%	7.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	96	5.2%	5.2

Usage Rates
GREEN LINE-B

Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	24	2.3%	2.3%
One Day	124	11.9%	14.1%
Two Days	110	10.5%	24.6%
Three Days	38	3.7%	28.3%
Four Days	84	8.0%	36.3%
Five Days	268	25.6%	62.0%
Six Days	155	14.9%	76.8%
Seven Days	234	22.4%	99.3%
Only Visiting	7	0.7%	100.0%
TOTAL	1,044	100.0%	100.0%
No Answer	7		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	361 37.0%	52 5.4%	9 1.0%	24	423 43.3%
Occasionally	19 2.0%	408 41.8%	17 1.7%	38	444 45.5%
Not at all	0 0.0%	19 2.0%	90 9.2%	0	109 11.2%
No Answer	0	0	0	14	
Sunday Total	380 39.0%	479 49.1%	116 11.9%		975 *

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

Fare Types and Pass Usage
GREEN LINE-B

Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	351	33.4%	3.3
Pay-per-ride CharlieTicket (paper)	19	1.8%	7.0
Monthly pass	571	54.3%	5.5
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	70	6.6%	2.9
<i>Student</i>	24	2.3%	4.0
<i>Senior</i>	38	3.6%	1.5
<i>Disability</i>	7	0.7%	7.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	41	3.9%	3.8
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	1,052	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 Line Used/Wk.
Link (Subway + Bus)	486	46.2%	5.6
Zone	57	5.4%	4.4
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	19	1.8%	6.0
Senior	0	0.0%	0.0
Disability	9	0.9%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	571	54.3%	5.5

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	34	3.2%	6.1
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	24	2.3%	2.0
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	57	5.4%	4.4



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE-C

Expanded Results

Entry Stop: St. Mary's St. to Kent St.

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	172	12.7%	12.7%
One Day	65	4.8%	17.5%
Two Days	79	5.9%	23.4%
Three Days	97	7.2%	30.6%
Four Days	111	8.3%	38.8%
Five Days	426	31.6%	70.5%
Six Days	147	10.9%	81.4%
Seven Days	243	18.0%	99.4%
Only Visiting	8	0.6%	100.0%
TOTAL	1,348	100.0%	100.0%
No Answer	61		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	238 17.9%	64 4.8%	8 0.6%	19	310 23.3%
Occasionally	38 2.8%	733 55.1%	31 2.3%	36	802 60.3%
Not at all	0 0.0%	0 0.0%	218 16.4%	0	218 16.4%
No Answer	0	0	0	23	
Sunday Total	276 20.7%	797 59.9%	257 19.3%		1,330 *

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

Fare Types and Pass Usage
GREEN LINE-C

Expanded Results

Entry Stop: St. Mary's St. to Kent St.

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	322	23.0%	3.2
Pay-per-ride CharlieTicket (paper)	34	2.4%	2.1
Monthly pass	867	61.9%	4.9
Full cash fare on-board trolley	3	0.2%	3.0
Reduced fare	132	9.4%	3.3
<i>Student</i>	8	0.6%	6.0
<i>Senior</i>	108	7.7%	2.4
<i>Disability</i>	16	1.2%	7.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	42	3.0%	5.9
Other	0	0.0%	0.0
No Fare Payment Type Selected	8		
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 Line Used/Wk.
Link (Subway + Bus)	780	55.7%	4.9
Zone	38	2.7%	5.1
Boat	0	0.0%	0.0
Inner Express Bus	8	0.6%	0.5
Outer Express Bus	0	0.0%	0.0
Student	8	0.6%	4.0
Senior	33	2.3%	4.8
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	867	61.9%	4.9

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	19	1.3%	5.7
1	8	0.6%	4.0
2	3	0.2%	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	0	0.0%	0.0
8	8	0.6%	5.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	38	2.7%	5.1



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE-C

Expanded Results

Entry Stop: St. Paul St. to Summit Ave.

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	216	6.1%	6.1%
One Day	107	3.0%	9.2%
Two Days	216	6.1%	15.3%
Three Days	249	7.1%	22.4%
Four Days	188	5.3%	27.7%
Five Days	1,403	39.8%	67.5%
Six Days	548	15.6%	83.1%
Seven Days	562	16.0%	99.0%
Only Visiting	34	1.0%	100.0%
TOTAL	3,523	100.0%	100.0%
No Answer	52		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	662 19.6%	122 3.6%	0 0.0%	65	783 23.2%
Occasionally	38 1.1%	2,112 62.7%	63 1.9%	106	2,213 65.7%
Not at all	0 0.0%	71 2.1%	303 9.0%	5	374 11.1%
No Answer	0	11	0	19	
Sunday Total	699 20.8%	2,305 68.4%	366 10.9%		3,370 *

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

Fare Types and Pass Usage
GREEN LINE-C

Expanded Results

Entry Stop: St. Paul St. to Summit Ave.

Usage Rates by Fare Type:
Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	803	22.7%	3.7
Pay-per-ride CharlieTicket (paper)	45	1.3%	3.8
Monthly pass	2,339	66.0%	5.2
Full cash fare on-board trolley	76	2.1%	1.7
Reduced fare	189	5.3%	3.5
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	131	3.7%	2.9
<i>Disability</i>	58	1.6%	4.9
<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	21	0.6%	2.5
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	64	1.8%	5.0
Other	6	0.2%	7.0
No Fare Payment Type Selected	31		
All Payment Types	3,544	100.0%	4.7

Monthly Pass Users
by Type of Pass:
Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	2,213	62.5%	5.3
Zone	50	1.4%	5.0
Boat	0	0.0%	0.0
Inner Express Bus	7	0.2%	5.0
Outer Express Bus	0	0.0%	0.0
Student	13	0.4%	5.6
Senior	44	1.2%	3.7
Disability	0	0.0%	0.0
No Pass Selected	13	0.4%	0.0
Total Riders Using Monthly Passes	2,339	66.0%	5.2

Zones Reported by
Users of Zone Passes:
Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	15	0.4%	6.5
1	6	0.2%	7.0
2	8	0.2%	5.0
3	0	0.0%	0.0
4	13	0.4%	2.5
5	0	0.0%	0.0
6	8	0.2%	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	50	1.4%	5.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE-C

Expanded Results

Entry Stop: Brandon Hall to Tappan St.

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	64	3.4%	3.4%
One Day	71	3.8%	7.2%
Two Days	54	2.9%	10.0%
Three Days	106	5.6%	15.6%
Four Days	89	4.7%	20.4%
Five Days	683	36.3%	56.7%
Six Days	343	18.3%	74.9%
Seven Days	457	24.3%	99.2%
Only Visiting	14	0.8%	100.0%
TOTAL	1,881	100.0%	100.0%
No Answer	48		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	442 24.2%	156 8.5%	11 0.6%	39	609 33.4%
Occasionally	23 1.2%	1,055 57.8%	36 2.0%	43	1,115 61.1%
Not at all	0 0.0%	23 1.3%	78 4.3%	11	101 5.6%
No Answer	0	0	0	11	
Sunday Total	465 25.5%	1,235 67.6%	126 6.9%		1,825 *

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

Fare Types and Pass Usage
GREEN LINE-C

Expanded Results

Entry Stop: Brandon Hall to Tappan St.

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	345	18.4%	3.9
Pay-per-ride CharlieTicket (paper)	11	0.6%	5.3
Monthly pass	1,392	74.4%	5.6
Full cash fare on-board trolley	9	0.5%	0.5
Reduced fare	51	2.7%	2.7
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	47	2.5%	2.3
<i>Disability</i>	4	0.2%	7.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	5	0.3%	5.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	57	3.1%	5.8
Other	0	0.0%	0.0
No Fare Payment Type Selected	60		
All Payment Types	1,870	100.0%	5.2

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	1,296	69.3%	5.7
Zone	60	3.2%	4.9
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	10	0.5%	6.0
Senior	25	1.4%	5.4
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,392	74.4%	5.6

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	38	2.0%	5.0
1	5	0.3%	7.0
2	0	0.0%	0.0
3	3	0.2%	5.0
4	5	0.3%	7.0
5	9	0.5%	2.0
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	60	3.2%	4.9



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE-C

Expanded Results

Entry Stop: Dean Rd. to Cleveland Circle

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	35	2.3%	2.3%
One Day	12	0.8%	3.0%
Two Days	60	3.9%	6.9%
Three Days	80	5.2%	12.1%
Four Days	74	4.8%	16.9%
Five Days	603	39.0%	56.0%
Six Days	340	22.0%	78.0%
Seven Days	289	18.7%	96.7%
Only Visiting	51	3.3%	100.0%
TOTAL	1,544	100.0%	100.0%
No Answer	13		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	320 21.9%	146 10.0%	0 0.0%	13	466 31.9%
Occasionally	14 0.9%	820 56.1%	32 2.2%	24	866 59.2%
Not at all	13 0.9%	8 0.5%	109 7.5%	4	130 8.9%
No Answer	8	9	0	36	
Sunday Total	346 23.7%	974 66.6%	142 9.7%		1,462 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-C

Expanded Results

Entry Stop: Dean Rd. to Cleveland Circle

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	261	16.9%	4.7
Pay-per-ride CharlieTicket (paper)	10	0.7%	5.0
Monthly pass	1,127	73.0%	5.5
Full cash fare on-board trolley	29	1.9%	2.0
Reduced fare	36	2.4%	2.8
<i>Student</i>	4	0.3%	5.0
<i>Senior</i>	28	1.8%	2.1
<i>Disability</i>	4	0.3%	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	81	5.3%	4.5
Other	0	0.0%	0.0
No Fare Payment Type Selected	12		
All Payment Types	1,545	100.0%	5.2

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	1,063	68.8%	5.6
Zone	29	1.9%	4.1
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	8	0.5%	0.0
Disability	8	0.5%	4.5
No Pass Selected	19	1.3%	5.2
Total Riders Using Monthly Passes	1,127	73.0%	5.5

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	17	1.1%	5.3
1	4	0.3%	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	8	0.5%	1.0
Total Riders Using Zone Passes	29	1.9%	4.1



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: Fenway

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	106	10.1%	10.1%
One Day	68	6.5%	16.6%
Two Days	74	7.1%	23.6%
Three Days	74	7.1%	30.7%
Four Days	99	9.4%	40.2%
Five Days	388	36.9%	77.1%
Six Days	87	8.3%	85.4%
Seven Days	125	11.9%	97.3%
Only Visiting	28	2.7%	100.0%
TOTAL	1,049	100.0%	100.0%
No Answer	20		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	139 13.8%	28 2.8%	0 0.0%	14	167 16.6%
Occasionally	21 2.1%	545 54.1%	40 3.9%	23	605 60.1%
Not at all	0 0.0%	16 1.6%	219 21.7%	14	235 23.3%
No Answer	0	0	0	10	
Sunday Total	160 15.9%	589 58.5%	259 25.7%		1,008 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-D

Expanded Results

Entry Station: Fenway

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	400	37.7%	3.2
Pay-per-ride CharlieTicket (paper)	30	2.9%	5.4
Monthly pass	582	54.8%	4.9
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	28	2.7%	0.6
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	28	2.7%	0.6
<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	14	1.3%	7.0
Other	7	0.7%	0.5
No Fare Payment Type Selected	7		
All Payment Types	1,063	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 Line Used/Wk.
Link (Subway + Bus)	544	51.2%	4.9
Zone	24	2.3%	5.4
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	7	0.7%	7.0
Senior	7	0.7%	0.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	582	54.8%	4.9

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	10	1.0%	5.7
1	0	0.0%	0.0
2	3	0.3%	6.0
3	7	0.7%	5.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	3	0.3%	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	24	2.3%	5.4



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: Longwood

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	168	17.0%	17.0%
One Day	31	3.1%	20.1%
Two Days	93	9.4%	29.5%
Three Days	50	5.0%	34.5%
Four Days	64	6.5%	41.0%
Five Days	371	37.5%	78.5%
Six Days	103	10.4%	88.9%
Seven Days	95	9.6%	98.5%
Only Visiting	15	1.5%	100.0%
TOTAL	990	100.0%	100.0%
No Answer	18		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	95 9.9%	48 5.0%	0 0.0%	3	144 15.0%
Occasionally	15 1.5%	529 55.1%	19 2.0%	37	563 58.7%
Not at all	0 0.0%	16 1.7%	237 24.7%	0	253 26.4%
No Answer	0	7	0	0	
Sunday Total	110 11.5%	594 61.9%	256 26.7%		960 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-D

Expanded Results

Entry Station: Longwood

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	238	23.8%	3.0
Pay-per-ride CharlieTicket (paper)	27	2.7%	1.0
Monthly pass	675	67.6%	4.4
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	44	4.4%	2.3
<i>Student</i>	7	0.7%	2.0
<i>Senior</i>	37	3.7%	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	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	15	1.5%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	9		
All Payment Types	998	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 Line Used/Wk.
Link (Subway + Bus)	566	56.7%	4.8
Zone	65	6.5%	2.5
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	7	0.7%	5.0
Senior	21	2.1%	4.1
Disability	16	1.6%	0.5
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	675	67.6%	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 Line Used/Wk.
1A	0	0.0%	0.0
1	7	0.7%	2.0
2	32	3.2%	3.8
3	9	0.9%	2.0
4	9	0.9%	0.5
5	7	0.7%	0.5
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	65	6.5%	2.5



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: Brookline Village

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	108	5.6%	5.6%
One Day	14	0.7%	6.3%
Two Days	108	5.6%	11.8%
Three Days	132	6.8%	18.6%
Four Days	161	8.3%	27.0%
Five Days	909	46.9%	73.9%
Six Days	223	11.5%	85.4%
Seven Days	257	13.3%	98.7%
Only Visiting	25	1.3%	100.0%
TOTAL	1,937	100.0%	100.0%
No Answer	43		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	282 15.3%	130 7.0%	8 0.5%	21	420 22.8%
Occasionally	21 1.2%	1,095 59.3%	41 2.2%	41	1,157 62.7%
Not at all	0 0.0%	0 0.0%	267 14.5%	16	267 14.5%
No Answer	8	0	0	48	
Sunday Total	304 16.5%	1,224 66.4%	317 17.2%		1,844 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-D

Expanded Results

Entry Station: Brookline Village

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	468	24.2%	3.5
Pay-per-ride CharlieTicket (paper)	25	1.3%	0.5
Monthly pass	1,291	66.7%	5.3
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	72	3.7%	3.9
<i>Student</i>	16	0.8%	5.0
<i>Senior</i>	40	2.1%	3.7
<i>Disability</i>	16	0.8%	3.5
<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	79	4.1%	5.4
Other	0	0.0%	0.0
No Fare Payment Type Selected	44		
All Payment Types	1,936	100.0%	4.8

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	1,212	62.6%	5.3
Zone	39	2.0%	5.5
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	16	0.8%	6.0
Senior	16	0.8%	5.0
Disability	8	0.4%	0.5
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,291	66.7%	5.3

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	25	1.3%	5.3
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	5	0.3%	7.0
7	0	0.0%	0.0
8	8	0.4%	5.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	39	2.0%	5.5



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: Brookline Hills

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	4	0.3%	0.3%
One Day	15	1.4%	1.7%
Two Days	39	3.6%	5.3%
Three Days	78	7.2%	12.4%
Four Days	74	6.8%	19.2%
Five Days	578	52.8%	72.0%
Six Days	150	13.7%	85.7%
Seven Days	128	11.7%	97.4%
Only Visiting	29	2.6%	100.0%
TOTAL	1,095	100.0%	100.0%
No Answer	13		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	151 14.3%	36 3.5%	7 0.6%	4	194 18.4%
Occasionally	10 1.0%	648 61.8%	35 3.3%	27	694 66.1%
Not at all	0 0.0%	13 1.3%	149 14.2%	0	162 15.5%
No Answer	0	0	0	27	
Sunday Total	161 15.3%	698 66.5%	191 18.2%		1,050 *

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

Fare Types and Pass Usage
GREEN LINE-D

Expanded Results

Entry Station: Brookline Hills

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	285	25.8%	4.3
Pay-per-ride CharlieTicket (paper)	22	2.0%	5.5
Monthly pass	744	67.2%	5.2
Full cash fare on-board trolley	7	0.6%	2.0
Reduced fare	32	2.9%	5.6
<i>Student</i>	22	2.0%	5.8
<i>Senior</i>	10	0.9%	5.3
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	17	1.5%	6.3
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	1,108	100.0%	5.0

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	724	65.3%	5.2
Zone	13	1.2%	5.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
No Pass Selected	7	0.6%	0.0
Total Riders Using Monthly Passes	744	67.2%	5.2

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	7	0.6%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	7	0.6%	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	13	1.2%	5.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: Beaconsfield

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	24	3.2%	3.2%
One Day	15	2.0%	5.2%
Two Days	21	2.9%	8.0%
Three Days	84	11.3%	19.4%
Four Days	56	7.5%	26.9%
Five Days	353	47.4%	74.3%
Six Days	91	12.3%	86.5%
Seven Days	97	13.0%	99.6%
Only Visiting	3	0.4%	100.0%
TOTAL	744	100.0%	100.0%
No Answer	4		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	93 13.4%	28 4.1%	0 0.0%	6	121 17.5%
Occasionally	19 2.8%	442 64.0%	24 3.5%	21	486 70.3%
Not at all	0 0.0%	0 0.0%	84 12.2%	0	84 12.2%
No Answer	7	11	0	12	
Sunday Total	112 16.2%	471 68.2%	108 15.6%		691 *

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

Fare Types and Pass Usage
GREEN LINE-D

Expanded Results

Entry Station: Beaconsfield

Usage Rates by Fare Type:
Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	117	15.7%	3.7
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	561	75.4%	5.1
Full cash fare on-board trolley	4	0.6%	0.5
Reduced fare	27	3.6%	4.2
<i>Student</i>	3	0.4%	7.0
<i>Senior</i>	21	2.8%	4.0
<i>Disability</i>	3	0.4%	3.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	9	1.2%	0.5
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	25	3.4%	4.9
Other	0	0.0%	0.0
No Fare Payment Type Selected	4		
All Payment Types	744	100.0%	4.8

Monthly Pass Users
by Type of Pass:
Pass Type

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	518	69.6%	5.2
Zone	33	4.5%	4.2
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	10	1.4%	3.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	561	75.4%	5.1

Zones Reported by
Users of Zone Passes:
Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	18	2.4%	5.6
1	3	0.4%	5.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	4	0.6%	2.0
5	4	0.6%	0.5
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	3	0.4%	4.0
Total Riders Using Zone Passes	33	4.5%	4.2



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: Reservoir

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	27	1.3%	1.3%
One Day	51	2.5%	3.7%
Two Days	42	2.0%	5.7%
Three Days	131	6.2%	12.0%
Four Days	165	7.9%	19.9%
Five Days	1,050	50.1%	69.9%
Six Days	337	16.1%	86.0%
Seven Days	243	11.6%	97.6%
Only Visiting	50	2.4%	100.0%
TOTAL	2,096	100.0%	100.0%
No Answer	14		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	314 15.9%	120 6.1%	9 0.5%	17	443 22.5%
Occasionally	14 0.7%	1,068 54.2%	129 6.5%	47	1,211 61.4%
Not at all	5 0.3%	18 0.9%	295 14.9%	5	318 16.1%
No Answer	0	10	5	55	
Sunday Total	333 16.9%	1,206 61.2%	432 21.9%		1,972 *

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

Fare Types and Pass Usage
GREEN LINE-D

Expanded Results

Entry Station: Reservoir

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	494	23.4%	3.5
Pay-per-ride CharlieTicket (paper)	9	0.4%	5.0
Monthly pass	1,527	72.3%	5.4
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	9	0.4%	5.0
<i>Student</i>	9	0.4%	5.0
<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	63	3.0%	5.3
Other	9	0.4%	7.0
No Fare Payment Type Selected	0		
All Payment Types	2,111	100.0%	5.0

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	1,438	68.1%	5.4
Zone	61	2.9%	4.8
Boat	0	0.0%	0.0
Inner Express Bus	5	0.2%	5.0
Outer Express Bus	0	0.0%	0.0
Student	14	0.7%	5.6
Senior	0	0.0%	0.0
Disability	5	0.2%	3.0
No Pass Selected	5	0.2%	0.0
Total Riders Using Monthly Passes	1,527	72.3%	5.4

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	32	1.5%	5.1
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	5	0.2%	5.0
6	9	0.4%	5.0
7	0	0.0%	0.0
8	5	0.2%	2.0
Interzone	0	0.0%	0.0
No Zone Selected	9	0.4%	5.0
Total Riders Using Zone Passes	61	2.9%	4.8



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: Chestnut Hill

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	27	5.7%	5.7%
One Day	39	8.2%	13.8%
Two Days	39	8.2%	22.0%
Three Days	42	8.8%	30.7%
Four Days	67	13.9%	44.6%
Five Days	216	44.7%	89.3%
Six Days	27	5.7%	95.0%
Seven Days	24	5.0%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	481	100.0%	100.0%
No Answer	3		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	57 12.7%	6 1.4%	0 0.0%	0	64 14.1%
Occasionally	0 0.0%	246 54.4%	9 2.0%	27	255 56.4%
Not at all	0 0.0%	0 0.0%	133 29.5%	0	133 29.5%
No Answer	0	3	0	3	
Sunday Total	57 12.7%	252 55.7%	142 31.5%		452 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-D

Expanded Results

Entry Station: Chestnut Hill

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	139	28.7%	2.7
Pay-per-ride CharlieTicket (paper)	42	8.7%	3.1
Monthly pass	234	48.2%	5.0
Full cash fare on-board trolley	18	3.7%	3.0
Reduced fare	15	3.1%	4.4
<i>Student</i>	3	0.6%	4.0
<i>Senior</i>	12	2.5%	4.5
<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	36	7.5%	4.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	485	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 Line Used/Wk.
Link (Subway + Bus)	221	45.7%	5.1
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	9	1.9%	4.3
Disability	0	0.0%	0.0
No Pass Selected	3	0.6%	0.0
Total Riders Using Monthly Passes	234	48.2%	5.0

Zones Reported by

Users of Zone Passes:

(No Zones Reported)



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: Newton Centre

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	81	9.2%	9.2%
One Day	12	1.3%	10.5%
Two Days	33	3.7%	14.2%
Three Days	76	8.5%	22.7%
Four Days	120	13.5%	36.2%
Five Days	444	49.9%	86.2%
Six Days	45	5.1%	91.3%
Seven Days	77	8.7%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	888	100.0%	100.0%
No Answer	6		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	87 10.1%	0 0.0%	0 0.0%	6	87 10.1%
Occasionally	15 1.7%	476 55.5%	69 8.1%	18	560 65.3%
Not at all	6 0.7%	18 2.1%	186 21.7%	0	210 24.5%
No Answer	0	3	0	9	
Sunday Total	108 12.6%	494 57.6%	256 29.8%		857 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-D

Expanded Results

Entry Station: Newton Centre

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	251	29.9%	3.2
Pay-per-ride CharlieTicket (paper)	52	6.1%	3.5
Monthly pass	506	60.4%	5.0
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	18	2.2%	3.1
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	7	0.8%	4.5
<i>Disability</i>	12	1.4%	2.3
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	6	0.7%	5.0
Other	6	0.7%	6.0
No Fare Payment Type Selected	56		
All Payment Types	838	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 Line Used/Wk.
Link (Subway + Bus)	465	55.5%	5.1
Zone	13	1.6%	3.9
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	16	1.9%	5.0
Disability	12	1.4%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	506	60.4%	5.0

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	3	0.4%	5.0
1	0	0.0%	0.0
2	7	0.8%	2.8
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	3	0.4%	5.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	13	1.6%	3.9



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE-D

Expanded Results

Entry Station: Newton Highlands

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	63	10.8%	10.8%
One Day	37	6.2%	17.0%
Two Days	25	4.3%	21.3%
Three Days	42	7.2%	28.5%
Four Days	59	10.1%	38.6%
Five Days	306	52.2%	90.9%
Six Days	27	4.6%	95.4%
Seven Days	27	4.6%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	586	100.0%	100.0%
No Answer	4		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	35 6.1%	17 3.1%	4 0.7%	0	56 9.9%
Occasionally	0 0.0%	322 57.3%	35 6.2%	17	356 63.5%
Not at all	0 0.0%	8 1.4%	142 25.2%	4	149 26.6%
No Answer	0	0	0	8	
Sunday Total	35 6.1%	347 61.8%	180 32.1%		562 *

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

Fare Types and Pass Usage
GREEN LINE-D

Expanded Results

Entry Station: Newton Highlands

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	159	29.0%	3.0
Pay-per-ride CharlieTicket (paper)	27	4.9%	1.4
Monthly pass	329	59.9%	4.9
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	8	1.4%	2.8
<i>Student</i>	4	0.7%	5.0
<i>Senior</i>	4	0.7%	0.5
<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	4	0.7%	5.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	19	3.5%	5.4
Other	4	0.7%	0.0
No Fare Payment Type Selected	40		
All Payment Types	550	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 Line Used/Wk.
Link (Subway + Bus)	280	50.8%	4.9
Zone	23	4.2%	4.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	4	0.7%	7.0
Senior	19	3.5%	5.6
Disability	0	0.0%	0.0
No Pass Selected	4	0.7%	5.0
Total Riders Using Monthly Passes	329	59.9%	4.9

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	4	0.7%	5.0
1	4	0.7%	5.0
2	8	1.4%	4.0
3	0	0.0%	0.0
4	4	0.7%	1.0
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	4	0.7%	5.0
Total Riders Using Zone Passes	23	4.2%	4.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: Eliot

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	34	7.3%	7.3%
One Day	0	0.0%	7.3%
Two Days	43	9.3%	16.6%
Three Days	9	2.0%	18.5%
Four Days	33	7.1%	25.6%
Five Days	295	63.6%	89.2%
Six Days	20	4.2%	93.5%
Seven Days	30	6.5%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	464	100.0%	100.0%
No Answer	9		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	36 7.8%	7 1.6%	0 0.0%	0	43 9.5%
Occasionally	0 0.0%	257 56.3%	17 3.6%	13	273 60.0%
Not at all	0 0.0%	5 1.2%	134 29.4%	0	139 30.5%
No Answer	0	5	0	0	
Sunday Total	36 7.8%	269 59.1%	150 33.0%		455 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-D

Expanded Results

Entry Station: Eliot

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	112	24.0%	3.2
Pay-per-ride CharlieTicket (paper)	18	3.9%	1.9
Monthly pass	315	67.2%	5.0
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	4	0.8%	5.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	4	0.8%	5.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	20	4.2%	6.1
Other	0	0.0%	0.0
No Fare Payment Type Selected	5		
All Payment Types	468	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 Line Used/Wk.
Link (Subway + Bus)	285	60.9%	5.0
Zone	17	3.5%	4.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	9	1.9%	6.0
Senior	0	0.0%	0.0
Disability	4	0.8%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	315	67.2%	5.0

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	4	0.8%	5.0
1	5	1.1%	2.0
2	4	0.8%	5.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	4	0.8%	5.0
Total Riders Using Zone Passes	17	3.5%	4.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: Waban

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	9	2.6%	2.6%
One Day	9	2.6%	5.2%
Two Days	30	9.1%	14.3%
Three Days	26	7.8%	22.1%
Four Days	43	12.8%	35.0%
Five Days	204	61.2%	96.1%
Six Days	4	1.2%	97.4%
Seven Days	9	2.6%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	334	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	26 8.2%	4 1.4%	0 0.0%	0	31 9.6%
Occasionally	0 0.0%	145 45.3%	21 6.7%	9	166 52.0%
Not at all	0 0.0%	0 0.0%	123 38.4%	0	123 38.4%
No Answer	0	0	0	4	
Sunday Total	26 8.2%	149 46.7%	144 45.1%		320 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-D

Expanded Results

Entry Station: Waban

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	74	25.9%	3.7
Pay-per-ride CharlieTicket (paper)	4	1.5%	5.0
Monthly pass	207	72.6%	4.7
Full cash fare on-board trolley	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	49		
All Payment Types	284	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 Line Used/Wk.
Link (Subway + Bus)	190	66.7%	4.8
Zone	13	4.4%	5.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	4	1.5%	0.5
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	207	72.6%	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 Line Used/Wk.
1A	4	1.5%	5.0
1	4	1.5%	5.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	4	1.5%	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	13	4.4%	5.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: Woodland

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	106	13.0%	13.0%
One Day	43	5.2%	18.2%
Two Days	41	5.0%	23.2%
Three Days	75	9.1%	32.3%
Four Days	95	11.6%	43.9%
Five Days	384	46.8%	90.7%
Six Days	32	3.9%	94.5%
Seven Days	34	4.1%	98.6%
Only Visiting	11	1.4%	100.0%
TOTAL	821	100.0%	100.0%
No Answer	11		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	32 4.2%	20 2.7%	0 0.0%	11	52 6.8%
Occasionally	0 0.0%	384 50.4%	54 7.1%	20	438 57.5%
Not at all	0 0.0%	0 0.0%	272 35.7%	9	272 35.7%
No Answer	0	0	9	19	
Sunday Total	32 4.2%	404 53.1%	326 42.8%		762 *

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

Fare Types and Pass Usage
GREEN LINE-D

Expanded Results

Entry Station: Woodland

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	199	25.7%	2.7
Pay-per-ride CharlieTicket (paper)	43	5.5%	2.6
Monthly pass	494	63.7%	4.7
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	20	2.6%	0.8
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	20	2.6%	0.8
<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	2.4%	5.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	56		
All Payment Types	775	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 Line Used/Wk.
Link (Subway + Bus)	412	53.1%	4.7
Zone	20	2.6%	1.6
Boat	0	0.0%	0.0
Inner Express Bus	9	1.2%	5.0
Outer Express Bus	11	1.4%	6.0
Student	0	0.0%	0.0
Senior	32	4.1%	6.5
Disability	9	1.2%	3.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	494	63.7%	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 Line Used/Wk.
1A	0	0.0%	0.0
1	0	0.0%	0.0
2	11	1.4%	0.5
3	0	0.0%	0.0
4	0	0.0%	0.0
5	9	1.2%	3.0
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	20	2.6%	1.6



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-D

Entry Station: Riverside

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	169	11.6%	11.6%
One Day	45	3.1%	14.7%
Two Days	81	5.6%	20.4%
Three Days	107	7.4%	27.7%
Four Days	122	8.4%	36.1%
Five Days	746	51.6%	87.7%
Six Days	53	3.7%	91.3%
Seven Days	39	2.7%	94.0%
Only Visiting	86	6.0%	100.0%
TOTAL	1,448	100.0%	100.0%
No Answer	8		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	37 2.8%	17 1.3%	7 0.5%	7	60 4.5%
Occasionally	20 1.5%	583 43.8%	97 7.3%	47	700 52.5%
Not at all	0 0.0%	19 1.4%	553 41.5%	28	572 42.9%
No Answer	0	0	0	43	
Sunday Total	56 4.2%	619 46.5%	656 49.3%		1,331 *

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

Fare Types and Pass Usage
GREEN LINE-D

Expanded Results

Entry Station: Riverside

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	377	27.6%	3.1
Pay-per-ride CharlieTicket (paper)	77	5.7%	2.5
Monthly pass	833	60.9%	4.5
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	11	0.8%	3.5
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	11	0.8%	3.5
<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	7	0.5%	0.0
7-Day LinkPass	62	4.5%	5.2
Other	0	0.0%	0.0
No Fare Payment Type Selected	90		
All Payment Types	1,366	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 Line Used/Wk.
Link (Subway + Bus)	655	47.9%	4.9
Zone	144	10.5%	2.9
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	13	1.0%	1.5
Student	7	0.5%	5.0
Senior	8	0.6%	5.0
Disability	0	0.0%	0.0
No Pass Selected	7	0.5%	7.0
Total Riders Using Monthly Passes	833	60.9%	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 Line Used/Wk.
1A	20	1.4%	3.3
1	13	1.0%	4.5
2	46	3.4%	2.9
3	17	1.3%	1.3
4	19	1.4%	1.7
5	0	0.0%	0.0
6	12	0.9%	3.5
7	8	0.6%	3.5
8	4	0.3%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	4	0.3%	4.0
Total Riders Using Zone Passes	144	10.5%	2.9



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-E

Entry Stop: Northeastern

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	45	4.1%	4.1%
One Day	30	2.7%	6.8%
Two Days	168	15.3%	22.1%
Three Days	106	9.6%	31.7%
Four Days	106	9.6%	41.3%
Five Days	279	25.3%	66.6%
Six Days	139	12.7%	79.2%
Seven Days	214	19.4%	98.6%
Only Visiting	15	1.4%	100.0%
TOTAL	1,102	100.0%	100.0%
No Answer	15		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	199 18.5%	152 14.2%	0 0.0%	30	351 32.7%
Occasionally	0 0.0%	523 48.8%	15 1.4%	0	538 50.2%
Not at all	0 0.0%	15 1.4%	168 15.7%	0	183 17.1%
No Answer	0	0	0	15	
Sunday Total	199 18.5%	690 64.4%	183 17.1%		1,072 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-E

Expanded Results

Entry Stop: Northeastern

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	440	39.4%	3.3
Pay-per-ride CharlieTicket (paper)	15	1.4%	0.5
Monthly pass	540	48.4%	5.6
Full cash fare on-board trolley	30	2.7%	2.0
Reduced fare	15	1.4%	3.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	15	1.4%	3.0
<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	77	6.9%	4.7
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	1,117	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 Line Used/Wk.
Link (Subway + Bus)	524	46.9%	5.6
Zone	16	1.5%	7.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	0	0.0%	0.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	540	48.4%	5.6

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	16	1.5%	7.0
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	16	1.5%	7.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE-E

Expanded Results

Entry Stop: Museum Of Fine Arts

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	74	9.0%	9.0%
One Day	32	3.9%	12.9%
Two Days	84	10.3%	23.1%
Three Days	84	10.3%	33.4%
Four Days	95	11.6%	45.0%
Five Days	251	30.5%	75.5%
Six Days	99	12.1%	87.6%
Seven Days	81	9.9%	97.4%
Only Visiting	21	2.6%	100.0%
TOTAL	821	100.0%	100.0%
No Answer	21		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	120 15.3%	39 4.9%	0 0.0%	7	159 20.2%
Occasionally	0 0.0%	356 45.3%	32 4.0%	18	388 49.4%
Not at all	0 0.0%	11 1.3%	229 29.1%	0	239 30.5%
No Answer	0	11	0	21	
Sunday Total	120 15.3%	405 51.6%	260 33.1%		785 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-E

Expanded Results

Entry Stop: Museum Of Fine Arts

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	246	30.0%	4.3
Pay-per-ride CharlieTicket (paper)	11	1.3%	0.0
Monthly pass	469	57.1%	4.3
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	74	9.0%	2.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	74	9.0%	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	21	2.6%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	21		
All Payment Types	821	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 Line Used/Wk.
Link (Subway + Bus)	388	47.3%	4.5
Zone	49	6.0%	4.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	11	1.3%	3.0
Senior	21	2.6%	2.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	469	57.1%	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 Line Used/Wk.
1A	7	0.9%	5.0
1	0	0.0%	0.0
2	11	1.3%	3.0
3	0	0.0%	0.0
4	11	1.3%	5.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	11	1.3%	7.0
8	11	1.3%	0.5
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	49	6.0%	4.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE-E

Expanded Results

Entry Stop: Longwood Medical Area

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	394	20.7%	20.7%
One Day	61	3.2%	23.9%
Two Days	122	6.4%	30.3%
Three Days	122	6.4%	36.8%
Four Days	122	6.4%	43.2%
Five Days	551	28.9%	72.1%
Six Days	163	8.6%	80.7%
Seven Days	306	16.1%	96.8%
Only Visiting	61	3.2%	100.0%
TOTAL	1,902	100.0%	100.0%
No Answer	7		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	272 15.6%	122 7.0%	0 0.0%	27	394 22.6%
Occasionally	54 3.1%	735 42.0%	82 4.7%	68	871 49.8%
Not at all	0 0.0%	20 1.2%	462 26.5%	20	483 27.6%
No Answer	0	20	0	27	
Sunday Total	326 18.7%	877 50.2%	544 31.1%		1,748 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-E

Expanded Results

Entry Stop: Longwood Medical Area

Usage Rates by Fare Type:

Fare Payment Type

Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	537	28.1%	2.6
Pay-per-ride CharlieTicket (paper)	75	3.9%	2.4
Monthly pass	1,088	56.9%	4.6
Full cash fare on-board trolley	7	0.4%	5.0
Reduced fare	136	7.1%	4.2
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	82	4.3%	5.0
<i>Disability</i>	48	2.5%	3.2
<i>No Reduced Fare Selected</i>	7	0.4%	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	48	2.5%	5.7
Other	20	1.1%	2.0
No Fare Payment Type Selected	0		
All Payment Types	1,911	100.0%	3.9

Monthly Pass Users

by Type of Pass:

Pass Type

Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	871	45.6%	4.7
Zone	163	8.5%	3.3
Boat	0	0.0%	0.0
Inner Express Bus	7	0.4%	5.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	7	0.4%	7.0
Disability	41	2.1%	7.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,088	56.9%	4.6

Zones Reported by

Users of Zone Passes:

Zone

Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	41	2.1%	0.5
1	20	1.1%	5.0
2	41	2.1%	5.0
3	0	0.0%	0.0
4	20	1.1%	0.5
5	0	0.0%	0.0
6	0	0.0%	0.0
7	20	1.1%	5.0
8	20	1.1%	5.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	163	8.5%	3.3



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-E

Entry Stop: Brigham Circle

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	85	8.2%	8.2%
One Day	55	5.3%	13.4%
Two Days	52	5.0%	18.4%
Three Days	111	10.8%	29.2%
Four Days	60	5.8%	35.0%
Five Days	421	40.6%	75.6%
Six Days	106	10.2%	85.8%
Seven Days	147	14.2%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	1,037	100.0%	100.0%
No Answer	44		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	190 19.3%	63 6.3%	11 1.1%	0	264 26.7%
Occasionally	24 2.4%	441 44.7%	49 4.9%	19	514 52.0%
Not at all	0 0.0%	11 1.1%	199 20.2%	8	210 21.3%
No Answer	0	0	22	44	
Sunday Total	214 21.7%	515 52.1%	259 26.2%		987 *

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Fare Types and Pass Usage

GREEN LINE-E

Expanded Results

Entry Stop: Brigham Circle

Usage Rates by Fare Type:

Fare Payment Type

	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	236	22.3%	3.3
Pay-per-ride CharlieTicket (paper)	22	2.1%	2.8
Monthly pass	670	63.3%	4.8
Full cash fare on-board trolley	11	1.0%	0.5
Reduced fare	30	2.8%	1.9
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	11	1.0%	3.0
<i>Disability</i>	19	1.8%	0.5
<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	90	8.5%	5.6
Other	0	0.0%	0.0
No Fare Payment Type Selected	22		
All Payment Types	1,058	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 Line Used/Wk.
Link (Subway + Bus)	506	47.8%	4.9
Zone	120	11.4%	4.7
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	22	2.1%	5.0
Senior	0	0.0%	0.0
Disability	11	1.0%	3.0
No Pass Selected	11	1.0%	0.0
Total Riders Using Monthly Passes	670	63.3%	4.8

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	22	2.1%	6.0
1	22	2.1%	6.0
2	22	2.1%	4.0
3	22	2.1%	2.5
4	11	1.0%	5.0
5	0	0.0%	0.0
6	11	1.0%	5.0
7	11	1.0%	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	120	11.4%	4.7



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

GREEN LINE-E

Expanded Results

Entry Stop: Fenwood Rd. to Back of the Hill

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	44	6.3%	6.3%
One Day	0	0.0%	6.3%
Two Days	50	7.0%	13.3%
Three Days	36	5.1%	18.4%
Four Days	44	6.3%	24.6%
Five Days	210	29.6%	54.2%
Six Days	144	20.3%	74.6%
Seven Days	181	25.4%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	709	100.0%	100.0%
No Answer	8		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	172 25.6%	89 13.2%	0 0.0%	14	261 38.7%
Occasionally	8 1.2%	272 40.3%	36 5.4%	30	316 46.9%
Not at all	0 0.0%	0 0.0%	97 14.4%	0	97 14.4%
No Answer	0	0	0	0	
Sunday Total	181 26.8%	360 53.5%	133 19.8%		674 *

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

Fare Types and Pass Usage
GREEN LINE-E

Expanded Results

Entry Stop: Fenwood Rd. to Back of the Hill

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	89	12.4%	4.1
Pay-per-ride CharlieTicket (paper)	14	1.9%	2.0
Monthly pass	544	75.7%	5.3
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	36	5.0%	3.5
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	36	5.0%	3.5
<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	36	5.0%	6.2
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	719	100.0%	5.1

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	530	73.7%	5.5
Zone	0	0.0%	0.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	14	1.9%	0.5
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	544	75.7%	5.3

Zones Reported by Users of Zone Passes:

(No Zones Reported)



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

GREEN LINE-E

Entry Stop: Heath Street

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	56	11.1%	11.1%
One Day	0	0.0%	11.1%
Two Days	14	2.8%	13.9%
Three Days	42	8.4%	22.3%
Four Days	28	5.6%	27.8%
Five Days	228	45.5%	73.4%
Six Days	75	15.0%	88.3%
Seven Days	44	8.9%	97.2%
Only Visiting	14	2.8%	100.0%
TOTAL	501	100.0%	100.0%
No Answer	28		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	81 17.9%	17 3.7%	0 0.0%	14	97 21.6%
Occasionally	8 1.8%	181 40.1%	56 12.4%	8	245 54.4%
Not at all	0 0.0%	0 0.0%	108 24.1%	0	108 24.1%
No Answer	0	0	14	42	
Sunday Total	89 19.7%	197 43.8%	164 36.5%		450 *

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

Fare Types and Pass Usage
GREEN LINE-E

Expanded Results

Entry Stop: Heath Street

Usage Rates by Fare Type: Fare Payment Type	Number of Riders	Percent of Riders	Avg. No. of Days Line Used/Wk.
Pay-per-ride CharlieCard (plastic)	156	29.5%	3.3
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	314	59.4%	5.0
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	36	6.8%	4.1
<i>Student</i>	8	1.6%	6.0
<i>Senior</i>	14	2.6%	4.0
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	14	2.6%	3.0
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	22	4.2%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	528	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 Line Used/Wk.
Link (Subway + Bus)	272	51.5%	5.2
Zone	28	5.3%	2.8
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	14	2.6%	0.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	314	59.4%	5.0

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	0	0.0%	0.0
1	0	0.0%	0.0
2	14	2.6%	5.0
3	14	2.6%	0.5
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	28	5.3%	2.8



Vehicle Availability

The four types of data presented in this chapter describe the potential for Green Line riders 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 11).

The tables (at the end of the chapter) present these data by station or branch segment. For each station or segment, four tables presenting the four respective types of data are grouped on a single page. The data for each station or segment are based on the survey responses from riders who started the rapid transit portions of their trips there. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Green Line as a whole. It includes tables and discussion.

13.1 LICENSED DRIVERS

13.1.1 DESCRIPTION OF TABLE

Each station's table on licensed drivers shows both the numbers and percentages of Green Line 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.

13.1.2 OVERVIEW OF RESULTS

Central Subway

Overall, 89% of Central Subway riders were licensed drivers. The lowest reported percentage was 82%, at Lechmere, and the highest reported rate was 97%, at Prudential. Other stations near the lower end of this range were Park Street (84%) and Haymarket (85%). Other stations near the upper end of this range were Arlington and North Station (94% each).

B Branch

Overall, 87% of B Branch riders were licensed drivers. The lowest reported percentage was 82%, on the branch segment from Chestnut Hill Avenue to Boston College. The highest reported rate was 93%, from Blandford Street to BU Central. The segment from BU West to Babcock Street was close to the upper end of the range, at 92%. Licensure rates on the other three segments were at, or slightly below the B Branch average.

C Branch

Overall, 91% of C Branch riders were licensed drivers. Licensure rates on the individual branch segments ranged from 89% to 92%.

D Branch

Overall, 91% of D Branch riders were licensed drivers. The lowest reported percentages were 87%, at both Brookline Village and Brookline Hills. The highest reported rate was 99%, at both Waban and Woodland. Licensure at Eliot was also close to the upper end, at 97%. Rates at Fenway and Longwood were close to the lower end, at 88% each.

E Branch

Overall, 89% of E Branch riders were licensed drivers. The lowest reported percentage was 83%, at Brigham Circle. The highest reported rate was 93%, at Heath Street. Rates at the other stops or branch segments were all close to the branch average.

13.2 USABLE VEHICLES PER HOUSEHOLD

13.2.1 DESCRIPTION OF TABLE

Each station'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.

13.2.2 OVERVIEW OF RESULTS

Central Subway

Among riders boarding at Central Subway stations overall, 27% had two or more vehicles per household, 39% one vehicle, and 34% no vehicles. Riders boarding at North Station had by far the highest vehicle ownership, with 50% having two or more vehicles per household and only 15% having no vehicles. Riders boarding at Symphony Station had by far the lowest vehicle ownership, with only 6% having two or more vehicles per household and 55% having no

vehicles. However, the Symphony Station results were based on a fairly small sample.

Riders boarding at Prudential were close to the upper end of the range in vehicle ownership, with 46% reporting two or more vehicles per household, and 22% reporting no vehicles. After Symphony Station, the next-lowest vehicle ownership was at Hynes, with 19% reporting two or more vehicles per household, and 44% reporting no vehicles.

B Branch

Among riders boarding at B Branch stops overall, 13% had two or more vehicles per household, 35% one vehicle, and 51% no vehicles. The branch segment from BU West to Babcock Street had the highest rate of riders with two or more vehicles per household (22%) and the lowest no-vehicle rate (41%) on the B Branch. The segment from Griggs Street to Warren Street had the lowest rate of multiple-vehicle households (8%) but the segment from Blandford Street to BU Central and the segment from Packards Corner to Harvard Avenue had the highest rates of no-vehicle households (57% each).

C Branch

Among riders boarding at C Branch stops overall, 14% had two or more vehicles per household, 45% one vehicle, and 41% no vehicles. The branch segment from Brandon Hall to Tappan Street had the lowest rate of riders with two or more vehicles per household (10%) and the highest rate of no-vehicle households (48%) on the C Branch. The other three segments were all somewhat above the C Branch average for multiple vehicles and below the C Branch average for no vehicles.

D Branch

Among riders boarding at D Branch stations overall, 36% had two or more vehicles per household, 42% one vehicle, and 22% no vehicles. However, these figures varied significantly between the inner and outer ends of the branch. At the stations from Fenway to Reservoir, the percentages of riders with two or more household vehicles ranged from 17% at Brookline Village to 31% at Longwood. The percentages from no-vehicle households on this segment ranged from 23% at Brookline Hills to 40% at Fenway.

On the outer end of the branch, the percentages of riders with two or more household vehicles ranged from 46% at Newton Highlands to 64% at Riverside. The percentages from no-vehicle households on this segment ranged from 5% at Eliot and Riverside to 13% at Newton Highlands.

E Branch

Among riders boarding at E Branch stops overall, 26% had two or more vehicles per household, 36% one vehicle, and 38% no vehicles. The largest variations from these percentages occurred at the Museum of Fine Arts stop,

where 40% of the riders were from households with two or more vehicles and only 25% from no-vehicle households. The highest rate of no-vehicle households was among riders boarding at Northeastern (48%).

13.3 RIDERS WITH A HOUSEHOLD VEHICLE AVAILABLE FOR THE TRIP

13.3.1 DESCRIPTION OF TABLE

Each station'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 Green Line 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.

13.3.2 OVERVIEW OF RESULTS

Central Subway

Overall, 45% of the riders boarding at Central Subway stations had household vehicles available for their trips. At North Station, where many of the riders transferred from commuter rail trains that they had accessed in private vehicles, 68% of the respondents indicated they could have used household vehicles instead of the Green Line. The lowest percentages of riders with vehicles available were reported at Symphony and Hynes (34% each) and Park Street (35%). Vehicle availability rates for riders at all of the other Central Subway stations ranged from 39% to 52%.

B Branch

Relatively few B Branch riders had household vehicles available for their trips, at only 25% overall. The highest availability rate was reported by passengers boarding the branch segment between Washington Street and Chiswick Road (34%). The lowest rate was on the segment between Blandford Street and BU Central (19%). The percentages on all other segments were fairly close to the B Branch average.

C Branch

Overall, 36% of C Branch riders had household vehicles available for their trips. This percentage ranged from 30% on the branch segment between Brandon Hall and Tappan Street to 42% on the segment between Saint Mary's Street and Kent Street.

D Branch

Overall, 52% of D Branch riders had household vehicles available for their trips, but availability rates varied differed significantly between the inner and outer ends of the branch. At stations between Reservoir and Fenway,

availability ranged from 33% to 45%, except at Brookline Hills (51%). In contrast, between Riverside and Reservoir vehicle availability ranged from 64% to 72%.

E Branch

Overall, 38% of E Branch riders had household vehicles available for their trips. Availability rates were very close to this average at each stop and branch segment from the Longwood Medical Area to Heath Street. Vehicle availability was much lower than the E Branch average at Northeastern (24%), and much higher than the average at Museum of Fine Arts (48%).

13.4 VEHICLES OWNED PER CAPITA

13.4.1 DESCRIPTION OF TABLE

For each station'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.

13.4.2 OVERVIEW OF RESULTS

Central Subway

Overall, 26% of Central Subway riders were from households with 1.0 or more vehicles per capita. The highest percentages were reported at North Station and Prudential (43% each). The lowest percentage was reported at Symphony (10%). At all of the other Central Subway Stations, 18% to 32% of the riders had 1.0 or more vehicles per capita.

B Branch

Overall, 15% of B Branch riders were from households with 1.0 or more vehicles per capita. The lowest percentage was on the branch segment between Packards Corner and Harvard Avenue (11%). On all of the other B Branch segments, 14% to 18% of the riders had 1.0 or more vehicles per capita.

C Branch

Overall, 21% of C Branch riders were from households with 1.0 or more vehicles per capita. The highest percentages were on the branch's two end segments, from Saint Mary's Street to Kent Street and from Dean Road to

Cleveland Circle, at 28% each. On the two intermediate segments, 18% and 20% of the riders had 1.0 or more vehicles per capita.

D Branch

Overall, 24% of D Branch riders were from households with 1.0 or more vehicles per capita. However, there was substantial variation in this figure among stations. At Brookline Village, only 10% of boarding riders had 1.0 or more household vehicles per capita, and the percentages were only slightly higher at Brookline Hills (14%) and Beaconsfield (15%). At the opposite extreme, at Woodland and Riverside, 40% of the riders had 1.0 or more vehicle per capita.

At the other three stations on the inner end of the branch, the percentages ranged from 20% to 29%. At the other five stations on the outer end of the branch, the percentages with more than 1.0 vehicle per capita ranged from 27% to 37%.

E Branch

Overall, 20% of E Branch riders were from households with 1.0 or more vehicles per capita. However, this figure varied widely among stops and segments. The highest percentage was at the Museum of Fine Arts stop (30%). The lowest percentage was at the Northeastern stop (13%). On the rest of the branch, the percentages ranged from 5% below to 5% above the E Branch average.

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Lechmere

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	2,606	82.0%
Not Licensed	573	18.0%
TOTAL	3,180	100.0%
No Answer	20	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	1,274	40.6%
1 vehicle	1,235	39.3%
2 vehicles	455	14.5%
3 or more vehicles	176	5.6%
TOTAL	3,141	100.0%
No Answer	59	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	1,371	42.8%
No	1,829	57.2%
TOTAL	3,199	100.0%
No Answer	0	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,205	39.2%	39.2%
0.01 to 0.49 vehicles	365	11.9%	51.1%
0.50 to 0.99 vehicles	846	27.6%	78.7%
1.00 to 1.49 vehicles	616	20.0%	98.7%
1.50 to 1.99 vehicles	30	1.0%	99.7%
2 or more vehicles	10	0.3%	100.0%
TOTAL RESPONSES	3,072		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Science Park

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	429	90.8%
Not Licensed	43	9.2%
TOTAL	473	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	107	23.0%
1 vehicle	194	41.6%
2 vehicles	100	21.5%
3 or more vehicles	65	14.0%
TOTAL	466	100.0%
No Answer	7	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	214	45.3%
No	259	54.7%
TOTAL	473	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	107	23.0%	23.0%
0.01 to 0.49 vehicles	79	16.9%	39.8%
0.50 to 0.99 vehicles	130	27.9%	67.7%
1.00 to 1.49 vehicles	85	18.3%	86.0%
1.50 to 1.99 vehicles	65	14.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	466		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY

Entry Station: North Station

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	4,464	93.8%
Not Licensed	297	6.2%
TOTAL	4,762	100.0%
No Answer	19	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	721	15.2%
1 vehicle	1,667	35.2%
2 vehicles	1,816	38.3%
3 or more vehicles	539	11.4%
TOTAL	4,743	100.0%
No Answer	38	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	3,212	67.9%
No	1,517	32.1%
TOTAL	4,730	100.0%
No Answer	51	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	721	15.4%	15.4%
0.01 to 0.49 vehicles	612	13.1%	28.5%
0.50 to 0.99 vehicles	1,357	29.0%	57.5%
1.00 to 1.49 vehicles	1,832	39.2%	96.7%
1.50 to 1.99 vehicles	121	2.6%	99.3%
2 or more vehicles	32	0.7%	100.0%
TOTAL RESPONSES	4,676		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Haymarket

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	2,479	84.7%
Not Licensed	449	15.3%
TOTAL	2,928	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	963	32.9%
1 vehicle	1,300	44.4%
2 vehicles	407	13.9%
3 or more vehicles	257	8.8%
TOTAL	2,928	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	1,410	48.1%
No	1,518	51.9%
TOTAL	2,928	100.0%
No Answer	0	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	963	32.9%	32.9%
0.01 to 0.49 vehicles	510	17.4%	50.3%
0.50 to 0.99 vehicles	833	28.4%	78.8%
1.00 to 1.49 vehicles	600	20.5%	99.3%
1.50 to 1.99 vehicles	22	0.7%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	2,928		



MBTA Surveys: 2008-09

Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Government Center

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	2,808	91.5%
Not Licensed	259	8.5%
TOTAL	3,067	100.0%
No Answer	32	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	824	27.8%
1 vehicle	1,397	47.2%
2 vehicles	596	20.1%
3 or more vehicles	146	4.9%
TOTAL	2,963	100.0%
No Answer	137	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	1,589	52.3%
No	1,447	47.7%
TOTAL	3,035	100.0%
No Answer	64	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	815	27.9%	27.9%
0.01 to 0.49 vehicles	364	12.5%	40.3%
0.50 to 0.99 vehicles	1,065	36.5%	76.8%
1.00 to 1.49 vehicles	646	22.1%	98.9%
1.50 to 1.99 vehicles	32	1.1%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	2,922		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Park Street

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	3,532	84.0%
Not Licensed	672	16.0%
TOTAL	4,204	100.0%
No Answer	21	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	1,757	41.9%
1 vehicle	1,229	29.3%
2 vehicles	956	22.8%
3 or more vehicles	252	6.0%
TOTAL	4,194	100.0%
No Answer	31	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,450	34.6%
No	2,744	65.4%
TOTAL	4,194	100.0%
No Answer	31	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,641	41.4%	41.4%
0.01 to 0.49 vehicles	409	10.3%	51.8%
0.50 to 0.99 vehicles	946	23.9%	75.6%
1.00 to 1.49 vehicles	840	21.2%	96.8%
1.50 to 1.99 vehicles	94	2.4%	99.2%
2 or more vehicles	31	0.8%	100.0%
TOTAL RESPONSES	3,963		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Boylston

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	2,377	88.5%
Not Licensed	309	11.5%
TOTAL	2,686	100.0%
No Answer	22	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	1,099	41.9%
1 vehicle	988	37.6%
2 vehicles	399	15.2%
3 or more vehicles	141	5.4%
TOTAL	2,627	100.0%
No Answer	81	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	1,026	38.2%
No	1,660	61.8%
TOTAL	2,686	100.0%
No Answer	22	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,011	40.2%	40.2%
0.01 to 0.49 vehicles	331	13.2%	53.3%
0.50 to 0.99 vehicles	686	27.2%	80.6%
1.00 to 1.49 vehicles	436	17.3%	97.9%
1.50 to 1.99 vehicles	52	2.1%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	2,516		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Arlington

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,144	94.3%
Not Licensed	130	5.7%
TOTAL	2,274	100.0%
No Answer	26	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	804	35.0%
1 vehicle	965	41.9%
2 vehicles	448	19.5%
3 or more vehicles	83	3.6%
TOTAL	2,300	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	926	40.3%
No	1,374	59.7%
TOTAL	2,300	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	804	35.4%	35.4%
0.01 to 0.49 vehicles	290	12.8%	48.2%
0.50 to 0.99 vehicles	537	23.7%	71.9%
1.00 to 1.49 vehicles	601	26.5%	98.4%
1.50 to 1.99 vehicles	29	1.3%	99.6%
2 or more vehicles	8	0.4%	100.0%
TOTAL RESPONSES	2,269		



MBTA Surveys: 2008-09

Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Copley

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	4,633	90.6%
Not Licensed	481	9.4%
TOTAL	5,114	100.0%
No Answer	102	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	1,401	27.4%
1 vehicle	2,353	46.0%
2 vehicles	1,041	20.3%
3 or more vehicles	324	6.3%
TOTAL	5,119	100.0%
No Answer	97	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	2,486	48.4%
No	2,646	51.6%
TOTAL	5,133	100.0%
No Answer	84	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,368	27.5%	27.5%
0.01 to 0.49 vehicles	568	11.4%	38.8%
0.50 to 0.99 vehicles	1,762	35.3%	74.2%
1.00 to 1.49 vehicles	1,106	22.2%	96.4%
1.50 to 1.99 vehicles	130	2.6%	99.0%
2 or more vehicles	50	1.0%	100.0%
TOTAL RESPONSES	4,984		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Hynes Convention Center

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	3,153	89.7%
Not Licensed	361	10.3%
TOTAL	3,514	100.0%
No Answer	30	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	1,527	43.8%
1 vehicle	1,304	37.4%
2 vehicles	497	14.3%
3 or more vehicles	154	4.4%
TOTAL	3,483	100.0%
No Answer	62	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	1,180	33.9%
No	2,304	66.1%
TOTAL	3,484	100.0%
No Answer	61	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,435	42.8%	42.8%
0.01 to 0.49 vehicles	233	6.9%	49.8%
0.50 to 0.99 vehicles	1,078	32.2%	81.9%
1.00 to 1.49 vehicles	583	17.4%	99.3%
1.50 to 1.99 vehicles	0	0.0%	99.3%
2 or more vehicles	22	0.7%	100.0%
TOTAL RESPONSES	3,351		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Kenmore

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	3,123	88.1%
Not Licensed	421	11.9%
TOTAL	3,544	100.0%
No Answer	62	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	1,388	39.0%
1 vehicle	1,358	38.2%
2 vehicles	623	17.5%
3 or more vehicles	187	5.3%
TOTAL	3,555	100.0%
No Answer	51	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	1,376	38.7%
No	2,179	61.3%
TOTAL	3,555	100.0%
No Answer	51	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,326	38.9%	38.9%
0.01 to 0.49 vehicles	241	7.1%	46.0%
0.50 to 0.99 vehicles	966	28.4%	74.4%
1.00 to 1.49 vehicles	835	24.5%	98.9%
1.50 to 1.99 vehicles	26	0.8%	99.7%
2 or more vehicles	11	0.3%	100.0%
TOTAL RESPONSES	3,405		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Prudential

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,029	96.6%
Not Licensed	37	3.4%
TOTAL	1,065	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	226	22.0%
1 vehicle	331	32.2%
2 vehicles	362	35.2%
3 or more vehicles	110	10.7%
TOTAL	1,029	100.0%
No Answer	37	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	551	51.7%
No	514	48.3%
TOTAL	1,065	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	226	22.8%	22.8%
0.01 to 0.49 vehicles	37	3.7%	26.5%
0.50 to 0.99 vehicles	305	30.8%	57.2%
1.00 to 1.49 vehicles	388	39.1%	96.3%
1.50 to 1.99 vehicles	37	3.7%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	992		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-SUBWAY
 Entry Station: Symphony

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	859	87.4%
Not Licensed	123	12.6%
TOTAL	983	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	541	55.1%
1 vehicle	386	39.3%
2 vehicles	55	5.6%
3 or more vehicles	0	0.0%
TOTAL	983	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	335	34.1%
No	648	65.9%
TOTAL	983	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	541	55.1%	55.1%
0.01 to 0.49 vehicles	89	9.1%	64.2%
0.50 to 0.99 vehicles	251	25.6%	89.8%
1.00 to 1.49 vehicles	100	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	983		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-B

Expanded Results

Entry Stop: Blandford St. to BU Central

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	2,051	92.7%
Not Licensed	161	7.3%
TOTAL	2,212	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	1,237	57.1%
1 vehicle	548	25.3%
2 vehicles	129	6.0%
3 or more vehicles	252	11.7%
TOTAL	2,166	100.0%
No Answer	46	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	410	18.7%
No	1,779	81.3%
TOTAL	2,189	100.0%
No Answer	23	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,145	55.8%	55.8%
0.01 to 0.49 vehicles	230	11.2%	67.0%
0.50 to 0.99 vehicles	313	15.2%	82.2%
1.00 to 1.49 vehicles	227	11.0%	93.3%
1.50 to 1.99 vehicles	138	6.7%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	2,051		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-B

Entry Stop: BU West to Babcock

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	1,933	92.4%
Not Licensed	160	7.6%
TOTAL	2,093	100.0%
No Answer	44	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	818	40.5%
1 vehicle	767	38.0%
2 vehicles	274	13.6%
3 or more vehicles	158	7.8%
TOTAL	2,016	100.0%
No Answer	121	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	580	27.9%
No	1,495	72.1%
TOTAL	2,074	100.0%
No Answer	63	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	749	38.4%	38.4%
0.01 to 0.49 vehicles	287	14.8%	53.2%
0.50 to 0.99 vehicles	571	29.3%	82.5%
1.00 to 1.49 vehicles	287	14.7%	97.2%
1.50 to 1.99 vehicles	38	1.9%	99.2%
2 or more vehicles	16	0.8%	100.0%
TOTAL RESPONSES	1,947		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-B

Expanded Results

Entry Stop: Packards Corner to Harvard Ave.

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,968	82.9%
Not Licensed	611	17.1%
TOTAL	3,579	100.0%
No Answer	41	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	2,000	57.5%
1 vehicle	1,161	33.3%
2 vehicles	247	7.1%
3 or more vehicles	73	2.1%
TOTAL	3,480	100.0%
No Answer	140	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	787	22.0%
No	2,796	78.0%
TOTAL	3,584	100.0%
No Answer	37	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,939	57.3%	57.3%
0.01 to 0.49 vehicles	427	12.6%	69.9%
0.50 to 0.99 vehicles	655	19.4%	89.3%
1.00 to 1.49 vehicles	346	10.2%	99.6%
1.50 to 1.99 vehicles	15	0.4%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	3,383		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-B

Expanded Results

Entry Stop: Griggs St. to Warren St.

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	2,425	84.7%
Not Licensed	438	15.3%
TOTAL	2,863	100.0%
No Answer	14	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	1,482	51.8%
1 vehicle	1,145	40.0%
2 vehicles	189	6.6%
3 or more vehicles	44	1.5%
TOTAL	2,859	100.0%
No Answer	17	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	745	26.1%
No	2,104	73.9%
TOTAL	2,849	100.0%
No Answer	28	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,431	51.7%	51.7%
0.01 to 0.49 vehicles	253	9.1%	60.9%
0.50 to 0.99 vehicles	685	24.8%	85.7%
1.00 to 1.49 vehicles	391	14.1%	99.8%
1.50 to 1.99 vehicles	0	0.0%	99.8%
2 or more vehicles	6	0.2%	100.0%
TOTAL RESPONSES	2,766		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-B

Expanded Results

Entry Stop: Washington St. to Chiswick Rd.

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	1,619	86.5%
Not Licensed	252	13.5%
TOTAL	1,871	100.0%
No Answer	3	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	819	44.7%
1 vehicle	792	43.3%
2 vehicles	165	9.0%
3 or more vehicles	55	3.0%
TOTAL	1,831	100.0%
No Answer	44	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	621	33.6%
No	1,230	66.4%
TOTAL	1,852	100.0%
No Answer	23	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	802	44.9%	44.9%
0.01 to 0.49 vehicles	183	10.2%	55.2%
0.50 to 0.99 vehicles	516	28.9%	84.1%
1.00 to 1.49 vehicles	241	13.5%	97.5%
1.50 to 1.99 vehicles	3	0.2%	97.7%
2 or more vehicles	41	2.3%	100.0%
TOTAL RESPONSES	1,785		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-B

Expanded Results

Entry Stop: Chesnut Hill Ave. to Boston College

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	844	82.1%
Not Licensed	185	17.9%
TOTAL	1,028	100.0%
No Answer	24	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	525	50.8%
1 vehicle	308	29.8%
2 vehicles	191	18.5%
3 or more vehicles	9	0.9%
TOTAL	1,033	100.0%
No Answer	19	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	309	29.6%
No	734	70.4%
TOTAL	1,043	100.0%
No Answer	9	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	482	51.1%	51.1%
0.01 to 0.49 vehicles	90	9.6%	60.7%
0.50 to 0.99 vehicles	201	21.3%	82.0%
1.00 to 1.49 vehicles	145	15.4%	97.5%
1.50 to 1.99 vehicles	0	0.0%	97.5%
2 or more vehicles	24	2.5%	100.0%
TOTAL RESPONSES	942		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-C

Expanded Results

Entry Stop: St. Mary's St. to Kent St.

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	1,273	91.7%
Not Licensed	115	8.3%
TOTAL	1,389	100.0%
No Answer	20	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	543	40.4%
1 vehicle	579	43.0%
2 vehicles	183	13.6%
3 or more vehicles	40	3.0%
TOTAL	1,346	100.0%
No Answer	63	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	580	42.1%
No	798	57.9%
TOTAL	1,378	100.0%
No Answer	31	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	491	38.1%	38.1%
0.01 to 0.49 vehicles	147	11.4%	49.5%
0.50 to 0.99 vehicles	292	22.6%	72.1%
1.00 to 1.49 vehicles	344	26.7%	98.8%
1.50 to 1.99 vehicles	16	1.2%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,291		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-C

Expanded Results

Entry Stop: St. Paul St. to Summit Ave.

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	3,212	90.8%
Not Licensed	324	9.2%
TOTAL	3,536	100.0%
No Answer	39	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	1,348	38.2%
1 vehicle	1,662	47.2%
2 vehicles	433	12.3%
3 or more vehicles	81	2.3%
TOTAL	3,524	100.0%
No Answer	51	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	1,332	37.9%
No	2,178	62.1%
TOTAL	3,510	100.0%
No Answer	64	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,275	38.0%	38.0%
0.01 to 0.49 vehicles	473	14.1%	52.1%
0.50 to 0.99 vehicles	951	28.4%	80.5%
1.00 to 1.49 vehicles	643	19.2%	99.7%
1.50 to 1.99 vehicles	3	0.1%	99.8%
2 or more vehicles	7	0.2%	100.0%
TOTAL RESPONSES	3,352		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-C

Expanded Results

Entry Stop: Brandon Hall to Tappan St.

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	1,697	89.4%
Not Licensed	202	10.6%
TOTAL	1,899	100.0%
No Answer	30	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	922	48.2%
1 vehicle	799	41.8%
2 vehicles	137	7.2%
3 or more vehicles	54	2.8%
TOTAL	1,911	100.0%
No Answer	18	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	562	29.5%
No	1,343	70.5%
TOTAL	1,906	100.0%
No Answer	24	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	877	47.9%	47.9%
0.01 to 0.49 vehicles	209	11.4%	59.3%
0.50 to 0.99 vehicles	425	23.2%	82.5%
1.00 to 1.49 vehicles	299	16.3%	98.8%
1.50 to 1.99 vehicles	7	0.4%	99.2%
2 or more vehicles	14	0.8%	100.0%
TOTAL RESPONSES	1,831		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-C

Expanded Results

Entry Stop: Dean Rd. to Cleveland Circle

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	1,388	90.2%
Not Licensed	152	9.8%
TOTAL	1,540	100.0%
No Answer	17	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	606	39.9%
1 vehicle	689	45.4%
2 vehicles	179	11.8%
3 or more vehicles	44	2.9%
TOTAL	1,517	100.0%
No Answer	40	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	511	33.4%
No	1,018	66.6%
TOTAL	1,529	100.0%
No Answer	28	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	577	39.4%	39.4%
0.01 to 0.49 vehicles	124	8.5%	47.9%
0.50 to 0.99 vehicles	421	28.8%	76.7%
1.00 to 1.49 vehicles	325	22.2%	98.9%
1.50 to 1.99 vehicles	16	1.1%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,463		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-D
 Entry Station: Fenway

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	937	87.8%
Not Licensed	130	12.2%
TOTAL	1,066	100.0%
No Answer	3	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	416	39.8%
1 vehicle	358	34.2%
2 vehicles	170	16.2%
3 or more vehicles	103	9.9%
TOTAL	1,047	100.0%
No Answer	23	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	338	32.5%
No	701	67.5%
TOTAL	1,040	100.0%
No Answer	30	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	409	39.9%	39.9%
0.01 to 0.49 vehicles	100	9.8%	49.7%
0.50 to 0.99 vehicles	307	29.9%	79.6%
1.00 to 1.49 vehicles	183	17.8%	97.4%
1.50 to 1.99 vehicles	27	2.6%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,025		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-D
 Entry Station: Longwood

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	888	88.2%
Not Licensed	119	11.8%
TOTAL	1,007	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	251	25.1%
1 vehicle	435	43.6%
2 vehicles	204	20.5%
3 or more vehicles	107	10.8%
TOTAL	998	100.0%
No Answer	9	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	429	43.2%
No	563	56.8%
TOTAL	992	100.0%
No Answer	15	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	239	24.6%	24.6%
0.01 to 0.49 vehicles	158	16.3%	40.9%
0.50 to 0.99 vehicles	294	30.2%	71.1%
1.00 to 1.49 vehicles	214	22.0%	93.2%
1.50 to 1.99 vehicles	41	4.2%	97.4%
2 or more vehicles	25	2.6%	100.0%
TOTAL RESPONSES	972		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-D

Expanded Results

Entry Station: Brookline Village

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	1,696	87.2%
Not Licensed	249	12.8%
TOTAL	1,945	100.0%
No Answer	34	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	745	38.9%
1 vehicle	849	44.4%
2 vehicles	270	14.1%
3 or more vehicles	49	2.6%
TOTAL	1,913	100.0%
No Answer	66	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	752	38.6%
No	1,198	61.4%
TOTAL	1,950	100.0%
No Answer	29	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	723	38.5%	38.5%
0.01 to 0.49 vehicles	389	20.7%	59.2%
0.50 to 0.99 vehicles	572	30.4%	89.6%
1.00 to 1.49 vehicles	184	9.8%	99.4%
1.50 to 1.99 vehicles	5	0.3%	99.7%
2 or more vehicles	5	0.3%	100.0%
TOTAL RESPONSES	1,878		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-D

Expanded Results

Entry Station: Brookline Hills

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	947	87.2%
Not Licensed	139	12.8%
TOTAL	1,086	100.0%
No Answer	22	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	245	22.6%
1 vehicle	622	57.3%
2 vehicles	137	12.6%
3 or more vehicles	81	7.5%
TOTAL	1,086	100.0%
No Answer	22	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	552	50.8%
No	535	49.2%
TOTAL	1,087	100.0%
No Answer	21	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	232	21.9%	21.9%
0.01 to 0.49 vehicles	342	32.3%	54.2%
0.50 to 0.99 vehicles	339	32.0%	86.2%
1.00 to 1.49 vehicles	117	11.1%	97.3%
1.50 to 1.99 vehicles	0	0.0%	97.3%
2 or more vehicles	29	2.7%	100.0%
TOTAL RESPONSES	1,059		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-D

Entry Station: Beaconsfield

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	682	93.3%
Not Licensed	49	6.7%
TOTAL	731	100.0%
No Answer	18	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	251	33.7%
1 vehicle	289	38.8%
2 vehicles	167	22.5%
3 or more vehicles	38	5.1%
TOTAL	745	100.0%
No Answer	3	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	333	44.5%
No	415	55.5%
TOTAL	749	100.0%
No Answer	0	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	239	33.6%	33.6%
0.01 to 0.49 vehicles	125	17.5%	51.0%
0.50 to 0.99 vehicles	245	34.4%	85.4%
1.00 to 1.49 vehicles	99	13.9%	99.4%
1.50 to 1.99 vehicles	4	0.6%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	713		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-D
 Entry Station: Reservoir

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,820	89.3%
Not Licensed	218	10.7%
TOTAL	2,038	100.0%
No Answer	73	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	530	25.6%
1 vehicle	1,035	50.0%
2 vehicles	390	18.8%
3 or more vehicles	116	5.6%
TOTAL	2,071	100.0%
No Answer	41	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	847	41.3%
No	1,205	58.7%
TOTAL	2,052	100.0%
No Answer	60	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	512	25.2%	25.2%
0.01 to 0.49 vehicles	309	15.2%	40.4%
0.50 to 0.99 vehicles	758	37.4%	77.8%
1.00 to 1.49 vehicles	397	19.6%	97.3%
1.50 to 1.99 vehicles	9	0.5%	97.8%
2 or more vehicles	45	2.2%	100.0%
TOTAL RESPONSES	2,030		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-D

Expanded Results

Entry Station: Chestnut Hill

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	443	91.8%
Not Licensed	39	8.2%
TOTAL	482	100.0%
No Answer	3	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	39	8.2%
1 vehicle	191	39.6%
2 vehicles	203	42.1%
3 or more vehicles	49	10.1%
TOTAL	482	100.0%
No Answer	3	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	343	71.5%
No	136	28.5%
TOTAL	479	100.0%
No Answer	6	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	39	8.3%	8.3%
0.01 to 0.49 vehicles	121	25.6%	33.9%
0.50 to 0.99 vehicles	161	34.0%	67.9%
1.00 to 1.49 vehicles	140	29.5%	97.4%
1.50 to 1.99 vehicles	6	1.3%	98.7%
2 or more vehicles	6	1.3%	100.0%
TOTAL RESPONSES	473		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-D

Expanded Results

Entry Station: Newton Centre

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	797	89.1%
Not Licensed	97	10.9%
TOTAL	894	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	101	11.4%
1 vehicle	340	38.3%
2 vehicles	338	38.0%
3 or more vehicles	109	12.3%
TOTAL	888	100.0%
No Answer	6	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	563	64.3%
No	313	35.7%
TOTAL	876	100.0%
No Answer	18	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	95	11.1%	11.1%
0.01 to 0.49 vehicles	146	17.0%	28.2%
0.50 to 0.99 vehicles	361	42.2%	70.4%
1.00 to 1.49 vehicles	232	27.1%	97.5%
1.50 to 1.99 vehicles	22	2.5%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	855		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-D

Expanded Results

Entry Station: Newton Highlands

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	533	90.8%
Not Licensed	54	9.2%
TOTAL	587	100.0%
No Answer	4	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	79	13.4%
1 vehicle	236	40.3%
2 vehicles	237	40.5%
3 or more vehicles	34	5.9%
TOTAL	587	100.0%
No Answer	4	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	385	65.2%
No	205	34.8%
TOTAL	590	100.0%
No Answer	0	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	71	12.9%	12.9%
0.01 to 0.49 vehicles	109	19.9%	32.8%
0.50 to 0.99 vehicles	221	40.1%	72.9%
1.00 to 1.49 vehicles	138	25.1%	97.9%
1.50 to 1.99 vehicles	8	1.4%	99.3%
2 or more vehicles	4	0.7%	100.0%
TOTAL RESPONSES	550		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-D
 Entry Station: Eliot

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	449	96.6%
Not Licensed	16	3.4%
TOTAL	465	100.0%
No Answer	9	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	21	4.6%
1 vehicle	179	38.5%
2 vehicles	244	52.6%
3 or more vehicles	20	4.4%
TOTAL	465	100.0%
No Answer	9	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	310	68.5%
No	143	31.5%
TOTAL	453	100.0%
No Answer	20	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	16	3.6%	3.6%
0.01 to 0.49 vehicles	122	27.7%	31.3%
0.50 to 0.99 vehicles	180	40.8%	72.1%
1.00 to 1.49 vehicles	109	24.7%	96.7%
1.50 to 1.99 vehicles	0	0.0%	96.7%
2 or more vehicles	14	3.3%	100.0%
TOTAL RESPONSES	441		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-D
 Entry Station: Waban

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	329	98.7%
Not Licensed	4	1.3%
TOTAL	333	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	18	5.5%
1 vehicle	112	35.0%
2 vehicles	153	47.7%
3 or more vehicles	38	11.8%
TOTAL	320	100.0%
No Answer	13	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	246	75.7%
No	79	24.3%
TOTAL	325	100.0%
No Answer	8	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	18	5.5%	5.5%
0.01 to 0.49 vehicles	30	9.4%	14.9%
0.50 to 0.99 vehicles	153	48.4%	63.4%
1.00 to 1.49 vehicles	112	35.3%	98.7%
1.50 to 1.99 vehicles	4	1.3%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	316		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-D
 Entry Station: Woodland

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	820	98.7%
Not Licensed	11	1.3%
TOTAL	831	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	73	8.9%
1 vehicle	261	31.8%
2 vehicles	356	43.4%
3 or more vehicles	130	15.9%
TOTAL	820	100.0%
No Answer	11	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	559	68.2%
No	261	31.8%
TOTAL	820	100.0%
No Answer	11	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	52	6.8%	6.8%
0.01 to 0.49 vehicles	95	12.3%	19.1%
0.50 to 0.99 vehicles	313	40.7%	59.8%
1.00 to 1.49 vehicles	287	37.3%	97.1%
1.50 to 1.99 vehicles	11	1.5%	98.5%
2 or more vehicles	11	1.5%	100.0%
TOTAL RESPONSES	770		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-D

Entry Station: Riverside

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,344	92.8%
Not Licensed	105	7.2%
TOTAL	1,449	100.0%
No Answer	7	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	67	4.7%
1 vehicle	444	31.0%
2 vehicles	682	47.5%
3 or more vehicles	242	16.9%
TOTAL	1,435	100.0%
No Answer	21	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,017	70.6%
No	424	29.4%
TOTAL	1,441	100.0%
No Answer	15	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	47	3.5%	3.5%
0.01 to 0.49 vehicles	225	16.5%	19.9%
0.50 to 0.99 vehicles	556	40.7%	60.6%
1.00 to 1.49 vehicles	489	35.8%	96.4%
1.50 to 1.99 vehicles	42	3.1%	99.5%
2 or more vehicles	7	0.5%	100.0%
TOTAL RESPONSES	1,366		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-E
 Entry Stop: Northeastern

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	966	87.7%
Not Licensed	136	12.3%
TOTAL	1,102	100.0%
No Answer	15	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	522	48.0%
1 vehicle	258	23.7%
2 vehicles	77	7.1%
3 or more vehicles	231	21.3%
TOTAL	1,087	100.0%
No Answer	30	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	259	23.5%
No	843	76.5%
TOTAL	1,102	100.0%
No Answer	15	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	506	47.9%	47.9%
0.01 to 0.49 vehicles	136	12.8%	60.8%
0.50 to 0.99 vehicles	273	25.8%	86.6%
1.00 to 1.49 vehicles	77	7.3%	93.8%
1.50 to 1.99 vehicles	16	1.5%	95.4%
2 or more vehicles	49	4.6%	100.0%
TOTAL RESPONSES	1,057		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-E

Expanded Results

Entry Stop: Museum Of Fine Arts

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	754	90.7%
Not Licensed	78	9.3%
TOTAL	831	100.0%
No Answer	11	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	205	24.9%
1 vehicle	293	35.7%
2 vehicles	155	18.9%
3 or more vehicles	169	20.6%
TOTAL	821	100.0%
No Answer	21	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	391	48.3%
No	419	51.7%
TOTAL	810	100.0%
No Answer	32	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	205	25.9%	25.9%
0.01 to 0.49 vehicles	120	15.2%	41.1%
0.50 to 0.99 vehicles	226	28.6%	69.7%
1.00 to 1.49 vehicles	218	27.6%	97.3%
1.50 to 1.99 vehicles	21	2.7%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	789		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-E

Expanded Results

Entry Stop: Longwood Medical Area

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	1,734	90.7%
Not Licensed	177	9.3%
TOTAL	1,911	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	673	36.1%
1 vehicle	775	41.6%
2 vehicles	347	18.6%
3 or more vehicles	68	3.6%
TOTAL	1,863	100.0%
No Answer	48	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	700	38.1%
No	1,136	61.9%
TOTAL	1,836	100.0%
No Answer	75	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	660	36.6%	36.6%
0.01 to 0.49 vehicles	265	14.7%	51.3%
0.50 to 0.99 vehicles	476	26.4%	77.7%
1.00 to 1.49 vehicles	340	18.9%	96.6%
1.50 to 1.99 vehicles	41	2.3%	98.9%
2 or more vehicles	20	1.1%	100.0%
TOTAL RESPONSES	1,802		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-E

Entry Stop: Brigham Circle

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	854	83.1%
Not Licensed	174	16.9%
TOTAL	1,028	100.0%
No Answer	52	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	432	41.7%
1 vehicle	329	31.7%
2 vehicles	202	19.5%
3 or more vehicles	74	7.1%
TOTAL	1,036	100.0%
No Answer	44	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	389	37.2%
No	658	62.8%
TOTAL	1,047	100.0%
No Answer	33	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	394	40.7%	40.7%
0.01 to 0.49 vehicles	152	15.7%	56.4%
0.50 to 0.99 vehicles	278	28.7%	85.1%
1.00 to 1.49 vehicles	136	14.1%	99.2%
1.50 to 1.99 vehicles	8	0.8%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	969		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

GREEN LINE-E

Expanded Results

Entry Stop: Fenwood Rd. to Back of the Hill

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	627	87.3%
Not Licensed	91	12.7%
TOTAL	719	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	250	36.9%
1 vehicle	302	44.6%
2 vehicles	125	18.5%
3 or more vehicles	0	0.0%
TOTAL	677	100.0%
No Answer	42	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	311	45.5%
No	372	54.5%
TOTAL	682	100.0%
No Answer	36	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	250	39.9%	39.9%
0.01 to 0.49 vehicles	105	16.8%	56.7%
0.50 to 0.99 vehicles	172	27.4%	84.1%
1.00 to 1.49 vehicles	100	15.9%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	627		

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Vehicle Availability

Expanded Results

GREEN LINE-E
 Entry Stop: Heath Street

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	478	93.0%
Not Licensed	36	7.0%
TOTAL	514	100.0%
No Answer	14	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	200	38.9%
1 vehicle	200	38.9%
2 vehicles	72	14.0%
3 or more vehicles	42	8.1%
TOTAL	514	100.0%
No Answer	14	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	189	38.4%
No	303	61.6%
TOTAL	492	100.0%
No Answer	36	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	200	40.0%	40.0%
0.01 to 0.49 vehicles	50	10.0%	50.0%
0.50 to 0.99 vehicles	133	26.6%	76.7%
1.00 to 1.49 vehicles	103	20.5%	97.2%
1.50 to 1.99 vehicles	14	2.8%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	500		



Service Quality

The data in this chapter summarize the ratings that riders who began their rapid transit trips at Green Line stations gave to MBTA service quality in terms of 11 measures that were listed in question 24 on the survey form. The question asked for the riders' feelings "about MBTA rapid transit service," as opposed to Green Line service 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 Green Line because of strong negative perceptions of one or more service attributes.

After rating the 11 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 varied among stations and branch segments; 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 11 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 station or segment. For each station or segment, one table presents both the ratings and importance rankings for each of the service quality measures. The data for each station or segment are based on the survey responses from riders who started the rapid transit portions of their trips there.

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

14.1 DESCRIPTION OF TABLE

Respondents ranked the quality of 11 attributes of MBTA rapid transit service on a scale from poor (1) to excellent (5) and also indicated which three of the 11 attributes were most important to them. The table for each station or branch segment gives, for each attribute, the percent of respondents at that station or segment 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.

14.2 OVERVIEW OF RESULTS

Reliability (On-Time Performance) *Relative Importance: High*

Central Subway

At every Central Subway station, reliability was the service quality measure checked by the most riders, by far, as one of the three most important ones. Overall, 75% rated reliability as average or better, and the overall mean rating was slightly above average at 3.0. The only stations where mean ratings for reliability were lower than 3.0 were Kenmore (2.9) and Haymarket (2.8).

B Branch

For every B Branch segment, reliability was the service quality measure checked by the most riders as one of the three most important ones. However, only 57% rated reliability as average or better, and the overall mean rating was below average, at 2.6. The mean rating for individual branch segments ranged from 2.3 to 2.9.

C Branch

For every C Branch segment, reliability was the service quality measure checked by the most riders as one of the three most important ones. Overall, 66% rated reliability as average or better, and the overall mean rating was slightly below average at 2.8. The mean rating for individual branch segments ranged from 2.7 to 2.9.

D Branch

At all but one D Branch stop, reliability was the service quality measure checked by the most riders as one of the three most important ones. (At Eliot Station, frequency was slightly ahead of reliability.) Overall, 68% of D Branch riders rated reliability as average or better, and the overall mean rating was

slightly below average, at 2.9. The mean rating at individual stations ranged from 2.6 to 3.3.

E Branch

For every E Branch segment, reliability was the service quality measure checked by the most riders as one of the three most important ones. Overall, 76% rated reliability as average or better, and the overall mean rating was average, at 3.0. The mean rating for individual stops and the branch segment ranged from 2.7 to 3.3.

Safety and Security Relative Importance: Medium

Central Subway

Overall, 92% of Central Subway riders rated safety and security as average or better. The overall mean rating was 3.6, tying it with fare collection for the highest rating. The mean rating at individual stations ranged from 3.4 to 4.0. Overall, this measure was rated by the fourth-largest number of riders as one of the three most important.

B Branch

Overall, 93% of B Branch riders rated safety and security as average or better. The overall mean rating was 3.7, making it highest-rated of the 11 service quality measures. The mean rating for individual branch segments ranged from 3.6 to 3.8. Overall, this measure was rated by the fourth-largest number of riders as one of the three most important.

C Branch

Overall, 94% of C Branch riders rated safety and security as average or better. The overall mean rating was 3.7, making it the highest rated of the 11 service quality measures. The mean rating for individual branch segments ranged from 3.7 to 3.8. Overall, this measure was rated by the fourth-largest number of riders as one of the three most important.

D Branch

Overall, 96% of D Branch riders rated safety and security as average or better. The overall mean rating was 3.8, making it the highest rated of the 11 service quality measures. The mean rating at individual stations ranged from 3.6 to 3.8. Overall, this measure was rated by the fourth-largest number of riders as one of the three most important.

E Branch

Overall, 93% of E Branch riders rated safety and security as average or better. The overall mean rating was 3.6, tying it with the announcement of stations for the highest rating. The mean rating for individual stops and the branch segment

ranged from 3.5 to 3.9. Overall, this measure was rated by the fourth-largest number of riders as one of the three most important.

Cleanliness/Condition of Vehicles *Relative Importance: Medium*

Central Subway

Overall, 73% of Central Subway riders rated the cleanliness and condition of vehicles as average or better. The overall mean rating was just average, at 3.0. The mean rating at individual stations ranged from 2.8 to 3.3.

B Branch

Overall, 83% of B Branch riders rated cleanliness/condition of vehicles as average or better. The overall mean rating was slightly above average, at 3.2. The mean rating for individual branch segments ranged from 2.9 to 3.3.

C Branch

Overall, 80% of C Branch riders rated cleanliness/condition of vehicles as average or better. The overall mean rating was slightly above average, at 3.1. The mean rating for individual branch segments ranged from 3.1 to 3.2.

D Branch

Overall, 80% of D Branch riders rated cleanliness/condition of vehicles as average or better. The overall mean rating was slightly above average, at 3.1. The mean rating at individual stations ranged from 2.9 to 3.2.

E Branch

Overall, 78% of E Branch riders rated cleanliness/condition of vehicles as average or better. The overall mean rating was slightly above average, at 3.1. The mean rating for individual stops and the branch segment ranged from 2.9 to 3.2.

Courtesy of Train Crews *Relative Importance: Low*

Central Subway

Overall, 82% of Central Subway riders rated the courtesy of train crews as average or better. The overall mean rating was slightly above average, at 3.3. The mean rating at individual stations ranged from 3.1 to 3.6.

B Branch

Overall, 73% of B Branch riders rated courtesy of train crews as average or better. The overall mean rating was just average, at 3.0. The mean rating for individual branch segments ranged from 2.9 to 3.1.

C Branch

Overall, 80% of C Branch riders rated the courtesy of train crews as average or better. The overall mean rating was just above average, at 3.2. The mean rating for individual branch segments ranged from 3.1 to 3.2.

D Branch

Overall, 79% of D Branch riders rated the courtesy of train crews as average or better. The overall mean rating was just above average, at 3.2. The mean rating at individual stations ranged from 3.0 to 3.4.

E Branch

Overall, 80% of E Branch riders rated the courtesy of train crews as average or better. The overall mean rating was just above average, at 3.2. The mean rating for individual stops and the branch segment ranged from 3.1 to 3.3.

Announcement of Stations *Relative Importance: Low****Central Subway***

Overall, 77% of Central Subway riders rated the announcement of stations as average or better. The overall mean rating was slightly above average, at 3.3. The mean rating at individual stations ranged from 3.2 to 3.6. However, this measure of service quality was checked by the third-lowest number of riders as one of the three most important.

B Branch

Overall, 83% of B Branch riders rated the announcement of stations as average or better. The overall mean rating was better than average, at 3.5. The mean rating for individual branch segments ranged from 3.2 to 3.6. However, this measure was checked by the third-lowest number of riders as one of the three most important.

C Branch

Overall, 81% of C Branch riders rated the announcement of stations as average or better. The overall mean rating was better than average, at 3.4. The mean rating for individual branch segments ranged from 3.3 to 3.5. However, this measure was checked by the third-lowest number of riders as one of the three most important.

D Branch

Overall, 80% of D Branch riders rated the announcement of stations as average or better. The overall mean rating was better than average, at 3.4. The mean rating at individual stations ranged from 3.1 to 3.5. However, this measure was checked by the second-lowest number of riders as one of the three most important.

E Branch

Overall, 85% of E Branch riders rated the announcement of stations as average or better. The overall mean rating was better than average, at 3.6. This measure was tied with “safety and security” as the second-highest-rated measure on the E Branch. The mean rating for individual stops and the branch segment ranged from 3.4 to 3.7. However, this measure was checked by the third-lowest number of riders as one of the three most important.

Availability of Seating on Trains *Relative Importance: Medium*

Central Subway

Overall, 66% of Central Subway riders rated the availability of seating on trains as average or better. The overall mean rating was slightly lower than average, at 2.8. The mean rating at individual stations ranged from 2.6 to 3.2. The highest rating was at Lechmere, at the end of the line, where boardings per train are usually below the seating capacity. The lowest ratings were at Kenmore and Hynes, where trains are often very crowded.

B Branch

Overall, only 52% of B Branch riders rated the availability of seating on trains as average or better. The overall mean rating of 2.5 was the lowest for any of the service quality measures on the B Branch. The mean rating for individual branch segments ranged from 2.3 to 2.8. The highest rating was on the outermost segment, from Chestnut Hill Avenue to Boston College, where trains are least crowded.

C Branch

Overall, only 54% of C Branch riders rated the availability of seating on trains as average or better. The overall mean rating of 2.5 was the lowest for any of the service quality measures on the C Branch. The mean rating for individual branch segments ranged from 2.4 to 2.8. The highest rating was on the outermost segment, from Dean Road to Cleveland Circle, where trains are least crowded.

D Branch

Overall, only 55% of D Branch riders rated the availability of seating on trains as average or better. The overall mean rating of 2.6 was the lowest for any of the service quality measures on the D Branch. The mean rating for individual branch segments ranged from 2.2 to 3.0. The highest rating was at Riverside, the outermost station on the branch, where trains are least crowded.

E Branch

Overall, 70% of E Branch riders rated the availability of seating on trains as average or better. The overall mean rating of 2.9 was only slightly lower than average. The mean rating for individual stops and the branch segment ranged

from 2.7 to 3.1. The highest ratings were at the stops from Brigham Circle to Heath Street, where trains are least crowded.

Frequency of Service *Relative Importance: High*

Central Subway

Overall, “frequency of service” was checked by the second-largest number of Central Subway riders as one of the three most important service quality measures. It was also checked by the second-largest number of riders at each individual station except Science Park, where it was fourth. Overall, 70% of Central Subway riders rated the frequency of service as average or better. The overall mean rating was just average, at 3.0. The mean rating at individual stations ranged from 2.9 to 3.1.

B Branch

Overall, “frequency of service” was checked by the second-largest number of B Branch riders as one of the three most important service quality measures. It was also checked by the second-largest number of riders at each branch segment. Overall, only 55% of B Branch riders rated the frequency of service as average or better. The overall mean rating was lower than average, at 2.6, making it one of the lowest-rated measures on the B Branch. The mean rating for individual branch segments ranged from 2.4 to 2.7.

C Branch

Overall, “frequency of service” was checked by the second-largest number of C Branch riders as one of the three most important service quality measures. It was also checked by the second-largest number of riders at each branch segment. Overall, only 58% of C Branch riders rated the frequency of service as average or better. The overall mean rating was lower than average, at 2.7, making it one of the lower-rated measures on the C Branch. The mean rating for individual branch segments ranged from 2.6 to 2.9.

D Branch

Overall, “frequency of service” was checked by the second-largest number of D Branch riders as one of the three most important service quality measures. It was also checked by the second-largest number of riders at each stop except Eliot, where it was first. Overall, only 60% of D Branch riders rated the frequency of service as average or better. The overall mean rating was lower than average, at 2.7, making it one of the lowest-rated measures on the D Branch. The mean rating at individual stations ranged from 2.5 to 3.0.

E Branch

Overall, “frequency of service” was checked by the second-largest number of E Branch riders as one of the three most important service quality measures. It was also checked by the second-largest number of riders at each stop or branch

segment. Overall, 65% of E Branch riders rated the frequency of service as average or better. The overall mean rating was slightly lower than average, at 2.9, making it one of the lower-rated measures on the E Branch. The mean rating for individual stops and the branch segment ranged from 2.7 to 3.1.

Travel Time/Speed Relative Importance: High

Central Subway

Overall, “travel time/speed” was checked by the third-largest number of Central Subway riders as one of the three most important service quality measures. It was also checked by the third- or fourth-largest number of riders at each individual station except Symphony, where it was fifth. Overall, 76% of Central Subway riders rated travel time/speed as average or better. The overall mean rating was slightly better than average, at 3.1. The mean rating at individual stations ranged from 3.0 to 3.5.

B Branch

Overall, “travel time/speed” was checked by the third-largest number of B Branch riders as one of the three most important service quality measures. It was also checked by the third -largest number of riders at each segment. Overall, only 54% of B Branch riders rated travel time/speed as average or better. The overall mean rating of 2.6 was one of the lowest for any measure on the B Branch. The mean rating for individual branch segments ranged from 2.4 to 2.7.

C Branch

Overall, “travel time/speed” was checked by the third-largest number of C Branch riders as one of the three most important service quality measures. It was also checked by the third -largest number of riders at each segment. Overall, 62% of C Branch riders rated travel time/speed as average or better. The overall mean rating of 2.8 was one of the lowest ratings for any measure on the C Branch. The mean rating for individual branch segments ranged from 2.7 to 2.9.

D Branch

Overall, “travel time/speed” was checked by the third-largest number of D Branch riders as one of the three most important service quality measures. It was also checked by the third- or fourth-largest number of riders at each individual station. Overall, 71% of D Branch riders rated travel time/speed as average or better. The overall mean rating was 3.0, or “average.” The mean rating at individual stations ranged from 2.7 to 3.2.

E Branch

Overall, “travel time/speed” was checked by the third-largest number of E Branch riders as one of the three most important service quality measures. It

was also checked by the third- or fourth-largest number of riders at each individual stop and segment. Overall, 79% of E Branch riders rated travel time/speed as average or better. The overall mean rating of 3.1 was slightly better than average. The mean rating for individual stops and the branch segment ranged from 3.0 to 3.3.

Parking Availability Relative Importance: Very Low

Central Subway

Most Central Subway stations have no dedicated parking. Less than half of the Central Subway riders who completed the service quality measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by only 64%, with a mean rating of 2.8. This was among the lowest ratings on the Central Subway for any of the 11 measures. The mean rating at individual stations ranged from 2.5 to 3.1. Parking availability was checked by the second-lowest number of Central Subway riders as one of the three most important measures.

B Branch

No stops along the B Branch have dedicated parking. Only 40% of the B Branch riders who completed the service quality measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by only 66%, with a mean rating of 2.7. This was among the lowest ratings on the B Branch for any of the 11 measures. The mean rating for individual branch segments ranged from 2.6 to 2.9. Parking availability was checked by the lowest number of B Branch riders as one of the three most important measures.

C Branch

No stops along the C Branch have dedicated parking. Only 40% of the C Branch riders who completed the service quality measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by only 65%, with a mean rating of 2.7. This was among the lowest ratings on the C Branch for any of the 11 measures. The mean rating for individual branch segments ranged from 2.6 to 2.8. Parking availability was checked by the second-lowest number of C Branch riders as one of the three most important measures.

D Branch

Most stops along the D Branch have some dedicated parking. Nevertheless, only 57% of the D Branch riders who completed the service quality measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by 69%, with a mean rating of 3.0. The mean rating at individual stations ranged from 2.4 to 3.8. The highest ratings were from passengers boarding at stations with the largest parking

capacities (Riverside and Woodland). Parking availability was checked by the fourth-lowest number of D Branch riders as one of the three most important measures.

E Branch

No stops along the E Branch have dedicated parking. Only about half of the E Branch riders who completed the service quality measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by 69%, with a mean rating of 2.8. This was among the lowest ratings on the E Branch for any of the 11 measures. The mean rating for individual stops and the branch segment ranged from 2.3 to 3.0. Parking availability was checked by the second-lowest number of E Branch riders as one of the three most important measures.

Station Amenities Relative Importance: Very Low

Central Subway

Overall, “station amenities” was checked by the lowest number of Central Subway riders as one of the three most important service quality measures. It was also checked by the lowest or second-lowest number of riders at each individual station. Overall, only 57% of Central Subway riders rated station amenities as average or better, with an overall mean rating of 2.6. This was the lowest rating for any of the 11 service quality measures on the Central Subway. The mean rating at individual stations ranged from 2.4 to 2.9.

Many of the passengers at Central Subway stations and stops on the four Green Line branches who answered the service quality section of the survey expressed no opinions about station amenities. Since this is not a very clearly defined term, some of those who gave it no rating may have been uncertain as to what it meant.

B Branch

Overall, “station amenities” was checked by the second-lowest number of B Branch riders as one of the three most important service quality measures. It was also checked by the lowest or second-lowest number of riders at each segment. Overall, only 57% of B Branch riders rated station amenities as average or better, with an overall mean rating of 2.6. This was among the lowest ratings for any of the 11 service quality measures on the B Branch. The mean rating for individual branch segments ranged from 2.5 to 2.6.

C Branch

Overall, “station amenities” was checked by the lowest number of C Branch riders as one of the three most important service quality measures. It was also checked by the lowest number of riders at each segment. Overall, only 58% of C Branch riders rated station amenities as average or better, with an overall mean rating of 2.6. This was among the lowest ratings for any of the 11 service

quality measures on the C Branch. The mean rating for each branch segment was also 2.6.

D Branch

Overall, “station amenities” was checked by the lowest number of D Branch riders as one of the three most important service quality measures. It was also checked by the lowest or second-lowest number of riders at most individual stations. Overall, only 64% of D Branch riders rated station amenities as average or better, with an overall mean rating of 2.8. This was among the lowest ratings for any of the 11 service quality measures on the D Branch. The mean rating at individual stations ranged from 2.5 to 2.9.

E Branch

Overall, “station amenities” was checked by the lowest number of E Branch riders as one of the three most important service quality measures. It was also checked by the lowest or second-lowest number of riders at each stop or segment. Overall, only 63% of E Branch riders rated station amenities as average or better, with an overall mean rating of 2.7. This was the lowest rating for any of the 11 service quality measures on the E Branch. The mean rating for individual stops and the branch segment ranged from 2.5 to 2.9.

Fare Collection System *Relative Importance: Low*

All of the Central Subway stations have off-vehicle fare collection, using faregates that accept CharlieCards, CharlieTickets, and various forms of passes. Many of these fare media can be purchased at fare vending machines in the stations. At all stops on the four branches except Riverside, on the D Branch, fares are collected on-board trains. In addition to the various tickets and passes that can be used in the Central Subway, passengers can pay directly using cash on-board trains. Stops on the D Branch have fare-vending machines, but stops on the B, C, and E Branches do not.

Central Subway

Overall, 84% of Central Subway riders rated the fare collection system as average or better, with an overall mean of 3.6. This was tied with “safety and security” as the highest-rated of the 11 service quality measures. However, “fare-collection” was checked by the fourth-lowest number of riders as one of the three most important service quality measures.

B Branch

Overall, 77% of B Branch riders rated the fare collection system as average or better. The overall mean rating of 3.3 was one of the higher ratings for any of the service quality measures on the B Branch. The mean rating for individual branch segments ranged from 3.2 to 3.4. However, fare-collection was checked by the fourth-lowest number of riders as one of the three most important service quality measures.

C Branch

Overall, 77% of C Branch riders rated the fare collection system as average or better. The overall mean rating of 3.3 was one of the higher ratings for any of the service quality measures on the C Branch. The mean rating for individual branch segments ranged from 3.2 to 3.4. However, fare-collection was checked by the fourth-lowest number of riders as one of the three most important service quality measures.

D Branch

Overall, 77% of D Branch riders rated the fare collection system as average or better. The overall mean rating of 3.3 was one of the highest ratings for any of the service quality measures on the D Branch. The mean rating at individual stations ranged from 3.0 to 3.6. However, “fare collection” was checked by the fifth-lowest number of riders as one of the three most important service quality measures.

E Branch

Overall, 81% of E Branch riders rated the fare collection system as average or better. The overall mean rating of 3.4 was one of the highest ratings for any of the service quality measures on the E Branch. The mean rating for individual stops and the segment ranged from 3.2 to 3.7. However, “fare collection” was checked by the fifth-lowest number of riders as one of the three most important service quality measures.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Lechmere

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	7.9%	13.7%	43.8%	27.0%	7.6%	3,110	89	1,531
Safety and security	3.7	1.6%	1.6%	34.3%	47.0%	15.5%	3,109	90	543
Cleanliness/condition of vehicles	2.9	9.5%	17.4%	44.8%	25.8%	2.5%	3,130	70	344
Courtesy of train crews	3.4	3.5%	13.7%	37.7%	33.6%	11.4%	3,109	90	187
Announcement of stations	3.5	7.0%	12.4%	27.5%	33.3%	19.7%	3,109	90	49
Availability of seating on trains	3.2	3.8%	17.3%	38.6%	33.1%	7.2%	3,149	50	444
Frequency of service	3.0	11.4%	21.9%	35.9%	21.0%	9.8%	3,109	90	1,294
Travel time/speed	3.2	6.9%	16.7%	38.2%	29.2%	9.0%	3,149	50	811
Parking availability	2.8	8.1%	25.6%	46.2%	15.5%	4.7%	1,470	1,729	49
Station amenities	2.7	13.5%	25.5%	43.0%	15.0%	3.0%	2,633	567	20
Fare collection system	3.8	3.2%	7.4%	23.4%	34.7%	31.3%	3,049	150	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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Science Park

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	6.3%	20.4%	22.2%	40.0%	11.1%	451	22	186
Safety and security	4.0	0.0%	6.3%	12.6%	54.1%	27.0%	451	22	135
Cleanliness/condition of vehicles	3.3	10.8%	12.6%	25.5%	40.0%	11.1%	451	22	20
Courtesy of train crews	3.6	1.6%	11.7%	33.1%	36.9%	16.7%	429	43	7
Announcement of stations	3.4	14.8%	1.6%	28.4%	35.0%	20.2%	429	43	0
Availability of seating on trains	2.8	14.1%	25.5%	31.8%	22.2%	6.3%	451	22	22
Frequency of service	3.1	15.9%	17.4%	17.1%	35.2%	14.4%	451	22	64
Travel time/speed	3.5	7.8%	11.1%	20.4%	44.8%	15.9%	451	22	79
Parking availability	3.1	26.0%	8.7%	10.7%	37.3%	17.3%	251	222	0
Station amenities	2.6	19.7%	32.2%	20.1%	22.0%	6.1%	358	115	0
Fare collection system	3.9	3.1%	6.6%	13.2%	48.6%	28.4%	429	43	22

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: North Station

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	9.9%	15.3%	41.9%	27.0%	5.9%	4,657	124	2,653
Safety and security	3.7	1.9%	4.8%	31.9%	48.0%	13.4%	4,584	197	1,173
Cleanliness/condition of vehicles	2.8	12.8%	17.6%	45.7%	21.1%	2.7%	4,676	105	666
Courtesy of train crews	3.4	2.5%	12.0%	40.0%	35.0%	10.5%	4,638	143	181
Announcement of stations	3.2	8.3%	16.5%	32.3%	30.6%	12.3%	4,660	121	205
Availability of seating on trains	2.9	9.5%	22.9%	43.1%	19.2%	5.3%	4,641	140	607
Frequency of service	2.9	9.8%	23.0%	38.7%	21.9%	6.5%	4,657	124	1,805
Travel time/speed	3.1	7.8%	12.5%	45.9%	29.2%	4.5%	4,638	143	979
Parking availability	2.9	15.1%	19.1%	36.4%	19.8%	9.7%	3,067	1,714	296
Station amenities	2.6	18.9%	19.4%	45.5%	11.9%	4.3%	4,136	645	32
Fare collection system	3.4	6.6%	9.1%	35.8%	34.9%	13.5%	4,514	267	135

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Haymarket

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.8	12.7%	20.2%	39.5%	26.9%	0.8%	2,865	63	1,519
Safety and security	3.4	3.0%	15.2%	37.4%	30.6%	13.8%	2,801	127	601
Cleanliness/condition of vehicles	2.8	13.2%	26.3%	34.2%	21.9%	4.4%	2,928	0	493
Courtesy of train crews	3.1	8.1%	11.9%	40.3%	37.5%	2.2%	2,906	22	109
Announcement of stations	3.2	11.0%	13.9%	38.0%	21.1%	16.0%	2,928	0	85
Availability of seating on trains	2.8	8.9%	33.0%	36.7%	17.0%	4.4%	2,906	22	172
Frequency of service	3.0	6.6%	14.0%	54.6%	21.8%	3.0%	2,928	0	1,055
Travel time/speed	3.0	5.3%	22.0%	43.9%	25.0%	3.8%	2,821	107	534
Parking availability	2.8	11.9%	29.3%	38.0%	11.9%	8.8%	1,242	1,686	107
Station amenities	2.4	17.5%	26.6%	50.4%	5.5%	0.0%	2,329	599	85
Fare collection system	3.2	12.0%	17.2%	29.3%	21.9%	19.5%	2,843	85	128

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Government Center

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	11.5%	14.1%	29.0%	37.7%	7.6%	2,931	169	1,383
Safety and security	3.6	2.4%	5.6%	32.7%	44.2%	15.1%	2,995	105	578
Cleanliness/condition of vehicles	3.2	4.1%	16.5%	44.5%	29.5%	5.5%	3,090	9	378
Courtesy of train crews	3.3	5.3%	12.6%	43.6%	25.9%	12.6%	2,931	169	41
Announcement of stations	3.3	12.0%	11.5%	28.2%	31.3%	16.9%	2,954	146	105
Availability of seating on trains	2.9	13.0%	19.9%	38.7%	23.0%	5.5%	3,090	9	227
Frequency of service	3.0	14.6%	11.8%	37.3%	30.9%	5.4%	2,931	169	923
Travel time/speed	3.1	11.0%	15.0%	32.6%	34.8%	6.6%	3,058	41	882
Parking availability	2.9	16.3%	16.0%	38.8%	21.4%	7.6%	1,620	1,479	0
Station amenities	2.7	15.9%	21.3%	45.0%	15.0%	2.8%	2,608	492	32
Fare collection system	3.6	5.7%	8.7%	25.5%	36.1%	24.1%	2,890	209	73

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Park Street

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	8.1%	22.2%	33.0%	25.9%	10.7%	4,015	210	1,744
Safety and security	3.6	3.9%	3.4%	35.5%	38.9%	18.3%	4,078	147	883
Cleanliness/condition of vehicles	3.1	8.7%	16.1%	40.9%	29.6%	4.6%	4,110	116	410
Courtesy of train crews	3.2	4.8%	16.1%	40.0%	29.9%	9.3%	3,973	253	252
Announcement of stations	3.4	6.0%	14.4%	30.8%	29.5%	19.3%	4,026	200	84
Availability of seating on trains	2.8	14.0%	18.8%	40.9%	24.1%	2.3%	4,141	84	495
Frequency of service	3.0	10.9%	20.1%	36.5%	23.6%	8.9%	4,141	84	1,420
Travel time/speed	3.2	9.9%	15.3%	33.2%	32.4%	9.2%	4,120	106	988
Parking availability	2.5	22.3%	24.8%	37.6%	9.6%	5.7%	1,649	2,577	94
Station amenities	2.7	14.4%	22.3%	47.8%	13.4%	2.0%	3,206	1,020	0
Fare collection system	3.7	5.4%	9.1%	20.5%	41.7%	23.3%	4,057	169	157

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Boylston

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	7.8%	12.5%	47.9%	24.8%	7.0%	2,649	59	1,157
Safety and security	3.6	1.7%	9.2%	27.9%	47.7%	13.4%	2,642	66	745
Cleanliness/condition of vehicles	3.1	7.6%	14.4%	42.3%	28.4%	7.3%	2,620	88	243
Courtesy of train crews	3.2	6.3%	15.3%	41.2%	24.7%	12.5%	2,598	110	199
Announcement of stations	3.5	6.2%	15.3%	23.8%	32.3%	22.4%	2,605	103	126
Availability of seating on trains	2.8	9.3%	22.9%	46.2%	19.1%	2.5%	2,634	74	199
Frequency of service	2.9	7.9%	22.8%	42.5%	21.7%	5.1%	2,620	88	857
Travel time/speed	3.1	8.8%	15.1%	37.3%	30.3%	8.5%	2,686	22	590
Parking availability	2.8	18.2%	16.7%	37.7%	17.3%	10.2%	1,018	1,690	22
Station amenities	2.6	16.1%	32.5%	31.4%	16.8%	3.1%	2,111	597	66
Fare collection system	3.7	7.8%	4.0%	30.0%	31.4%	26.8%	2,560	148	132

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Arlington

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	6.5%	19.1%	37.9%	32.8%	3.6%	2,208	93	1,152
Safety and security	3.6	3.1%	4.9%	31.6%	49.2%	11.2%	2,223	77	679
Cleanliness/condition of vehicles	2.9	9.4%	18.6%	43.3%	26.1%	2.5%	2,238	62	376
Courtesy of train crews	3.3	5.0%	15.0%	37.9%	31.8%	10.3%	2,190	110	131
Announcement of stations	3.3	7.0%	17.6%	28.7%	33.1%	13.6%	2,169	131	141
Availability of seating on trains	2.7	12.5%	27.7%	38.7%	18.3%	2.8%	2,228	73	269
Frequency of service	3.0	12.3%	17.6%	36.3%	30.4%	3.5%	2,236	64	980
Travel time/speed	3.3	5.1%	11.6%	39.9%	38.1%	5.3%	2,233	67	456
Parking availability	2.5	22.3%	27.6%	30.9%	16.2%	3.0%	950	1,350	56
Station amenities	2.4	20.4%	33.1%	35.5%	10.9%	0.0%	1,863	437	8
Fare collection system	3.7	5.4%	7.4%	25.3%	35.8%	26.0%	2,143	157	136

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Copley

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	5.3%	14.9%	40.7%	32.3%	6.9%	4,981	235	2,473
Safety and security	3.6	2.2%	5.1%	35.1%	45.1%	12.5%	5,064	152	1,500
Cleanliness/condition of vehicles	3.0	8.2%	19.1%	43.9%	26.0%	2.9%	5,114	102	551
Courtesy of train crews	3.3	4.4%	12.2%	42.8%	30.3%	10.3%	5,015	201	131
Announcement of stations	3.4	7.2%	13.7%	28.3%	35.3%	15.4%	5,035	181	167
Availability of seating on trains	2.9	7.4%	23.1%	46.3%	21.3%	1.9%	5,030	187	363
Frequency of service	3.1	6.6%	17.6%	42.6%	25.4%	7.8%	5,034	182	2,033
Travel time/speed	3.3	5.3%	11.8%	38.5%	35.6%	8.9%	5,063	153	1,102
Parking availability	3.0	9.0%	18.6%	43.7%	20.1%	8.5%	2,440	2,776	80
Station amenities	2.4	21.6%	30.4%	36.7%	8.5%	2.7%	4,261	956	32
Fare collection system	3.5	6.9%	11.4%	27.3%	37.5%	17.0%	5,047	169	319

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Hynes Convention Center

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	9.2%	16.9%	43.8%	22.6%	7.5%	3,421	124	1,870
Safety and security	3.8	0.4%	3.8%	30.7%	46.6%	18.6%	3,421	124	976
Cleanliness/condition of vehicles	3.1	3.9%	19.1%	45.5%	27.1%	4.5%	3,460	84	390
Courtesy of train crews	3.2	5.7%	12.6%	42.9%	32.3%	6.5%	3,376	169	92
Announcement of stations	3.3	8.7%	19.6%	27.0%	26.5%	18.2%	3,438	107	129
Availability of seating on trains	2.6	12.6%	30.1%	45.0%	10.0%	2.3%	3,425	119	352
Frequency of service	2.9	7.5%	26.4%	38.9%	21.4%	5.9%	3,443	102	1,502
Travel time/speed	3.0	12.6%	15.9%	40.0%	25.7%	5.7%	3,390	154	936
Parking availability	2.6	19.1%	25.2%	41.6%	9.2%	4.9%	1,334	2,210	45
Station amenities	2.4	18.7%	30.2%	41.9%	8.4%	0.8%	2,913	632	22
Fare collection system	3.7	5.9%	7.2%	23.7%	36.0%	27.2%	3,373	172	96

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Kenmore

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	11.3%	19.2%	38.1%	26.3%	5.0%	3,485	121	2,083
Safety and security	3.6	1.0%	6.7%	39.8%	37.3%	15.3%	3,518	88	644
Cleanliness/condition of vehicles	3.1	3.8%	22.4%	41.7%	24.1%	8.0%	3,441	165	344
Courtesy of train crews	3.2	5.1%	12.5%	44.9%	29.9%	7.6%	3,368	238	234
Announcement of stations	3.2	7.4%	19.0%	31.4%	28.9%	13.3%	3,430	176	172
Availability of seating on trains	2.6	15.0%	26.2%	41.1%	15.4%	2.2%	3,445	161	322
Frequency of service	2.9	8.7%	29.1%	32.0%	26.2%	4.0%	3,493	114	1,541
Travel time/speed	3.0	12.2%	19.6%	32.2%	30.7%	5.2%	3,467	139	1,343
Parking availability	2.7	23.4%	9.7%	43.8%	20.5%	2.6%	1,395	2,211	0
Station amenities	2.5	14.5%	30.5%	43.1%	11.5%	0.4%	2,896	710	37
Fare collection system	3.5	5.4%	10.5%	28.1%	37.2%	18.8%	3,387	220	172

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Prudential

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	6.9%	18.2%	30.1%	38.0%	6.9%	1,065	0	415
Safety and security	3.8	0.0%	3.6%	20.9%	63.8%	11.7%	1,029	37	241
Cleanliness/condition of vehicles	3.0	8.2%	22.4%	32.2%	36.2%	1.0%	1,029	37	95
Courtesy of train crews	3.3	3.6%	17.8%	38.3%	24.0%	16.3%	1,029	37	73
Announcement of stations	3.6	7.9%	4.4%	26.6%	40.4%	20.6%	1,065	0	73
Availability of seating on trains	2.8	13.8%	16.8%	49.3%	16.8%	3.4%	1,065	0	11
Frequency of service	2.7	15.3%	27.0%	28.6%	29.1%	0.0%	1,029	37	357
Travel time/speed	3.2	6.9%	21.2%	27.1%	36.0%	8.9%	1,065	0	153
Parking availability	2.8	11.5%	23.9%	47.9%	9.4%	7.3%	504	562	37
Station amenities	2.9	9.2%	15.6%	50.5%	24.8%	0.0%	913	153	37
Fare collection system	3.7	7.0%	12.6%	16.1%	31.7%	32.6%	1,044	21	121

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MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-SUBWAY

Entry Station: Symphony

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.4	1.8%	7.9%	45.4%	40.0%	4.9%	921	62	580
Safety and security	3.8	0.0%	2.0%	32.8%	48.5%	16.8%	865	117	256
Cleanliness/condition of vehicles	3.0	6.5%	13.7%	56.9%	19.0%	4.0%	855	128	239
Courtesy of train crews	3.4	2.2%	12.2%	40.6%	35.7%	9.3%	782	200	72
Announcement of stations	3.6	4.8%	6.6%	35.0%	30.9%	22.7%	938	45	0
Availability of seating on trains	3.0	3.6%	21.4%	51.1%	23.9%	0.0%	938	45	45
Frequency of service	2.9	10.7%	22.0%	40.5%	23.9%	3.0%	938	45	345
Travel time/speed	3.4	4.8%	11.4%	33.2%	41.1%	9.5%	938	45	196
Parking availability	3.1	9.9%	10.8%	42.3%	31.5%	5.4%	514	469	0
Station amenities	2.6	18.9%	19.5%	43.4%	18.1%	0.0%	799	183	0
Fare collection system	3.6	3.1%	11.9%	23.7%	45.6%	15.7%	893	89	117

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-B

Entry Stop: Blandford St. to BU Central

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.7	13.7%	25.2%	38.4%	20.6%	2.2%	2,120	92	1,371
Safety and security	3.8	0.7%	3.2%	26.0%	53.2%	16.9%	2,120	92	565
Cleanliness/condition of vehicles	3.2	2.1%	15.7%	45.5%	35.6%	1.1%	2,143	69	129
Courtesy of train crews	2.9	9.4%	21.5%	44.3%	20.4%	4.4%	2,097	115	115
Announcement of stations	3.6	1.8%	12.2%	29.5%	37.9%	18.7%	2,074	138	69
Availability of seating on trains	2.6	13.1%	26.8%	47.0%	12.0%	1.1%	2,143	69	207
Frequency of service	2.7	12.4%	23.8%	45.2%	16.3%	2.1%	2,143	69	921
Travel time/speed	2.8	11.4%	28.1%	35.9%	22.5%	2.1%	2,143	69	760
Parking availability	2.7	7.7%	22.2%	59.8%	10.3%	0.0%	892	1,320	23
Station amenities	2.5	16.9%	30.3%	41.8%	11.0%	0.0%	1,716	496	46
Fare collection system	3.2	12.4%	15.1%	26.6%	35.3%	10.6%	2,074	138	143

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-B

Entry Stop: BU West to Babcock

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.3	24.2%	29.6%	35.3%	10.6%	0.4%	2,090	48	967
Safety and security	3.7	2.3%	7.9%	23.3%	50.0%	16.5%	2,114	23	387
Cleanliness/condition of vehicles	3.2	4.1%	13.7%	42.8%	33.2%	6.1%	2,114	23	111
Courtesy of train crews	2.9	9.8%	20.0%	43.8%	18.8%	7.7%	2,098	40	85
Announcement of stations	3.6	5.1%	9.5%	31.2%	30.8%	23.4%	2,082	56	61
Availability of seating on trains	2.3	24.5%	29.7%	34.4%	9.9%	1.5%	2,106	32	250
Frequency of service	2.4	21.4%	32.3%	34.2%	9.8%	2.2%	2,082	56	812
Travel time/speed	2.8	10.1%	25.2%	41.1%	22.4%	1.2%	2,106	32	527
Parking availability	2.8	16.7%	15.7%	44.1%	19.3%	4.2%	801	1,336	46
Station amenities	2.6	19.3%	23.5%	37.3%	19.4%	0.5%	1,594	544	33
Fare collection system	3.4	8.1%	13.9%	29.5%	31.0%	17.5%	2,065	72	47

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-B

Entry Stop: Packards Corner to Harvard Ave.

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.6	13.7%	33.8%	36.1%	14.4%	2.0%	3,500	120	2,021
Safety and security	3.6	1.9%	4.8%	36.0%	43.9%	13.4%	3,500	120	671
Cleanliness/condition of vehicles	3.2	4.3%	10.8%	48.5%	31.2%	5.2%	3,523	97	267
Courtesy of train crews	3.0	9.1%	17.5%	45.2%	21.3%	6.8%	3,531	89	230
Announcement of stations	3.5	3.9%	13.0%	33.1%	32.5%	17.5%	3,542	78	75
Availability of seating on trains	2.4	24.9%	27.9%	34.4%	10.1%	2.8%	3,455	166	544
Frequency of service	2.6	16.8%	31.7%	32.4%	17.2%	1.9%	3,519	102	1,580
Travel time/speed	2.5	19.5%	31.0%	32.4%	15.2%	2.0%	3,516	104	1,433
Parking availability	2.6	22.0%	14.1%	47.9%	10.6%	5.4%	1,454	2,166	0
Station amenities	2.6	18.3%	22.3%	45.1%	10.4%	3.9%	2,628	992	14
Fare collection system	3.3	9.1%	12.7%	28.9%	34.0%	15.3%	3,374	247	144

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-B

Entry Stop: Griggs St. to Warren St.

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.7	17.9%	22.0%	39.9%	17.7%	2.6%	2,796	81	1,551
Safety and security	3.8	1.1%	5.0%	30.9%	43.3%	19.7%	2,793	83	465
Cleanliness/condition of vehicles	3.3	3.2%	13.0%	44.5%	33.7%	5.6%	2,794	83	231
Courtesy of train crews	3.1	8.3%	14.6%	42.7%	28.3%	6.1%	2,791	86	91
Announcement of stations	3.6	3.2%	10.8%	30.5%	36.0%	19.5%	2,766	110	83
Availability of seating on trains	2.4	23.9%	28.2%	36.3%	9.1%	2.4%	2,818	59	572
Frequency of service	2.6	17.1%	28.7%	33.2%	17.8%	3.2%	2,795	82	1,168
Travel time/speed	2.5	21.8%	28.4%	30.6%	16.9%	2.2%	2,775	102	1,007
Parking availability	2.9	15.5%	14.7%	46.3%	14.7%	8.7%	1,139	1,738	10
Station amenities	2.6	19.7%	23.7%	39.8%	14.1%	2.6%	2,081	796	42
Fare collection system	3.3	9.7%	13.4%	30.7%	29.8%	16.4%	2,701	175	105

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-B

Entry Stop: Washington St. to Chiswick Rd.

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.7	11.7%	25.3%	43.7%	15.6%	3.7%	1,816	59	1,046
Safety and security	3.7	0.6%	4.0%	31.1%	48.7%	15.7%	1,840	34	307
Cleanliness/condition of vehicles	3.3	2.5%	11.8%	44.3%	35.4%	5.9%	1,840	34	120
Courtesy of train crews	3.1	4.2%	21.9%	42.9%	25.6%	5.4%	1,827	47	127
Announcement of stations	3.4	4.7%	14.3%	34.4%	33.0%	13.6%	1,810	65	73
Availability of seating on trains	2.6	15.8%	26.3%	43.8%	12.4%	1.7%	1,831	44	255
Frequency of service	2.7	12.7%	29.4%	37.2%	16.8%	3.9%	1,805	70	812
Travel time/speed	2.4	23.0%	32.8%	30.5%	11.9%	1.9%	1,819	56	771
Parking availability	2.6	20.0%	17.8%	42.6%	17.7%	1.8%	787	1,087	8
Station amenities	2.6	16.3%	26.6%	39.9%	15.4%	1.8%	1,446	429	23
Fare collection system	3.4	8.7%	10.7%	28.2%	32.5%	20.0%	1,810	65	34

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-B

Entry Stop: Chesnut Hill Ave. to Boston College

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	11.9%	17.8%	41.5%	25.6%	3.2%	963	89	451
Safety and security	3.7	3.0%	8.5%	23.2%	46.4%	18.9%	1,037	15	193
Cleanliness/condition of vehicles	2.9	8.9%	16.1%	49.1%	25.2%	0.7%	1,010	41	98
Courtesy of train crews	3.1	6.3%	15.3%	46.6%	20.7%	11.1%	1,015	37	60
Announcement of stations	3.2	13.6%	17.3%	21.3%	31.9%	15.9%	987	65	49
Availability of seating on trains	2.8	15.8%	13.7%	44.3%	24.0%	2.2%	996	56	72
Frequency of service	2.7	11.6%	29.6%	37.1%	18.7%	3.1%	1,011	41	413
Travel time/speed	2.5	23.1%	21.2%	36.6%	16.8%	2.3%	1,044	7	360
Parking availability	2.6	22.3%	16.0%	43.1%	14.5%	4.2%	525	527	7
Station amenities	2.6	12.8%	33.7%	37.3%	15.3%	0.9%	786	266	0
Fare collection system	3.2	12.5%	17.3%	22.1%	34.4%	13.8%	972	80	15

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-C

Entry Stop: St. Mary's St. to Kent St.

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.8	14.4%	20.8%	38.7%	23.5%	2.6%	1,345	64	731
Safety and security	3.8	1.5%	3.8%	28.1%	50.2%	16.4%	1,379	30	245
Cleanliness/condition of vehicles	3.2	3.7%	12.2%	48.7%	28.5%	6.9%	1,370	39	119
Courtesy of train crews	3.2	6.9%	16.6%	36.9%	29.2%	10.5%	1,353	55	72
Announcement of stations	3.5	4.0%	15.6%	30.0%	30.4%	20.0%	1,349	60	25
Availability of seating on trains	2.5	15.1%	31.9%	39.8%	10.3%	3.0%	1,359	50	214
Frequency of service	2.6	16.7%	23.2%	42.0%	15.4%	2.6%	1,365	44	587
Travel time/speed	2.9	9.4%	22.6%	41.4%	22.4%	4.3%	1,370	39	372
Parking availability	2.7	14.3%	22.3%	48.8%	11.8%	2.8%	569	840	19
Station amenities	2.6	15.3%	27.1%	45.1%	10.3%	2.2%	1,093	315	3
Fare collection system	3.4	6.7%	14.3%	27.2%	35.4%	16.5%	1,342	66	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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-C

Entry Stop: St. Paul St. to Summit Ave.

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.8	13.0%	20.6%	39.8%	23.8%	2.8%	3,477	98	2,126
Safety and security	3.7	1.1%	4.3%	31.2%	46.6%	16.8%	3,467	107	920
Cleanliness/condition of vehicles	3.1	5.5%	13.8%	46.7%	28.4%	5.6%	3,487	88	323
Courtesy of train crews	3.2	4.6%	14.9%	40.7%	32.8%	6.9%	3,500	74	121
Announcement of stations	3.4	7.5%	11.1%	32.5%	31.3%	17.6%	3,486	89	81
Availability of seating on trains	2.4	26.1%	27.8%	33.5%	9.1%	3.5%	3,479	96	597
Frequency of service	2.6	16.0%	26.8%	37.8%	17.4%	2.0%	3,477	98	1,606
Travel time/speed	2.8	13.5%	25.1%	39.1%	17.6%	4.7%	3,461	114	1,148
Parking availability	2.8	9.2%	22.5%	52.2%	10.3%	5.8%	1,562	2,013	60
Station amenities	2.6	12.0%	29.4%	44.8%	10.6%	3.1%	2,826	749	12
Fare collection system	3.2	11.3%	14.6%	32.3%	27.5%	14.3%	3,418	157	170

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-C

Entry Stop: Brandon Hall to Tappan St.

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.7	12.1%	25.5%	43.5%	16.6%	2.3%	1,895	34	1,003
Safety and security	3.7	2.2%	4.3%	27.1%	55.1%	11.3%	1,879	51	511
Cleanliness/condition of vehicles	3.1	5.0%	15.5%	45.8%	29.4%	4.3%	1,837	92	142
Courtesy of train crews	3.2	5.7%	14.2%	39.4%	33.1%	7.6%	1,871	58	130
Announcement of stations	3.5	4.6%	13.0%	30.8%	34.7%	16.8%	1,857	73	28
Availability of seating on trains	2.6	14.4%	27.2%	45.2%	12.4%	0.7%	1,863	67	314
Frequency of service	2.6	12.7%	33.5%	32.1%	19.7%	2.0%	1,880	50	949
Travel time/speed	2.7	13.2%	27.2%	41.3%	15.3%	3.1%	1,861	68	637
Parking availability	2.7	17.2%	14.7%	51.7%	15.4%	1.0%	718	1,211	28
Station amenities	2.6	13.4%	30.1%	44.7%	11.0%	0.8%	1,366	563	5
Fare collection system	3.4	8.3%	9.0%	30.8%	38.8%	13.1%	1,847	82	44

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-C

Entry Stop: Dean Rd. to Cleveland Circle

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	8.9%	21.5%	42.1%	22.6%	4.8%	1,541	16	879
Safety and security	3.7	0.9%	6.0%	25.8%	51.9%	15.4%	1,531	26	322
Cleanliness/condition of vehicles	3.1	6.0%	16.5%	42.1%	30.9%	4.5%	1,528	29	161
Courtesy of train crews	3.1	5.5%	14.9%	46.2%	27.7%	5.7%	1,532	25	93
Announcement of stations	3.3	6.0%	16.0%	29.4%	34.6%	14.0%	1,518	39	43
Availability of seating on trains	2.8	9.6%	24.6%	43.6%	17.6%	4.6%	1,527	30	178
Frequency of service	2.9	7.9%	27.1%	36.8%	25.7%	2.5%	1,537	20	636
Travel time/speed	2.8	9.3%	28.8%	41.8%	16.2%	3.8%	1,530	27	532
Parking availability	2.6	15.4%	28.3%	41.3%	11.0%	4.0%	577	980	22
Station amenities	2.6	12.4%	27.8%	44.9%	13.5%	1.4%	1,082	475	15
Fare collection system	3.3	8.4%	14.6%	30.5%	30.5%	16.0%	1,503	54	47

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Fenway

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.7	18.0%	21.8%	40.1%	16.7%	3.4%	1,056	14	485
Safety and security	3.6	0.7%	6.3%	36.0%	47.6%	9.4%	1,056	14	184
Cleanliness/condition of vehicles	3.1	4.1%	15.0%	47.9%	29.8%	3.2%	1,048	21	115
Courtesy of train crews	3.3	4.4%	13.8%	35.5%	39.1%	7.2%	1,038	32	30
Announcement of stations	3.5	3.6%	15.3%	23.9%	38.0%	19.2%	1,056	14	52
Availability of seating on trains	2.6	13.0%	29.3%	44.6%	13.1%	0.0%	1,048	21	115
Frequency of service	2.6	18.0%	29.8%	33.3%	16.6%	2.3%	1,048	21	430
Travel time/speed	3.0	10.3%	19.6%	39.9%	23.6%	6.6%	1,063	7	300
Parking availability	2.8	12.2%	22.5%	42.3%	20.6%	2.4%	439	631	21
Station amenities	2.7	13.8%	28.4%	37.3%	17.4%	3.1%	892	178	32
Fare collection system	3.4	6.9%	11.7%	29.0%	35.2%	17.2%	1,045	25	34

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Longwood

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	5.2%	20.9%	43.1%	26.9%	3.9%	982	25	537
Safety and security	3.6	1.2%	5.6%	32.1%	49.2%	11.9%	966	41	329
Cleanliness/condition of vehicles	3.2	4.3%	10.8%	50.1%	30.7%	4.1%	963	44	84
Courtesy of train crews	3.2	3.2%	17.2%	39.7%	34.1%	5.9%	956	51	19
Announcement of stations	3.4	3.8%	11.9%	35.8%	36.3%	12.2%	963	44	18
Availability of seating on trains	2.6	16.3%	28.9%	37.0%	14.6%	3.2%	960	47	157
Frequency of service	2.9	11.5%	21.6%	36.7%	27.3%	2.8%	979	28	418
Travel time/speed	3.2	5.8%	16.5%	38.4%	33.7%	5.6%	954	53	354
Parking availability	2.6	14.9%	21.1%	53.3%	9.3%	1.3%	551	456	12
Station amenities	2.6	17.4%	22.1%	45.9%	11.8%	2.8%	803	204	9
Fare collection system	3.3	13.1%	12.3%	25.4%	33.2%	16.1%	930	77	64

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Brookline Village

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.6	17.2%	26.2%	37.2%	15.6%	3.8%	1,940	40	1,170
Safety and security	3.8	1.5%	3.0%	28.3%	43.7%	23.4%	1,924	55	418
Cleanliness/condition of vehicles	3.2	4.1%	16.0%	45.8%	27.5%	6.6%	1,910	70	124
Courtesy of train crews	3.0	10.0%	18.6%	39.7%	22.4%	9.2%	1,900	79	96
Announcement of stations	3.3	9.9%	10.3%	36.4%	29.8%	13.6%	1,927	53	32
Availability of seating on trains	2.4	24.9%	27.7%	35.3%	10.1%	2.0%	1,956	24	217
Frequency of service	2.5	17.1%	30.9%	36.0%	12.9%	3.0%	1,956	24	905
Travel time/speed	2.9	11.1%	19.3%	43.2%	22.0%	4.3%	1,942	38	629
Parking availability	2.7	15.7%	21.0%	47.1%	9.9%	6.3%	847	1,132	32
Station amenities	2.7	12.2%	25.2%	45.1%	14.4%	3.1%	1,543	436	32
Fare collection system	3.0	16.8%	14.9%	30.4%	24.9%	13.0%	1,881	99	103

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Brookline Hills

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.6	14.9%	28.5%	38.8%	15.9%	1.9%	1,079	29	621
Safety and security	3.8	0.6%	2.9%	32.9%	47.8%	15.7%	1,086	22	214
Cleanliness/condition of vehicles	3.1	4.3%	17.3%	47.3%	27.9%	3.2%	1,079	29	124
Courtesy of train crews	3.2	4.1%	13.5%	49.5%	27.2%	5.6%	1,060	47	37
Announcement of stations	3.4	5.4%	13.5%	32.7%	31.9%	16.4%	1,055	52	13
Availability of seating on trains	2.2	26.1%	32.5%	33.7%	7.0%	0.8%	1,079	29	215
Frequency of service	2.5	17.0%	30.0%	37.1%	14.5%	1.3%	1,074	34	573
Travel time/speed	2.9	9.5%	18.5%	43.1%	25.6%	3.4%	1,055	52	350
Parking availability	2.6	16.2%	22.1%	47.5%	9.4%	4.8%	530	578	32
Station amenities	2.9	7.1%	18.5%	53.2%	19.0%	2.2%	865	243	7
Fare collection system	3.4	8.7%	7.4%	38.3%	28.9%	16.8%	1,048	60	14

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Beaconsfield

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	11.0%	17.4%	44.1%	23.8%	3.7%	725	24	386
Safety and security	3.8	0.6%	4.1%	24.7%	52.6%	18.0%	728	21	173
Cleanliness/condition of vehicles	3.2	3.6%	12.9%	49.4%	29.5%	4.6%	709	40	36
Courtesy of train crews	3.2	2.1%	17.3%	42.4%	30.7%	7.6%	717	32	30
Announcement of stations	3.5	4.1%	14.1%	29.3%	34.7%	17.8%	728	21	19
Availability of seating on trains	2.5	18.6%	25.5%	46.4%	8.3%	1.2%	728	21	84
Frequency of service	2.8	13.2%	25.5%	36.4%	22.5%	2.4%	728	21	364
Travel time/speed	3.0	8.4%	19.2%	40.2%	29.4%	2.8%	720	28	255
Parking availability	2.9	12.9%	14.3%	48.1%	17.1%	7.6%	382	367	11
Station amenities	2.8	9.6%	27.3%	41.2%	19.4%	2.4%	626	122	8
Fare collection system	3.3	12.6%	17.4%	21.4%	29.1%	19.5%	710	39	40

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Reservoir

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	8.3%	21.3%	43.6%	25.1%	1.8%	2,069	42	1,154
Safety and security	3.8	0.7%	3.3%	27.1%	53.4%	15.5%	2,051	61	354
Cleanliness/condition of vehicles	3.2	5.6%	11.4%	44.9%	31.9%	6.3%	2,068	43	138
Courtesy of train crews	3.3	7.4%	11.1%	36.5%	37.8%	7.3%	2,057	55	86
Announcement of stations	3.3	5.1%	19.8%	29.2%	29.5%	16.4%	2,069	42	89
Availability of seating on trains	2.6	15.9%	30.7%	36.6%	14.9%	1.8%	2,087	24	287
Frequency of service	2.7	9.7%	28.6%	41.8%	17.9%	2.0%	2,069	42	964
Travel time/speed	3.0	8.2%	22.3%	36.7%	28.4%	4.3%	2,045	67	700
Parking availability	2.8	9.0%	25.1%	45.0%	16.7%	4.2%	1,116	996	42
Station amenities	2.9	8.0%	22.8%	49.1%	16.2%	4.0%	1,697	415	10
Fare collection system	3.2	12.0%	14.6%	28.3%	29.7%	15.4%	1,955	156	137

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Chestnut Hill

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	10.7%	12.6%	29.6%	31.5%	15.7%	482	3	185
Safety and security	3.7	3.8%	7.6%	22.7%	47.1%	18.9%	482	3	94
Cleanliness/condition of vehicles	3.2	13.2%	2.5%	48.5%	27.7%	8.2%	482	3	27
Courtesy of train crews	3.4	9.5%	7.0%	31.1%	35.4%	17.0%	479	6	9
Announcement of stations	3.5	10.7%	8.2%	32.1%	20.8%	28.3%	482	3	21
Availability of seating on trains	2.5	22.8%	17.7%	41.1%	18.3%	0.0%	479	6	43
Frequency of service	3.0	13.9%	15.2%	35.4%	27.8%	7.6%	479	6	128
Travel time/speed	3.0	13.1%	21.5%	26.8%	33.3%	5.2%	464	21	97
Parking availability	2.4	39.5%	14.9%	25.8%	6.0%	13.8%	306	179	39
Station amenities	2.7	18.3%	23.9%	28.9%	26.7%	2.1%	430	55	3
Fare collection system	3.6	9.5%	12.0%	18.4%	31.7%	28.4%	479	6	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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Newton Centre

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	11.1%	16.4%	46.0%	20.6%	6.0%	857	37	444
Safety and security	3.8	0.7%	3.3%	33.4%	45.3%	17.4%	857	37	200
Cleanliness/condition of vehicles	3.1	4.0%	20.2%	46.6%	24.4%	4.8%	845	49	60
Courtesy of train crews	3.2	5.7%	21.7%	32.1%	31.2%	9.3%	869	25	44
Announcement of stations	3.4	4.6%	16.3%	30.6%	35.3%	13.1%	853	41	40
Availability of seating on trains	2.5	21.0%	29.2%	33.9%	13.7%	2.1%	878	16	170
Frequency of service	2.7	17.8%	23.8%	35.1%	18.1%	5.2%	875	19	416
Travel time/speed	3.0	8.8%	19.8%	39.0%	27.2%	5.1%	869	25	227
Parking availability	2.5	23.8%	25.0%	35.2%	12.7%	3.3%	479	415	25
Station amenities	2.8	10.2%	25.2%	39.2%	20.4%	5.0%	735	159	9
Fare collection system	3.4	5.4%	15.5%	24.8%	40.9%	13.4%	852	42	22

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Newton Highlands

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	12.1%	20.1%	40.6%	21.8%	5.4%	571	19	278
Safety and security	3.7	0.0%	6.6%	29.8%	46.0%	17.6%	579	11	125
Cleanliness/condition of vehicles	3.1	4.4%	13.3%	51.3%	27.0%	4.0%	575	15	38
Courtesy of train crews	3.2	5.4%	12.9%	44.9%	27.0%	9.8%	567	23	15
Announcement of stations	3.5	4.1%	16.6%	25.3%	35.8%	18.3%	567	23	12
Availability of seating on trains	2.6	17.1%	24.3%	38.5%	18.1%	2.0%	583	8	134
Frequency of service	2.8	12.0%	24.7%	36.4%	21.3%	5.7%	575	15	238
Travel time/speed	2.9	9.9%	25.0%	36.2%	25.7%	3.3%	583	8	173
Parking availability	2.5	22.3%	28.4%	32.5%	10.1%	6.6%	378	213	11
Station amenities	2.6	14.2%	27.7%	43.9%	11.9%	2.4%	485	105	8
Fare collection system	3.2	11.2%	14.2%	27.8%	34.4%	12.3%	579	12	23

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Eliot

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.6	23.4%	18.9%	36.6%	19.6%	1.6%	461	13	201
Safety and security	3.7	2.8%	4.9%	29.5%	49.0%	13.8%	459	15	96
Cleanliness/condition of vehicles	2.9	9.4%	19.0%	46.7%	19.9%	5.0%	466	7	31
Courtesy of train crews	3.2	5.1%	15.3%	45.1%	27.1%	7.3%	466	7	17
Announcement of stations	3.1	12.5%	16.4%	28.4%	29.9%	12.8%	455	18	4
Availability of seating on trains	2.6	20.1%	25.8%	30.8%	23.4%	0.0%	457	17	87
Frequency of service	2.6	20.1%	30.0%	27.3%	19.9%	2.7%	470	4	209
Travel time/speed	2.7	15.9%	23.8%	38.5%	18.3%	3.5%	470	4	135
Parking availability	2.7	17.2%	19.5%	39.9%	18.4%	5.0%	328	146	22
Station amenities	2.5	20.0%	23.0%	46.3%	7.8%	2.8%	395	79	0
Fare collection system	3.4	13.0%	9.4%	19.1%	45.5%	13.0%	452	22	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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Waban

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	6.5%	17.5%	41.9%	31.5%	2.5%	324	9	201
Safety and security	3.8	1.4%	2.7%	25.1%	56.1%	14.7%	320	13	85
Cleanliness/condition of vehicles	3.1	4.0%	18.8%	47.9%	25.3%	3.9%	319	14	30
Courtesy of train crews	3.3	3.9%	9.2%	48.4%	30.7%	7.8%	324	9	0
Announcement of stations	3.3	5.3%	16.7%	31.4%	40.2%	6.4%	329	4	18
Availability of seating on trains	2.7	14.4%	20.4%	46.7%	14.3%	4.3%	329	4	77
Frequency of service	3.0	10.7%	19.1%	34.1%	32.2%	3.9%	333	0	159
Travel time/speed	2.9	7.6%	19.2%	49.6%	22.3%	1.3%	329	4	47
Parking availability	3.0	7.1%	21.2%	44.4%	22.3%	5.1%	243	90	17
Station amenities	2.9	4.2%	32.0%	38.3%	24.1%	1.4%	299	34	4
Fare collection system	3.6	3.9%	11.8%	25.8%	34.3%	24.2%	320	13	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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Woodland

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	8.6%	18.5%	42.2%	26.6%	4.1%	777	54	352
Safety and security	3.8	0.0%	1.2%	34.3%	46.0%	18.5%	797	34	162
Cleanliness/condition of vehicles	3.1	3.5%	20.3%	38.7%	35.0%	2.5%	809	22	78
Courtesy of train crews	3.3	5.0%	11.7%	41.4%	34.0%	7.9%	779	52	39
Announcement of stations	3.5	7.5%	10.7%	23.4%	40.4%	18.0%	797	34	11
Availability of seating on trains	2.8	15.9%	23.1%	34.7%	19.6%	6.8%	799	32	153
Frequency of service	3.0	6.1%	26.6%	35.3%	26.9%	5.1%	797	34	326
Travel time/speed	3.1	8.3%	20.5%	33.2%	27.2%	10.8%	809	22	157
Parking availability	3.5	7.7%	8.3%	24.0%	41.8%	18.1%	628	203	43
Station amenities	2.8	15.9%	20.9%	29.9%	30.2%	3.2%	704	127	41
Fare collection system	3.6	7.5%	6.8%	31.3%	28.7%	25.7%	797	34	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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-D

Entry Station: Riverside

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	8.2%	11.5%	40.8%	30.0%	9.6%	1,419	37	643
Safety and security	3.8	0.5%	2.5%	30.4%	46.5%	20.1%	1,430	26	303
Cleanliness/condition of vehicles	3.1	5.0%	17.5%	42.8%	31.1%	3.6%	1,413	43	121
Courtesy of train crews	3.4	2.7%	17.0%	34.1%	32.1%	14.1%	1,390	66	49
Announcement of stations	3.5	6.3%	10.7%	28.5%	33.2%	21.3%	1,409	47	47
Availability of seating on trains	3.0	10.6%	19.6%	40.9%	19.6%	9.2%	1,432	24	191
Frequency of service	3.0	11.2%	18.0%	36.1%	26.0%	8.6%	1,409	47	449
Travel time/speed	3.2	8.0%	11.9%	43.6%	29.1%	7.4%	1,417	39	281
Parking availability	3.8	1.7%	5.4%	31.5%	32.4%	29.0%	1,219	237	174
Station amenities	2.8	15.4%	20.3%	40.5%	20.4%	3.4%	1,252	204	4
Fare collection system	3.6	6.0%	9.5%	23.3%	38.2%	23.0%	1,414	42	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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-E

Entry Stop: Northeastern

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	7.4%	21.3%	47.2%	24.0%	0.0%	1,072	45	687
Safety and security	3.5	2.9%	8.8%	35.5%	41.3%	11.5%	1,072	45	292
Cleanliness/condition of vehicles	3.1	2.9%	22.5%	41.9%	27.2%	5.5%	1,087	30	122
Courtesy of train crews	3.1	4.3%	17.4%	48.0%	26.0%	4.4%	1,056	62	15
Announcement of stations	3.7	2.9%	12.9%	18.6%	42.8%	22.7%	1,072	45	0
Availability of seating on trains	2.7	17.1%	21.3%	37.2%	20.2%	4.2%	1,072	45	122
Frequency of service	2.7	13.3%	29.3%	37.0%	16.1%	4.3%	1,041	77	578
Travel time/speed	3.3	4.3%	16.8%	33.8%	38.3%	6.9%	1,087	30	535
Parking availability	3.0	4.9%	23.0%	47.4%	12.3%	12.3%	612	505	0
Station amenities	2.9	8.6%	17.9%	54.2%	15.8%	3.5%	872	245	0
Fare collection system	3.5	7.1%	10.2%	34.7%	23.3%	24.6%	1,057	60	77

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-E

Entry Stop: Museum Of Fine Arts

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	12.9%	12.5%	51.1%	19.6%	4.0%	793	49	461
Safety and security	3.6	1.3%	7.4%	33.9%	43.9%	13.5%	810	32	169
Cleanliness/condition of vehicles	3.0	5.7%	13.0%	56.1%	22.6%	2.6%	810	32	88
Courtesy of train crews	3.1	7.4%	15.2%	46.1%	26.1%	5.2%	810	32	70
Announcement of stations	3.4	7.7%	9.9%	33.0%	32.7%	16.7%	821	21	11
Availability of seating on trains	2.6	15.0%	27.4%	44.7%	9.5%	3.4%	821	21	53
Frequency of service	2.7	11.9%	30.4%	39.2%	13.7%	4.9%	800	42	247
Travel time/speed	3.0	9.6%	13.5%	47.8%	27.8%	1.3%	810	32	247
Parking availability	3.0	12.6%	16.6%	39.6%	22.9%	8.3%	507	335	21
Station amenities	2.6	17.8%	19.4%	45.0%	17.8%	0.0%	673	169	0
Fare collection system	3.5	6.1%	10.9%	29.6%	31.8%	21.7%	810	32	49

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-E

Entry Stop: Longwood Medical Area

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	9.9%	10.2%	48.5%	24.1%	7.3%	1,863	48	830
Safety and security	3.6	0.4%	3.7%	39.2%	46.9%	9.9%	1,857	54	367
Cleanliness/condition of vehicles	3.1	5.4%	18.1%	45.3%	26.8%	4.4%	1,877	34	150
Courtesy of train crews	3.2	4.4%	12.7%	49.3%	23.6%	10.1%	1,877	34	20
Announcement of stations	3.5	3.6%	15.5%	30.6%	30.6%	19.8%	1,891	20	20
Availability of seating on trains	2.9	10.4%	16.9%	48.0%	21.1%	3.6%	1,897	14	177
Frequency of service	3.0	10.4%	18.0%	41.4%	21.9%	8.3%	1,891	20	843
Travel time/speed	3.1	5.8%	11.6%	53.6%	22.8%	6.2%	1,877	34	632
Parking availability	2.8	12.2%	18.2%	50.0%	12.2%	7.4%	1,006	905	27
Station amenities	2.7	15.1%	21.3%	48.0%	12.4%	3.1%	1,530	381	20
Fare collection system	3.4	6.7%	14.1%	30.4%	30.7%	18.1%	1,836	75	109

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-E

Entry Stop: Brigham Circle

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	7.5%	14.8%	47.2%	23.1%	7.5%	987	93	552
Safety and security	3.6	0.8%	8.0%	32.6%	44.8%	13.9%	1,020	60	281
Cleanliness/condition of vehicles	3.2	5.5%	11.0%	46.4%	28.4%	8.8%	987	93	125
Courtesy of train crews	3.2	4.1%	20.2%	35.7%	27.7%	12.3%	998	82	52
Announcement of stations	3.7	6.0%	6.6%	23.3%	43.4%	20.6%	990	90	33
Availability of seating on trains	3.1	4.1%	20.1%	42.0%	27.0%	6.8%	998	82	111
Frequency of service	3.1	5.9%	17.4%	45.4%	23.4%	8.0%	1,020	60	441
Travel time/speed	3.2	8.8%	12.0%	44.0%	25.9%	9.4%	1,020	60	305
Parking availability	2.7	20.0%	19.0%	36.8%	20.6%	3.8%	504	576	19
Station amenities	2.6	17.2%	23.4%	46.5%	10.6%	2.2%	849	231	0
Fare collection system	3.2	8.2%	18.7%	33.7%	24.3%	15.1%	958	122	30

* 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

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-E

Entry Stop: Fenwood Rd. to Back of the Hill

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.7	20.0%	16.4%	36.0%	24.1%	3.5%	710	8	405
Safety and security	3.6	4.0%	4.3%	31.9%	47.6%	12.2%	705	14	214
Cleanliness/condition of vehicles	2.9	7.3%	19.3%	50.6%	20.8%	1.9%	719	0	55
Courtesy of train crews	3.3	2.0%	16.1%	40.1%	35.5%	6.3%	705	14	61
Announcement of stations	3.6	1.2%	9.5%	38.6%	31.5%	19.3%	705	14	0
Availability of seating on trains	3.1	6.3%	20.3%	34.0%	34.7%	4.7%	710	8	64
Frequency of service	2.8	12.0%	33.3%	25.1%	20.8%	8.8%	719	0	380
Travel time/speed	3.0	7.3%	21.6%	45.2%	20.3%	5.7%	682	36	275
Parking availability	2.3	39.9%	2.9%	43.7%	13.5%	0.0%	286	433	0
Station amenities	2.5	25.8%	13.4%	42.4%	17.1%	1.4%	602	116	0
Fare collection system	3.6	4.4%	9.7%	29.1%	37.1%	19.7%	688	30	14

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

GREEN LINE-E

Entry Stop: Heath Street

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	0.0%	7.5%	61.6%	25.4%	5.4%	514	14	297
Safety and security	3.9	0.0%	1.7%	19.4%	66.1%	12.8%	500	28	136
Cleanliness/condition of vehicles	2.9	8.9%	15.6%	53.3%	22.2%	0.0%	500	28	44
Courtesy of train crews	3.2	7.7%	10.0%	39.4%	35.6%	7.2%	500	28	42
Announcement of stations	3.7	4.5%	5.0%	23.2%	46.9%	20.4%	492	36	8
Availability of seating on trains	3.0	7.4%	17.7%	50.9%	19.4%	4.6%	486	42	72
Frequency of service	2.8	1.7%	40.6%	35.6%	17.8%	4.4%	500	28	281
Travel time/speed	3.0	6.8%	18.9%	46.3%	23.5%	4.6%	486	42	111
Parking availability	2.9	10.7%	11.7%	58.5%	19.2%	0.0%	261	267	0
Station amenities	2.5	13.2%	32.7%	40.9%	13.2%	0.0%	442	86	14
Fare collection system	3.7	1.7%	10.5%	25.6%	39.5%	22.7%	478	50	30

* 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

Transfer Station Results for All Stations Regardless of Line

The tables presented in previous chapters for North Station, Haymarket, Government Center and Park Street have included responses only from passengers boarding or exiting the Green Line at those stations. For some purposes, distinctions between Green Line and Orange Line riders at North Station and Haymarket are not important; the same is true for Green and Blue Line riders at Government Center and Red and Green Line riders at Park Street. This appendix presents six tables for each station that include all of the riders boarding or exiting at the station:

- Origin Locations and Activities
- Access to the Rapid Transit System
- Transfers to the Rapid Transit System
- Egress from the Rapid Transit System
- Transfers from the Rapid Transit System
- Destination Locations and Activities

The North Station and Haymarket tables shown here are the same as the tables shown in Appendix B of the Orange Line volume, the Government Center tables are the same as the tables shown in Appendix B of the Blue Line volume, and the Park Street tables are the same as the tables shown in Appendix B of the Red Line volume. They are included in both volumes for the reader's convenience.

Origin Locations and Activities

Expanded Results

ORANGE AND GREEN LINES

Entry Station: North Station

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
Boston: North End	1,054	11.7%	5.1%	33.1%	1.2%	37.9%	1.4%	8.6%	5.4%	5.8%	1.4%
Salem	829	9.2%	4.2%	88.4%	1.9%	5.4%					
Beverly	559	6.2%	8.0%	88.6%				3.4%			
Unspecified	411	4.6%	43.3%	20.3%		9.2%		13.8%	3.6%		9.7%
Boston: Charlestown	329	3.7%		74.9%		4.5%	5.8%		9.1%	5.8%	
Lowell	318	3.5%	14.5%	85.5%							
Boston: Govt Center	306	3.4%		38.5%		51.8%		9.7%			
Lynn	289	3.2%	5.2%	94.8%							
Medford	231	2.6%		100.0%							
Reading	222	2.5%	5.0%	95.0%							
Haverhill	205	2.3%	13.2%	86.8%							
Winchester	204	2.3%		100.0%							
Wilmington	189	2.1%		100.0%							
Wakefield	172	1.9%	19.7%	80.3%							
Lawrence	161	1.8%		90.0%		10.0%					
Swampscott	152	1.7%		90.2%					9.8%		
Ipswich	148	1.6%	12.8%	76.3%		10.9%					
Boston: Beacon Hill	144	1.6%		50.1%		8.8%		41.1%			
Peabody	139	1.5%		90.9%		9.1%					
Newburyport	134	1.5%	16.4%	83.6%							
Woburn	132	1.5%		88.7%							11.3%
Andover	131	1.5%	20.7%	67.9%		11.4%					
Gloucester	120	1.3%		100.0%							
Chelmsford	117	1.3%		100.0%							
Acton	115	1.3%		67.1%				16.5%	16.5%		
Hamilton	106	1.2%		100.0%							
Concord	99	1.1%		84.9%		15.1%					
Rockport	93	1.0%		79.7%						20.3%	
Waltham	93	1.0%		100.0%							
Billerica	92	1.0%		100.0%							
Maynard	91	1.0%		100.0%							
Melrose	87	1.0%		100.0%							
Methuen	84	0.9%		100.0%							
Manchester by the Sea	75	0.8%		100.0%							
Chelsea	60	0.7%		75.1%		24.9%					

City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Leominster	54	0.6%	29.7%	70.3%							
Littleton	49	0.5%		61.3%		38.7%					
Groton	47	0.5%		100.0%							
Townsend	46	0.5%		100.0%							
Other (< 0.5 % of riders)	1,097	12.2%	1.5%	95.7%		1.7%				1.2%	
OVERALL TOTAL	8,982	100.0%	6.1%	77.8%	0.3%	8.9%	0.4%	3.1%	1.5%	1.2%	0.8%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

ORANGE AND GREEN LINES

Entry Station: North Station

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,780	20.3%
Drive/Park Access	79	0.9%
Drop-off Access	83	0.9%
Taxi Access	0	0.0%
Shuttle/Van Access	68	0.8%
Bicycle Access	0	0.0%
Other Access	11	0.1%
Total Private Trans.	2,021	23.0%
MBTA Bus	84	1.0%
Other Bus	28	0.3%
Commuter Rail	6,648	75.7%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	6,759	77.0%
TOTAL	8,781	100.0%
No Answer	201	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	842	56.8%	22	35.1%	30	44.2%	26	38.1%	920	54.7%
6-10	411	27.7%	30	47.4%	19	27.9%	11	16.2%	471	28.0%
11-15	134	9.0%	0	0.0%	0	0.0%	15	21.9%	149	8.9%
16-20	76	5.1%	0	0.0%	0	0.0%	0	0.0%	76	4.5%
21-30	19	1.3%	0	0.0%	0	0.0%	0	0.0%	19	1.1%
31-45	0	0.0%	11	17.5%	0	0.0%	0	0.0%	11	0.7%
Over 45	0	0.0%	0	0.0%	19	27.9%	16	23.7%	35	2.1%
TOTAL	1,481	100.0%	63	100.0%	68	100.0%	68	100.0%	1,680	100.0%
No Answer	299		16		15		11		341	
Avg. Time (min)		7.2		11.8		20.9		20.6		8.4

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

ORANGE AND GREEN LINES

Expanded Results

Entry Station: North Station

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Salem	924
Lowell	523
Beverly	494
Anderson/Woburn	384
West Medford	303
Lynn	259
Newburyport	237
Swampscott	215
Reading	207
Winchester Center	192
West Concord	177
Wakefield	175
Wilmington	174
Haverhill	174
Lawrence	153
Ipswich	148
North Billerica	133
Andover	130
South Acton	125
Rockport	120
Hamilton/Wenham	113
Concord	97
Ayer	92
North Leominster	86
Waltham	78
Other stations	934

MBTA Bus Routes:	Number of Riders
93	50
111	34

Boat, Boarded at Dock Indicated:

(None identified)

Other Bus Routes:	Number of Riders
LRTA 11	15
Unspecified Bus	13

Egress from the Rapid Transit System
ORANGE AND GREEN LINES

Expanded Results

Exit Station: North Station

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	6,492	70.6%
Drive/Park Egress	55	0.6%
Pick-up Egress	120	1.3%
Taxi Egress	0	0.0%
Shuttle/Van Egress	918	10.0%
Bicycle Egress	0	0.0%
Other Egress	24	0.3%
Total Private Trans.	7,610	82.8%
MBTA Bus	36	0.4%
Other Bus	0	0.0%
Commuter Rail	1,510	16.4%
Boat	0	0.0%
Other	38	0.4%
Total Public Trans.	1,584	17.2%
TOTAL	128	100.0%
No Answer		

Trip time from station 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	3,695	67.3%	15	32.5%	4	5.1%	73	9.2%	3,787	59.2%
6-10	1,141	20.8%	0	0.0%	4	5.1%	292	36.9%	1,436	22.4%
11-15	469	8.5%	0	0.0%	28	39.8%	320	40.4%	817	12.8%
16-20	180	3.3%	11	22.2%	20	28.7%	69	8.7%	280	4.4%
21-30	7	0.1%	0	0.0%	0	0.0%	14	1.7%	21	0.3%
31-45	0	0.0%	0	0.0%	0	0.0%	24	3.1%	24	0.4%
Over 45	0	0.0%	21	45.3%	15	21.2%	0	0.0%	37	0.6%
TOTAL	5,492	100.0%	47	100.0%	71	100.0%	792	100.0%	6,402	100.0%
No Answer	1,000		8		49		151		1,208	
Avg. Time (min)	6.3		46.8		24.4		13.3		7.7	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

ORANGE AND GREEN LINES

Expanded Results

Exit Station: North Station

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
Lowell	222
Newburyport	134
Salem	114
Waltham	83
North Billerica	80
Beverly	75
Brandeis/Roberts	71
West Medford	55
Montserrat	49
West Concord	46
Concord	44
Commuter Rail: Unspecified	41
Amtrak Dover NH	37
Littleton/Route 495	37
Lincoln	36
Haverhill	35
Ipswich	33
Chelsea	32
Winchester Center	32
Beverly Farms	31
Gloucester	31
River Works	28
Wakefield	25
Swampscott	20
Lawrence	20
Other stations	103

Boat, Alighted at Dock Indicated:

(None identified)

MBTA Bus Routes:	Number of Riders
4	36

Other Bus Routes:

(None identified)

Destination Locations and Activities

ORANGE AND GREEN LINES

Expanded Results

Exit Station: North Station

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: North End	5,145	56.5%	2.6%	1.6%	0.3%	83.3%	0.2%	3.9%	4.9%	0.1%	3.1%
Boston: Charlestown	940	10.3%		0.8%	4.9%	94.3%					
Boston: Govt Center	584	6.4%		1.8%	1.0%	86.8%		9.4%	0.9%		
Boston: Beacon Hill	499	5.5%		15.1%		76.9%		8.0%			
Unspecified	254	2.8%	43.5%	25.5%		19.4%		4.8%			6.7%
Lowell	214	2.4%	11.3%	50.0%		9.8%		9.4%		12.3%	7.2%
Beverly	155	1.7%		58.3%		41.7%					
Salem	114	1.3%	10.7%	53.9%		30.9%				4.5%	
Waltham	100	1.1%		37.0%		63.0%					
Boston: So Bos Indust	95	1.0%				74.4%		25.6%			
Concord	90	1.0%		57.6%		26.4%		15.9%			
Newburyport	70	0.8%		67.2%		4.8%				28.0%	
Lynn	64	0.7%		30.5%		69.5%					
Medford	61	0.7%	6.0%	89.3%		4.7%					
Amesbury	53	0.6%		100.0%							
Other (< 0.5 % of riders)	673	7.4%	5.1%	42.8%		38.7%		2.2%	1.5%	8.4%	1.3%
OVERALL TOTAL	9,110	100.0%	3.5%	11.5%	0.7%	73.6%	0.1%	4.2%	3.0%	1.3%	2.2%

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

Origin Locations and Activities
ORANGE AND GREEN LINES

Expanded Results

Entry Station: Haymarket

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
Boston: North End	2,308	41.1%	0.6%	81.6%	0.6%	5.5%	1.6%	3.1%	4.3%	2.7%	
Chelsea	931	16.6%		100.0%							
Boston: Govt Center	654	11.7%		6.7%		54.6%	5.5%		11.1%	5.5%	16.6%
Lynn	431	7.7%		100.0%							
Medford	225	4.0%		100.0%							
Salem	207	3.7%		100.0%							
Saugus	119	2.1%	18.2%	81.8%							
Unspecified	111	2.0%		100.0%							
Hingham	87	1.6%		100.0%							
Boston: Charlestown	85	1.5%		57.7%						42.3%	
Boston: Financial/Retail	72	1.3%		50.0%					50.0%		
Beverly	63	1.1%		100.0%							
Everett	63	1.1%		100.0%							
Revere	48	0.9%		100.0%							
Boston: Beacon Hill	44	0.8%				100.0%					
Newburyport	35	0.6%		62.3%							37.7%
Other (< 0.5 % of riders)	126	2.2%		100.0%							
OVERALL TOTAL	5,610	100.0%	0.6%	78.9%	0.2%	9.4%	1.3%	1.3%	3.7%	2.4%	2.2%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

ORANGE AND GREEN LINES

Entry Station: Haymarket

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	3,212	57.8%
Drive/Park Access	43	0.8%
Drop-off Access	13	0.2%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	35	0.6%
Total Private Trans.	3,303	59.4%
MBTA Bus	2,065	37.1%
Other Bus	91	1.6%
Commuter Rail	13	0.2%
Boat	87	1.6%
Other	0	0.0%
Total Public Trans.	2,257	40.6%
TOTAL	5,561	100.0%
No Answer	49	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,385	50.3%	0	0.0%	0	0.0%			1,385	49.2%
6-10	1,137	41.2%	0	0.0%	0	0.0%			1,137	40.4%
11-15	162	5.9%	0	0.0%	0	0.0%			162	5.8%
16-20	36	1.3%	22	50.0%	0	0.0%	(No responses)		58	2.1%
21-30	36	1.3%	22	50.0%	0	0.0%			58	2.1%
31-45	0	0.0%	0	0.0%	13	100.0%			13	0.5%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	2,756	100.0%	43	100.0%	13	100.0%			2,812	100.0%
No Answer	456		0		0		35		491	
Avg. Time (min)		6.9		21.5		45.0				7.3

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

ORANGE AND GREEN LINES

Entry Station: Haymarket

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Salem	13

MBTA Bus Routes:	Number of Riders
111	923
450	398
426	215
326	164
455	145
451	63
325	61
93	49
119	22
428	13
442	13

Boat, Boarded at Dock Indicated:	Number of Riders
Hingham	87

Other Bus Routes:	Number of Riders
CJ	56
CCO	35

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

ORANGE AND GREEN LINES

Expanded Results

Exit Station: Haymarket

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	3,425	86.7%
Drive/Park Egress	0	0.0%
Pick-up Egress	20	0.5%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	17	0.4%
Total Private Trans.	3,461	87.6%
MBTA Bus	481	12.2%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	8	0.2%
Total Public Trans.	489	12.4%
TOTAL	154	100.0%
No Answer		

Trip time from station 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	2,031	67.6%			0	0.0%			2,031	67.1%
6-10	689	22.9%			0	0.0%			689	22.8%
11-15	175	5.8%	(No		8	40.8%	(No		183	6.0%
16-20	111	3.7%	responses)		0	0.0%	responses)		111	3.7%
21-30	0	0.0%			0	0.0%			0	0.0%
31-45	0	0.0%			12	59.2%			12	0.4%
Over 45	0	0.0%			0	0.0%			0	0.0%
TOTAL	3,007	100.0%			20	100.0%			3,026	100.0%
No Answer	418				0		17		435	
Avg. Time (min)	6.2				26.8				6.4	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

ORANGE AND GREEN LINES

Expanded Results

Exit Station: Haymarket

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

111	259
93	61
134	31
441	27
112	26
455	23
442	21
426	18
8	14

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

Destination Locations and Activities

ORANGE AND GREEN LINES

Expanded Results

Exit Station: Haymarket

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Govt Center	1,828	45.1%	2.7%		0.7%	80.5%	4.4%	7.4%	3.5%		0.8%
Boston: North End	1,066	26.3%		20.1%	3.7%	46.3%	9.6%	5.6%	3.6%	10.2%	0.8%
Boston: Financial/Retail	538	13.3%	11.1%	3.6%		53.2%	7.9%	3.2%	6.7%	11.1%	3.2%
Chelsea	300	7.4%	8.6%	31.1%	7.5%	48.5%			4.3%		
Boston: Charlestown	78	1.9%		10.3%	21.5%	68.2%					
Lynn	61	1.5%		32.7%		67.3%					
Boston: Waterfront	44	1.1%				100.0%					
Boston: Beacon Hill	40	1.0%				58.2%		41.8%			
Woburn	31	0.8%		100.0%							
Revere	26	0.6%		100.0%							
Other (< 0.5 % of riders)	40	1.0%				45.1%	25.7%		29.2%		
OVERALL TOTAL	4,053	100.0%	3.3%	10.2%	2.3%	63.6%	5.8%	5.6%	4.0%	4.2%	1.0%

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

Origin Locations and Activities
ORANGE AND BLUE LINES

Expanded Results

Entry Station: State

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: Financial/Retail	1,476	44.0%		2.1%		61.4%	8.9%	3.5%	11.1%	3.5%	9.5%
Boston: Govt Center	875	26.1%	1.4%	10.4%	1.4%	49.9%	4.2%	7.6%	16.2%	4.3%	4.6%
Unspecified	148	4.4%	26.1%	13.2%		25.5%	17.3%			9.0%	9.0%
Boston: Waterfront	135	4.0%		28.5%		38.4%		18.9%			14.2%
Boston: Park Square	116	3.5%			33.3%	33.3%		33.3%			
Boston: Charlestown	86	2.6%		100.0%							
Boston: So Bos Indust	77	2.3%				50.0%					50.0%
Boston: South End	77	2.3%			50.0%				50.0%		
Newton	51	1.5%		100.0%							
Boston: North End	46	1.4%		15.3%		29.0%		26.7%	29.0%		
Hingham	40	1.2%		100.0%							
Barnstable	39	1.2%									100.0%
Framingham	39	1.2%		100.0%							
Woburn	34	1.0%		100.0%							
Hull	20	0.6%		100.0%							
Stoneham	20	0.6%		100.0%							
Billerica	19	0.6%		100.0%							
Other (< 0.5 % of riders)	59	1.8%		77.4%				22.6%			
OVERALL TOTAL	3,357	100.0%	1.5%	16.1%	2.7%	45.4%	5.8%	6.2%	10.7%	3.1%	8.6%

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

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Access to the Rapid Transit System

ORANGE AND BLUE LINES

Expanded Results

Entry Station: State

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,661	81.1%
Drive/Park Access	27	0.8%
Drop-off Access	26	0.8%
Taxi Access	0	0.0%
Shuttle/Van Access	39	1.2%
Bicycle Access	0	0.0%
Other Access	12	0.4%
Total Private Trans.	2,764	84.3%
MBTA Bus	371	11.3%
Other Bus	39	1.2%
Commuter Rail	39	1.2%
Boat	67	2.0%
Other	0	0.0%
Total Public Trans.	515	15.7%
TOTAL	3,279	100.0%
No Answer	77	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	1,359	57.8%	0	0.0%	0	0.0%	12	24.1%	1,371	56.2%
6-10	562	23.9%	0	0.0%	12	47.9%	39	75.9%	613	25.1%
11-15	227	9.7%	13	100.0%	0	0.0%	0	0.0%	241	9.9%
16-20	102	4.3%	0	0.0%	13	52.1%	0	0.0%	115	4.7%
21-30	102	4.3%	0	0.0%	0	0.0%	0	0.0%	102	4.2%
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	2,351	100.0%	13	100.0%	26	100.0%	51	100.0%	2,441	100.0%
No Answer	310		13		0		0		323	
Avg. Time (min)	7.5		15.0		15.2		8.8		7.6	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers to the Rapid Transit System

ORANGE AND BLUE LINES

Expanded Results

Entry Station: State

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Framingham	39

MBTA Bus Routes:	Number of Riders
93	79
354	67
92	46
43	39
749	39
352	38
505	32
504	20
501	12

Boat, Boarded at Dock Indicated:	Number of Riders
Hingham	47
Hull	20

Other Bus Routes:	Number of Riders
PB	39

Egress from the Rapid Transit System
ORANGE AND BLUE LINES

Expanded Results

Exit Station: State

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	15,229	96.2%
Drive/Park Egress	72	0.5%
Pick-up Egress	55	0.3%
Taxi Egress	23	0.1%
Shuttle/Van Egress	227	1.4%
Bicycle Egress	0	0.0%
Other Egress	13	0.1%
Total Private Trans.	15,618	98.7%
MBTA Bus	143	0.9%
Other Bus	36	0.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	34	0.2%
Total Public Trans.	214	1.3%
TOTAL	307	100.0%
No Answer		

Trip time from station 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	8,514	63.2%	0	0.0%	0	0.0%	36	13.9%	8,550	62.0%
6-10	3,573	26.5%	11	61.0%	0	0.0%	150	57.1%	3,734	27.1%
11-15	972	7.2%	7	39.0%	19	46.0%	33	12.7%	1,032	7.5%
16-20	405	3.0%	0	0.0%	23	54.0%	30	11.3%	458	3.3%
21-30	8	0.1%	0	0.0%	0	0.0%	13	5.0%	21	0.2%
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	13,473	100.0%	18	100.0%	42	100.0%	263	100.0%	13,796	100.0%
No Answer	1,756		54		12		0		1,822	
Avg. Time (min)	6.2		12.0		17.7		11.3		6.3	

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Transfers from the Rapid Transit System

ORANGE AND BLUE LINES

Expanded Results

Exit Station: State

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

93	38
4	38
326	19
7	18
505	15
504	8
92	7

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	36
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Destination Locations and Activities

ORANGE AND BLUE LINES

Expanded Results

Exit Station: State

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Financial/Retail	9,389	58.6%	0.9%	0.1%		89.9%	1.5%	2.2%	1.9%	2.0%	1.4%
Boston: Govt Center	5,425	33.9%	1.9%	1.8%	1.0%	82.5%	0.6%	3.9%	3.7%	2.9%	1.7%
Boston: Waterfront	441	2.8%				89.0%			11.0%		
Boston: So Bos Indust	285	1.8%				100.0%					
Boston: North End	109	0.7%		18.9%		81.1%					
Other (< 0.5 % of riders)	371	2.3%		12.4%	7.0%	53.7%		3.4%	6.1%	15.4%	1.9%
OVERALL TOTAL	16,020	100.0%	1.2%	1.1%	0.5%	86.6%	1.1%	2.7%	2.8%	2.5%	1.4%

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

Origin Locations and Activities

Expanded Results

RED AND GREEN LINES

Entry Station: Park Street

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: Financial/Retail	2,283	36.7%	1.4%	13.0%	8.1%	35.7%	10.7%	8.8%	10.6%	9.5%	2.2%
Boston: Govt Center	1,852	29.8%	3.4%	14.5%	9.2%	41.2%		6.9%	11.7%	7.8%	5.4%
Boston: Beacon Hill	688	11.1%		67.8%	7.1%	10.2%		2.8%	9.2%		2.8%
Boston: Park Square	451	7.3%		14.8%	16.4%	24.5%	7.0%	17.1%	11.3%	8.9%	
Unspecified	317	5.1%	25.4%	16.4%	9.9%	18.9%				19.4%	9.9%
Boston: Waterfront	116	1.9%				72.8%			27.2%		
Boston: North End	76	1.2%		88.4%		11.6%					
Boston: South End	69	1.1%		100.0%							
Boston: So Bos Indust	63	1.0%				100.0%					
Chelsea	55	0.9%		64.4%		35.6%					
Boston: Back Bay	46	0.7%				61.7%		19.2%		19.2%	
Boston: Charlestown	31	0.5%						100.0%			
Unspecified, NH	31	0.5%	100.0%								
Woburn	31	0.5%		100.0%							
Other (< 0.5 % of riders)	109	1.8%		66.0%			17.9%		8.1%	8.1%	
OVERALL TOTAL	6,218	100.0%	3.3%	22.9%	8.2%	32.5%	4.7%	7.5%	9.8%	7.7%	3.2%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

RED AND GREEN LINES

Entry Station: Park Street

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	5,539	92.0%
Drive/Park Access	81	1.3%
Drop-off Access	18	0.3%
Taxi Access	21	0.4%
Shuttle/Van Access	9	0.2%
Bicycle Access	9	0.1%
Other Access	31	0.5%
Total Private Trans.	5,708	94.8%
MBTA Bus	205	3.4%
Other Bus	60	1.0%
Commuter Rail	9	0.1%
Boat	40	0.7%
Other	0	0.0%
Total Public Trans.	314	5.2%
TOTAL	6,022	100.0%
No Answer	196	

Trip time from trip origin to station by private transportation:

	WALK		DRIVE/PARK		DROP-OFF		OTHER		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0-5 minutes	2,827	56.4%	31	43.9%	0	0.0%	0	0.0%	2,858	55.4%
6-10	1,729	34.5%	0	0.0%	0	0.0%	9	14.3%	1,738	33.7%
11-15	274	5.5%	31	43.9%	0	0.0%	0	0.0%	305	5.9%
16-20	146	2.9%	0	0.0%	9	100.0%	31	51.2%	187	3.6%
21-30	40	0.8%	9	12.2%	0	0.0%	0	0.0%	49	1.0%
31-45	0	0.0%	0	0.0%	0	0.0%	21	34.6%	21	0.4%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	5,017	100.0%	72	100.0%	9	100.0%	62	100.0%	5,159	100.0%
No Answer	522		9		9		9		549	
Avg. Time (min)	6.7		12.0		20.0		27.2		7.0	

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

RED AND GREEN LINES

Entry Station: Park Street

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Unspecified	9

MBTA Bus Routes:	Number of Riders
111	55
749	51
354	31
92	31
55	19
43	18

Boat, Boarded at Dock Indicated:	Number of Riders
Hingham	31
Hull	9

Other Bus Routes:	Number of Riders
BEX	31
CJ	9
Unspecified Bus	19

T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

RED AND GREEN LINES

Expanded Results

Exit Station: Park Street

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	17,020	95.6%
Drive/Park Egress	134	0.8%
Pick-up Egress	55	0.3%
Taxi Egress	0	0.0%
Shuttle/Van Egress	29	0.2%
Bicycle Egress	10	0.1%
Other Egress	34	0.2%
Total Private Trans.	17,282	97.0%
MBTA Bus	426	2.4%
Other Bus	24	0.1%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	78	0.4%
Total Public Trans.	528	3.0%
TOTAL	378	100.0%
No Answer		

Trip time from station 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	8,280	57.8%	27	19.9%	0	0.0%	0	0.0%	8,307	57.2%
6-10	4,721	32.9%	34	25.6%	0	0.0%	20	44.6%	4,776	32.9%
11-15	942	6.6%	7	5.3%	0	0.0%	8	18.3%	957	6.6%
16-20	321	2.2%	20	15.2%	0	0.0%	0	0.0%	341	2.3%
21-30	20	0.1%	12	8.6%	0	0.0%	17	37.1%	48	0.3%
31-45	45	0.3%	23	17.1%	26	100.0%	0	0.0%	94	0.6%
Over 45	0	0.0%	11	8.2%	0	0.0%	0	0.0%	11	0.1%
TOTAL	14,330	100.0%	134	100.0%	26	100.0%	45	100.0%	14,534	100.0%
No Answer	2,690		0		29		28		2,747	
Avg. Time (min)	6.8		21.0		45.0		18.3		7.0	

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

RED AND GREEN LINES

Exit Station: Park Street

Transferring to:

**Commuter Rail, Alighted at
Station Indicated:**

(None identified)

MBTA Bus Routes:

Number of
Riders

749	291
43	55
55	49
39	12
504	10
111	9

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	24
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Destination Locations and Activities

RED AND GREEN LINES

Expanded Results

Exit Station: Park Street

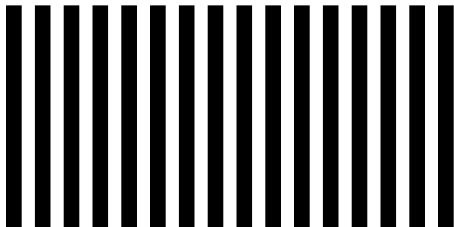
City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Financial/Retail	6,975	39.7%	0.6%	1.3%	2.1%	74.5%	4.4%	4.5%	3.3%	5.3%	4.1%
Boston: Govt Center	6,480	36.8%	0.2%		11.4%	75.0%	0.5%	2.2%	7.5%	1.5%	1.6%
Boston: Park Square	1,298	7.4%			15.6%	65.8%	2.9%	3.2%	1.9%	8.8%	1.7%
Boston: Dwntwn Unspecified	896	5.1%	11.4%	7.3%	3.2%	51.6%	0.4%	6.2%	4.1%	5.6%	10.2%
Boston: Beacon Hill	649	3.7%		3.3%	1.1%	80.5%		6.9%	4.3%	1.7%	2.1%
Boston: South End	378	2.2%		27.7%		50.3%		16.8%		5.3%	
Boston: Waterfront	373	2.1%				93.1%					6.9%
Boston: Back Bay	243	1.4%				76.2%	6.3%			11.1%	6.3%
Boston: Prudential/Hancock	104	0.6%	12.6%			87.4%					
Boston: So Bos Indust	95	0.5%				96.7%				3.3%	
Other (< 0.5 % of riders)	99	0.6%	3.6%	31.8%	10.2%	54.3%					
OVERALL TOTAL	17,590	100.0%	1.0%	1.8%	6.4%	73.1%	2.3%	3.8%	4.6%	3.9%	3.2%

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

APPENDIX C

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 Rail Rapid Transit Passenger Survey

This survey is being conducted to help determine how rail rapid transit (Red, Blue, Orange, and Green Line) 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 or a Customer Service Agent at a 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/mbtarapid/. All answers are confidential. You will not be put on any mailing lists. **THANK YOU!**

1. What rail line were you boarding/riding when you got this survey form?

- Red Line Green Line B (Boston College) on surface
 Orange Line Green Line C (Cleveland Circle) on surface
 Blue Line Green Line D (Riverside) on surface
 Mattapan Trolley Green Line E (Heath St.) on surface
 Green Line in subway, or at Lechmere or Science Park

2. At what station did you board the train on that line?

3. About what time did you board that train?

_____ : _____ 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 station 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 rapid transit trip?

- Pay-per-ride CharlieCard (plastic) Pay-per-ride CharlieTicket (paper)
 Monthly pass (circle one): Link (Subway + Bus); Zone _____; Boat;
Inner Express Bus; Outer Express Bus; Student; Senior; Disability
 Full cash fare on-board Green Line train or Mattapan trolley
 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 _____

MORE QUESTIONS INSIDE →

Please seal here with tape—do not staple.

8a. At what station will you/did you leave the train you were boarding/riding when you got the survey? _____

8b. Where will you/did you last leave a public transit vehicle on this one-way trip? At the station 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 rail line checked 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 rail 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 ride that rail line, how many one-way trips do you usually make on it? _____

13b. On days when you do not ride that rail line, do you make the same trips 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 rail line 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 rapid transit 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 train
 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 rapid transit 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 train crews	1	2	3	4	5	_____
Announcement of stations	1	2	3	4	5	_____
Availability of seating on trains	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	_____
Station amenities	1	2	3	4	5	_____
Fare collection system	1	2	3	4	5	_____

Comments/Suggestions: