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for the Massachusetts Bay Transportation Authority

MBTA Systemwide Passenger Survey

Rapid Transit 2008-09

RED LINE AND MATTAPAN TROLLEY



MBTA Systemwide Passenger Survey

RAPID TRANSIT 2008–2009

Red Line

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ABSTRACT

This Red 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 Red 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 Red 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 Red Line, while each subsequent chapter covers one or more types of data on a station-by-station basis.

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

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KEYWORDS

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Introduction

1.1 THE SYSTEMWIDE SURVEY

This report belongs to a multivolume set of reports on the findings of a systemwide survey of Massachusetts Bay Transportation Authority riders that was conducted for the MBTA by the Central Transportation Planning Staff (CTPS) in 2008–09. This survey covered 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 the past systemwide surveys have become outdated.

1.2 RED LINE SURVEY METHOD

This volume presents the survey results for passengers riding the Red Line, which, along with the MBTA's other heavy rail lines and its light 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 rider age, gender, income, and ethnicity) and subjective views of the rider regarding service quality. Also, at the end of the survey form, space was provided in which the rider could write comments and suggestions of his or her own choosing.

Survey forms were offered to all riders entering each Red Line station 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 Red 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 Red Line at Park Street or Downtown Crossing 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 Red 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 shown 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 Red Line as a Whole:** Provides an overview of the results for the Red Line as a whole.
- 3 **Trip Purpose, Reasons for Using the MBTA, and Alternative Means:** For each Red Line station, presents the following data on the riders who were entering the rapid transit system there:
 - Why riders made their trips
 - Why riders used MBTA rapid transit 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 Red Line
- 4 **Origin Locations and Activities:** For each Red Line station, 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 Red Line station, presents the following data on the riders who were entering the rapid transit system there:
 - What mode riders used to access the Red Line, such as walking, biking, other transit mode, etc.
 - For riders who accessed the Red Line by any mode other than transferring to the Red 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 Red Line
 - If riders transferred to the Red 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 Red Line station, 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 Red Line station, 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 Orange, Blue, or Green Line as well as the Red Line)

- 8 Egress from the Rapid Transit System:** For each Red Line station, presents the following data on the riders who were exiting the rapid transit system there:
- How riders completed their trips after leaving the Red 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 Red Line
 - For riders who transferred from the Red 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 Red Line station, 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 Red Line station, 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 Red Line station, 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 Red Line station, 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 Red Line station, 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 Red Line riders

14 Service Quality: For each Red Line station, presents the following data on the riders who were entering the rapid transit system there:

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

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

It should be noted that, throughout this volume, Red Line stations are grouped into five segments: the northern segment (Alewife through Kendall/MIT), the central segment (Charles/MGH through Broadway), the Dorchester branch (Andrew through Ashmont), the South Shore branch (North Quincy through Braintree), and the Mattapan High-Speed Line (light rail stations Ashmont through Mattapan).



Results for the Red Line as a Whole

This chapter provides an overview of the survey results for the Red 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 Red Line stations and note any significant differences between the stations in the five groups (northern segment, central segment, Dorchester Branch, South Shore branch, and Mattapan High-Speed Line), while each of the subsequent chapters presents a particular category (or set of categories) of data on a station-by-station 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 except 2.13 corresponds to one or more tables that are located at the end of the chapter.

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

Trip Purpose Over 86% of the rapid transit trips that started on the Red Line were in one of the seven categories that are “home-based” (that is, home was either the origin or destination of the trip). The majority of these (67% of all Red Line trips) were “home-based work” (either heading to work from home or to home from work). That was especially true on the South Shore branch, where home-based work trips accounted for more than 79% of all trips. The other six types of home-based trips accounted for 2% to 7% each of total trip. However, the Dorchester Branch and the Mattapan High-Speed Line had significantly higher percentages of home-based school trips: 12% and 11% respectively vs. 4%-6% for the other three branches. “Work-based” trips (those with one end at work and the other end not at home) were the second-most-common after home-based work trips on the Central Segment (17%) and the Northern Segment (9%), with an average of 9% for the entire Red Line.

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 for using rapid transit service was “convenience”

(66%). The next-most-common responses were automobile-related: “avoid driving/traffic” (64%) and “avoid parking at destination” (57%). Among the four segments, avoiding driving/traffic had the highest importance on the South Shore branch (70%). Nearly a third of the passengers from the Mattapan High-Speed Line used the MBTA service because it was their only transportation available.

Being environmentally responsible was ranked higher than average by the passengers from northern segment stations (61%), compared to the 35%-50% for passengers from other segments. Among all the segments, importance of speed and travel time was highest for passengers from the Northern Segment (40%) and lowest important for Mattapan High-Speed Line riders (19%).

Alternative Means When asked whether they made the same trip by other means on days that they did not use the Red Line, 41% of the respondents answered “yes.” Of those riders, more than half (51%) indicated that they drove alone. The percentage using this alternative was highest on the South Shore branch (65%), and lowest on the Mattapan High-Speed line (37%). The next-most-commonly used alternative was other MBTA service (24%). “Other” alternatives were used by about 19% of Red Line riders who used any alternative. (Of those that specified the “other” alternative in the write-in space, 70% walked. On the Mattapan High-Speed Line, 29% of the passengers who used other alternatives checked carpool/vanpool compared with 16% on the entire Red Line. Bicycling was an alternate means of transportation for 21% of the northern segment riders, but for only 3% of the South Shore branch riders. Passengers from the northern and central segments were more likely to use other MBTA service or walk compared with riders from the South Shore branch.

2.2 ORIGIN LOCATIONS AND ACTIVITIES

Two thirds of the origin locations of the riders starting rapid transit trips at Red Line stations were in the cities, towns or neighborhoods directly served by the Red Line, led by Boston (28% for all directly served neighborhoods combined), Cambridge (18% for all directly served neighborhoods), and Quincy (12%).

At stations on the northern segment, the city of Cambridge as a whole originated 49% of entries, followed by all of Somerville (20%) and Arlington (8%). No other individual city or town originated more than 4%.

At stations on the central segment, 49% of entries originated in Boston neighborhoods served directly by those stations. Another 20% came from other Boston neighborhoods. Because of commuter rail and commuter bus connections at South Station, the non-Boston origins were scattered over a large geographical area, with individual cities and towns each contributing 1% or less.

Entries to stations on the Dorchester branch originated predominantly in the three neighborhoods served directly by these stations: North and South

Dorchester (37% each) and the South Boston residential neighborhood (9%). Stations on the High-Speed Line also had very concentrated trip origins, with the Mattapan neighborhood of Boston providing 45%, and the town of Milton another 38%

More than half of the passengers (58%) entering stations on the South Shore branch had trip origins in Quincy, where four of the five stations are located. Braintree, which has one station, originated 9% of the entries. Towns directly adjoining Quincy or Braintree accounted for another 15%, with the remaining 18% scattered mostly in southeastern Massachusetts. The most common activity before boarding the Red Line was “home.” For most locations with predominantly residential land use, 75% to 100% of trips originated at home. The lowest rates of trip origins at home were in the Financial/Retail District, Waterfront, and Park Square, neighborhoods of Boston, at 6%, 7%, and 9%. Over 60% of the trips from these neighborhoods had work or work-related origins.

Neighborhoods where major hospitals or schools are located also had low rates of home trips origins. On the northern segment, more than half of the passengers originating from “Cambridge: Kendal/MIT” were coming either from work (47%) or from school (16%), with only 19% reporting “home” as the origin activity.

The North Dorchester and Park Square neighborhoods of Boston also had notable incidences of school origins, at 22% and 14% of their origin activities.

The South Shore branch had the highest rates of home origin activity on the Red Line. In four of the top five and 21 of the top 25 origin locations for this segment, 85% or more of the trips began at home.

2.3 ACCESS TO THE RAPID TRANSIT SYSTEM

The most common mode of access to the Red Line as a whole was walking, accounting for 57% of the trips. The next-most-common modes were transferring from MBTA bus (16%), driving (13%), transferring from commuter rail (6%), and being dropped off (4%). Private transportation modes (that is, any means other than using a fixed-route transit service) accounted for 77% of all access trips.

The use of private transportation for access was highest on the South Shore branch, at 89%, as was driving access (37%). Only 38% of access trips to South Shore branch stations were made by walking, compared with 60% to 64% to stations on the other segments. Most of the commuter rail transfers occurred at South Station; consequently 25% of the access trips to the central segment were made via that mode. Another 11% of central segment access trips were made by bus.

The use of bus access was highest on the Dorchester branch (23%) and northern segment (22%) Bicycle access was highest on the northern segment at 2%. None of the other Red Line segments had bicycle access rates above 0.5%.

Among riders accessing the Red Line overall by private transportation, those who walked had the shortest average access times, at 8 minutes. This average varied little among segments.

Taxis, shuttles, and bicycles combined were tied with drop-offs for the second lowest access times (11 minutes). The central segment had the longest average access times both for drop-offs (15 minutes) and for taxis, shuttles, and bicycles (16 minutes). This was partly a reflection of greater traffic congestion on the access routes rather than of longer distances.

Riders who drove and parked had the longest average access times, at 18 minutes. Many of the driving trips came from origins from which none of the other access modes were options. Nevertheless, 87% of the drive-and-park trips were made in 30 minutes or less, and 60% were made in 15 minutes or less.

The northern segment had the longest average driving access times, at 21 minutes, and the High-Speed Line had the shortest ones, at 12 minutes.

Stations with significant numbers of transfers from bus to the Red Line were Harvard, Alewife, Davis, Andrew, Broadway, Fields Corner, Ashmont, and Quincy Center.

2.4 EXITS FROM THE RAPID TRANSIT SYSTEM

Riders who entered the rapid transit system along the Red Line most often also exited the system at a Red Line station including stations on the Mattapan High-Speed Line (79%).³ By far the most common exit stations were South Station (13%), Downtown Crossing (11%), Kendall/MIT (11%), Park Street (10%), and Harvard (9%). These five stations provided exits to more than half of the trips that started on the Red Line. After the Red Line, the next-most-common line from which riders left the system was the Green Line, with 14% of all exits. Nearly two-thirds of these occurred in the Central Subway, and the rest at surface stops. The Orange Line was next, with 6%. Only 1% of riders entering from Red Line stations exited at stations on the Blue Line, using the Green or Orange Lines as an intermediate link from the Red Line. The only individual non-Red Line stations accounting for at least 1% of exits by riders who started on the Red Line were Arlington, Copley, and Government Center, with 2% each, and Back Bay with 1%. Transferring to other lines was more common for passengers entering on the southern branches than for those entering on the northern or central segments.

2.5 ENTRIES TO THE RAPID TRANSIT SYSTEM

Of the riders exiting the rapid transit system at Red Line stations during the survey hours, 80% had also entered the system at Red Line stations, including

³ To exit the system means to exit the entire rail rapid transit system and does not include alighting from a Red Line train and transferring to another train.

stations on the Mattapan High-Speed Line.⁴ The Red Line stations with the highest percentages of entries were Harvard (8%), Davis (7%), Alewife (6%), South Station (6%), and Central (6%). Entries at these five stations provided one-third of the riders exiting at Red Line stations.

After the Red Line itself, the most common source of system entries for riders who exited at Red Line stations was the Green Line, at 10%. Just over half of these entered at stations in the Central Subway, and the rest boarded at surface stops. The Orange Line was next, at 8%. Only 2% of riders exiting from Red Line stations started on the Blue Line and used the Green or Orange Lines as an intermediate link to the Red Line. The only non-Red Line stations at which at least 1% of exiting Red Line riders first entered were Forest Hills and Malden, both just over that cut-off.

Transfers from Green and Orange Lines were more common for riders exiting on the southern branches or the northern segment than for those exiting on the central segment. Many trips starting on the Orange or Green Lines that end near a station on the Red Line central segment can be completed by walking from Park Street or Downtown Crossing instead of transferring.

2.6 EGRESS FROM THE RAPID TRANSIT SYSTEM

The most common mode of egress from all Red Line stations combined was walking directly from the exit station to the destination of the trip (81%). The next-most-common egress modes were transferring to an MBTA bus (10%) or a non-MBTA bus (3%). Driving and transferring to a shuttle/van each accounted for 2%. The Silver Line waterfront services (Routes SL1 and SL2) accounted for one-third of the MBTA bus egress trips, and the UMass Harbor Campus shuttle bus service accounted for 91% the non-MBTA bus trips.

Among riders using private egress modes from Red Line stations, those who drove away had the longest average egress times (19 minutes). Those who were met at a station had slightly lower egress times (17 minutes). Those who walked or used other private egress modes (such as taxi, shuttle van/bus, or bicycle) had the shortest average egress times, at 7 minutes.

2.7 DESTINATION LOCATIONS AND ACTIVITIES

Neighborhoods within Boston Proper accounted for 40% of the destinations of riders exiting from Red Line stations during the survey hours. The Financial/Retail District was the final destination of 15% of the respondents, with Beacon Hill, Government Center, and Waterfront combined accounting for another 19%. The most common destinations outside of downtown Boston were Cambridge: Kendal/MIT (14%) and Cambridge: Harvard Square (10%).

The most common “activity” to which riders were destined at the downtown

⁴ Entering the rapid transit system means entering from outside the system, not transferring to a Red Line train from another train.

neighborhoods was “work,” at 78%. The second-most-common destination activity overall was “home,” at 11%, representing people returning from non-work trips or people whose workdays ended before 3:00 PM. Almost all of these trips were to non-downtown destinations.

Destinations with the highest percentages of people headed home included Arlington (70%), South Dorchester (55%), and Somerville: Davis Square, Quincy, and Medford, all at 37%.

2.8 ORIGIN-DESTINATION CROSS-TABULATION

The most common origin-destination pair for passengers entering at a Red Line station was Quincy to the Financial/Retail District, but it accounted for only 2% of all Red Line entries. Trips from South Dorchester, North Dorchester, and Cambridge: Central Square to the Financial/Retail District each accounted for about 1% of total origin-destination pairs. The largest pair with a destination other than the Financial/Retail District was Somerville: Davis Square to Cambridge: Kendall/MIT, at just under 1%.

2.9 SOCIOECONOMIC CHARACTERISTICS

Among survey riders entering at Red Line stations, 82% were between the ages of 25 and 64, 11% were college age (19–24), and 6% were over the age of 65. Only 1% of the respondents were under the age of 18. Comparisons with fare data indicate that the latter group is usually under-represented in MBTA passenger surveys because of low response rates.

The age distributions on the northern segment and the Dorchester branch were somewhat skewed toward the younger categories, while the opposite was true on the central segment and the South Shore branch.

Women made up over half of Red Line ridership (58%), while men accounted for 42%, and less than 1% of riders identified themselves as transgender. The results for the four segments of the Red Line followed the same pattern as the entire line, with women accounting for more than half of the ridership.

Nearly two-thirds of the riders (63%) reported household incomes of \$60,000 or more. The single-most-common income bracket selected was “\$100,000 or more” (34%). Possible explanations for this are that the question’s check-off choices did not include enough higher income ranges for 2008-2009 incomes⁵ or that people may have (intentionally or unintentionally) inflated their incomes in their answers. This question was left blank by many people. The Dorchester branch exhibited somewhat lower incomes than the other parts of the Red Line. Almost 40% of the riders from the northern and central segments reported household incomes of “\$100,000 or more,” compared with 32% for

⁵ The income ranges were selected to be consistent with the ranges used by the U.S. Census Bureau and in earlier MBTA systemwide passenger surveys.

the South Shore branch, 26% for the High-Speed Line, and 22% for the Dorchester branch.

The average household size across the entire Red Line was 2.49, with respondents boarding at stations on the central and northern segments reporting slightly lower averages.

The majority of Red Line riders self-identified themselves as white (74%). The next-most-common races were black or African-American (11%) and Asian (9%). Five percent of respondents reported race as “other,” which called for writing something in; many wrote in “Hispanic.” On a separate question, which asked riders if they were “Hispanic/Latino,” close to 5% of the respondents answered “yes.” The Dorchester Branch had much higher percentages of riders who identified themselves as black or African-American (39%) or “Hispanic/Latino” (9%) than the northern, central, and South Shore segments. On the High-Speed Line 38% self-identified as black or African-American, and 7% self-identified as Hispanic/Latino.

2.10 USAGE RATES AND FARE TYPES

Over half (52%) of those surveyed indicated that they used the Red Line five days per week. The numbers for Red Line segments ranged from 47% for the central segment to 68% for South Shore branch. Another 20% of the Red Line passengers used the line six or seven days per week. Less than 6% of the riders reported that they used the Red Line less than one day per week. Riders entering stations on the Dorchester branch had the highest usage rates, with 78% riding five days per week or more, including 12% at six days and 15% at seven days.

The largest percentage of the riders who used the Red Line on the weekend used it occasionally on both Saturday and Sunday (53%), and 14% used it regularly on both Saturday and Sunday. The Red Line was not used at all on weekends by 21% of respondents. Another 6% used it at least occasionally on either Saturday or Sunday, but not both.

The majority (65%) of the Red Line riders paid their fares using some form of monthly pass, which they used five days per week on average. Approximately 25% of riders paid by the ride, with 22% using CharlieCards and 3% using CharlieTickets. It is not surprising that many more riders who paid by the ride used the CharlieCard, as single-ride CharlieTicket users pay a surcharge.

Passengers with 7-Day Link Passes rode more often (5.4 days per week) than monthly pass holders (5.1 days per week). On all segments of the Red Line except for the Dorchester Branch, riders with CharlieCards rode more often than those with CharlieTickets (on average 3.7 versus 3.0 days per week for the entire Red Line compared with 4.3 versus 4.5 days per week for the Dorchester Branch).

2.11 VEHICLE AVAILABILITY

The vast majority of the Red Line riders surveyed (88%) were licensed to drive, and 76% lived in households with at least one usable vehicle. However, only about half (53%) of the respondents had a household vehicle available for use on the survey day instead of riding the Red Line. Overall 39% of the Red Line riders were from households with fewer than 0.5 vehicles per capita. This figure ranged from 27% on the South Shore segment to 49% on the Dorchester Branch, indicating a high degree of transit dependency.

2.12 SERVICE QUALITY

Passengers were asked to rate MBTA rapid transit service on a scale from “1” (poor) to “5” (excellent) by 11 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 (23%), personal safety (16%), and announcements (15%), while the measures with the highest percentage of “1” and “2” ratings were parking (31%) and station amenities (39%).

Based on an averaging of all respondents’ ratings, the three measures rated most favorably were personal safety (3.7), fare collection (3.7), and announcements (3.4), and the three measures rated least favorably were station amenities (2.7), parking (3.0), and seating (3.1). Respondents were also asked to indicate which 3 of the 11 service quality measures were most important to them. The top four for the entire Red Line and three segments were reliability, frequency, and personal safety.

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 “Need more outbound trains at Charles/MGH at 7:30 PM.” Many riders used the Comments/Suggestions field to complain about a specific issue; others used the space to suggest ideas about how the MBTA could improve their transit experience. The most common comments were complaints about unreliable service, discourtesy of MBTA personnel, overcrowded vehicles during peak hours, uncleanliness, and jerky stops and starts. Other common comments included requests for:

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

RESULTS FOR THE RED LINE AS A WHOLE

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

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

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

Expanded Results

RED LINE AND MATTAPAN TROLLEY

Entry Station: All Stations

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	71,255	67.0%	67.0%
Home-based School	6,896	6.5%	73.5%
Home-based Shopping	1,538	1.4%	75.0%
Home-based Social Activity	2,386	2.2%	77.2%
Home-based Personal Business	4,517	4.2%	81.5%
Home-based Work-related	3,105	2.9%	84.4%
Home-based Other	2,473	2.3%	86.7%
Work-based	9,714	9.1%	95.8%
Non-Home/Non-Work-based	4,414	4.2%	100.0%
TOTAL	106,298		
No Answer	2,637		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	66,658	66.4%
Speed/travel time	35,468	35.4%
Avoid driving/traffic	63,698	63.5%
Avoid parking at destination	57,171	57.0%
Environmentally responsible	50,128	50.0%
Less expensive	42,416	42.3%
Can read/do work	36,875	36.8%
Only transportation available	21,151	21.1%
Other	2,613	2.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	100,316	

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	40,769	41.4%	Drive alone	19,344	50.8%
No	57,655	58.6%	Non-MBTA bus	536	1.4%
TOTAL	98,424	100.0%	Carpool/vanpool	6,195	16.3%
No Answer	10,511		Bicycle	4,881	12.8%
			Other MBTA service	9,074	23.9%
			Other	7,043	18.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	38,045	
			(No other modes reported)	2,757	

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

Origin Locations and Activities

Expanded Results

RED LINE AND MATTAPAN TROLLEY

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
Quincy	12,713	11.7%	0.2%	88.7%	2.1%	4.2%	0.1%	1.9%	0.8%	0.7%	1.2%
Boston: South Dorchester	7,489	6.9%	0.6%	89.4%	1.1%	4.3%	1.1%	1.0%		0.8%	1.7%
Boston: North Dorchester	7,243	6.6%	0.4%	61.7%	22.1%	6.2%	1.9%	2.8%	2.0%	0.5%	2.4%
Cambridge: Central Square	7,028	6.4%	0.3%	78.6%	1.0%	7.3%	3.1%	3.9%	2.2%	1.6%	2.0%
Somerville: Davis Square	6,348	5.8%	0.1%	93.0%	0.2%	0.8%	0.4%	2.0%	0.6%	0.8%	2.2%
Cambridge: Harvard Square	5,473	5.0%	0.7%	51.2%	7.2%	17.5%	2.1%	5.3%	5.4%	6.3%	4.4%
Cambridge: North Cambridge	4,559	4.2%		90.5%	0.7%	2.8%	0.9%	2.2%	0.8%	1.1%	1.0%
Boston: So Bos Res	3,767	3.5%	0.4%	89.9%	1.4%	0.5%	1.0%	1.0%	3.4%		2.4%
Arlington	3,719	3.4%		95.3%	0.5%	1.3%	0.3%	1.4%	0.5%	0.2%	0.6%
Boston: Beacon Hill	3,389	3.1%	1.2%	47.7%	2.1%	13.9%	1.2%	24.9%	3.3%	3.1%	2.4%
Boston: Financial/Retail	3,204	2.9%		6.5%	0.8%	47.9%	10.5%	7.4%	13.6%	5.5%	7.8%
Cambridge: Kendall/MIT	2,942	2.7%	0.9%	18.5%	16.0%	46.6%	1.0%	3.7%	8.0%	3.0%	2.3%
Unspecified	2,312	2.1%	8.2%	50.8%	7.0%	21.8%	1.4%	2.2%	2.1%	0.4%	6.1%
Somerville: Spring Hill	2,198	2.0%		96.3%		1.1%	0.3%	0.9%	0.5%		0.8%
Braintree	2,009	1.8%	2.4%	87.2%	0.4%	1.7%	1.0%	2.4%		1.3%	3.6%
Weymouth	1,906	1.7%	0.8%	96.0%		1.6%		0.6%		0.4%	0.6%
Milton	1,809	1.7%		83.4%	5.2%	4.4%		0.9%	3.1%		3.0%
Boston: Mattapan	1,607	1.5%	1.2%	88.1%	1.2%	3.1%	1.5%	1.2%	1.3%	1.2%	1.0%
Belmont	1,437	1.3%	0.7%	91.8%		1.8%	1.5%	1.4%			2.8%
Boston: Govt Center	1,376	1.3%		17.9%	6.6%	28.5%	3.3%	12.8%	15.9%	7.5%	7.3%
Medford	1,326	1.2%		87.2%	3.3%	7.3%					2.2%
Watertown	1,320	1.2%		92.2%	0.8%	4.3%		2.0%			0.7%
Cambridge: Fresh Pond	1,269	1.2%		84.1%	1.2%	6.3%		4.8%		3.1%	0.5%
Boston: So Bos Indust	1,177	1.1%		37.1%	1.7%	34.3%		2.3%	14.4%	9.1%	1.1%
Lexington	1,177	1.1%	0.9%	93.1%	0.9%	2.0%		1.7%		0.6%	0.9%
Randolph	1,154	1.1%	1.7%	93.0%			0.9%	1.2%			3.1%
Boston: Waterfront	1,068	1.0%	3.1%	7.3%		51.5%		7.5%	16.3%		14.2%
Cambridge: East Cambridge	776	0.7%		84.1%		6.7%	3.7%	1.8%		3.7%	
Brockton	742	0.7%		90.9%	2.7%	1.9%		4.6%			
Boston: Park Square	740	0.7%		9.1%	14.2%	49.8%		12.5%	13.2%	1.2%	
Waltham	655	0.6%	1.7%	89.7%		5.5%		1.7%		1.6%	
Boston: South End	585	0.5%		51.9%	6.5%	14.3%		21.8%			5.6%
Boston: Allston	552	0.5%		80.3%	2.8%	9.8%		5.6%			1.5%
Other (< 0.5 % of riders)	13,905	12.8%	1.1%	90.6%	1.4%	2.3%	0.1%	1.9%	0.6%	0.4%	1.6%
OVERALL TOTAL	108,973	100.0%	0.7%	76.1%	3.6%	8.9%	1.2%	3.5%	2.4%	1.4%	2.3%

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 LINE AND MATTAPAN TROLLEY

Entry Station: All Stations

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	61,243	56.6%
Drive/Park Access	14,291	13.2%
Drop-off Access	4,704	4.3%
Taxi Access	129	0.1%
Shuttle/Van Access	1,254	1.2%
Bicycle Access	1,007	0.9%
Other Access	172	0.2%
Total Private Trans.	82,800	76.5%
MBTA Bus	17,006	15.7%
Other Bus	2,135	2.0%
Commuter Rail	6,213	5.7%
Boat	36	0.0%
Other	62	0.1%
Total Public Trans.	25,452	23.5%
TOTAL	108,252	100.0%
No Answer	684	

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	21,399	40.9%	1,803	14.6%	1,530	39.0%	701	33.0%	25,432	36.0%
6-10	20,044	38.3%	3,315	26.9%	1,346	34.3%	667	31.5%	25,372	35.9%
11-15	7,973	15.2%	2,317	18.8%	472	12.0%	504	23.7%	11,266	15.9%
16-20	2,304	4.4%	1,647	13.3%	299	7.6%	174	8.2%	4,424	6.3%
21-30	575	1.1%	1,712	13.9%	124	3.2%	41	1.9%	2,452	3.5%
31-45	40	0.1%	1,063	8.6%	95	2.4%	35	1.6%	1,233	1.7%
Over 45	0	0.0%	483	3.9%	60	1.5%	0	0.0%	543	0.8%
TOTAL	52,335	100.0%	12,341	100.0%	3,926	100.0%	2,121	100.0%	70,723	100.0%
No Answer	8,907		1,951		778		441		12,077	
Avg. Time (min)		8.3		18.2		10.9		10.5		10.2

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

RED LINE AND MATTAPAN TROLLEY

Entry Station: All Stations

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
South Acton	258
Mansfield	252
Sharon	234
Kingston	214
Abington	193
Attleboro	185
Canton Junction	167
Providence	161
Whitman	152
Brockton	144
Middleborough/Lakeville	141
Hanson	138
Natick	138
Canton Center	125
Norfolk	123
South Attleboro	121
Walpole	121
Worcester/Union Station	118
Holbrook/Randolph	113
Halifax	110
Route 128	105
Southborough	105
South Weymouth	102
Montello	101
West Concord	99
Other stations	2,400

Boat, Boarded at Dock Indicated:	Number of Riders
Hingham	27
Hull	9

MBTA Bus Routes:	Number of Riders
73	1,569
71	1,033
77	861
225	536
11	499
222	438
72	432
240	397
9	387
87	373
88	370
94	363
16	363
79	340
76	324
86	300
67	299
749	289
350	286
201	285
62	283
74	274
66	274
96	259
220	248
17	247
84	246
10	244
70	233
78	225
Other routes	4,728

Other Bus Routes:	Number of Riders
UMB	1,343
BAT	141
BEX	87
PB	68
CJ	62
BNZ	60
CON	60
DAT	40
Other routes	61
Unspecified Bus	213



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

RED LINE AND MATTAPAN TROLLEY

Entry Station: All Stations

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)

RED LINE AND MATTAPAN TROLLEY

Expanded Results

Entry Station: All Stations

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

Entries to the Rapid Transit System

Expanded Results

RED LINE AND MATTAPAN TROLLEY

Exit Station: All Stations

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	6,333	5.9%		Oak Grove	509	0.5%	
Davis	7,072	6.6%		Malden	1,235	1.2%	
Porter	5,085	4.8%		Wellington	351	0.3%	
Harvard	8,034	7.5%		Sullivan Square	418	0.4%	
Central	6,547	6.1%		Community College	473	0.4%	
Kendall/MIT	3,361	3.1%		North Station-O	325	0.3%	
Charles/MGH	3,312	3.1%		Haymarket-O	342	0.3%	
Park Street-R	1,947	1.8%	12,230	State-O	120	0.1%	332
Downtown Crossing-R	3,237	3.0%	9,008	Downtown Crossing-O	0	0.0%	
South Station	6,549	6.1%		Chinatown	182	0.2%	
Broadway	2,026	1.9%		NE Medical Center	259	0.2%	
Andrew	2,733	2.6%		Back Bay	691	0.6%	
JFK/UMass	3,391	3.2%	241	Massachusetts Ave	501	0.5%	
Savin Hill	1,143	1.1%		Ruggles	557	0.5%	
Fields Corner	2,036	1.9%		Roxbury Crossing	411	0.4%	
Shawmut	1,345	1.3%		Jackson Square	361	0.3%	
Ashmont-R	3,467	3.2%	1,895	Stony Brook	226	0.2%	
North Quincy	4,011	3.8%		Green Street	239	0.2%	
Wollaston	2,676	2.5%		Forest Hills	1,481	1.4%	
Quincy Center	4,193	3.9%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	2,441	2.3%		Orange Line Total:	8,680	8.1%	
Braintree	2,208	2.1%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	83,149	77.9%					
Blue Line				Mattapan High Speed Line			
Wonderland	182	0.2%		Ashmont-M	51	0.0%	603
Revere Beach	124	0.1%		Cedar Grove	79	0.1%	
Beachmont	146	0.1%		Butler	134	0.1%	
Suffolk Downs	17	0.0%		Milton	162	0.2%	
Orient Heights	160	0.2%		Central Avenue	454	0.4%	
Wood Island	91	0.1%		Valley Road	28	0.0%	
Airport	651	0.6%		Capen Street	43	0.0%	
Maverick	656	0.6%		Mattapan	1,377	1.3%	
Aquarium	101	0.1%		Mattapan Line Total:	2,328	2.2%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	48	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	2,177	2.0%					

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

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

RED LINE AND MATTAPAN TROLLEY

Expanded Results

Exit Station: All Stations

Green Line	Percent of		Transfers:*	Summary	Percent of	
	Entries:	Riders			Entries:	Riders
Lechmere	216	0.2%		Red Line Total:	83,149	77.9%
Science Park	43	0.0%		Mattapan Line Total:	2,328	2.2%
North Station-G	569	0.5%		Orange Line Total:	8,680	8.1%
Haymarket-G	533	0.5%		Blue Line Total:	2,177	2.0%
Government Center-G	442	0.4%	1,844	Green Line Total:	10,386	9.7%
Park Street-G	0	0.0%		Overall Total	106,720	100.0%
Boylston	126	0.1%		No Response	0	
Arlington	681	0.6%				
Copley	895	0.8%				
Hynes Convention Center	733	0.7%				
Kenmore	612	0.6%				
Prudential	288	0.3%				
Symphony	168	0.2%				
B Blandford-Babcock	341	0.3%				
B Pack.Cnr.-Warren St.	612	0.6%				
B Washington St.-BC	261	0.2%				
C St.Mary's-Summit/Winchest	624	0.6%				
C Brandon-Cleveland Cir.	352	0.3%				
D Fenway-Longwood	327	0.3%				
D Brook. Vill.-Brook.Hills	360	0.3%				
D Beaconsfield-Ches.Hill	329	0.3%				
D Newton Ctr.-Eliot	211	0.2%				
D Waban-Riverside	222	0.2%				
E Northeastern-Museum	494	0.5%				
E Long.Med.-Brig Cir.	657	0.6%				
E Fenwood Rd-Heath	288	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:	10,386	9.7%				

* 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

RED LINE AND MATTAPAN TROLLEY

Expanded Results

Exit Station: All Stations

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	84,434	80.4%
Drive/Park Egress	2,137	2.0%
Pick-up Egress	979	0.9%
Taxi Egress	34	0.0%
Shuttle/Van Egress	2,075	2.0%
Bicycle Egress	183	0.2%
Other Egress	362	0.3%
Total Private Trans.	90,205	85.8%
MBTA Bus	10,855	10.3%
Other Bus	2,819	2.7%
Commuter Rail	1,040	1.0%
Boat	2	0.0%
Other	160	0.2%
Total Public Trans.	14,877	14.2%
TOTAL	105,082	100.0%
No Answer	1,936	

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	40,232	57.2%	158	9.9%	126	17.7%	351	19.4%	40,866	54.9%
6-10	22,123	31.4%	458	28.7%	185	26.1%	494	27.3%	23,259	31.2%
11-15	5,986	8.5%	311	19.5%	127	17.9%	488	27.0%	6,913	9.3%
16-20	1,740	2.5%	276	17.3%	92	13.0%	238	13.2%	2,347	3.1%
21-30	254	0.4%	164	10.3%	75	10.6%	220	12.2%	713	1.0%
31-45	52	0.1%	161	10.1%	104	14.7%	17	0.9%	335	0.4%
Over 45	0	0.0%	68	4.3%	0	0.0%	0	0.0%	68	0.1%
TOTAL	70,388	100.0%	1,596	100.0%	709	100.0%	1,808	100.0%	74,501	100.0%
No Answer	14,046		541		270		847		15,705	
Avg. Time (min)	6.8		18.8		17.5		13.6		7.3	

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

RED LINE AND MATTAPAN TROLLEY

Expanded Results

Exit Station: All Stations

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
Brandeis/Roberts	86
Providence	69
Route 128	53
Bridgewater	47
Waltham	42
Mansfield	41
Worcester/Union Station	40
Framingham	39
Roslindale Village	37
Canton Junction	37
Plymouth	35
Norwood Central	34
Cohasset	34
Belmont	32
Hanson	32
Middleborough/Lakeville	29
Wellesley Square	28
Southborough	27
Franklin/Dean College	27
Sharon	26
Concord	26
South Acton	23
West Concord	23
Islington	16
Ayer	14
Other stations	143

Boat, Alighted at Dock Indicated:	Number of Riders
Charlestown Navy Yard	2

MBTA Bus Routes:	Number of Riders
SL2	2,994
SL1	651
71	525
749	501
47	457
73	421
9	327
350	256
96	250
1	229
70	217
CT3	196
77	195
8	188
17	154
78	135
11	134
72	129
62	112
26	109
222	108
76	103
74	101
210	99
94	90
CT1	88
225	88
66	85
69	84
24	83
Other routes	1,744

Other Bus Routes:	Number of Riders
UMB	2,547
BAT	42
PB	41
BEX	22
CON	11
BNZ	6
Unspecified Bus	149

Destination Locations and Activities

RED LINE AND MATTAPAN TROLLEY

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: Financial/Retail	15,825	14.8%	1.1%	0.9%	0.9%	84.7%	1.9%	3.2%	3.0%	2.0%	2.3%
Cambridge: Kendall/MIT	14,610	13.7%	0.7%	1.4%	7.8%	83.5%	0.4%	1.1%	3.3%	1.2%	0.5%
Cambridge: Harvard Square	10,446	9.8%	2.4%	4.4%	8.4%	67.2%	2.0%	2.6%	6.8%	4.2%	1.9%
Boston: Beacon Hill	7,417	7.0%	0.3%	1.6%		70.7%	0.1%	20.1%	2.5%	3.5%	1.1%
Boston: Govt Center	6,575	6.2%	0.4%	0.2%	6.9%	80.1%	0.2%	3.5%	6.2%	0.9%	1.5%
Boston: Waterfront	6,181	5.8%	2.1%	0.9%	0.2%	76.7%	0.4%	1.9%	5.5%	1.4%	10.8%
Boston: So Bos Indust	5,851	5.5%	1.1%	1.1%	0.2%	87.3%	0.7%	1.2%	4.5%	2.5%	1.5%
Cambridge: Central Square	5,301	5.0%	1.9%	15.9%	1.1%	52.6%	3.6%	9.6%	6.1%	5.1%	4.1%
Boston: North Dorchester	5,252	4.9%	0.4%	14.4%	38.0%	39.1%	1.0%	1.6%	1.7%	1.6%	2.3%
Quincy	4,297	4.0%	2.5%	36.9%	5.4%	44.8%	1.8%	3.0%	1.4%	1.6%	2.6%
Cambridge: North Cambridge	2,794	2.6%	2.0%	31.1%	3.3%	43.8%	2.9%	4.4%	3.9%	3.8%	4.7%
Boston: Park Square	2,612	2.4%	0.4%		11.3%	70.0%	2.3%	3.1%	4.9%	6.6%	1.4%
Somerville: Davis Square	2,287	2.1%	0.9%	37.6%	0.2%	31.3%	4.6%	12.9%	2.0%	6.7%	3.8%
Boston: South Dorchester	1,749	1.6%	5.2%	55.1%	3.1%	17.9%	3.2%	4.3%	2.5%	3.1%	5.6%
Boston: South End	1,216	1.1%		15.5%	1.3%	66.3%		14.0%	1.3%	1.6%	
Boston: So Bos Res	1,189	1.1%		34.2%	5.8%	39.8%	2.9%	2.9%	3.7%	5.0%	5.7%
Boston: Longwood Med Area	746	0.7%	1.0%		4.4%	92.7%		1.9%			
Cambridge: Fresh Pond	689	0.6%		30.0%	3.0%	54.4%		7.7%	3.3%	1.7%	
Boston: Logan Airport	667	0.6%	2.3%			20.9%		2.1%	8.0%	1.5%	65.1%
Boston: Dwntrwn Unspecified	613	0.6%	8.8%	8.9%	2.1%	54.5%		5.0%	10.5%	6.6%	3.5%
Unspecified	612	0.6%	24.5%	4.3%	5.3%	40.3%	8.3%	6.9%		3.6%	6.9%
Medford	575	0.5%		35.5%	5.7%	47.6%		1.8%	6.5%		2.9%
Arlington	548	0.5%		70.8%	2.6%	17.4%		2.6%			6.6%
Other (< 0.5 % of riders)	8,625	8.1%	1.9%	35.1%	2.0%	45.1%	1.4%	5.7%	2.5%	1.5%	4.8%
OVERALL TOTAL	106,678	100.0%	1.5%	10.7%	5.4%	66.7%	1.4%	4.7%	3.9%	2.5%	3.2%

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

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

Origin-Destination Cross-tabulation

RED LINE AND MATTAPAN TROLLEY

Expanded Results

Entry Station: All Stations

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Cambridge : Kendall/MI	Boston: Govt Center	Cambridge : Harvard Square	Boston: Beacon Hill	Boston: Waterfront	Boston: Park Square	Cambridge : Central Square	Boston: So Bos Indust	Boston: Back Bay	Other & % of Row	Row Total & % of Overall
Quincy	2275	719	1223	410	554	785	727	236	389	478	4512	12713
											35.5%	11.7%
Boston: South Dorchester	1541	348	983	284	283	369	273	282	224	163	2453	7489
											32.8%	6.9%
Boston: North Dorchester	1132	271	506	366	392	153	269	216	224	330	3292	7243
											45.5%	6.6%
Cambridge: Central Square	1181	761	516	398	499	328	396	47	224	228	2271	7028
											32.3%	6.4%
Somerville: Davis Square	855	1060	388	611	311	282	330	266	250	286	1556	6348
											24.5%	5.8%
Cambridge: Harvard Square	627	628	351	71	441	178	240	286	151	271	2095	5473
											38.3%	5.0%
Cambridge: North Cambridge	769	726	308	418	201	181	269	218	181	117	1075	4559
											23.6%	4.2%
Boston: So Bos Res	757	293	650	207	214	252	175	72	34	53	977	3767
											25.9%	3.5%
Arlington	795	623	263	244	178	164	196	138	123	153	789	3719
											21.2%	3.4%
Boston: Beacon Hill	143	553	0	467	0	160	27	210	97	125	1467	3389
											43.3%	3.1%
Boston: Financial/Retail	59	305	0	224	191	32	40	374	39	20	1824	3204
											56.9%	2.9%
Cambridge: Kendall/MIT	208	0	142	431	183	156	95	157	70	43	1442	2942
											49.0%	2.7%
Unspecified	397	169	191	90	75	121	47	58	67	57	936	2942
											40.5%	2.7%
Somerville: Spring Hill	402	277	190	162	156	100	122	29	123	142	437	2198
											19.9%	2.0%
Braintree	476	98	283	66	73	120	102	24	87	58	512	2009
											25.5%	1.8%
Weymouth	388	142	227	64	99	78	117	0	101	88	565	1906
											29.6%	1.7%
Milton	384	65	190	192	74	166	92	57	58	30	443	1809
											24.5%	1.7%
Boston: Mattapan	208	33	153	30	159	103	21	87	126	0	647	1607
											40.2%	1.5%
Other & % of Column	3285	3950	2029	2903	1645	908	984	1072	896	694	8373	27822
	20.4%	34.8%	23.1%	38.0%	28.2%	19.4%	21.5%	27.6%	25.4%	20.5%	30.1%	25.5%
Column Total & % of Overall	16089	11363	8769	7650	5822	4687	4581	3877	3527	3380	35982	108973
	14.8%	10.4%	8.0%	7.0%	5.3%	4.3%	4.2%	3.6%	3.2%	3.1%	33.0%	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE AND MATTAPAN TROLLEY

Entry Station: All Stations

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	1,188	1.1%	1.1%
19 - 24	11,700	10.9%	12.0%
25 - 34	32,539	30.2%	42.1%
35 - 44	20,292	18.8%	61.0%
45 - 64	35,583	33.0%	94.0%
65 and Older	6,517	6.0%	100.0%
TOTAL	107,820	100.0%	100.0%
No Answer	1,116		

Gender of Riders:	Number of Riders	Percent of Riders
Male	44,290	42.4%
Female	60,176	57.6%
Transgender	37	0.0%
TOTAL	104,502	100.0%
No Answer	4,433	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	8,294	8.5%	8.5%
\$20,000 - \$29,999	4,860	5.0%	13.5%
\$30,000 - \$39,999	6,391	6.6%	20.1%
\$40,000 - \$49,999	7,806	8.0%	28.1%
\$50,000 - \$59,999	8,309	8.5%	36.6%
\$60,000 - \$74,999	11,504	11.8%	48.4%
\$75,000 - \$99,999	16,748	17.2%	65.6%
\$100,000 or more	33,464	34.4%	100.0%
TOTAL	97,375	100.0%	100.0%
No Answer	11,560		

Mean Household Size: 2.49



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE AND MATTAPAN TROLLEY

Entry Station: All Stations

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	1,192	1.1%
Black or African-American	11,273	10.9%
Native Hawaiian or Other Pacific Islander	282	0.3%
Asian	9,970	9.6%
White	78,335	75.5%
Other	5,361	5.2%
Riders who gave at least 1 response	103,765	

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	5,262	5.1%
No	96,958	94.9%
TOTAL	102,220	100.0%
No Answer	6,715	



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

RED LINE AND MATTAPAN TROLLEY

Entry Station: All Stations

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	5,502	5.5%	5.5%
One Day	2,582	2.6%	8.1%
Two Days	4,416	4.4%	12.5%
Three Days	6,439	6.4%	18.9%
Four Days	7,843	7.8%	26.7%
Five Days	51,974	51.8%	78.5%
Six Days	10,033	10.0%	88.5%
Seven Days	10,246	10.2%	98.7%
Only Visiting	1,347	1.3%	100.0%
TOTAL	100,382	100.0%	100.0%
No Answer	8,554		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	12,812 13.7%	4,019 4.3%	395 0.4%	1,369	17,226 18.4%
Occasionally	977 1.0%	49,748 53.1%	5,427 5.8%	3,528	56,152 59.9%
Not at all	57 0.1%	522 0.6%	19,785 21.1%	966	20,363 21.7%
No Answer	187	339	70	8,734	
Sunday Total	13,846 14.8%	54,289 57.9%	25,607 27.3%		93,742 *

* 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

RED LINE AND MATTAPAN TROLLEY

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)	24,414	22.5%	3.7
Pay-per-ride CharlieTicket (paper)	3,369	3.1%	3.0
Monthly pass	70,557	65.1%	5.1
Full cash fare on-board trolley	33	0.0%	2.1
Reduced fare	5,620	5.2%	3.4
<i>Student</i>	493	0.5%	5.2
<i>Senior</i>	3,665	3.4%	2.9
<i>Disability</i>	1,462	1.3%	4.3
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	20	0.0%	0.5
Blind Access Card	187	0.2%	4.4
1-Day LinkPass	87	0.1%	2.3
7-Day LinkPass	3,905	3.6%	5.4
Other	202	0.2%	3.9
No Fare Payment Type Selected	540		
All Payment Types	108,395	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)	59,388	54.8%	5.1
Zone	7,831	7.2%	4.6
Boat	183	0.2%	3.3
Inner Express Bus	546	0.5%	4.4
Outer Express Bus	34	0.0%	2.3
Student	600	0.6%	5.5
Senior	1,313	1.2%	4.4
Disability	480	0.4%	4.9
No Pass Selected	182	0.2%	4.4
Total Riders Using Monthly Passes	70,557	65.1%	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	816	0.8%	5.1
1	915	0.8%	4.8
2	774	0.7%	4.3
3	755	0.7%	4.6
4	1,295	1.2%	4.7
5	658	0.6%	4.4
6	1,141	1.1%	4.4
7	509	0.5%	4.6
8	859	0.8%	4.7
Interzone	10	0.0%	5.0
No Zone Selected	100	0.1%	5.4
Total Riders Using Zone Passes	7,831	7.2%	4.6

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

Vehicle Availability

Expanded Results

RED LINE AND MATTAPAN TROLLEY

Entry Station: All Stations

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	88,047	87.5%
Not Licensed	12,549	12.5%
TOTAL	100,595	100.0%
No Answer	8,340	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	25,737	24.0%
1 vehicle	45,057	42.0%
2 vehicles	27,369	25.5%
3 or more vehicles	9,123	8.5%
TOTAL	107,286	100.0%
No Answer	1,649	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	53,081	53.2%
No	46,727	46.8%
TOTAL	99,808	100.0%
No Answer	9,127	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	24,586	23.8%	23.8%
0.01 to 0.49 vehicles	16,023	15.5%	39.3%
0.50 to 0.99 vehicles	33,602	32.6%	71.9%
1.00 to 1.49 vehicles	26,756	25.9%	97.8%
1.50 to 1.99 vehicles	1,513	1.5%	99.3%
2 or more vehicles	734	0.7%	100.0%
TOTAL RESPONSES	103,215		



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

RED LINE AND MATTAPAN TROLLEY

Entry Station: All Stations

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	6.6%	16.2%	38.8%	31.4%	6.9%	98,047	10,888	51,842
Safety and security	3.7	2.4%	5.5%	31.4%	44.8%	15.8%	98,296	10,640	26,993
Cleanliness/condition of vehicles	3.1	6.5%	15.6%	44.7%	28.8%	4.5%	98,279	10,656	11,248
Courtesy of train crews	3.3	5.1%	11.0%	39.8%	32.6%	11.5%	95,182	13,753	3,359
Announcement of stations	3.4	6.1%	14.7%	31.9%	32.5%	14.8%	97,658	11,277	3,062
Availability of seating on trains	3.1	8.3%	17.1%	42.1%	26.3%	6.3%	98,342	10,593	8,764
Frequency of service	3.2	6.0%	15.7%	39.1%	31.7%	7.5%	98,178	10,757	38,362
Travel time/speed	3.3	5.4%	13.0%	37.8%	35.0%	8.8%	98,133	10,802	25,896
Parking availability	3.0	14.1%	17.3%	36.6%	23.5%	8.6%	55,400	53,536	3,123
Station amenities	2.7	14.1%	24.7%	42.8%	15.3%	3.2%	82,798	26,138	1,025
Fare collection system	3.7	5.0%	8.0%	26.1%	37.8%	23.1%	95,909	13,026	3,628

* 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

RED LINE

Entry Station: Northern Segment

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	29,980	67.6%	67.6%
Home-based School	2,451	5.5%	73.2%
Home-based Shopping	618	1.4%	74.6%
Home-based Social Activity	1,125	2.5%	77.1%
Home-based Personal Business	1,483	3.3%	80.5%
Home-based Work-related	1,398	3.2%	83.6%
Home-based Other	1,161	2.6%	86.2%
Work-based	4,136	9.3%	95.6%
Non-Home/Non-Work-based	1,964	4.4%	100.0%
TOTAL	44,317		
No Answer	651		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	30,360	71.5%
Speed/travel time	17,070	40.2%
Avoid driving/traffic	27,478	64.8%
Avoid parking at destination	25,475	60.0%
Environmentally responsible	25,772	60.7%
Less expensive	19,578	46.1%
Can read/do work	17,278	40.7%
Only transportation available	8,927	21.0%
Other	921	2.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	42,433	

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	16,968	40.7%	Drive alone	7,434	46.4%
No	24,717	59.3%	Non-MBTA bus	209	1.3%
TOTAL	41,685	100.0%	Carpool/vanpool	2,273	14.2%
No Answer	3,283		Bicycle	3,418	21.3%
			Other MBTA service	4,237	26.4%
			Other	3,584	22.4%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	16,031	
			(No other modes reported)	938	

**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

RED LINE

Entry Station: Central Segment

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	10,997	55.4%	55.4%
Home-based School	1,056	5.3%	60.7%
Home-based Shopping	399	2.0%	62.7%
Home-based Social Activity	485	2.4%	65.1%
Home-based Personal Business	1,222	6.2%	71.3%
Home-based Work-related	868	4.4%	75.7%
Home-based Other	386	1.9%	77.6%
Work-based	3,361	16.9%	94.5%
Non-Home/Non-Work-based	1,084	5.5%	100.0%
TOTAL	19,857		
No Answer	600		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	13,343	65.9%
Speed/travel time	7,108	35.1%
Avoid driving/traffic	13,267	65.5%
Avoid parking at destination	11,223	55.4%
Environmentally responsible	10,028	49.5%
Less expensive	7,693	38.0%
Can read/do work	7,931	39.2%
Only transportation available	3,780	18.7%
Other	471	2.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	20,244	

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	8,610	43.2%	Drive alone	3,752	47.5%
No	11,337	56.8%	Non-MBTA bus	141	1.8%
TOTAL	19,947	100.0%	Carpool/vanpool	1,108	14.0%
No Answer	510		Bicycle	586	7.4%
			Other MBTA service	2,032	25.8%
			Other	1,862	23.6%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	7,891	
			(No other modes reported)	752	

**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

RED LINE

Entry Station: Dorchester Branch

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	11,981	63.9%	63.9%
Home-based School	2,215	11.8%	75.7%
Home-based Shopping	369	2.0%	77.7%
Home-based Social Activity	433	2.3%	80.0%
Home-based Personal Business	774	4.1%	84.1%
Home-based Work-related	280	1.5%	85.6%
Home-based Other	503	2.7%	88.3%
Work-based	1,209	6.4%	94.8%
Non-Home/Non-Work-based	982	5.2%	100.0%
TOTAL	18,746		
No Answer	571		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	11,312	66.1%
Speed/travel time	5,739	33.6%
Avoid driving/traffic	9,032	52.8%
Avoid parking at destination	8,643	50.5%
Environmentally responsible	6,291	36.8%
Less expensive	6,371	37.2%
Can read/do work	4,860	28.4%
Only transportation available	4,868	28.5%
Other	693	4.1%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	17,105	

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	7,347	43.8%	Drive alone	3,694	54.1%
No	9,437	56.2%	Non-MBTA bus	79	1.2%
TOTAL	16,785	100.0%	Carpool/vanpool	1,448	21.2%
No Answer	2,532		Bicycle	628	9.2%
			Other MBTA service	1,458	21.3%
			Other	994	14.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	6,832	
			(No other modes reported)	515	

**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

RED LINE

Entry Station: South Shore Branch

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	16,602	79.4%	79.4%
Home-based School	915	4.4%	83.7%
Home-based Shopping	119	0.6%	84.3%
Home-based Social Activity	318	1.5%	85.8%
Home-based Personal Business	918	4.4%	90.2%
Home-based Work-related	476	2.3%	92.5%
Home-based Other	385	1.8%	94.3%
Work-based	876	4.2%	98.5%
Non-Home/Non-Work-based	308	1.5%	100.0%
TOTAL	20,918		
No Answer	616		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	10,157	56.4%
Speed/travel time	5,078	28.2%
Avoid driving/traffic	12,645	70.3%
Avoid parking at destination	10,671	59.3%
Environmentally responsible	7,148	39.7%
Less expensive	7,709	42.8%
Can read/do work	5,904	32.8%
Only transportation available	2,811	15.6%
Other	491	2.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	17,994	

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	6,705	38.4%	Drive alone	4,102	64.9%
No	10,755	61.6%	Non-MBTA bus	67	1.1%
TOTAL	17,460	100.0%	Carpool/vanpool	1,085	17.2%
No Answer	4,074		Bicycle	206	3.3%
			Other MBTA service	1,070	16.9%
			Other	549	8.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	6,324	
			(No other modes reported)	380	

**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

MATTAPAN HIGH SPEED LINE

Entry Station: All Stations

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,695	68.9%	68.9%
Home-based School	259	10.5%	79.4%
Home-based Shopping	33	1.4%	80.8%
Home-based Social Activity	24	1.0%	81.8%
Home-based Personal Business	120	4.9%	86.6%
Home-based Work-related	82	3.3%	90.0%
Home-based Other	39	1.6%	91.5%
Work-based	132	5.4%	96.9%
Non-Home/Non-Work-based	76	3.1%	100.0%
TOTAL	2,460		
No Answer	199		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,487	58.5%
Speed/travel time	474	18.7%
Avoid driving/traffic	1,277	50.3%
Avoid parking at destination	1,159	45.6%
Environmentally responsible	889	35.0%
Less expensive	1,065	41.9%
Can read/do work	902	35.5%
Only transportation available	765	30.1%
Other	36	1.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,540	

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	1,138	44.7%	Drive alone	361	37.4%
No	1,410	55.3%	Non-MBTA bus	40	4.1%
TOTAL	2,548	100.0%	Carpool/vanpool	280	29.0%
No Answer	112		Bicycle	43	4.5%
			Other MBTA service	276	28.6%
			Other	55	5.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	966	
			(No other modes reported)	172	

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

Origin Locations and Activities
RED LINE

Expanded Results

Entry Station: Northern Segment

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Cambridge: Central Square	7,028	15.6%	0.3%	78.6%	1.0%	7.3%	3.1%	3.9%	2.2%	1.6%	2.0%
Somerville: Davis Square	6,348	14.1%	0.1%	93.0%	0.2%	0.8%	0.4%	2.0%	0.6%	0.8%	2.2%
Cambridge: Harvard Square	5,473	12.2%	0.7%	51.2%	7.2%	17.5%	2.1%	5.3%	5.4%	6.3%	4.4%
Cambridge: North Cambridge	4,559	10.1%		90.5%	0.7%	2.8%	0.9%	2.2%	0.8%	1.1%	1.0%
Arlington	3,702	8.2%		95.3%	0.5%	1.3%	0.3%	1.4%	0.5%	0.2%	0.6%
Cambridge: Kendall/MIT	2,942	6.5%	0.9%	18.5%	16.0%	46.6%	1.0%	3.7%	8.0%	3.0%	2.3%
Somerville: Spring Hill	2,198	4.9%		96.3%		1.1%	0.3%	0.9%	0.5%		0.8%
Belmont	1,437	3.2%	0.7%	91.8%		1.8%	1.5%	1.4%			2.8%
Medford	1,326	2.9%		87.2%	3.3%	7.3%					2.2%
Watertown	1,320	2.9%		92.2%	0.8%	4.3%		2.0%			0.7%
Cambridge: Fresh Pond	1,269	2.8%		84.1%	1.2%	6.3%		4.8%		3.1%	0.5%
Lexington	1,177	2.6%	0.9%	93.1%	0.9%	2.0%		1.7%		0.6%	0.9%
Cambridge: East Cambridge	761	1.7%		83.8%		6.8%	3.8%	1.9%		3.8%	
Waltham	623	1.4%	1.7%	89.1%		5.7%		1.7%		1.6%	
Boston: Allston	552	1.2%		80.3%	2.8%	9.8%		5.6%			1.5%
Unspecified	508	1.1%	6.1%	52.5%	5.1%	23.1%		4.8%	7.1%		1.4%
Somerville: Winter Hill	397	0.9%		100.0%							
Boston: Brighton	380	0.8%	2.6%	88.1%		4.1%					5.2%
Acton	329	0.7%	3.1%	93.8%				3.1%			
Bedford	245	0.5%	2.8%	80.6%	8.3%	4.1%		4.1%			
Concord	241	0.5%		93.2%		4.2%					2.6%
Other (< 0.5 % of riders)	2,154	4.8%	0.5%	87.6%	3.6%	2.8%		2.4%	1.6%		1.6%
OVERALL TOTAL	44,968	100.0%	0.4%	79.3%	2.7%	8.3%	1.1%	2.8%	1.9%	1.6%	1.9%

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

Origin Locations and Activities

Expanded Results

RED LINE

Entry Station: Central Segment

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: Beacon Hill	3,389	16.5%	1.2%	47.7%	2.1%	13.9%	1.2%	24.9%	3.3%	3.1%	2.4%
Boston: Financial/Retail	3,204	15.6%		6.5%	0.8%	47.9%	10.5%	7.4%	13.6%	5.5%	7.8%
Boston: So Bos Res	2,066	10.1%	0.6%	91.6%	2.6%				2.6%		2.6%
Boston: Govt Center	1,376	6.7%		17.9%	6.6%	28.5%	3.3%	12.8%	15.9%	7.5%	7.3%
Boston: Waterfront	1,068	5.2%	3.1%	7.3%		51.5%		7.5%	16.3%		14.2%
Boston: So Bos Indust	1,027	5.0%		39.0%	2.0%	31.9%		2.6%	12.8%	10.4%	1.3%
Boston: Park Square	740	3.6%		9.1%	14.2%	49.8%		12.5%	13.2%	1.2%	
Unspecified	541	2.6%	19.2%	29.4%		24.9%	5.8%			1.6%	19.2%
Boston: South End	344	1.7%		77.3%		13.3%					9.4%
Brockton	254	1.2%		84.2%	7.9%			7.9%			
Newton	231	1.1%		94.2%							5.8%
Sharon	214	1.0%		100.0%							
Canton	203	1.0%		100.0%							
Boston: North End	198	1.0%		79.9%		12.3%				7.8%	
Providence, RI	194	0.9%		100.0%							
Natick	192	0.9%		100.0%							
Mansfield	174	0.8%		100.0%							
Attleboro	165	0.8%		100.0%							
Stoughton	161	0.8%		100.0%							
Boston: Roxbury	158	0.8%		79.4%		20.6%					
Boston: Back Bay	157	0.8%		53.8%	17.1%	18.0%		5.6%		5.6%	
Pembroke	138	0.7%		100.0%							
Framingham	136	0.7%		100.0%							
Boston: Hyde Park	125	0.6%	10.7%	89.3%							
Boston: Charlestown	116	0.6%		88.6%		11.4%					
Plymouth	114	0.6%		82.3%				17.7%			
Whitman	112	0.5%		100.0%							
Worcester	105	0.5%		100.0%							
Other (< 0.5 % of riders)	3,591	17.5%	2.0%	91.5%	0.6%	1.4%	0.5%	0.4%	1.2%	0.8%	1.5%
OVERALL TOTAL	20,494	100.0%	1.4%	54.3%	2.1%	19.4%	2.3%	7.4%	6.2%	2.7%	4.2%

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

Origin Locations and Activities
RED LINE

Expanded Results

Entry Station: Dorchester Branch

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: South Dorchester	7,207	37.3%	0.7%	89.3%	1.1%	4.5%	1.1%	0.7%		0.8%	1.7%
Boston: North Dorchester	7,163	37.1%	0.4%	61.3%	22.3%	6.3%	1.9%	2.8%	2.0%	0.5%	2.4%
Boston: So Bos Res	1,701	8.8%		87.8%		1.1%	2.2%	2.2%	4.5%		2.2%
Unspecified	736	3.8%	4.7%	61.7%	14.3%	12.9%		3.7%			2.7%
Boston: Mattapan	473	2.5%		95.6%					4.4%		
Randolph	452	2.3%		96.9%				3.1%			
Boston: Roxbury	242	1.3%		57.8%	10.9%			15.7%			15.7%
Boston: South End	241	1.2%		15.7%	15.7%	15.7%		52.8%			
Milton	209	1.1%		83.6%	6.6%						9.8%
Brockton	181	0.9%		84.7%		7.6%		7.6%			
Quincy	151	0.8%		69.7%		9.1%		9.1%			12.0%
Boston: So Bos Indust	150	0.8%		24.3%		50.3%			25.3%		
Other (< 0.5 % of riders)	411	2.1%	9.6%	76.0%	4.8%	3.4%		6.2%			
OVERALL TOTAL	19,317	100.0%	0.8%	75.7%	9.7%	5.4%	1.3%	2.9%	1.4%	0.5%	2.2%

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

Origin Locations and Activities
RED LINE

Expanded Results

Entry Station: South Shore Branch

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
Quincy	12,553	58.3%	0.2%	88.9%	2.1%	4.1%	0.1%	1.8%	0.8%	0.7%	1.0%
Braintree	1,975	9.2%	2.5%	87.0%	0.4%	1.7%	1.0%	2.4%		1.3%	3.7%
Weymouth	1,794	8.3%	0.9%	95.8%		1.7%		0.6%		0.4%	0.6%
Randolph	626	2.9%		92.5%			1.7%				5.7%
Milton	544	2.5%		80.3%		7.3%			10.3%		2.1%
Unspecified	453	2.1%		57.6%	2.6%	34.5%			2.9%		2.4%
Brockton	291	1.4%		100.0%							
Marshfield	216	1.0%		100.0%							
Holbrook	200	0.9%		96.0%	4.0%						
Abington	183	0.8%		78.5%				14.4%			7.2%
Hingham	177	0.8%		93.8%		6.2%					
Rockland	163	0.8%		100.0%							
Hull	162	0.8%		92.8%		7.2%					
Plymouth	159	0.7%		100.0%							
Norwell	148	0.7%		81.0%							19.0%
Duxbury	127	0.6%		100.0%							
Boston: South Dorchester	122	0.6%		85.2%				14.8%			
Pembroke	117	0.5%		85.9%				14.1%			
Other (< 0.5 % of riders)	1,524	7.1%	0.7%	96.1%		0.7%		2.5%			
OVERALL TOTAL	21,534	100.0%	0.5%	89.5%	1.4%	3.8%	0.2%	1.8%	0.8%	0.6%	1.4%

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

Origin Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

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: Mattapan	1,120	42.1%	1.8%	84.8%	1.8%	4.4%	2.2%	1.8%		1.8%	1.5%
Milton	1,008	37.9%		86.2%	6.0%	4.0%		1.6%			2.3%
Boston: South Dorchester	133	5.0%		94.8%				5.2%			
Boston: Hyde Park	130	4.9%		84.6%	15.4%						
Unspecified	74	2.8%	27.0%	47.2%	25.8%						
Boston: Roslindale	39	1.4%		76.0%		24.0%					
Canton	34	1.3%		100.0%							
Boston: Roxbury	28	1.1%		100.0%							
Providence, RI	20	0.8%									100.0%
Brockton	16	0.6%		100.0%							
Natick	16	0.6%				100.0%					
Randolph	15	0.6%		100.0%							
Other (< 0.5 % of riders)	25	0.9%		100.0%							
OVERALL TOTAL	2,660	100.0%	1.5%	84.2%	4.5%	4.3%	0.9%	1.6%		0.8%	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

RED LINE

Expanded Results

Entry Station: Northern Segment

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	27,568	61.5%
Drive/Park Access	3,824	8.5%
Drop-off Access	1,230	2.7%
Taxi Access	10	0.0%
Shuttle/Van Access	376	0.8%
Bicycle Access	874	2.0%
Other Access	58	0.1%
Total Private Trans.	33,939	75.8%
MBTA Bus	9,919	22.1%
Other Bus	31	0.1%
Commuter Rail	876	2.0%
Boat	0	0.0%
Other	28	0.1%
Total Public Trans.	10,854	24.2%
TOTAL	44,793	100.0%
No Answer	175	

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	8,951	36.8%	282	8.0%	509	43.3%	343	27.8%	10,085	33.3%
6-10	10,098	41.5%	821	23.2%	365	31.1%	392	31.8%	11,677	38.5%
11-15	3,969	16.3%	743	21.0%	131	11.1%	331	26.8%	5,174	17.1%
16-20	1,051	4.3%	549	15.5%	114	9.7%	111	9.0%	1,826	6.0%
21-30	262	1.1%	637	18.0%	28	2.4%	21	1.7%	948	3.1%
31-45	24	0.1%	319	9.0%	14	1.2%	35	2.8%	392	1.3%
Over 45	0	0.0%	186	5.3%	14	1.2%	0	0.0%	200	0.7%
TOTAL	24,355	100.0%	3,539	100.0%	1,175	100.0%	1,233	100.0%	30,302	100.0%
No Answer	3,213		285		55		84		3,637	
Avg. Time (min)		8.5		20.6		10.2		11.3		10.1

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Northern Segment

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
South Acton	258
West Concord	99
Littleton/Route 495	71
North Leominster	64
Ayer	63
Waltham	57
Concord	44
Shirley	39
Lincoln	38
Brandeis/Roberts	27
Lynn	20
Waverley	20
Fitchburg	19
Beverly	17
Swampscott	17
Salem	10
Belmont	6
Silver Hill	6

Boat, Boarded at Dock Indicated:

(None identified)

MBTA Bus Routes:	Number of Riders
73	1,569
71	1,033
77	861
72	432
87	373
88	370
94	363
79	340
76	324
86	300
67	299
350	286
62	283
74	274
66	274
96	259
84	246
70	233
78	225
89	219
83	185
64	174
1	172
70A	121
75	119
69	109
91	102
47	101
85	87
CT2	75
Other routes	109

Other Bus Routes:

Other Bus Routes:	Number of Riders
Unspecified Bus	31

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

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Central Segment

Access Mode:	Number of Riders	Percent of Riders
Walk Access	12,233	60.3%
Drive/Park Access	364	1.8%
Drop-off Access	192	0.9%
Taxi Access	31	0.2%
Shuttle/Van Access	158	0.8%
Bicycle Access	9	0.0%
Other Access	0	0.0%
Total Private Trans.	12,987	64.0%
MBTA Bus	1,731	8.5%
Other Bus	434	2.1%
Commuter Rail	5,096	25.1%
Boat	36	0.2%
Other	0	0.0%
Total Public Trans.	7,297	36.0%
TOTAL	20,284	100.0%
No Answer	173	

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	5,912	54.2%	137	38.5%	45	31.2%	0	0.0%	6,093	52.9%
6-10	3,366	30.9%	94	26.4%	16	11.1%	40	36.8%	3,515	30.5%
11-15	1,136	10.4%	32	8.9%	42	29.7%	48	44.5%	1,258	10.9%
16-20	423	3.9%	40	11.2%	24	17.0%	0	0.0%	487	4.2%
21-30	62	0.6%	24	6.8%	0	0.0%	20	18.7%	107	0.9%
31-45	9	0.1%	16	4.5%	16	11.1%	0	0.0%	40	0.3%
Over 45	0	0.0%	13	3.8%	0	0.0%	0	0.0%	13	0.1%
TOTAL	10,907	100.0%	355	100.0%	143	100.0%	108	100.0%	11,513	100.0%
No Answer	1,326		9		49		90		1,474	
Avg. Time (min)		7.1		13.9		14.9		14.7		7.5

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Central Segment

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Mansfield	252
Sharon	234
Kingston	214
Attleboro	185
Canton Junction	167
Providence	161
Abington	154
Whitman	152
Middleborough/Lakeville	141
Hanson	138
Natick	138
Canton Center	125
Norfolk	123
South Attleboro	121
Walpole	121
Brockton	120
Worcester/Union Station	118
Route 128	105
Southborough	105
West Natick	98
Stoughton	94
Halifax	94
South Weymouth	94
Hyde Park	80
Framingham	78
Westborough	74
Holbrook/Randolph	74
Weymouth Landing	74
Cohasset	67
West Roxbury	65
Salem	62
Readville	60
Bridgewater	54
Windsor Gardens	54
Montello	53
North Scituate	53
Greenbush	47
Roslindale Village	47
Forge Park/Route 495	45
Gloucester	42
Other stations	721

MBTA Bus Routes:	Number of Riders
11	499
9	387
749	289
504	121
7	100
111	55
501	51
SL2	47
553	46
92	32
43	31
93	26
Other routes	48

Other Bus Routes:	Number of Riders
BEX	87
CJ	62
BNZ	60
CON	60
PB	60
DAT	40
BBL	31
Other routes	13
Unspecified Bus	19

Boat, Boarded at Dock Indicated:	Number of Riders
Hingham	27
Hull	9



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Dorchester Branch

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	11,628	60.7%
Drive/Park Access	1,812	9.5%
Drop-off Access	865	4.5%
Taxi Access	34	0.2%
Shuttle/Van Access	368	1.9%
Bicycle Access	38	0.2%
Other Access	27	0.1%
Total Private Trans.	14,773	77.1%
MBTA Bus	2,757	14.4%
Other Bus	1,552	8.1%
Commuter Rail	53	0.3%
Boat	0	0.0%
Other	34	0.2%
Total Public Trans.	4,395	22.9%
TOTAL	19,168	100.0%
No Answer	149	

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	3,698	39.4%	383	26.4%	104	15.1%	224	51.8%	4,409	36.9%
6-10	3,703	39.4%	418	28.8%	349	50.7%	131	30.3%	4,600	38.5%
11-15	1,561	16.6%	278	19.2%	110	16.0%	26	6.1%	1,976	16.5%
16-20	374	4.0%	112	7.7%	60	8.7%	51	11.9%	597	5.0%
21-30	55	0.6%	141	9.7%	32	4.6%	0	0.0%	227	1.9%
31-45	0	0.0%	74	5.1%	7	1.0%	0	0.0%	81	0.7%
Over 45	0	0.0%	47	3.2%	26	3.8%	0	0.0%	73	0.6%
TOTAL	9,391	100.0%	1,452	100.0%	689	100.0%	432	100.0%	11,964	100.0%
No Answer	2,237		360		177		35		2,809	
Avg. Time (min)		8.4		14.6		13.0		8.4		9.4

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Dorchester Branch

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Campello	26
Holbrook/Randolph	26

MBTA Bus Routes:	Number of Riders
240	389
16	363
201	285
17	247
10	244
21	225
202	172
22	135
27	107
19	106
41	78
215	72
23	72
26	70
CT3	56
8	53
24	28
18	20
33	14
210	13
217	7

Boat, Boarded at Dock Indicated:

(None identified)

Other Bus Routes:	Number of Riders
UMB	1,343
BAT	141
Unspecified Bus	68

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

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: South Shore Branch

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	8,129	38.0%
Drive/Park Access	7,944	37.1%
Drop-off Access	2,325	10.9%
Taxi Access	49	0.2%
Shuttle/Van Access	353	1.7%
Bicycle Access	84	0.4%
Other Access	42	0.2%
Total Private Trans.	18,926	88.5%
MBTA Bus	2,203	10.3%
Other Bus	73	0.3%
Commuter Rail	189	0.9%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	2,464	11.5%
TOTAL	21,391	100.0%
No Answer	143	

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	2,036	33.6%	902	13.4%	806	43.6%	111	34.6%	3,854	25.8%
6-10	2,507	41.4%	1,875	27.9%	610	33.0%	104	32.4%	5,097	34.1%
11-15	1,058	17.5%	1,236	18.4%	188	10.2%	94	29.4%	2,576	17.2%
16-20	284	4.7%	934	13.9%	101	5.4%	12	3.6%	1,331	8.9%
21-30	161	2.7%	906	13.5%	64	3.5%	0	0.0%	1,131	7.6%
31-45	8	0.1%	654	9.7%	59	3.2%	0	0.0%	720	4.8%
Over 45	0	0.0%	216	3.2%	20	1.1%	0	0.0%	237	1.6%
TOTAL	6,053	100.0%	6,724	100.0%	1,848	100.0%	321	100.0%	14,946	100.0%
No Answer	2,076		1,220		478		208		3,981	
Avg. Time (min)		9.2		18.2		10.4		9.2		13.4

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: South Shore Branch

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Montello	48
Abington	39
Greenbush	30
Brockton	23
Halifax	16
Holbrook/Randolph	13
Cohasset	12
South Weymouth	8

MBTA Bus Routes:	Number of Riders
225	536
222	438
220	248
230	196
211	164
238	161
214	124
216	113
245	53
215	41
210	40
212	40
221	18
217	12
714	12
236	8

Boat, Boarded at Dock Indicated:

(None identified)

Other Bus Routes:	Number of Riders
PB	8
Unspecified Bus	65



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: All Stations

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,685	64.4%
Drive/Park Access	347	13.3%
Drop-off Access	91	3.5%
Taxi Access	4	0.2%
Shuttle/Van Access	0	0.0%
Bicycle Access	3	0.1%
Other Access	44	1.7%
Total Private Trans.	2,174	83.1%
MBTA Bus	396	15.1%
Other Bus	46	1.7%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	442	16.9%
TOTAL	2,616	100.0%
No Answer	44	

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	803	49.3%	100	36.8%	66	93.1%	23	84.7%	991	49.6%
6-10	370	22.7%	107	39.6%	5	6.9%	0	0.0%	482	24.1%
11-15	250	15.4%	28	10.5%	0	0.0%	4	15.3%	283	14.2%
16-20	171	10.5%	12	4.3%	0	0.0%	0	0.0%	183	9.1%
21-30	35	2.2%	4	1.4%	0	0.0%	0	0.0%	39	1.9%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	20	7.4%	0	0.0%	0	0.0%	20	1.0%
TOTAL	1,629	100.0%	271	100.0%	71	100.0%	27	100.0%	1,998	100.0%
No Answer	56		76		20		24		176	
Avg. Time (min)		8.7		12.2		4.7		3.4		9.0

Transfers to the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: All Stations

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

28	89
33	69
31	59
24	55
30	39
716	29
245	20
22	19
27	9
240	7

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

BAT-12	16
Unspecified Bus	29

MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Northern Segment

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	1,185	2.6%		Oak Grove	56	0.1%	
Davis	1,482	3.3%		Malden	155	0.3%	
Porter	779	1.7%		Wellington	81	0.2%	
Harvard	4,001	8.9%		Sullivan Square	35	0.1%	
Central	2,504	5.6%		Community College	7	0.0%	
Kendall/MIT	5,932	13.2%		North Station-O	76	0.2%	
Charles/MGH	3,544	7.9%		Haymarket-O	30	0.1%	
Park Street-R	4,867	10.9%	6,746	State-O	89	0.2%	61
Downtown Crossing-R	4,674	10.4%	1,636	Downtown Crossing-O	0	0.0%	
South Station	5,137	11.5%		Chinatown	70	0.2%	
Broadway	359	0.8%		NE Medical Center	141	0.3%	
Andrew	148	0.3%		Back Bay	296	0.7%	
JFK/UMass	787	1.8%		Massachusetts Ave	80	0.2%	
Savin Hill	16	0.0%		Ruggles	86	0.2%	
Fields Corner	126	0.3%		Roxbury Crossing	42	0.1%	
Shawmut	49	0.1%		Jackson Square	43	0.1%	
Ashmont-R	225	0.5%	45	Stony Brook	37	0.1%	
North Quincy	128	0.3%		Green Street	125	0.3%	
Wollaston	19	0.0%		Forest Hills	127	0.3%	
Quincy Center	212	0.5%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	106	0.2%		Orange Line Total:	1,575	3.5%	
Braintree	53	0.1%					
Red Line: Unspecified	53	0.1%					
Red Line Total:	36,387	81.2%					
Blue Line				Mattapan High Speed Line			
Wonderland	31	0.1%		Ashmont-M	0	0.0%	
Revere Beach	34	0.1%		Cedar Grove	0	0.0%	
Beachmont	11	0.0%		Butler	0	0.0%	
Suffolk Downs	11	0.0%		Milton	0	0.0%	
Orient Heights	33	0.1%		Central Avenue	14	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	42	0.1%		Capen Street	0	0.0%	
Maverick	109	0.2%		Mattapan	31	0.1%	
Aquarium	75	0.2%		Mattapan Line Total:	45	0.1%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	17	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	363	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)

RED LINE

Expanded Results

Entry Station: Northern Segment

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	24	0.1%	Red Line Total:	36,387	81.2%
Science Park	21	0.0%	Mattapan Line Total:	45	0.1%
North Station-G	244	0.5%	Orange Line Total:	1,575	3.5%
Haymarket-G	159	0.4%	Blue Line Total:	363	0.8%
Government Center-G	696	1.6%	Green Line Total:	6,450	14.4%
Park Street-G	0	0.0%	Overall Total	44,821	100.0%
Boylston	300	0.7%	No Response	138	
Arlington	1,145	2.6%			
Copley	1,080	2.4%			
Hynes Convention Center	171	0.4%			
Kenmore	304	0.7%			
Prudential	192	0.4%			
Symphony	148	0.3%			
B Blandford-Babcock	354	0.8%			
B Pack.Cnr.-Warren St.	42	0.1%			
B Washington St.-BC	25	0.1%			
C St.Mary's-Summit/Winchest	121	0.3%			
C Brandon-Cleveland Cir.	101	0.2%			
D Fenway-Longwood	344	0.8%			
D Brook. Vill.-Brook.Hills	122	0.3%			
D Beaconsfield-Ches.Hill	54	0.1%			
D Newton Ctr.-Eliot	122	0.3%			
D Waban-Riverside	57	0.1%			
E Northeastern-Museum	237	0.5%			
E Long.Med.-Brig Cir.	357	0.8%			
E Fenwood Rd-Heath	15	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	15	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:	6,450	14.4%			

* 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

RED LINE

Entry Station: Central Segment

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	450	2.2%		Oak Grove	27	0.1%	
Davis	499	2.4%		Malden	49	0.2%	
Porter	545	2.7%		Wellington	20	0.1%	
Harvard	2,821	13.9%		Sullivan Square	35	0.2%	
Central	1,369	6.7%		Community College	67	0.3%	
Kendall/MIT	3,286	16.1%		North Station-O	163	0.8%	
Charles/MGH	955	4.7%		Haymarket-O	27	0.1%	
Park Street-R	963	4.7%	2,292	State-O	123	0.6%	49
Downtown Crossing-R	501	2.5%	1,003	Downtown Crossing-O	0	0.0%	
South Station	1,438	7.1%		Chinatown	46	0.2%	
Broadway	361	1.8%		NE Medical Center	33	0.2%	
Andrew	276	1.4%		Back Bay	47	0.2%	
JFK/UMass	557	2.7%		Massachusetts Ave	27	0.1%	
Savin Hill	196	1.0%		Ruggles	103	0.5%	
Fields Corner	227	1.1%		Roxbury Crossing	65	0.3%	
Shawmut	139	0.7%		Jackson Square	0	0.0%	
Ashmont-R	290	1.4%	295	Stony Brook	0	0.0%	
North Quincy	598	2.9%		Green Street	0	0.0%	
Wollaston	255	1.2%		Forest Hills	123	0.6%	
Quincy Center	575	2.8%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	254	1.2%		Orange Line Total:	954	4.7%	
Braintree	202	1.0%					
Red Line: Unspecified	20	0.1%					
Red Line Total:	16,776	82.4%					
Blue Line				Mattapan High Speed Line			
Wonderland	74	0.4%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	32	0.2%	
Beachmont	0	0.0%		Butler	76	0.4%	
Suffolk Downs	0	0.0%		Milton	104	0.5%	
Orient Heights	0	0.0%		Central Avenue	19	0.1%	
Wood Island	0	0.0%		Valley Road	32	0.2%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	16	0.1%		Mattapan	31	0.2%	
Aquarium	0	0.0%		Mattapan Line Total:	295	1.4%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	27	0.1%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	116	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)

RED LINE

Expanded Results

Entry Station: Central Segment

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	107	0.5%	Red Line Total:	16,776	82.4%
Science Park	13	0.1%	Mattapan Line Total:	295	1.4%
North Station-G	104	0.5%	Orange Line Total:	954	4.7%
Haymarket-G	0	0.0%	Blue Line Total:	116	0.6%
Government Center-G	236	1.2%	Green Line Total:	2,225	10.9%
Park Street-G	0	0.0%	Overall Total	20,367	100.0%
Boylston	67	0.3%	No Response	128	
Arlington	120	0.6%			
Copley	260	1.3%			
Hynes Convention Center	109	0.5%			
Kenmore	161	0.8%			
Prudential	40	0.2%			
Symphony	0	0.0%			
B Blandford-Babcock	97	0.5%			
B Pack.Cnr.-Warren St.	29	0.1%			
B Washington St.-BC	20	0.1%			
C St.Mary's-Summit/Winchest	114	0.6%			
C Brandon-Cleveland Cir.	47	0.2%			
D Fenway-Longwood	156	0.8%			
D Brook. Vill.-Brook.Hills	56	0.3%			
D Beaconsfield-Ches.Hill	83	0.4%			
D Newton Ctr.-Eliot	49	0.2%			
D Waban-Riverside	54	0.3%			
E Northeastern-Museum	113	0.6%			
E Long.Med.-Brig Cir.	163	0.8%			
E Fenwood Rd-Heath	27	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:	2,225	10.9%			

* 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

RED LINE

Expanded Results

Entry Station: Dorchester Branch

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	226	1.2%		Oak Grove	34	0.2%	
Davis	211	1.1%		Malden	212	1.1%	
Porter	244	1.3%		Wellington	35	0.2%	
Harvard	1,152	6.0%		Sullivan Square	179	0.9%	
Central	731	3.8%		Community College	54	0.3%	
Kendall/MIT	819	4.3%		North Station-O	267	1.4%	
Charles/MGH	1,084	5.7%		Haymarket-O	173	0.9%	
Park Street-R	1,579	8.3%	2,938	State-O	100	0.5%	177
Downtown Crossing-R	2,715	14.2%	2,041	Downtown Crossing-O	0	0.0%	
South Station	2,943	15.4%		Chinatown	7	0.0%	
Broadway	209	1.1%		NE Medical Center	99	0.5%	
Andrew	310	1.6%		Back Bay	419	2.2%	
JFK/UMass	389	2.0%	199	Massachusetts Ave	101	0.5%	
Savin Hill	60	0.3%		Ruggles	93	0.5%	
Fields Corner	168	0.9%		Roxbury Crossing	0	0.0%	
Shawmut	85	0.4%		Jackson Square	0	0.0%	
Ashmont-R	196	1.0%	195	Stony Brook	14	0.1%	
North Quincy	137	0.7%		Green Street	10	0.1%	
Wollaston	127	0.7%		Forest Hills	61	0.3%	
Quincy Center	320	1.7%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	72	0.4%		Orange Line Total:	1,857	9.7%	
Braintree	132	0.7%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	13,908	72.9%					

Blue Line			Mattapan High Speed Line		
Wonderland	13	0.1%	Ashmont-M	0	0.0%
Revere Beach	34	0.2%	Cedar Grove	0	0.0%
Beachmont	0	0.0%	Butler	0	0.0%
Suffolk Downs	0	0.0%	Milton	64	0.3%
Orient Heights	7	0.0%	Central Avenue	0	0.0%
Wood Island	0	0.0%	Valley Road	0	0.0%
Airport	58	0.3%	Capen Street	0	0.0%
Maverick	89	0.5%	Mattapan	130	0.7%
Aquarium	34	0.2%	Mattapan Line Total:	195	1.0%
State-B	0	0.0%			
Government Center-B	0	0.0%			
Bowdoin	47	0.2%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	283	1.5%			

* 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)

RED LINE

Expanded Results

Entry Station: Dorchester Branch

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	157	0.8%	Red Line Total:	13,908	72.9%
Science Park	21	0.1%	Mattapan Line Total:	195	1.0%
North Station-G	99	0.5%	Orange Line Total:	1,857	9.7%
Haymarket-G	7	0.0%	Blue Line Total:	283	1.5%
Government Center-G	379	2.0%	Green Line Total:	2,840	14.9%
Park Street-G	0	0.0%	Overall Total	19,083	100.0%
Boylston	41	0.2%	No Response	221	
Arlington	240	1.3%			
Copley	259	1.4%			
Hynes Convention Center	74	0.4%			
Kenmore	162	0.9%			
Prudential	197	1.0%			
Symphony	0	0.0%			
B Blandford-Babcock	223	1.2%			
B Pack.Cnr.-Warren St.	108	0.6%			
B Washington St.-BC	98	0.5%			
C St.Mary's-Summit/Winchest	136	0.7%			
C Brandon-Cleveland Cir.	26	0.1%			
D Fenway-Longwood	68	0.4%			
D Brook. Vill.-Brook.Hills	140	0.7%			
D Beaconsfield-Ches.Hill	17	0.1%			
D Newton Ctr.-Eliot	52	0.3%			
D Waban-Riverside	27	0.1%			
E Northeastern-Museum	61	0.3%			
E Long.Med.-Brig Cir.	210	1.1%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	38	0.2%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	2,840	14.9%			

* 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

RED LINE

Expanded Results

Entry Station: South Shore Branch

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	165	0.8%		Oak Grove	12	0.1%	
Davis	86	0.4%		Malden	181	0.8%	
Porter	48	0.2%		Wellington	93	0.4%	
Harvard	958	4.5%		Sullivan Square	30	0.1%	
Central	434	2.0%		Community College	19	0.1%	
Kendall/MIT	1,069	5.0%		North Station-O	391	1.8%	
Charles/MGH	1,038	4.9%		Haymarket-O	69	0.3%	
Park Street-R	2,390	11.2%	3,215	State-O	235	1.1%	80
Downtown Crossing-R	2,906	13.7%	2,526	Downtown Crossing-O	0	0.0%	
South Station	3,778	17.8%		Chinatown	47	0.2%	
Broadway	375	1.8%		NE Medical Center	220	1.0%	
Andrew	251	1.2%		Back Bay	753	3.5%	
JFK/UMass	988	4.6%	42	Massachusetts Ave	186	0.9%	
Savin Hill	0	0.0%		Ruggles	115	0.5%	
Fields Corner	13	0.1%		Roxbury Crossing	0	0.0%	
Shawmut	18	0.1%		Jackson Square	30	0.1%	
Ashmont-R	24	0.1%		Stony Brook	0	0.0%	
North Quincy	244	1.1%		Green Street	0	0.0%	
Wollaston	134	0.6%		Forest Hills	33	0.2%	
Quincy Center	325	1.5%		Orange Line: Unspecified	8	0.0%	
Quincy Adams	108	0.5%		Orange Line Total:	2,422	11.4%	
Braintree	121	0.6%					
Red Line: Unspecified	55	0.3%					
Red Line Total:	15,529	73.0%					
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	12	0.1%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	18	0.1%		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	56	0.3%		Mattapan	0	0.0%	
Aquarium	80	0.4%		Mattapan Line Total:	0	0.0%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	78	0.4%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	243	1.1%					

* 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)

RED LINE

Expanded Results

Entry Station: South Shore Branch

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	38	0.2%	Red Line Total:	15,529	73.0%
Science Park	23	0.1%	Mattapan Line Total:	0	0.0%
North Station-G	163	0.8%	Orange Line Total:	2,422	11.4%
Haymarket-G	0	0.0%	Blue Line Total:	243	1.1%
Government Center-G	449	2.1%	Green Line Total:	3,073	14.5%
Park Street-G	12	0.1%	Overall Total	21,267	100.0%
Boylston	73	0.3%	No Response	244	
Arlington	474	2.2%			
Copley	447	2.1%			
Hynes Convention Center	160	0.8%			
Kenmore	72	0.3%			
Prudential	109	0.5%			
Symphony	27	0.1%			
B Blandford-Babcock	133	0.6%			
B Pack.Cnr.-Warren St.	28	0.1%			
B Washington St.-BC	12	0.1%			
C St.Mary's-Summit/Winchest	78	0.4%			
C Brandon-Cleveland Cir.	28	0.1%			
D Fenway-Longwood	242	1.1%			
D Brook. Vill.-Brook.Hills	47	0.2%			
D Beaconsfield-Ches.Hill	12	0.1%			
D Newton Ctr.-Eliot	48	0.2%			
D Waban-Riverside	12	0.1%			
E Northeastern-Museum	51	0.2%			
E Long.Med.-Brig Cir.	248	1.2%			
E Fenwood Rd-Heath	57	0.3%			
Green Line: Unspecified	12	0.1%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	8	0.0%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	12	0.1%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	3,073	14.5%			

* 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

MATTAPAN HIGH SPEED LINE

Entry Station: All Stations

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	39	1.5%		Oak Grove	0	0.0%	
Davis	2	0.1%		Malden	0	0.0%	
Porter	12	0.4%		Wellington	0	0.0%	
Harvard	234	8.9%		Sullivan Square	0	0.0%	
Central	91	3.4%		Community College	20	0.8%	
Kendall/MIT	96	3.7%		North Station-O	55	2.1%	
Charles/MGH	70	2.7%		Haymarket-O	26	1.0%	
Park Street-R	331	12.5%	57	State-O	21	0.8%	3
Downtown Crossing-R	298	11.3%	67	Downtown Crossing-O	0	0.0%	
South Station	466	17.7%		Chinatown	0	0.0%	
Broadway	16	0.6%		NE Medical Center	7	0.3%	
Andrew	49	1.9%		Back Bay	3	0.1%	
JFK/UMass	122	4.6%		Massachusetts Ave	4	0.2%	
Savin Hill	0	0.0%		Ruggles	7	0.3%	
Fields Corner	22	0.8%		Roxbury Crossing	0	0.0%	
Shawmut	18	0.7%		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	24	0.9%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	4	0.2%		Orange Line Total:	143	5.4%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,895	71.8%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	281	10.7%	2,206
Revere Beach	0	0.0%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	6	0.2%	
Orient Heights	0	0.0%		Central Avenue	20	0.8%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	9	0.4%	
Maverick	0	0.0%		Mattapan	117	4.4%	
Aquarium	0	0.0%		Mattapan Line Total:	434	16.4%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	3	0.1%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	3	0.1%					

* 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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: All Stations

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	1,895	71.8%
Science Park	0	0.0%	Mattapan Line Total:	434	16.4%
North Station-G	0	0.0%	Orange Line Total:	143	5.4%
Haymarket-G	0	0.0%	Blue Line Total:	3	0.1%
Government Center-G	23	0.9%	Green Line Total:	165	6.3%
Park Street-G	0	0.0%	Overall Total	2,640	100.0%
Boylston	10	0.4%	No Response	20	
Arlington	13	0.5%			
Copley	2	0.1%			
Hynes Convention Center	4	0.2%			
Kenmore	4	0.2%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	52	2.0%			
B Pack.Cnr.-Warren St.	2	0.1%			
B Washington St.-BC	20	0.8%			
C St.Mary's-Summit/Winchest	4	0.2%			
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	26	1.0%			
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:	165	6.3%			

* 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

RED LINE

Exit Station: Northern Segment

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	980	4.8%		Oak Grove	90	0.4%	
Davis	1,470	7.2%		Malden	352	1.7%	
Porter	769	3.8%		Wellington	77	0.4%	
Harvard	1,479	7.2%		Sullivan Square	124	0.6%	
Central	1,681	8.2%		Community College	179	0.9%	
Kendall/MIT	1,067	5.2%		North Station-O	33	0.2%	
Charles/MGH	1,221	6.0%		Haymarket-O	0	0.0%	
Park Street-R	659	3.2%	3,016	State-O	13	0.1%	27
Downtown Crossing-R	676	3.3%	2,264	Downtown Crossing-O	0	0.0%	
South Station	1,547	7.6%		Chinatown	56	0.3%	
Broadway	212	1.0%		NE Medical Center	52	0.3%	
Andrew	335	1.6%		Back Bay	185	0.9%	
JFK/UMass	680	3.3%		Massachusetts Ave	167	0.8%	
Savin Hill	167	0.8%		Ruggles	190	0.9%	
Fields Corner	146	0.7%		Roxbury Crossing	105	0.5%	
Shawmut	61	0.3%		Jackson Square	0	0.0%	
Ashmont-R	444	2.2%	287	Stony Brook	123	0.6%	
North Quincy	323	1.6%		Green Street	70	0.3%	
Wollaston	189	0.9%		Forest Hills	420	2.1%	
Quincy Center	379	1.9%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	166	0.8%		Orange Line Total:	2,238	11.0%	
Braintree	200	1.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	14,854	72.7%					

Blue Line

Wonderland	41	0.2%
Revere Beach	39	0.2%
Beachmont	16	0.1%
Suffolk Downs	17	0.1%
Orient Heights	49	0.2%
Wood Island	33	0.2%
Airport	314	1.5%
Maverick	150	0.7%
Aquarium	59	0.3%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	10	0.0%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	728	3.6%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	14	0.1%
Central Avenue	7	0.0%
Valley Road	0	0.0%
Capen Street	2	0.0%
Mattapan	263	1.3%
Mattapan Line Total:	287	1.4%

* 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

(cont'd)

RED LINE

Expanded Results

Exit Station: Northern Segment

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	59	0.3%	Red Line Total:	14,854	72.7%
Science Park	0	0.0%	Mattapan Line Total:	287	1.4%
North Station-G	194	1.0%	Orange Line Total:	2,238	11.0%
Haymarket-G	278	1.4%	Blue Line Total:	728	3.6%
Government Center-G	64	0.3%	Green Line Total:	2,315	11.3%
Park Street-G	0	0.0%	Overall Total	20,421	100.0%
Boylston	44	0.2%	No Response	0	
Arlington	193	0.9%			
Copley	245	1.2%			
Hynes Convention Center	146	0.7%			
Kenmore	139	0.7%			
Prudential	11	0.1%			
Symphony	28	0.1%			
B Blandford-Babcock	92	0.4%			
B Pack.Cnr.-Warren St.	70	0.3%			
B Washington St.-BC	48	0.2%			
C St.Mary's-Summit/Winchest	91	0.4%			
C Brandon-Cleveland Cir.	47	0.2%			
D Fenway-Longwood	88	0.4%			
D Brook. Vill.-Brook.Hills	49	0.2%			
D Beaconsfield-Ches.Hill	24	0.1%			
D Newton Ctr.-Eliot	33	0.2%			
D Waban-Riverside	48	0.2%			
E Northeastern-Museum	116	0.6%			
E Long.Med.-Brig Cir.	97	0.5%			
E Fenwood Rd-Heath	111	0.5%			
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:	2,315	11.3%			

* 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

RED LINE

Exit Station: Central Segment

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	3,739	7.5%		Oak Grove	126	0.3%	
Davis	3,175	6.4%		Malden	258	0.5%	
Porter	2,415	4.9%		Wellington	84	0.2%	
Harvard	3,867	7.8%		Sullivan Square	114	0.2%	
Central	3,574	7.2%		Community College	71	0.1%	
Kendall/MIT	1,811	3.7%		North Station-O	122	0.2%	
Charles/MGH	595	1.2%		Haymarket-O	112	0.2%	
Park Street-R	306	0.6%	3,866	State-O	13	0.0%	127
Downtown Crossing-R	591	1.2%	2,662	Downtown Crossing-O	0	0.0%	
South Station	1,375	2.8%		Chinatown	28	0.1%	
Broadway	1,353	2.7%		NE Medical Center	31	0.1%	
Andrew	1,686	3.4%		Back Bay	177	0.4%	
JFK/UMass	1,794	3.6%		Massachusetts Ave	119	0.2%	
Savin Hill	686	1.4%		Ruggles	245	0.5%	
Fields Corner	1,302	2.6%		Roxbury Crossing	218	0.4%	
Shawmut	978	2.0%		Jackson Square	242	0.5%	
Ashmont-R	2,085	4.2%	1,181	Stony Brook	41	0.1%	
North Quincy	2,869	5.8%		Green Street	63	0.1%	
Wollaston	1,820	3.7%		Forest Hills	471	1.0%	
Quincy Center	2,447	4.9%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	1,887	3.8%		Orange Line Total:	2,534	5.1%	
Braintree	1,464	3.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	41,817	84.4%					

Blue Line

Wonderland	27	0.1%
Revere Beach	0	0.0%
Beachmont	16	0.0%
Suffolk Downs	0	0.0%
Orient Heights	32	0.1%
Wood Island	29	0.1%
Airport	37	0.1%
Maverick	122	0.2%
Aquarium	0	0.0%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	10	0.0%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	273	0.6%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	52	0.1%
Butler	91	0.2%
Milton	116	0.2%
Central Avenue	281	0.6%
Valley Road	25	0.0%
Capen Street	28	0.1%
Mattapan	588	1.2%
Mattapan Line Total:	1,181	2.4%

* 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

(cont'd)

RED LINE

Expanded Results

Exit Station: Central Segment

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	99	0.2%		Red Line Total:	41,817	84.4%
Science Park	0	0.0%		Mattapan Line Total:	1,181	2.4%
North Station-G	89	0.2%		Orange Line Total:	2,534	5.1%
Haymarket-G	0	0.0%		Blue Line Total:	273	0.6%
Government Center-G	0	0.0%	145	Green Line Total:	3,721	7.5%
Park Street-G	0	0.0%		Overall Total	49,526	100.0%
Boylston	22	0.0%		No Response	0	
Arlington	202	0.4%				
Copley	316	0.6%				
Hynes Convention Center	365	0.7%				
Kenmore	348	0.7%				
Prudential	47	0.1%				
Symphony	79	0.2%				
B Blandford-Babcock	125	0.3%				
B Pack.Cnr.-Warren St.	304	0.6%				
B Washington St.-BC	121	0.2%				
C St.Mary's-Summit/Winchest	291	0.6%				
C Brandon-Cleveland Cir.	152	0.3%				
D Fenway-Longwood	122	0.2%				
D Brook. Vill.-Brook.Hills	190	0.4%				
D Beaconsfield-Ches.Hill	202	0.4%				
D Newton Ctr.-Eliot	99	0.2%				
D Waban-Riverside	82	0.2%				
E Northeastern-Museum	153	0.3%				
E Long.Med.-Brig Cir.	219	0.4%				
E Fenwood Rd-Heath	94	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:	3,721	7.5%				

* 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

RED LINE

Exit Station: Dorchester Branch

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	146	1.8%		Oak Grove	55	0.7%	
Davis	257	3.1%		Malden	196	2.4%	
Porter	127	1.5%		Wellington	56	0.7%	
Harvard	333	4.0%		Sullivan Square	76	0.9%	
Central	329	4.0%		Community College	108	1.3%	
Kendall/MIT	160	1.9%		North Station-O	63	0.8%	
Charles/MGH	238	2.9%		Haymarket-O	49	0.6%	
Park Street-R	261	3.1%	1,259	State-O	0	0.0%	86
Downtown Crossing-R	397	4.8%	1,300	Downtown Crossing-O	0	0.0%	
South Station	719	8.7%		Chinatown	56	0.7%	
Broadway	69	0.8%		NE Medical Center	94	1.1%	
Andrew	170	2.0%		Back Bay	97	1.2%	
JFK/UMass	211	2.5%	42	Massachusetts Ave	118	1.4%	
Savin Hill	73	0.9%		Ruggles	27	0.3%	
Fields Corner	277	3.3%		Roxbury Crossing	34	0.4%	
Shawmut	62	0.7%		Jackson Square	24	0.3%	
Ashmont-R	415	5.0%	211	Stony Brook	0	0.0%	
North Quincy	177	2.1%		Green Street	16	0.2%	
Wollaston	222	2.7%		Forest Hills	145	1.7%	
Quincy Center	550	6.6%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	124	1.5%		Orange Line Total:	1,214	14.6%	
Braintree	221	2.7%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	5,537	66.7%					

Blue Line

Wonderland	34	0.4%
Revere Beach	28	0.3%
Beachmont	8	0.1%
Suffolk Downs	0	0.0%
Orient Heights	49	0.6%
Wood Island	0	0.0%
Airport	103	1.2%
Maverick	64	0.8%
Aquarium	5	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:	292	3.5%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	11	0.1%
Butler	22	0.3%
Milton	5	0.1%
Central Avenue	46	0.6%
Valley Road	0	0.0%
Capen Street	10	0.1%
Mattapan	117	1.4%
Mattapan Line Total:	211	2.5%

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

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Exit Station: Dorchester Branch

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	5,537	66.7%
Science Park	0	0.0%	Mattapan Line Total:	211	2.5%
North Station-G	57	0.7%	Orange Line Total:	1,214	14.6%
Haymarket-G	22	0.3%	Blue Line Total:	292	3.5%
Government Center-G	200	2.4%	Green Line Total:	1,054	12.7%
Park Street-G	0	0.0%	Overall Total	8,308	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	46	0.6%			
Copley	53	0.6%			
Hynes Convention Center	45	0.5%			
Kenmore	26	0.3%			
Prudential	73	0.9%			
Symphony	34	0.4%			
B Blandford-Babcock	40	0.5%			
B Pack.Cnr.-Warren St.	90	1.1%			
B Washington St.-BC	23	0.3%			
C St.Mary's-Summit/Winchest	69	0.8%			
C Brandon-Cleveland Cir.	43	0.5%			
D Fenway-Longwood	25	0.3%			
D Brook. Vill.-Brook.Hills	29	0.3%			
D Beaconsfield-Ches.Hill	23	0.3%			
D Newton Ctr.-Eliot	16	0.2%			
D Waban-Riverside	11	0.1%			
E Northeastern-Museum	42	0.5%			
E Long.Med.-Brig Cir.	79	1.0%			
E Fenwood Rd-Heath	8	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:	1,054	12.7%			

* 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

RED LINE

Exit Station: South Shore Branch

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	55	0.9%		Oak Grove	39	0.7%	
Davis	90	1.5%		Malden	113	1.9%	
Porter	35	0.6%		Wellington	12	0.2%	
Harvard	162	2.8%		Sullivan Square	52	0.9%	
Central	97	1.7%		Community College	54	0.9%	
Kendall/MIT	79	1.4%		North Station-O	15	0.3%	
Charles/MGH	150	2.6%		Haymarket-O	109	1.9%	
Park Street-R	311	5.3%	874	State-O	67	1.1%	7
Downtown Crossing-R	436	7.5%	808	Downtown Crossing-O	0	0.0%	
South Station	907	15.5%		Chinatown	41	0.7%	
Broadway	79	1.4%		NE Medical Center	82	1.4%	
Andrew	261	4.5%		Back Bay	51	0.9%	
JFK/UMass	341	5.8%	186	Massachusetts Ave	24	0.4%	
Savin Hill	13	0.2%		Ruggles	32	0.5%	
Fields Corner	27	0.5%		Roxbury Crossing	0	0.0%	
Shawmut	61	1.0%		Jackson Square	24	0.4%	
Ashmont-R	85	1.5%	29	Stony Brook	0	0.0%	
North Quincy	303	5.2%		Green Street	7	0.1%	
Wollaston	140	2.4%		Forest Hills	82	1.4%	
Quincy Center	356	6.1%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	43	0.7%		Orange Line Total:	801	13.7%	
Braintree	89	1.5%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	4,121	70.7%					

Blue Line

Wonderland	21	0.4%
Revere Beach	0	0.0%
Beachmont	16	0.3%
Suffolk Downs	0	0.0%
Orient Heights	0	0.0%
Wood Island	29	0.5%
Airport	37	0.6%
Maverick	18	0.3%
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:	121	2.1%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	4	0.1%
Butler	0	0.0%
Milton	4	0.1%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	20	0.3%
Mattapan Line Total:	29	0.5%

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

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Exit Station: South Shore Branch

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	4,121	70.7%
Science Park	43	0.7%	Mattapan Line Total:	29	0.5%
North Station-G	38	0.6%	Orange Line Total:	801	13.7%
Haymarket-G	0	0.0%	Blue Line Total:	121	2.1%
Government Center-G	41	0.7%	Green Line Total:	760	13.0%
Park Street-G	0	0.0%	Overall Total	5,832	100.0%
Boylston	15	0.3%	No Response	0	
Arlington	54	0.9%			
Copley	53	0.9%			
Hynes Convention Center	97	1.7%			
Kenmore	11	0.2%			
Prudential	47	0.8%			
Symphony	0	0.0%			
B Blandford-Babcock	23	0.4%			
B Pack.Cnr.-Warren St.	11	0.2%			
B Washington St.-BC	43	0.7%			
C St.Mary's-Summit/Winchest	31	0.5%			
C Brandon-Cleveland Cir.	14	0.2%			
D Fenway-Longwood	10	0.2%			
D Brook. Vill.-Brook.Hills	22	0.4%			
D Beaconsfield-Ches.Hill	24	0.4%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	7	0.1%			
E Northeastern-Museum	87	1.5%			
E Long.Med.-Brig Cir.	75	1.3%			
E Fenwood Rd-Heath	14	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:	760	13.0%			

* 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

MATTAPAN HIGH SPEED LINE

Exit Station: All Stations

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	9	0.9%		Malden	17	1.6%	
Porter	6	0.6%		Wellington	14	1.3%	
Harvard	15	1.4%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	14	1.3%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	58	5.4%	55	State-O	0	0.0%	23
Downtown Crossing-R	143	13.3%	54	Downtown Crossing-O	0	0.0%	
South Station	94	8.7%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	76	7.0%		Back Bay	0	0.0%	
JFK/UMass	26	2.4%		Massachusetts Ave	0	0.0%	
Savin Hill	39	3.7%		Ruggles	0	0.0%	
Fields Corner	53	4.9%		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	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	2.9%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	535	49.7%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	51	4.7%	644
Revere Beach	0	0.0%		Cedar Grove	11	1.1%	
Beachmont	8	0.8%		Butler	4	0.3%	
Suffolk Downs	0	0.0%		Milton	8	0.8%	
Orient Heights	0	0.0%		Central Avenue	65	6.1%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	23	2.1%		Mattapan	294	27.3%	
Aquarium	0	0.0%		Mattapan Line Total:	434	40.2%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	10	0.9%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	41	3.8%					

* 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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: All Stations

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	535	49.7%
Science Park	0	0.0%	Mattapan Line Total:	434	40.2%
North Station-G	19	1.8%	Orange Line Total:	31	2.9%
Haymarket-G	0	0.0%	Blue Line Total:	41	3.8%
Government Center-G	0	0.0%	Green Line Total:	37	3.5%
Park Street-G	0	0.0%	Overall Total	1,078	100.0%
Boylston	0	0.0%	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	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	1.7%			
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	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:	37	3.5%			

* 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

RED LINE

Expanded Results

Exit Station: Northern Segment

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	15,287	76.5%
Drive/Park Egress	638	3.2%
Pick-up Egress	223	1.1%
Taxi Egress	24	0.1%
Shuttle/Van Egress	406	2.0%
Bicycle Egress	41	0.2%
Other Egress	45	0.2%
Total Private Trans.	16,664	83.4%
MBTA Bus	2,961	14.8%
Other Bus	71	0.4%
Commuter Rail	253	1.3%
Boat	0	0.0%
Other	24	0.1%
Total Public Trans.	3,310	16.6%
TOTAL	19,974	100.0%
No Answer	356	

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	7,304	54.8%	11	2.2%	52	30.3%	38	9.1%	7,405	51.4%
6-10	4,101	30.8%	135	26.7%	39	22.6%	95	22.8%	4,370	30.3%
11-15	1,533	11.5%	126	24.7%	14	8.4%	152	36.6%	1,825	12.7%
16-20	294	2.2%	77	15.3%	0	0.0%	34	8.1%	405	2.8%
21-30	88	0.7%	74	14.5%	21	12.3%	91	21.8%	273	1.9%
31-45	0	0.0%	75	14.9%	45	26.4%	7	1.6%	127	0.9%
Over 45	0	0.0%	9	1.7%	0	0.0%	0	0.0%	9	0.1%
TOTAL	13,320	100.0%	508	100.0%	171	100.0%	416	100.0%	14,414	100.0%
No Answer	1,967		130		53		100		2,250	
Avg. Time (min)	7.1		20.2		20.2		16.3		8.0	

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Northern Segment

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
Brandeis/Roberts	86
Waltham	42
Belmont	32
Concord	26
South Acton	23
West Concord	23
Ayer	14
North Station	7

MBTA Bus Routes:	Number of Riders
71	525
73	421
350	256
96	250
77	195
78	135
72	129
62	112
76	103
74	101
94	90
66	85
69	84
79	79
351	78
88	69
86	61
87	51
83	30
1	29
75	29
89	23
67	14
68	11

Boat, Alighted at Dock Indicated:

(None identified)

Other Bus Routes:	Number of Riders
Unspecified Bus	71

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

Egress from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Central Segment

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	42,279	85.8%
Drive/Park Egress	312	0.6%
Pick-up Egress	247	0.5%
Taxi Egress	10	0.0%
Shuttle/Van Egress	322	0.7%
Bicycle Egress	34	0.1%
Other Egress	59	0.1%
Total Private Trans.	43,264	87.8%
MBTA Bus	5,063	10.3%
Other Bus	101	0.2%
Commuter Rail	761	1.5%
Boat	2	0.0%
Other	96	0.2%
Total Public Trans.	6,023	12.2%
TOTAL	49,287	100.0%
No Answer	857	

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	20,846	60.3%	52	23.3%	0	0.0%	27	9.6%	20,925	59.4%
6-10	10,618	30.7%	47	21.0%	42	30.0%	117	41.6%	10,823	30.7%
11-15	2,160	6.2%	19	8.8%	30	21.5%	49	17.3%	2,258	6.4%
16-20	815	2.4%	70	31.7%	52	37.3%	62	22.0%	999	2.8%
21-30	81	0.2%	12	5.2%	7	5.2%	27	9.5%	126	0.4%
31-45	46	0.1%	0	0.0%	9	6.1%	0	0.0%	54	0.2%
Over 45	0	0.0%	22	10.0%	0	0.0%	0	0.0%	22	0.1%
TOTAL	34,565	100.0%	222	100.0%	139	100.0%	281	100.0%	35,207	100.0%
No Answer	7,713		90		108		145		8,057	
Avg. Time (min)	6.5		18.9		17.7		13.4		6.7	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Central Segment

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
Providence	69
Route 128	53
Mansfield	41
Worcester/Union Station	40
Framingham	39
Roslindale Village	37
Canton Junction	37
Plymouth	35
Norwood Central	34
Cohasset	34
Hanson	32
Middleborough/Lakeville	29
Wellesley Square	28
Southborough	27
Franklin/Dean College	27
Sharon	26
Bridgewater	21
Islington	16
Brockton	14
Kingston	14
Norfolk	14
Walpole	14
West Hingham	14
Montello	11
Stoughton	11
Andover	10
Natick	9
Hersey	9
Newtonville	8
Commuter Rail: Unspecified	7

MBTA Bus Routes:	Number of Riders
SL2	2,994
SL1	651
749	495
9	327
11	134
47	119
7	76
43	55
55	49
111	46
459	26
97	18
Other routes	73

Other Bus Routes:	Number of Riders
PB	41
BEX	22
CON	11
BNZ	6
Unspecified Bus	21

Boat, Alighted at Dock Indicated:	Number of Riders
Charlestown Navy Yard	2

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

Egress from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Dorchester Branch

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	3,652	44.9%
Drive/Park Egress	183	2.3%
Pick-up Egress	55	0.7%
Taxi Egress	0	0.0%
Shuttle/Van Egress	427	5.3%
Bicycle Egress	24	0.3%
Other Egress	83	1.0%
Total Private Trans.	4,425	54.4%
MBTA Bus	1,109	13.6%
Other Bus	2,596	31.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	8	0.1%
Total Public Trans.	3,714	45.6%
TOTAL	8,138	100.0%
No Answer	241	

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	1,060	37.6%	51	41.4%	31	78.9%	74	18.6%	1,216	36.0%
6-10	1,101	39.1%	31	25.2%	0	0.0%	96	24.3%	1,229	36.4%
11-15	498	17.7%	12	9.4%	0	0.0%	104	26.1%	613	18.2%
16-20	143	5.1%	30	24.0%	8	21.1%	48	12.1%	229	6.8%
21-30	15	0.5%	0	0.0%	0	0.0%	65	16.3%	80	2.4%
31-45	0	0.0%	0	0.0%	0	0.0%	10	2.6%	10	0.3%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	2,817	100.0%	124	100.0%	39	100.0%	397	100.0%	3,377	100.0%
No Answer	835		59		16		137		1,048	
Avg. Time (min)	9.0		9.7		8.2		14.7		9.7	

T **MBTA Surveys: 2008-09**

Rapid Transit Survey

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Dorchester Branch

Transferring to:

Commuter Rail, Alighted at Station Indicated:

(None identified)

MBTA Bus Routes:

Number of Riders

CT3	196
8	188
17	154
26	89
201	62
22	58
10	56
24	51
16	47
18	37
19	33
215	32
210	28
33	26
240	20
202	14
27	11
41	8

Boat, Alighted at Dock Indicated:

(None identified)

Other Bus Routes:

Number of Riders

UMB	2,547
BAT	42
Unspecified Bus	7

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

Egress from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: South Shore Branch

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	3,226	57.2%
Drive/Park Egress	843	14.9%
Pick-up Egress	378	6.7%
Taxi Egress	0	0.0%
Shuttle/Van Egress	600	10.6%
Bicycle Egress	51	0.9%
Other Egress	13	0.2%
Total Private Trans.	5,111	90.6%
MBTA Bus	466	8.3%
Other Bus	32	0.6%
Commuter Rail	26	0.5%
Boat	0	0.0%
Other	8	0.1%
Total Public Trans.	533	9.4%
TOTAL	5,644	100.0%
No Answer	132	

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	1,220	47.8%	43	6.7%	43	13.7%	112	28.7%	1,418	36.4%
6-10	748	29.3%	227	35.3%	95	30.5%	73	18.6%	1,142	29.3%
11-15	351	13.7%	97	15.1%	83	26.6%	122	31.2%	652	16.7%
16-20	189	7.4%	73	11.4%	18	5.8%	56	14.5%	337	8.6%
21-30	48	1.9%	79	12.3%	22	7.1%	27	7.0%	176	4.5%
31-45	0	0.0%	85	13.3%	51	16.2%	0	0.0%	136	3.5%
Over 45	0	0.0%	37	5.8%	0	0.0%	0	0.0%	37	1.0%
TOTAL	2,555	100.0%	642	100.0%	312	100.0%	390	100.0%	3,899	100.0%
No Answer	671		201		65		274		1,212	
Avg. Time (min)	8.4		20.2		16.4		12.2		11.4	

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: South Shore Branch

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
Bridgewater	26

MBTA Bus Routes:	Number of Riders
222	108
225	88
220	73
210	72
238	40
212	32
214	17
216	12
245	11
230	7
211	6

Boat, Alighted at Dock Indicated:

(None identified)

Other Bus Routes:	Number of Riders
Unspecified Bus	32

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

Egress from the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: All Stations

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	569	62.4%
Drive/Park Egress	109	11.9%
Pick-up Egress	34	3.7%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	42	4.6%
Total Private Trans.	754	82.6%
MBTA Bus	154	16.9%
Other Bus	4	0.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	158	17.4%
TOTAL	912	100.0%
No Answer	69	

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	285	57.8%	0	0.0%	0	0.0%	0	0.0%	285	47.0%
6-10	81	16.5%	0	0.0%	9	27.5%	9	100.0%	100	16.5%
11-15	120	24.4%	51	72.3%	0	0.0%	0	0.0%	171	28.2%
16-20	6	1.3%	19	27.7%	0	0.0%	0	0.0%	26	4.2%
21-30	0	0.0%	0	0.0%	24	72.5%	0	0.0%	24	4.0%
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	493	100.0%	70	100.0%	34	100.0%	9	100.0%	606	100.0%
No Answer	77		39		0		33		148	
Avg. Time (min)	6.8		15.6		23.9		10.0		8.8	

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

Transfers from the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: All Stations

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

24	32
716	28
23	20
26	20
30	19
33	16
18	9
215	9

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	4
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Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Northern Segment

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Cambridge: Harvard Square	10,209	50.0%	2.4%	3.8%	8.5%	67.7%	2.1%	2.7%	6.8%	4.3%	1.8%
Cambridge: North Cambridge	2,787	13.6%	2.0%	31.2%	3.3%	43.7%	2.9%	4.4%	3.9%	3.8%	4.8%
Somerville: Davis Square	2,287	11.2%	0.9%	37.6%	0.2%	31.3%	4.6%	12.9%	2.0%	6.7%	3.8%
Cambridge: Fresh Pond	689	3.4%		30.0%	3.0%	54.4%		7.7%	3.3%	1.7%	
Medford	575	2.8%		35.5%	5.7%	47.6%		1.8%	6.5%		2.9%
Arlington	548	2.7%		70.8%	2.6%	17.4%		2.6%			6.6%
Watertown	440	2.2%		19.1%		58.5%		15.0%	7.4%		
Belmont	373	1.8%	2.4%	51.1%	3.0%	26.4%		14.1%			3.0%
Boston: Allston	333	1.6%		8.4%	4.4%	74.6%					12.6%
Lexington	315	1.5%		55.7%	0.9%	36.9%			4.1%	2.4%	
Waltham	301	1.5%		40.5%	5.7%	42.6%					11.2%
Somerville: Spring Hill	285	1.4%		21.6%		42.8%		9.5%		14.8%	11.4%
Burlington	217	1.1%	10.8%	10.8%		71.2%		7.1%			
Cambridge: Central Square	187	0.9%	8.9%	16.2%		41.9%		22.8%		10.1%	
Unspecified	125	0.6%	15.1%		25.7%	51.0%		8.2%			
Bedford	116	0.6%		9.7%	7.6%	68.9%		13.9%			
Other (< 0.5 % of riders)	632	3.1%	1.5%	40.2%	3.6%	33.3%		8.1%		3.6%	9.7%
OVERALL TOTAL	20,421	100.0%	2.0%	19.1%	5.6%	54.6%	1.9%	5.2%	4.7%	3.9%	3.1%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Central Segment

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	15,799	31.9%	1.2%	0.9%	0.9%	84.8%	1.9%	3.2%	2.8%	2.0%	2.3%
Boston: Beacon Hill	7,454	15.1%	0.3%	1.6%		70.3%	0.1%	20.5%	2.5%	3.5%	1.1%
Boston: Govt Center	6,575	13.3%	0.4%	0.2%	6.9%	80.1%	0.2%	3.5%	6.2%	0.9%	1.5%
Boston: Waterfront	6,181	12.5%	2.1%	0.9%	0.2%	76.7%	0.4%	1.9%	5.5%	1.4%	10.8%
Boston: So Bos Indust	5,780	11.7%	0.9%	0.8%	0.2%	87.8%	0.7%	1.1%	4.5%	2.5%	1.5%
Boston: Park Square	2,612	5.3%	0.4%		11.3%	70.0%	2.3%	3.1%	4.9%	6.6%	1.4%
Boston: South End	855	1.7%		22.1%	1.8%	61.2%		10.8%	1.8%	2.3%	
Boston: So Bos Res	728	1.5%		33.4%	5.5%	42.4%	2.5%	4.7%	4.3%	4.5%	2.7%
Boston: Logan Airport	667	1.3%	2.3%			20.9%		2.1%	8.0%	1.5%	65.1%
Boston: Dwntwn Unspecified	613	1.2%	8.8%	8.9%	2.1%	54.5%		5.0%	10.5%	6.6%	3.5%
Boston: Back Bay	442	0.9%				84.5%	3.5%			6.1%	5.9%
Boston: North End	271	0.5%		13.7%	3.7%	64.5%		18.0%			
Other (< 0.5 % of riders)	1,549	3.1%	2.6%	44.4%	1.7%	40.0%		3.3%	4.2%		3.8%
OVERALL TOTAL	49,526	100.0%	1.1%	3.2%	2.1%	76.8%	1.0%	5.6%	4.0%	2.4%	3.8%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Dorchester Branch

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 Dorchester	5,229	62.9%	0.4%	14.0%	38.1%	39.3%	1.0%	1.6%	1.7%	1.6%	2.3%
Boston: South Dorchester	1,398	16.8%	1.4%	59.8%	1.1%	17.1%	4.0%	5.4%	1.7%	2.5%	7.0%
Boston: So Bos Res	462	5.6%		35.4%	6.1%	35.8%	3.6%		2.8%	5.9%	10.4%
Boston: Longwood Med Area	391	4.7%	1.9%		1.8%	92.7%		3.5%			
Boston: South End	305	3.7%				74.4%		25.6%			
Unspecified	130	1.6%	11.9%	20.3%		51.4%	9.8%			6.6%	
Boston: Roxbury	102	1.2%		25.9%		65.0%		9.1%			
Boston: So Bos Indust	71	0.9%	14.2%	27.3%		44.2%		14.2%			
Boston: Mattapan	45	0.5%	31.7%			19.0%			29.1%		20.2%
Brockton	42	0.5%		63.1%							36.9%
Other (< 0.5 % of riders)	133	1.6%		38.4%		38.7%			14.7%	8.2%	
OVERALL TOTAL	8,308	100.0%	1.1%	22.6%	24.6%	39.4%	1.7%	3.2%	1.9%	2.0%	3.5%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: South Shore Branch

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
Quincy	4,243	72.8%	2.6%	36.6%	5.5%	45.2%	1.8%	3.0%	1.4%	1.3%	2.6%
Braintree	466	8.0%	7.9%	39.7%	3.0%	24.4%		11.1%	8.0%		6.1%
Weymouth	339	5.8%		79.1%		16.1%					4.9%
Hingham	195	3.3%		37.4%		44.9%		10.0%			7.7%
Unspecified	132	2.3%	23.6%			16.8%	28.7%	24.1%		6.9%	
Scituate	52	0.9%		100.0%							
Brockton	37	0.6%				46.7%		53.3%			
Berkley	31	0.5%		100.0%							
Franklin	31	0.5%		100.0%							
Other (< 0.5 % of riders)	306	5.2%		71.0%	11.0%	18.0%					
OVERALL TOTAL	5,832	100.0%	3.0%	41.3%	4.8%	38.9%	1.9%	4.3%	1.7%	1.1%	2.9%

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

Destination Locations and Activities

MATTAPAN HIGH SPEED LINE

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: South Dorchester	331	30.7%	21.4%	35.3%	11.6%	19.5%			6.0%	6.0%	
Milton	277	25.7%		57.8%		27.9%		7.2%	7.0%		
Boston: Mattapan	203	18.9%	15.6%	20.6%		11.1%	34.8%	9.4%	8.4%		
Boston: Hyde Park	132	12.3%		43.6%		5.3%					51.1%
Unspecified	83	7.7%	35.3%			35.3%				5.3%	24.1%
Canton	22	2.0%				100.0%					
Boston: Jamaica Plain	16	1.5%				100.0%					
Quincy	9	0.9%				100.0%					
Other (< 0.5 % of riders)	4	0.4%							100.0%		
OVERALL TOTAL	1,078	100.0%	12.2%	34.9%	3.6%	23.0%	6.6%	3.6%	5.6%	2.3%	8.1%

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

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

Origin-Destination Cross-tabulation

RED LINE

Expanded Results

Entry Station: Northern Segment

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Cambridge : Kendall/MI	Cambridge : Harvard Square	Boston: Govt Center	Boston: Beacon Hill	Boston: Park Square	Boston: Waterfront	Boston: Back Bay	Cambridge : Central Square	Boston: So Bos Indust	Other & % of Row	Row Total & % of Overall
Cambridge: Central Square	1181	761	398	516	499	396	328	228	47	224	2237	7028
											31.8%	15.6%
Somerville: Davis Square	855	1060	611	388	311	330	282	286	266	250	1694	6348
											26.7%	14.1%
Cambridge: Harvard Square	627	628	71	351	441	240	178	271	286	151	1805	5473
											33.0%	12.2%
Cambridge: North Cambridge	769	726	418	308	201	269	181	117	218	181	1144	4559
											25.1%	10.1%
Arlington	795	623	236	263	178	196	164	153	138	123	823	3702
											22.2%	8.2%
Cambridge: Kendall/MIT	208	0	431	142	183	95	156	43	157	70	1311	2942
											44.6%	6.5%
Somerville: Spring Hill	402	277	162	190	156	122	100	142	29	123	484	2198
											22.0%	4.9%
Belmont	208	340	10	177	95	60	53	46	47	64	314	1437
											21.8%	3.2%
Medford	263	223	263	37	75	93	38	24	86	19	205	1326
											15.5%	2.9%
Watertown	259	164	0	120	66	103	35	35	0	71	465	1320
											35.2%	2.9%
Cambridge: Fresh Pond	155	178	0	149	81	76	50	56	31	80	415	1269
											32.7%	2.8%
Lexington	289	147	125	109	31	82	112	54	44	27	147	1177
											12.5%	2.6%
Cambridge: East Cambridge	112	0	52	32	108	57	78	38	57	32	195	1177
											25.6%	2.6%
Waltham	136	56	37	20	71	31	14	29	15	17	196	623
											31.5%	1.4%
Boston: Allston	82	82	0	19	9	25	0	26	0	24	214	552
											38.7%	1.2%
Unspecified	60	82	21	68	41	10	21	38	25	6	123	508
											24.2%	1.1%
Somerville: Winter Hill	34	86	112	0	0	15	9	15	43	0	84	397
											21.2%	0.9%
Boston: Brighton	28	87	11	9	18	0	0	0	10	32	184	380
											48.4%	0.8%
Other & % of Column	409	409	320	196	149	88	198	37	68	88	577	2641
	5.9%	6.8%	9.6%	6.3%	5.5%	3.8%	9.8%	2.2%	4.2%	5.5%	21.9%	5.9%
Column Total & % of Overall	6901	6044	3342	3115	2719	2289	2020	1637	1607	1602	12631	44968
	15.3%	13.4%	7.4%	6.9%	6.0%	5.1%	4.5%	3.6%	3.6%	3.6%	28.1%	

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

Origin-Destination Cross-tabulation

RED LINE

Expanded Results

Entry Station: Central Segment

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Kendall/MI	Cambridge : Harvard Square	Quincy	Cambridge : Central Square	Boston: Govt Center	Boston: North Dorchester	Boston: Beacon Hill	Boston: Financial/R etail	Cambridge : North Cambridge	Boston: South Dorchester	Other & % of Row	Row Total & % of Overall
Boston: Beacon Hill	553	467	120	210	0	140	0	143	46	54	1495	3389
											44.1%	16.5%
Boston: Financial/Retail	305	224	470	374	0	96	191	59	129	104	1220	3204
											38.1%	15.6%
Boston: So Bos Res	219	78	47	72	425	27	122	404	16	16	482	2066
											23.3%	10.1%
Boston: Govt Center	143	132	124	100	0	50	0	0	74	131	556	1376
											40.4%	6.7%
Boston: Waterfront	94	87	94	0	54	31	40	40	40	63	525	1068
											49.2%	5.2%
Boston: So Bos Indust	83	73	78	60	32	58	13	74	107	31	391	1027
											38.0%	5.0%
Boston: Park Square	91	59	83	83	0	96	41	0	42	31	194	740
											26.3%	3.6%
Unspecified	73	36	52	13	29	96	0	13	13	27	172	541
											31.8%	2.6%
Boston: South End	159	86	0	46	0	13	0	0	0	0	40	344
											11.6%	1.7%
Brockton	47	13	0	20	27	0	40	0	0	0	107	254
											42.1%	1.2%
Newton	46	20	94	0	0	31	40	0	0	0	0	231
											0.0%	1.1%
Sharon	53	94	0	20	13	0	0	0	13	0	20	214
											9.4%	1.0%
Canton	33	47	0	0	20	31	0	0	0	0	71	214
											35.1%	1.0%
Boston: North End	0	15	0	9	0	85	0	0	15	0	73	198
											36.9%	1.0%
Providence, RI	33	114	0	0	27	0	20	0	0	0	0	194
											0.0%	0.9%
Natick	100	0	0	0	0	31	60	0	0	0	0	192
											0.0%	0.9%
Mansfield	74	27	0	0	13	0	47	0	0	0	13	174
											7.7%	0.8%
Attleboro	74	40	0	0	0	31	0	0	20	0	0	165
											0.0%	0.8%
Other & % of Column	1090	735	262	229	529	208	334	119	44	33	1160	4752
	32.9%	31.0%	18.4%	18.5%	45.3%	20.3%	34.2%	13.1%	7.9%	6.7%	24.4%	23.2%
Column Total & % of Overall	3312	2367	1426	1236	1169	1026	975	906	561	489	6539	20494
	16.2%	11.6%	7.0%	6.0%	5.7%	5.0%	4.8%	4.4%	2.7%	2.4%	31.9%	

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

Origin-Destination Cross-tabulation

RED LINE

Expanded Results

Entry Station: Dorchester Branch

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Beacon Hill	Cambridge : Harvard Square	Cambridge : Kendall/MI	Boston: Park Square	Boston: Waterfront	Boston: So Bos Indust	Cambridge : Central Square	Boston: Back Bay	Other & % of Row	Row Total & % of Overall
Boston: South Dorchester	1481	932	245	284	336	273	343	224	282	147	2571 35.7%	7207 37.3%
Boston: North Dorchester	1117	463	392	366	271	269	153	224	216	330	3128 43.7%	7163 37.1%
Boston: So Bos Res	354	225	93	129	74	132	93	18	0	0	473 27.8%	1701 8.8%
Unspecified	206	48	21	26	0	14	52	38	7	18	305 41.4%	736 3.8%
Boston: Mattapan	21	29	131	21	7	21	22	65	35	0	108 22.8%	473 2.5%
Randolph	78	36	61	49	7	28	25	21	14	7	127 28.1%	452 2.3%
Boston: Roxbury	38	0	7	51	38	0	18	0	0	0	90 37.0%	242 1.3%
Boston: South End	0	0	0	0	0	13	0	0	0	38	152 63.0%	241 1.2%
Milton	78	33	14	0	0	34	7	22	0	0	22 10.4%	209 1.1%
Brockton	21	7	14	21	0	7	0	0	28	7	76 41.8%	181 0.9%
Quincy	31	28	0	0	0	7	10	0	0	14	60 39.8%	151 0.8%
Boston: So Bos Indust	0	0	0	0	56	0	0	0	18	38	37 25.0%	150 0.8%
Boston: Jamaica Plain	0	0	0	0	0	0	0	14	0	0	14 25.6%	150 0.8%
Rochester	26	0	0	0	0	0	0	0	0	0	0 0.0%	26 0.1%
Holbrook	0	0	0	26	0	0	0	0	0	0	0 0.0%	26 0.1%
Boston: Longwood Med Area	0	0	0	0	0	0	0	0	0	0	26 100.0%	26 0.1%
Boston: Roslindale	0	0	0	0	0	0	0	0	0	0	26 100.0%	26 0.1%
New Bedford	0	0	26	0	0	0	0	0	0	0	0 0.0%	26 0.1%
Other & % of Column	76 2.1%	0 0.0%	7 0.7%	18 1.8%	10 1.3%	0 0.0%	36 4.7%	18 2.8%	0 0.0%	0 0.0%	41 19.8%	206 1.1%
Column Total & % of Overall	3526 18.3%	1801 9.3%	1016 5.3%	991 5.1%	800 4.1%	799 4.1%	759 3.9%	644 3.3%	601 3.1%	600 3.1%	7254 37.6%	19317

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

Origin-Destination Cross-tabulation

RED LINE

Expanded Results

Entry Station: South Shore Branch

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Waterfront	Boston: Park Square	Cambridge : Kendall/MI	Boston: Beacon Hill	Boston: Prudential/ Hancock	Boston: Back Bay	Boston: So Bos Indust	Cambridge : Harvard Square	Other & % of Row	Row Total & % of Overall
Quincy	2243	1195	775	719	719	554	598	463	389	410	3998	12553
											31.9%	58.3%
Braintree	456	283	120	102	98	73	26	58	87	66	562	1975
											28.5%	9.2%
Weymouth	374	227	78	117	95	99	65	88	101	46	415	1794
											23.2%	8.3%
Randolph	86	135	10	18	50	26	0	97	18	47	131	626
											21.0%	2.9%
Milton	127	44	51	12	8	0	40	28	22	44	160	544
											29.4%	2.5%
Unspecified	108	41	32	23	0	10	28	0	20	8	175	453
											38.6%	2.1%
Brockton	73	19	16	0	0	8	0	12	20	26	106	291
											36.3%	1.4%
Marshfield	59	18	10	32	0	0	23	0	0	0	63	216
											29.2%	1.0%
Holbrook	45	13	32	24	0	8	16	10	13	0	40	200
											19.8%	0.9%
Abington	43	46	0	13	8	10	0	0	8	0	55	183
											30.2%	0.8%
Hingham	11	39	0	8	0	27	0	0	45	13	33	177
											18.9%	0.8%
Rockland	50	13	0	0	12	24	0	0	8	0	48	163
											29.3%	0.8%
Hull	58	0	12	22	10	0	0	0	0	0	31	163
											19.0%	0.8%
Plymouth	41	18	10	10	0	8	39	0	10	10	13	159
											8.2%	0.7%
Norwell	38	10	11	0	11	8	8	10	11	0	41	148
											27.5%	0.7%
Duxbury	30	8	0	8	10	0	24	0	8	0	40	127
											31.3%	0.6%
Boston: South Dorchester	23	35	18	0	12	12	0	12	0	0	12	122
											9.5%	0.6%
Pembroke	16	24	18	0	13	0	0	11	0	0	35	117
											29.6%	0.5%
Other & % of Column	348	265	31	106	64	154	39	8	28	70	283	1417
	8.2%	10.9%	2.6%	8.8%	5.8%	15.1%	4.2%	1.0%	3.6%	9.1%	20.0%	6.6%
Column Total & % of Overall	4248	2444	1225	1213	1110	1021	922	805	788	764	6252	21534
	19.7%	11.3%	5.7%	5.6%	5.2%	4.7%	4.3%	3.7%	3.7%	3.5%	29.0%	

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

Origin-Destination Cross-tabulation

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: All Stations

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: South Dorchester	Boston: Waterfront	Cambridge : Harvard Square	Boston: North Dorchester	Unspecif ied	Cambridge : Kendall/MI	Boston: Beacon Hill	Cambridge : Central Square	Other & % of Row	Row Total & % of Overall
Boston: Mattapan	187	110	145	81	9	34	89	26	28	52	298	1120
											26.6%	42.1%
Milton	179	87	20	108	148	49	0	56	60	37	251	1008
											24.9%	37.9%
Boston: South Dorchester	37	16	0	7	0	7	4	0	0	0	62	133
											46.5%	5.0%
Boston: Hyde Park	53	0	29	0	9	29	0	0	0	0	9	130
											7.1%	4.9%
Unspecified	9	4	0	0	0	0	0	14	2	0	42	74
											56.1%	2.8%
Boston: Roslindale	0	0	9	0	20	9	0	0	0	0	0	39
											0.0%	1.4%
Canton	12	2	0	0	0	0	0	0	0	0	20	34
											58.6%	1.3%
Boston: Roxbury	0	0	0	0	0	0	0	0	0	0	28	28
											100.0%	1.1%
Providence, RI	20	0	0	0	0	0	0	0	0	0	0	20
											0.0%	0.8%
Natick	0	16	0	0	0	0	0	0	0	0	0	16
											0.0%	0.6%
Brockton	0	0	0	0	0	0	0	0	0	0	16	16
											100.0%	0.6%
Randolph	11	4	0	0	0	0	0	0	0	0	0	15
											0.0%	0.6%
Quincy	0	0	0	0	0	0	0	0	0	0	9	15
											100.0%	0.6%
Boston: Jamaica Plain	0	0	0	0	0	0	9	0	0	0	0	9
											0.0%	0.3%
Boston: North Dorchester	0	0	0	0	0	0	0	0	0	0	6	6
											100.0%	0.2%
Column Total & % of Overall	508	240	203	196	186	129	103	96	90	89	742	2660
	19.1%	9.0%	7.6%	7.4%	7.0%	4.8%	3.9%	3.6%	3.4%	3.3%	27.9%	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Northern Segment

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	224	0.5%	0.5%
19 - 24	4,788	10.7%	11.2%
25 - 34	16,521	37.0%	48.3%
35 - 44	7,742	17.3%	65.6%
45 - 64	12,981	29.1%	94.7%
65 and Older	2,369	5.3%	100.0%
TOTAL	44,625	100.0%	100.0%
No Answer	343		

Gender of Riders:	Number of Riders	Percent of Riders
Male	18,324	42.2%
Female	25,059	57.7%
Transgender	16	0.0%
TOTAL	43,398	100.0%
No Answer	1,570	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	2,852	7.1%	7.1%
\$20,000 - \$29,999	1,650	4.1%	11.2%
\$30,000 - \$39,999	1,889	4.7%	15.8%
\$40,000 - \$49,999	3,131	7.8%	23.6%
\$50,000 - \$59,999	3,237	8.0%	31.6%
\$60,000 - \$74,999	4,610	11.4%	43.1%
\$75,000 - \$99,999	7,074	17.5%	60.6%
\$100,000 or more	15,899	39.4%	100.0%
TOTAL	40,343	100.0%	100.0%
No Answer	4,625		

Mean Household Size: 2.40



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

RED LINE

Expanded Results

Entry Station: Northern Segment

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	278	0.6%
Black or African-American	2,357	5.5%
Native Hawaiian or Other Pacific Islander	116	0.3%
Asian	4,066	9.4%
White	34,965	81.3%
Other	1,968	4.6%
 Riders who gave at least 1 response	 43,029	

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	1,738	4.1%
No	41,082	95.9%
TOTAL	42,819	100.0%
No Answer	2,149	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Central Segment

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	75	0.4%	0.4%
19 - 24	1,769	8.7%	9.1%
25 - 34	5,041	24.8%	33.8%
35 - 44	3,870	19.0%	52.8%
45 - 64	7,691	37.8%	90.6%
65 and Older	1,913	9.4%	100.0%
TOTAL	20,359	100.0%	100.0%
No Answer	98		

Gender of Riders:	Number of Riders	Percent of Riders
Male	9,044	46.2%
Female	10,529	53.8%
Transgender	0	0.0%
TOTAL	19,572	100.0%
No Answer	885	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	1,397	7.6%	7.6%
\$20,000 - \$29,999	918	5.0%	12.6%
\$30,000 - \$39,999	1,154	6.3%	18.9%
\$40,000 - \$49,999	1,109	6.0%	25.0%
\$50,000 - \$59,999	1,577	8.6%	33.6%
\$60,000 - \$74,999	1,977	10.8%	44.3%
\$75,000 - \$99,999	3,001	16.4%	60.7%
\$100,000 or more	7,204	39.3%	100.0%
TOTAL	18,337	100.0%	100.0%
No Answer	2,120		

Mean Household Size: 2.39



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Central Segment

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	228	1.2%
Black or African-American	1,552	7.9%
Native Hawaiian or Other Pacific Islander	75	0.4%
Asian	1,731	8.8%
White	15,964	81.3%
Other	675	3.4%
 Riders who gave at least 1 response	 19,627	

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	888	4.6%
No	18,306	95.4%
TOTAL	19,194	100.0%
No Answer	1,263	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Dorchester Branch

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	385	2.0%	2.0%
19 - 24	3,043	16.0%	18.0%
25 - 34	5,072	26.6%	44.6%
35 - 44	3,955	20.8%	65.4%
45 - 64	5,633	29.6%	95.0%
65 and Older	958	5.0%	100.0%
TOTAL	19,046	100.0%	100.0%
No Answer	271		

Gender of Riders:	Number of Riders	Percent of Riders
Male	7,743	42.4%
Female	10,511	57.6%
Transgender	0	0.0%
TOTAL	18,254	100.0%
No Answer	1,063	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	2,605	15.0%	15.0%
\$20,000 - \$29,999	1,655	9.5%	24.5%
\$30,000 - \$39,999	1,863	10.7%	35.2%
\$40,000 - \$49,999	1,674	9.6%	44.8%
\$50,000 - \$59,999	1,408	8.1%	52.9%
\$60,000 - \$74,999	1,824	10.5%	63.4%
\$75,000 - \$99,999	2,672	15.4%	78.7%
\$100,000 or more	3,703	21.3%	100.0%
TOTAL	17,405	100.0%	100.0%
No Answer	1,912		

Mean Household Size: 2.68



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

RED LINE

Expanded Results

Entry Station: Dorchester Branch

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	321	1.8%
Black or African-American	5,280	29.0%
Native Hawaiian or Other Pacific Islander	21	0.1%
Asian	1,359	7.5%
White	10,061	55.2%
Other	1,824	10.0%
 Riders who gave at least 1 response	 18,211	

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	1,792	10.1%
No	15,881	89.9%
TOTAL	17,673	100.0%
No Answer	1,644	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: South Shore Branch

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	357	1.7%	1.7%
19 - 24	1,782	8.4%	10.1%
25 - 34	5,445	25.7%	35.8%
35 - 44	4,301	20.3%	56.0%
45 - 64	8,242	38.9%	94.9%
65 and Older	1,083	5.1%	100.0%
TOTAL	21,210	100.0%	100.0%
No Answer	324		

Gender of Riders:	Number of Riders	Percent of Riders
Male	8,220	39.5%
Female	12,575	60.4%
Transgender	21	0.1%
TOTAL	20,816	100.0%
No Answer	718	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	1,180	6.2%	6.2%
\$20,000 - \$29,999	529	2.8%	9.0%
\$30,000 - \$39,999	1,277	6.7%	15.7%
\$40,000 - \$49,999	1,678	8.8%	24.5%
\$50,000 - \$59,999	1,756	9.2%	33.7%
\$60,000 - \$74,999	2,881	15.1%	48.9%
\$75,000 - \$99,999	3,668	19.3%	68.1%
\$100,000 or more	6,067	31.9%	100.0%
TOTAL	19,036	100.0%	100.0%
No Answer	2,497		

Mean Household Size: 2.56



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

RED LINE

Expanded Results

Entry Station: South Shore Branch

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	251	1.2%
Black or African-American	1,103	5.4%
Native Hawaiian or Other Pacific Islander	60	0.3%
Asian	2,748	13.4%
White	16,100	78.4%
Other	739	3.6%
 Riders who gave at least 1 response	 20,537	

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	685	3.4%
No	19,598	96.6%
TOTAL	20,282	100.0%
No Answer	1,251	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: All Stations

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	148	5.7%	5.7%
19 - 24	319	12.4%	18.1%
25 - 34	460	17.8%	35.9%
35 - 44	424	16.4%	52.4%
45 - 64	1,035	40.1%	92.5%
65 and Older	193	7.5%	100.0%
TOTAL	2,580	100.0%	100.0%
No Answer	80		

Gender of Riders:	Number of Riders	Percent of Riders
Male	959	39.0%
Female	1,503	61.0%
Transgender	0	0.0%
TOTAL	2,462	100.0%
No Answer	198	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	259	11.5%	11.5%
\$20,000 - \$29,999	107	4.7%	16.2%
\$30,000 - \$39,999	208	9.2%	25.4%
\$40,000 - \$49,999	215	9.5%	34.9%
\$50,000 - \$59,999	332	14.7%	49.7%
\$60,000 - \$74,999	212	9.4%	59.1%
\$75,000 - \$99,999	333	14.8%	73.8%
\$100,000 or more	590	26.2%	100.0%
TOTAL	2,254	100.0%	100.0%
No Answer	406		

Mean Household Size: 2.84



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: All Stations

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	114	4.8%
Black or African-American	981	41.5%
Native Hawaiian or Other Pacific Islander	9	0.4%
Asian	66	2.8%
White	1,245	52.7%
Other	155	6.6%
 Riders who gave at least 1 response	 2,362	

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	160	7.1%
No	2,092	92.9%
TOTAL	2,252	100.0%
No Answer	408	



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Northern Segment

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	2,290	5.4%	5.4%
One Day	1,355	3.2%	8.6%
Two Days	1,854	4.4%	13.0%
Three Days	2,872	6.8%	19.8%
Four Days	3,232	7.6%	27.4%
Five Days	20,170	47.6%	75.0%
Six Days	5,344	12.6%	87.6%
Seven Days	4,735	11.2%	98.7%
Only Visiting	535	1.3%	100.0%
TOTAL	42,387	100.0%	100.0%
No Answer	2,580		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	6,212 15.5%	1,923 4.8%	137 0.3%	484	8,272 20.6%
Occasionally	485 1.2%	23,882 59.6%	1,596 4.0%	1,296	25,963 64.8%
Not at all	26 0.1%	231 0.6%	5,582 13.9%	281	5,839 14.6%
No Answer	45	108	22	2,657	
Sunday Total	6,722 16.8%	26,036 65.0%	7,315 18.3%		40,074 *

* 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

RED LINE

Expanded Results

Entry Station: Northern Segment

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)	9,989	22.3%	3.4
Pay-per-ride CharlieTicket (paper)	1,105	2.5%	2.2
Monthly pass	30,699	68.6%	5.1
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	1,611	3.6%	3.4
<i>Student</i>	68	0.2%	4.2
<i>Senior</i>	1,221	2.7%	3.1
<i>Disability</i>	322	0.7%	4.6
<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	49	0.1%	5.7
1-Day LinkPass	19	0.0%	3.4
7-Day LinkPass	1,215	2.7%	5.2
Other	47	0.1%	5.0
No Fare Payment Type Selected	234		
All Payment Types	44,734	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)	27,291	61.0%	5.2
Zone	2,012	4.5%	4.8
Boat	43	0.1%	0.0
Inner Express Bus	281	0.6%	4.3
Outer Express Bus	20	0.0%	3.6
Student	249	0.6%	5.4
Senior	563	1.3%	4.5
Disability	186	0.4%	5.0
No Pass Selected	54	0.1%	4.1
Total Riders Using Monthly Passes	30,699	68.6%	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	407	0.9%	5.0
1	248	0.6%	5.1
2	240	0.5%	4.9
3	91	0.2%	4.6
4	141	0.3%	4.1
5	157	0.4%	4.6
6	357	0.8%	4.7
7	63	0.1%	4.9
8	258	0.6%	4.7
Interzone	10	0.0%	5.0
No Zone Selected	38	0.1%	5.4
Total Riders Using Zone Passes	2,012	4.5%	4.8



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Central Segment

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	1,713	8.4%	8.4%
One Day	766	3.8%	12.2%
Two Days	1,366	6.7%	18.9%
Three Days	1,595	7.9%	26.8%
Four Days	1,941	9.6%	36.3%
Five Days	9,549	47.0%	83.4%
Six Days	1,334	6.6%	89.9%
Seven Days	1,701	8.4%	98.3%
Only Visiting	345	1.7%	100.0%
TOTAL	20,310	100.0%	100.0%
No Answer	147		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	2,447 12.9%	630 3.3%	85 0.4%	269	3,161 16.7%
Occasionally	106 0.6%	9,298 49.0%	1,280 6.8%	616	10,684 56.4%
Not at all	9 0.0%	133 0.7%	4,970 26.2%	199	5,111 27.0%
No Answer	91	117	0	209	
Sunday Total	2,562 13.5%	10,060 53.1%	6,334 33.4%		18,957 *

* 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

RED LINE

Expanded Results

Entry Station: Central Segment

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)	4,923	24.2%	3.3
Pay-per-ride CharlieTicket (paper)	770	3.8%	2.4
Monthly pass	12,526	61.5%	4.8
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	1,585	7.8%	3.0
<i>Student</i>	95	0.5%	5.8
<i>Senior</i>	1,229	6.0%	2.6
<i>Disability</i>	261	1.3%	3.8
<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	41	0.2%	3.3
1-Day LinkPass	31	0.2%	0.5
7-Day LinkPass	472	2.3%	5.6
Other	15	0.1%	5.0
No Fare Payment Type Selected	93		
All Payment Types	20,364	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)	7,212	35.4%	5.0
Zone	4,555	22.4%	4.5
Boat	36	0.2%	4.8
Inner Express Bus	219	1.1%	4.6
Outer Express Bus	0	0.0%	0.0
Student	109	0.5%	5.3
Senior	291	1.4%	3.6
Disability	97	0.5%	3.5
No Pass Selected	9	0.0%	7.0
Total Riders Using Monthly Passes	12,526	61.5%	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	60	0.3%	4.6
1	448	2.2%	4.5
2	365	1.8%	4.1
3	531	2.6%	4.8
4	1,092	5.4%	4.8
5	448	2.2%	4.3
6	658	3.2%	4.2
7	399	2.0%	4.5
8	528	2.6%	4.8
Interzone	0	0.0%	0.0
No Zone Selected	27	0.1%	6.0
Total Riders Using Zone Passes	4,555	22.4%	4.5



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Dorchester Branch

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	622	3.6%	3.6%
One Day	165	1.0%	4.6%
Two Days	549	3.2%	7.8%
Three Days	822	4.8%	12.5%
Four Days	1,383	8.0%	20.6%
Five Days	8,846	51.4%	72.0%
Six Days	2,142	12.4%	84.4%
Seven Days	2,498	14.5%	99.0%
Only Visiting	178	1.0%	100.0%
TOTAL	17,205	100.0%	100.0%
No Answer	2,112		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	2,579 16.3%	848 5.4%	145 0.9%	375	3,573 22.6%
Occasionally	309 2.0%	7,447 47.1%	1,221 7.7%	757	8,977 56.7%
Not at all	13 0.1%	64 0.4%	3,193 20.2%	167	3,271 20.7%
No Answer	13	21	26	2,137	
Sunday Total	2,902 18.3%	8,360 52.8%	4,560 28.8%		15,822 *

* 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

RED LINE

Expanded Results

Entry Station: Dorchester Branch

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)	4,121	21.5%	4.3
Pay-per-ride CharlieTicket (paper)	611	3.2%	4.5
Monthly pass	11,778	61.4%	5.3
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	1,209	6.3%	4.1
<i>Student</i>	152	0.8%	5.4
<i>Senior</i>	525	2.7%	3.3
<i>Disability</i>	532	2.8%	4.6
<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	33	0.2%	2.0
1-Day LinkPass	14	0.1%	0.0
7-Day LinkPass	1,388	7.2%	5.5
Other	20	0.1%	2.0
No Fare Payment Type Selected	142		
All Payment Types	19,175	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)	10,630	55.4%	5.3
Zone	546	2.8%	5.0
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	14	0.1%	0.5
Student	116	0.6%	5.9
Senior	246	1.3%	4.8
Disability	132	0.7%	5.5
No Pass Selected	95	0.5%	4.1
Total Riders Using Monthly Passes	11,778	61.4%	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	208	1.1%	5.5
1	78	0.4%	5.0
2	47	0.2%	4.6
3	78	0.4%	4.0
4	7	0.0%	4.0
5	26	0.1%	7.0
6	34	0.2%	5.0
7	26	0.1%	5.0
8	41	0.2%	4.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	546	2.8%	5.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: South Shore Branch

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	698	3.9%	3.9%
One Day	244	1.4%	5.2%
Two Days	616	3.4%	8.7%
Three Days	946	5.3%	14.0%
Four Days	1,066	5.9%	19.9%
Five Days	12,163	67.7%	87.6%
Six Days	961	5.4%	93.0%
Seven Days	1,058	5.9%	98.9%
Only Visiting	203	1.1%	100.0%
TOTAL	17,955	100.0%	100.0%
No Answer	3,578		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	1,324 7.9%	489 2.9%	28 0.2%	177	1,841 11.0%
Occasionally	77 0.5%	8,215 49.1%	1,154 6.9%	646	9,446 56.5%
Not at all	0 0.0%	91 0.5%	5,346 32.0%	276	5,437 32.5%
No Answer	38	38	22	3,613	
Sunday Total	1,401 8.4%	8,795 52.6%	6,528 39.0%		16,724 *

* 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

RED LINE

Expanded Results

Entry Station: South Shore Branch

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)	4,637	21.6%	4.2
Pay-per-ride CharlieTicket (paper)	832	3.9%	3.3
Monthly pass	14,140	65.8%	5.0
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	1,012	4.7%	3.3
<i>Student</i>	149	0.7%	5.1
<i>Senior</i>	562	2.6%	2.5
<i>Disability</i>	301	1.4%	3.8
<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	44	0.2%	5.7
1-Day LinkPass	22	0.1%	5.0
7-Day LinkPass	717	3.3%	5.2
Other	69	0.3%	4.8
No Fare Payment Type Selected	60		
All Payment Types	21,473	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)	12,957	60.3%	5.0
Zone	697	3.2%	4.3
Boat	104	0.5%	2.0
Inner Express Bus	46	0.2%	5.0
Outer Express Bus	0	0.0%	0.0
Student	89	0.4%	5.6
Senior	177	0.8%	5.2
Disability	44	0.2%	5.7
No Pass Selected	24	0.1%	5.0
Total Riders Using Monthly Passes	14,140	65.8%	5.0

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	130	0.6%	4.9
1	132	0.6%	4.7
2	121	0.6%	3.6
3	55	0.3%	4.6
4	55	0.3%	4.2
5	26	0.1%	0.5
6	92	0.4%	4.5
7	20	0.1%	5.0
8	32	0.1%	3.3
Interzone	0	0.0%	0.0
No Zone Selected	35	0.2%	4.0
Total Riders Using Zone Passes	697	3.2%	4.3



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: All Stations

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	178	7.1%	7.1%
One Day	51	2.0%	9.1%
Two Days	30	1.2%	10.3%
Three Days	203	8.1%	18.4%
Four Days	221	8.7%	27.1%
Five Days	1,246	49.4%	76.5%
Six Days	253	10.0%	86.5%
Seven Days	255	10.1%	96.6%
Only Visiting	86	3.4%	100.0%
TOTAL	2,523	100.0%	100.0%
No Answer	136		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	250 11.5%	128 5.9%	0 0.0%	64	378 17.5%
Occasionally	0 0.0%	906 41.8%	176 8.1%	213	1,082 50.0%
Not at all	9 0.4%	3 0.1%	694 32.0%	43	706 32.6%
No Answer	0	55	0	118	
Sunday Total	259 12.0%	1,037 47.9%	869 40.1%		2,165 *

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

Fare Types and Pass Usage
MATTAPAN HIGH SPEED LINE

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)	744	28.1%	4.4
Pay-per-ride CharlieTicket (paper)	50	1.9%	2.4
Monthly pass	1,414	53.4%	4.9
Full cash fare on-board trolley	33	1.2%	2.1
Reduced fare	203	7.7%	3.8
<i>Student</i>	29	1.1%	5.0
<i>Senior</i>	128	4.8%	3.1
<i>Disability</i>	46	1.7%	4.6
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	20	0.8%	0.5
Blind Access Card	20	0.8%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	113	4.3%	5.6
Other	51	1.9%	2.4
No Fare Payment Type Selected	11		
All Payment Types	2,648	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)	1,298	49.0%	5.0
Zone	21	0.8%	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	38	1.4%	5.0
Senior	37	1.4%	3.7
Disability	20	0.8%	6.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,414	53.4%	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	12	0.4%	5.0
1	9	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	0	0.0%	0.0
Total Riders Using Zone Passes	21	0.8%	5.0

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Northern Segment

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	38,191	90.1%
Not Licensed	4,198	9.9%
TOTAL	42,389	100.0%
No Answer	2,579	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	12,544	28.2%
1 vehicle	19,528	43.9%
2 vehicles	9,718	21.9%
3 or more vehicles	2,685	6.0%
TOTAL	44,475	100.0%
No Answer	493	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	20,957	49.6%
No	21,285	50.4%
TOTAL	42,242	100.0%
No Answer	2,726	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	12,187	28.2%	28.2%
0.01 to 0.49 vehicles	6,487	15.0%	43.2%
0.50 to 0.99 vehicles	14,132	32.7%	75.9%
1.00 to 1.49 vehicles	9,732	22.5%	98.4%
1.50 to 1.99 vehicles	478	1.1%	99.5%
2 or more vehicles	197	0.5%	100.0%
TOTAL RESPONSES	43,213		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Central Segment

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	18,295	89.6%
Not Licensed	2,131	10.4%
TOTAL	20,426	100.0%
No Answer	31	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	4,558	22.4%
1 vehicle	7,993	39.3%
2 vehicles	5,600	27.6%
3 or more vehicles	2,162	10.6%
TOTAL	20,313	100.0%
No Answer	144	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	11,248	55.4%
No	9,054	44.6%
TOTAL	20,301	100.0%
No Answer	156	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	4,323	22.0%	22.0%
0.01 to 0.49 vehicles	2,310	11.8%	33.8%
0.50 to 0.99 vehicles	6,289	32.0%	65.8%
1.00 to 1.49 vehicles	5,996	30.5%	96.3%
1.50 to 1.99 vehicles	511	2.6%	98.9%
2 or more vehicles	212	1.1%	100.0%
TOTAL RESPONSES	19,641		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Dorchester Branch

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	13,683	79.4%
Not Licensed	3,544	20.6%
TOTAL	17,227	100.0%
No Answer	2,090	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	5,443	29.0%
1 vehicle	7,940	42.3%
2 vehicles	3,989	21.2%
3 or more vehicles	1,416	7.5%
TOTAL	18,788	100.0%
No Answer	529	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	7,617	44.8%
No	9,379	55.2%
TOTAL	16,996	100.0%
No Answer	2,321	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	5,159	28.9%	28.9%
0.01 to 0.49 vehicles	3,624	20.3%	49.2%
0.50 to 0.99 vehicles	5,582	31.3%	80.5%
1.00 to 1.49 vehicles	3,235	18.1%	98.6%
1.50 to 1.99 vehicles	141	0.8%	99.4%
2 or more vehicles	105	0.6%	100.0%
TOTAL RESPONSES	17,846		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: South Shore Branch

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	16,066	89.3%
Not Licensed	1,928	10.7%
TOTAL	17,994	100.0%
No Answer	3,539	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	2,614	12.3%
1 vehicle	8,645	40.8%
2 vehicles	7,334	34.6%
3 or more vehicles	2,621	12.4%
TOTAL	21,214	100.0%
No Answer	319	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	12,047	68.0%
No	5,669	32.0%
TOTAL	17,716	100.0%
No Answer	3,818	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	2,376	11.8%	11.8%
0.01 to 0.49 vehicles	3,060	15.2%	27.0%
0.50 to 0.99 vehicles	6,868	34.1%	61.1%
1.00 to 1.49 vehicles	7,330	36.4%	97.4%
1.50 to 1.99 vehicles	351	1.7%	99.2%
2 or more vehicles	165	0.8%	100.0%
TOTAL RESPONSES	20,150		

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

Vehicle Availability

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: All Stations

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	1,812	70.8%
Not Licensed	748	29.2%
TOTAL	2,560	100.0%
No Answer	100	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	579	23.2%
1 vehicle	951	38.1%
2 vehicles	728	29.2%
3 or more vehicles	239	9.6%
TOTAL	2,497	100.0%
No Answer	163	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	1,213	47.5%
No	1,341	52.5%
TOTAL	2,553	100.0%
No Answer	107	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	541	22.9%	22.9%
0.01 to 0.49 vehicles	542	22.9%	45.8%
0.50 to 0.99 vehicles	731	30.9%	76.7%
1.00 to 1.49 vehicles	463	19.6%	96.3%
1.50 to 1.99 vehicles	32	1.4%	97.7%
2 or more vehicles	55	2.3%	100.0%
TOTAL RESPONSES	2,365		



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

RED LINE

Entry Station: Northern Segment

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	5.2%	14.7%	37.8%	35.0%	7.2%	41,805	3,163	24,293
Safety and security	3.9	0.9%	3.4%	24.8%	51.0%	19.9%	41,629	3,339	12,036
Cleanliness/condition of vehicles	3.2	4.3%	12.7%	45.4%	32.6%	5.0%	41,673	3,295	4,844
Courtesy of train crews	3.4	3.5%	8.9%	39.4%	36.1%	12.2%	40,160	4,808	1,247
Announcement of stations	3.4	5.3%	14.9%	32.0%	33.0%	14.8%	41,320	3,648	1,069
Availability of seating on trains	3.2	4.6%	13.3%	45.5%	30.1%	6.5%	41,593	3,375	3,411
Frequency of service	3.3	4.5%	13.0%	38.4%	36.0%	8.1%	41,744	3,224	19,296
Travel time/speed	3.3	4.7%	11.6%	37.3%	37.5%	8.9%	41,608	3,360	12,882
Parking availability	2.9	13.0%	20.8%	40.4%	18.5%	7.3%	19,488	25,480	1,088
Station amenities	2.8	10.7%	24.8%	44.7%	16.6%	3.1%	34,317	10,651	472
Fare collection system	3.8	3.3%	7.3%	24.4%	39.4%	25.6%	40,778	4,190	1,608

* 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

RED LINE

Entry Station: Central Segment

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	6.3%	16.2%	36.7%	32.7%	8.0%	19,855	602	10,798
Safety and security	3.6	3.0%	5.2%	33.0%	42.8%	16.1%	19,840	617	5,612
Cleanliness/condition of vehicles	3.1	6.5%	18.2%	42.7%	27.1%	5.5%	19,783	674	2,537
Courtesy of train crews	3.4	5.3%	11.5%	37.8%	33.0%	12.5%	19,144	1,313	839
Announcement of stations	3.3	7.7%	13.3%	31.1%	32.9%	15.0%	19,719	738	881
Availability of seating on trains	3.1	7.0%	16.8%	39.6%	30.2%	6.4%	19,790	667	1,812
Frequency of service	3.2	5.5%	16.6%	38.9%	31.2%	7.9%	19,833	624	7,462
Travel time/speed	3.3	5.2%	13.4%	35.5%	36.0%	9.9%	19,613	845	4,951
Parking availability	3.0	14.3%	16.3%	33.6%	27.4%	8.4%	10,915	9,542	589
Station amenities	2.7	15.6%	24.1%	41.9%	15.7%	2.7%	16,160	4,297	205
Fare collection system	3.6	6.0%	7.2%	26.2%	38.1%	22.5%	19,132	1,326	881

* 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

RED LINE

Entry Station: Dorchester Branch

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	8.7%	18.6%	40.7%	25.1%	6.9%	16,362	2,955	7,679
Safety and security	3.4	4.3%	8.6%	37.6%	38.5%	10.9%	16,624	2,693	4,045
Cleanliness/condition of vehicles	3.0	8.9%	16.3%	45.7%	25.7%	3.3%	16,671	2,646	1,999
Courtesy of train crews	3.2	6.9%	13.5%	41.8%	27.9%	9.9%	16,265	3,052	692
Announcement of stations	3.4	5.7%	13.2%	30.9%	32.5%	17.7%	16,574	2,743	537
Availability of seating on trains	3.0	7.8%	21.0%	41.5%	22.4%	7.2%	16,795	2,522	1,396
Frequency of service	3.0	8.5%	19.6%	38.0%	26.7%	7.2%	16,535	2,782	5,264
Travel time/speed	3.3	4.9%	12.8%	39.0%	33.1%	10.2%	16,696	2,622	3,793
Parking availability	2.6	23.9%	19.4%	37.7%	14.3%	4.7%	9,375	9,942	315
Station amenities	2.6	17.5%	24.3%	41.3%	13.6%	3.2%	14,165	5,152	118
Fare collection system	3.5	7.1%	10.7%	28.5%	32.7%	21.0%	16,202	3,115	649

* 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

RED LINE

Entry Station: South Shore Branch

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	7.7%	17.5%	41.7%	27.8%	5.2%	17,531	4,003	8,172
Safety and security	3.5	2.4%	7.3%	38.5%	40.4%	11.4%	17,661	3,873	4,738
Cleanliness/condition of vehicles	3.0	8.7%	17.6%	44.6%	25.8%	3.2%	17,663	3,871	1,690
Courtesy of train crews	3.3	6.2%	12.6%	41.8%	28.8%	10.6%	17,164	4,370	438
Announcement of stations	3.3	6.4%	16.8%	33.4%	32.1%	11.3%	17,577	3,957	466
Availability of seating on trains	2.6	18.6%	23.1%	38.3%	15.7%	4.2%	17,651	3,882	1,975
Frequency of service	3.1	7.6%	17.2%	42.3%	26.7%	6.3%	17,605	3,929	5,758
Travel time/speed	3.1	6.8%	15.8%	41.1%	29.8%	6.5%	17,723	3,810	3,953
Parking availability	3.3	8.0%	12.0%	33.1%	33.8%	13.0%	14,005	7,528	1,054
Station amenities	2.6	15.6%	26.3%	41.5%	12.8%	3.7%	16,024	5,509	230
Fare collection system	3.6	5.1%	7.0%	28.3%	39.1%	20.5%	17,360	4,173	394

* 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

MATTAPAN HIGH SPEED LINE

Entry Station: All Stations

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	10.8%	16.5%	41.0%	28.2%	3.5%	2,494	166	901
Safety and security	3.3	7.9%	12.2%	37.1%	32.6%	10.3%	2,541	119	562
Cleanliness/condition of vehicles	2.8	10.9%	22.8%	43.4%	19.3%	3.6%	2,490	169	178
Courtesy of train crews	3.2	10.2%	14.3%	34.6%	29.4%	11.5%	2,450	210	143
Announcement of stations	3.3	8.5%	15.0%	35.3%	24.1%	17.1%	2,469	191	109
Availability of seating on trains	3.2	9.8%	14.0%	35.4%	31.5%	9.3%	2,513	147	171
Frequency of service	3.0	7.7%	18.9%	38.4%	30.7%	4.2%	2,461	198	583
Travel time/speed	3.1	11.6%	13.0%	33.9%	36.4%	5.1%	2,494	166	317
Parking availability	2.9	20.4%	14.3%	33.9%	22.4%	9.0%	1,617	1,043	77
Station amenities	2.6	24.0%	17.4%	37.1%	19.4%	2.1%	2,132	528	0
Fare collection system	3.3	11.6%	14.0%	23.4%	33.7%	17.3%	2,437	223	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.



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 Red 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

For each station, a trip purposes table 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 (Where were you before starting this entire one-way trip?) and 9a (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

Northern Segment

The primary trip purpose among riders entering each of the northern segment stations was home-based work. Accounting for close to 80% of the trips at Alewife, Porter, and Davis, it declined to around 60% at Harvard and Central, and was only 42% at Kendall/MIT. The percentage of work-based trips increased as home-based trips declined. Starting at 4% to 5% at the three outermost stations, it grew to 11% to 13% at Central and Harvard, and to 23% at Kendall/MIT. Home-based school trips accounted for 4% to 6% of trips entering at Alewife through Harvard, increasing to 8% at Central and Kendall/MIT.

Central Segment

At each central segment station, home-based work trips were the most common purpose, and work-based trips were the second-most-common, except that at Downtown Crossing, the order of these purposes was reversed. Park Street and Downtown Crossing had the highest rates of work-based trips (25% and 36% respectively) due to their locations in downtown Boston. Non-home- or non-work-based trips accounted for more than 11% of the boardings at Park Street. Broadway Station, serving residential neighborhoods of South Boston, had the highest percentage of home-based work trips (74%) and the lowest percentage of work-based trips (5%) among all the central segment stations. Home-based shopping or social activity trips were important at Downtown Crossing (11%). Home-based personal business trips, including medical appointments, accounted for more than 14% of the boardings at Charles/MGH Station, which adjoins the Mass. General Hospital complex.

Dorchester Branch

Home-based work trips were reported by majorities (60% to 86%) of riders entering each Dorchester branch station except JFK/UMass, where 41% were making such trips. At JFK/UMass, which serves many riders from the University of Massachusetts Boston campus and from Boston College High School, 30% of riders were making home-based school trips, compared with 3% to 7% of riders at other stations in this segment.

Work-based trips accounted for 10% of entries at JFK/UMass and for 9% at Fields Corner, compared with 3% to 5% at the other Dorchester Branch stations. (On the Red Line overall, 9% of trips were work-based.)

South Shore Branch

The areas served by the South Shore branch have much higher concentrations of residential land use than found in many of the areas served by the other Red Line segments. Consequently, South Shore branch stations all had high rates of home-based work trips, ranging from 75% to 88% of entries. At North Quincy Station, which adjoins a large office complex, 7% of entering riders were

making work-based trips, compared with 3% to 4% at the other South Shore branch stations. North Quincy Station also adjoins a high school, which contributed to a 6% rate of home-based school trips there compared with 3% to 4% at the other stations.

Mattapan High-Speed Line

With the exception of Ashmont and Mattapan Stations, the percentage of home-based work trips at stations on the High-Speed Line ranged from 83% to 90%. Ashmont had too few survey responses (4) to provide meaningful results. At Mattapan, 57% of entering riders were making home-based work trips. Home-based school trips were important sources of ridership at Mattapan and Capen Street (17% each), but most of the other stations had no such trips reported, and at Milton Station these accounted for only 3%.

3.2 REASONS FOR USING THE MBTA

3.2.1 DESCRIPTION OF TABLE

For each station, a table showing the reasons for using MBTA rapid transit service summarizes the results of 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 included “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. Because riders were allowed to check as many reasons as they felt were relevant, the total at the bottom of the “Number of Riders” column is not the sum of the values in that column, but represents the number of riders who checked at least one reason, and the values in the “Percent of Riders” column may add up to more than 100%.

3.2.2 OVERVIEW OF RESULTS

Northern Segment

At each northern segment station except Alewife, “Convenience” was the most common reason for using rapid transit service, checked by 68% to 81% of entering riders. At Alewife station, which has over 2,600 parking spaces and has the only dedicated parking on this segment, “Avoid driving/traffic” was the most-checked reason for riding (71%), followed by “Avoid parking at destination” (67%), with “Convenience” third (62%). For the northern segment stations excluding Alewife, “Avoid driving/traffic” was the second-most-common reason for riding (63%), followed closely by “Environmentally responsible” (61%) and “Avoid parking at destination” (59%).

At the stations other than Alewife, 23% of riders overall and at least 20% at each station checked “only transportation available.” At Alewife, where about

one-third of the riders arrived in personal vehicles, only 12% of the entering total checked “Only transportation available.” Nearly half of the passengers entering at Alewife and Davis (48% each) marked “can read/do work” as one of the main reasons for riding rapid transit, with Porter and Harvard having slightly lower percentages (42% and 39% respectively). This number declined further at the stations closer to Boston, with 29% of passengers entering at Central Square and 34% at Kendall/MIT checking this reason. Passengers boarding closer to the outer end of the line had better chances of getting seats than those boarding further in, and during the survey hours peak inbound loads usually occurred between Central and Kendall/MIT.

Central Segment

At each central segment station except South Station, “Convenience” was the most common reason for using rapid transit service, checked by 65% to 73% of entering riders. At South Station, where over half of the riders transferred from commuter rail, “Avoid driving/traffic” was the most-checked reason for riding (73%), followed by “Convenience” (62%). At the other stations, only 48% to 62% cited “Avoid driving/traffic.”

“Only transportation available” was a much more common reason for riding among passengers at Downtown Crossing (37%) than among those at other central segment stations (12%-21%). Nearly half of all central segment riders checked “environmentally responsible” as a reason for using rapid transit service.

Dorchester Branch

At every Dorchester branch station, “convenience” was the most often cited reason for using rapid transit, being checked by 62% to 71% of the entering riders. “Avoiding driving/traffic” was the second-most-common reason overall (53%), followed closely by “Avoid parking at the destination” (51%). Nearly a third (29%) of the Dorchester branch passengers reported they used rapid transit service because it was the only transportation available.

South Shore Branch

Unlike passengers on the other Red Line segments, South Shore branch riders checked “Avoid driving/traffic” most often (65% to 77%) as a reason for using MBTA rapid transit service. All of these stations have substantial parking capacity. At North Quincy, Quincy Adams, and Braintree, “Avoid parking at destination” was the second-most-common reason (56% to 63%), followed by “Convenience” (50% to 59%). At Quincy Center and Wollaston, “Convenience” was second (57% and 63%) and “Avoid parking at destination” was third (52% and 62%). Transit dependency levels varied among stations, with the proportion of riders checking “only transportation available” ranging from 8% at Quincy Adams to 21% at Quincy Center. (At Quincy Adams 77% of the riders drove and parked, and presumably could have driven to their destinations. At Quincy Center only 16% drove in.)

Mattapan High-Speed Line

On the Mattapan High-Speed Line, the most commonly cited reasons for using rapid transit were: “Convenience” (59%), “Avoid driving/traffic” (50%), and “Avoid parking at destination” (46%). Speed/travel time was only about half as important to Mattapan Line riders (19%) as to riders on other Red Line segments (36%). Mattapan Line riders checked “Only transportation available” at a slightly higher rate than Dorchester branch riders (30% versus 29%), but at a much higher rate than on the other three segments (16% to 21%).

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 Red 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

Northern Segment

Driving alone was the most common alternate means of travel for riders at all northern segment stations, with greater proportions checking this option at the outermost stations (62% at Alewife, 50% at Davis and Porter) than at the other three stations (34% to 39%). At Harvard, Central, and Kendall/MIT, using other MBTA service was checked by nearly 30% of the riders who used any alternate means, with slightly lower rates at other stations on the segment (20% to 25%).

Bicycling as an alternate means of transportation was very common among the northern segment riders, ranging from 27% at Davis to 20% at Kendall; however, only 12% of the passengers who boarded at Alewife and sometimes used alternate services checked “Bicycle.” Walking, specified by many riders as an “Other” alternative, was reported by 16% to 29% of the riders who used

any alternative at each northern segment station except Alewife. Only 4% of Alewife alternate mode users reported walking. Using a carpool or a vanpool was reported by 12% to 20% of the alternate mode users at each station.

Central Segment

Almost half (48%) of the central segment riders who sometimes used alternate modes indicated that they drove alone. This number varied most from the average among riders who boarded at South Station (56%) or Charles/MGH (31%). On average 26% of those who used any alternatives used other MBTA services. This figure was highest at Downtown Crossing (42%). Walking, specified by many riders as an “Other” alternative, was reported by 10% to 11% of the riders who used any alternative at Park Street, Downtown Crossing, or South Station, by 15% at Alewife, and by 35% at Charles/MGH. Carpool/vanpool was reported by 14% of the central segment alternate mode users. Bicycling as an alternative ranged from 3% at South Station to 14% at Broadway. (Bicycles are not allowed on peak period commuter trains, so riders who transferred from commuter rail to the Red Line at South Station could not have brought bicycles with them.)

Dorchester Branch

Driving alone was the most common alternate means of transportation among Dorchester Branch riders, being checked by 54%. Use of carpool/vanpool and use of other MBTA services were both checked by 21% on average; however, at Shawmut, which has no bus connections, only 3% of the alternate mode users took other MBTA services, and 75% sometimes drove alone. As an alternative to taking rapid transit, only 9% of the riders checked bicycle, compared with the average of 13% for the entire Red Line.

South Shore Branch

“Drive alone” was by far the most common alternate means of transportation for South Shore branch riders who sometimes used other modes, being checked by 57% to 69%. Carpool/vanpool was checked by 18% to 22% of alternate mode users at each station except North Quincy (11%). On average 17% of riders who did not always use the Red Line reported that they used other MBTA service. Only 3% checked bicycle as an option.

Mattapan High-Speed Line

The Mattapan High-Speed Line, where transit dependency was higher than on most other segments, had the lowest percentage of riders who drove alone if they used other means to make the same trips (37% compared to the average of 51% for the entire Red Line); however, this figure varied greatly from station to station, ranging from 24% at Cedar Grove to 70% at Butler (Ashmont and Valley Road had no responses for driving alone). Other MBTA service and carpool/vanpool were the next-most-common options, each accounting for 29% of the trips on average.

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

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

Expanded Results

RED LINE

Entry Station: Alewife

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	6,093	80.1%	80.1%
Home-based School	310	4.1%	84.1%
Home-based Shopping	37	0.5%	84.6%
Home-based Social Activity	163	2.1%	86.8%
Home-based Personal Business	169	2.2%	89.0%
Home-based Work-related	268	3.5%	92.5%
Home-based Other	123	1.6%	94.1%
Work-based	313	4.1%	98.2%
Non-Home/Non-Work-based	136	1.8%	100.0%
TOTAL	7,611		
No Answer	85		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	4,775	62.3%
Speed/travel time	2,678	34.9%
Avoid driving/traffic	5,462	71.3%
Avoid parking at destination	5,142	67.1%
Environmentally responsible	4,667	60.9%
Less expensive	3,600	47.0%
Can read/do work	3,638	47.5%
Only transportation available	882	11.5%
Other	119	1.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	7,665	

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	3,310	43.9%	Drive alone	1,969	62.2%
No	4,232	56.1%	Non-MBTA bus	61	1.9%
TOTAL	7,542	100.0%	Carpool/vanpool	398	12.6%
No Answer	154		Bicycle	381	12.1%
			Other MBTA service	803	25.4%
			Other	313	9.9%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	3,164	
			(No other modes reported)	146	

**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

RED LINE

Entry Station: Davis

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	6,828	79.3%	79.3%
Home-based School	466	5.4%	84.7%
Home-based Shopping	82	1.0%	85.7%
Home-based Social Activity	169	2.0%	87.7%
Home-based Personal Business	188	2.2%	89.8%
Home-based Work-related	240	2.8%	92.6%
Home-based Other	86	1.0%	93.6%
Work-based	346	4.0%	97.6%
Non-Home/Non-Work-based	203	2.4%	100.0%
TOTAL	8,607		
No Answer	81		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	6,587	76.3%
Speed/travel time	3,890	45.1%
Avoid driving/traffic	5,952	69.0%
Avoid parking at destination	5,516	63.9%
Environmentally responsible	5,619	65.1%
Less expensive	4,009	46.4%
Can read/do work	4,106	47.6%
Only transportation available	1,872	21.7%
Other	123	1.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	8,631	

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	3,331	39.0%	Drive alone	1,515	49.4%
No	5,201	61.0%	Non-MBTA bus	0	0.0%
TOTAL	8,532	100.0%	Carpool/vanpool	605	19.7%
No Answer	157		Bicycle	819	26.7%
			Other MBTA service	628	20.5%
			Other	725	23.6%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	3,067	
			(No other modes reported)	263	

**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

RED LINE

Entry Station: Porter

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	4,811	79.7%	79.7%
Home-based School	350	5.8%	85.5%
Home-based Shopping	84	1.4%	86.9%
Home-based Social Activity	61	1.0%	87.9%
Home-based Personal Business	187	3.1%	91.0%
Home-based Work-related	91	1.5%	92.5%
Home-based Other	37	0.6%	93.1%
Work-based	319	5.3%	98.4%
Non-Home/Non-Work-based	98	1.6%	100.0%
TOTAL	6,038		
No Answer	47		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	4,298	71.4%
Speed/travel time	2,647	44.0%
Avoid driving/traffic	4,065	67.5%
Avoid parking at destination	3,762	62.5%
Environmentally responsible	3,898	64.7%
Less expensive	2,678	44.5%
Can read/do work	2,540	42.2%
Only transportation available	1,360	22.6%
Other	99	1.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	6,021	

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	2,279	38.0%	Drive alone	1,104	50.2%
No	3,717	62.0%	Non-MBTA bus	54	2.4%
TOTAL	5,996	100.0%	Carpool/vanpool	305	13.9%
No Answer	89		Bicycle	508	23.1%
			Other MBTA service	522	23.7%
			Other	536	24.4%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	2,201	
			(No other modes reported)	79	

**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

RED LINE

Entry Station: Harvard

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	5,748	57.1%	57.1%
Home-based School	417	4.1%	61.2%
Home-based Shopping	158	1.6%	62.8%
Home-based Social Activity	378	3.8%	66.5%
Home-based Personal Business	427	4.2%	70.8%
Home-based Work-related	434	4.3%	75.1%
Home-based Other	524	5.2%	80.3%
Work-based	1,348	13.4%	93.7%
Non-Home/Non-Work-based	637	6.3%	100.0%
TOTAL	10,073		
No Answer	308		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	7,058	68.3%
Speed/travel time	3,400	32.9%
Avoid driving/traffic	5,927	57.3%
Avoid parking at destination	5,750	55.6%
Environmentally responsible	5,844	56.5%
Less expensive	4,962	48.0%
Can read/do work	3,980	38.5%
Only transportation available	2,685	26.0%
Other	265	2.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	10,340	

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	4,331	42.6%	Drive alone	1,572	38.4%
No	5,847	57.4%	Non-MBTA bus	41	1.0%
TOTAL	10,178	100.0%	Carpool/vanpool	510	12.5%
No Answer	203		Bicycle	922	22.5%
			Other MBTA service	1,230	30.1%
			Other	943	23.0%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	4,092	
			(No other modes reported)	239	

**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

RED LINE

Entry Station: Central

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	4,780	61.0%	61.0%
Home-based School	600	7.7%	68.6%
Home-based Shopping	128	1.6%	70.2%
Home-based Social Activity	216	2.8%	73.0%
Home-based Personal Business	379	4.8%	77.8%
Home-based Work-related	266	3.4%	81.2%
Home-based Other	296	3.8%	85.0%
Work-based	855	10.9%	95.9%
Non-Home/Non-Work-based	322	4.1%	100.0%
TOTAL	7,842		
No Answer	92		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	4,297	76.5%
Speed/travel time	2,539	45.2%
Avoid driving/traffic	3,449	61.4%
Avoid parking at destination	3,067	54.6%
Environmentally responsible	3,355	59.7%
Less expensive	2,540	45.2%
Can read/do work	1,599	28.5%
Only transportation available	1,288	22.9%
Other	170	3.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	5,620	

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	2,210	40.4%	Drive alone	700	34.3%
No	3,265	59.6%	Non-MBTA bus	31	1.5%
TOTAL	5,476	100.0%	Carpool/vanpool	238	11.7%
No Answer	2,459		Bicycle	499	24.5%
			Other MBTA service	642	31.5%
			Other	575	28.2%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	2,037	
			(No other modes reported)	173	

**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

RED LINE

Entry Station: Kendall/MIT

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,720	41.5%	41.5%
Home-based School	309	7.5%	48.9%
Home-based Shopping	129	3.1%	52.1%
Home-based Social Activity	138	3.3%	55.4%
Home-based Personal Business	133	3.2%	58.6%
Home-based Work-related	100	2.4%	61.0%
Home-based Other	95	2.3%	63.3%
Work-based	956	23.0%	86.3%
Non-Home/Non-Work-based	567	13.7%	100.0%
TOTAL	4,146		
No Answer	38		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	3,344	80.5%
Speed/travel time	1,915	46.1%
Avoid driving/traffic	2,624	63.1%
Avoid parking at destination	2,238	53.9%
Environmentally responsible	2,388	57.5%
Less expensive	1,789	43.1%
Can read/do work	1,415	34.1%
Only transportation available	841	20.2%
Other	146	3.5%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	4,155	

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	1,507	38.0%	Drive alone	574	39.0%
No	2,454	62.0%	Non-MBTA bus	23	1.6%
TOTAL	3,961	100.0%	Carpool/vanpool	218	14.9%
No Answer	222		Bicycle	288	19.6%
			Other MBTA service	412	28.0%
			Other	493	33.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,469	
			(No other modes reported)	38	

**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

RED LINE

Entry Station: Charles/MGH

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,888	47.5%	47.5%
Home-based School	324	8.1%	55.7%
Home-based Shopping	100	2.5%	58.2%
Home-based Social Activity	131	3.3%	61.5%
Home-based Personal Business	561	14.1%	75.6%
Home-based Work-related	116	2.9%	78.5%
Home-based Other	27	0.7%	79.2%
Work-based	561	14.1%	93.3%
Non-Home/Non-Work-based	267	6.7%	100.0%
TOTAL	3,974		
No Answer	127		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,965	72.6%
Speed/travel time	1,564	38.3%
Avoid driving/traffic	2,473	60.5%
Avoid parking at destination	2,244	54.9%
Environmentally responsible	2,109	51.6%
Less expensive	1,564	38.3%
Can read/do work	1,316	32.2%
Only transportation available	853	20.9%
Other	102	2.5%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	4,085	

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	1,850	46.5%	Drive alone	535	30.5%
No	2,126	53.5%	Non-MBTA bus	69	3.9%
TOTAL	3,977	100.0%	Carpool/vanpool	198	11.3%
No Answer	124		Bicycle	169	9.7%
			Other MBTA service	396	22.6%
			Other	792	45.2%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,753	
			(No other modes reported)	97	

**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

RED LINE

Entry Station: Park Street

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	662	34.0%	34.0%
Home-based School	176	9.1%	43.1%
Home-based Shopping	57	2.9%	46.0%
Home-based Social Activity	18	0.9%	46.9%
Home-based Personal Business	159	8.2%	55.1%
Home-based Work-related	109	5.6%	60.7%
Home-based Other	56	2.9%	63.6%
Work-based	490	25.2%	88.8%
Non-Home/Non-Work-based	218	11.2%	100.0%
TOTAL	1,947		
No Answer	46		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,332	67.2%
Speed/travel time	808	40.8%
Avoid driving/traffic	1,237	62.4%
Avoid parking at destination	1,191	60.0%
Environmentally responsible	1,074	54.1%
Less expensive	968	48.8%
Can read/do work	728	36.7%
Only transportation available	311	15.7%
Other	65	3.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,983	

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	720	37.3%	Drive alone	319	48.7%
No	1,209	62.7%	Non-MBTA bus	19	3.0%
TOTAL	1,929	100.0%	Carpool/vanpool	90	13.8%
No Answer	64		Bicycle	80	12.2%
			Other MBTA service	166	25.4%
			Other	88	13.4%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	654	
			(No other modes reported)	67	

**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

RED LINE

Entry Station: Downtown Crossing

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	938	29.6%	29.6%
Home-based School	26	0.8%	30.4%
Home-based Shopping	195	6.2%	36.6%
Home-based Social Activity	162	5.1%	41.7%
Home-based Personal Business	143	4.5%	46.2%
Home-based Work-related	195	6.2%	52.4%
Home-based Other	189	6.0%	58.3%
Work-based	1,124	35.5%	93.8%
Non-Home/Non-Work-based	195	6.2%	100.0%
TOTAL	3,167		
No Answer	111		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,211	68.8%
Speed/travel time	1,177	36.6%
Avoid driving/traffic	1,931	60.1%
Avoid parking at destination	1,840	57.3%
Environmentally responsible	1,495	46.5%
Less expensive	1,320	41.1%
Can read/do work	1,261	39.3%
Only transportation available	1,183	36.8%
Other	13	0.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,213	

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	1,320	41.1%	Drive alone	599	47.7%
No	1,893	58.9%	Non-MBTA bus	32	2.6%
TOTAL	3,213	100.0%	Carpool/vanpool	189	15.0%
No Answer	65		Bicycle	65	5.2%
			Other MBTA service	527	42.0%
			Other	162	12.9%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,255	
			(No other modes reported)	97	

**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

RED LINE

Entry Station: South Station

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	5,563	68.3%	68.3%
Home-based School	402	4.9%	73.2%
Home-based Shopping	20	0.2%	73.5%
Home-based Social Activity	121	1.5%	74.9%
Home-based Personal Business	257	3.2%	78.1%
Home-based Work-related	337	4.1%	82.2%
Home-based Other	71	0.9%	83.1%
Work-based	1,052	12.9%	96.0%
Non-Home/Non-Work-based	324	4.0%	100.0%
TOTAL	8,147		
No Answer	317		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	5,148	61.5%
Speed/travel time	2,795	33.4%
Avoid driving/traffic	6,379	76.2%
Avoid parking at destination	4,563	54.5%
Environmentally responsible	4,342	51.9%
Less expensive	2,837	33.9%
Can read/do work	4,313	51.5%
Only transportation available	987	11.8%
Other	174	2.1%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	8,373	

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	3,201	38.9%	Drive alone	1,647	56.2%
No	5,022	61.1%	Non-MBTA bus	20	0.7%
TOTAL	8,223	100.0%	Carpool/vanpool	328	11.2%
No Answer	241		Bicycle	87	3.0%
			Other MBTA service	594	20.3%
			Other	522	17.8%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	2,929	
			(No other modes reported)	272	

**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

RED LINE

Entry Station: Broadway

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,946	74.2%	74.2%
Home-based School	127	4.9%	79.1%
Home-based Shopping	27	1.0%	80.1%
Home-based Social Activity	53	2.0%	82.2%
Home-based Personal Business	101	3.8%	86.0%
Home-based Work-related	112	4.3%	90.3%
Home-based Other	42	1.6%	91.9%
Work-based	133	5.1%	97.0%
Non-Home/Non-Work-based	80	3.0%	100.0%
TOTAL	2,621		
No Answer	0		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,687	65.2%
Speed/travel time	763	29.5%
Avoid driving/traffic	1,247	48.2%
Avoid parking at destination	1,385	53.5%
Environmentally responsible	1,009	39.0%
Less expensive	1,003	38.7%
Can read/do work	313	12.1%
Only transportation available	446	17.2%
Other	117	4.5%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,589	

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	1,518	58.3%	Drive alone	653	50.2%
No	1,087	41.7%	Non-MBTA bus	0	0.0%
TOTAL	2,605	100.0%	Carpool/vanpool	303	23.3%
No Answer	16		Bicycle	186	14.3%
			Other MBTA service	350	27.0%
			Other	297	22.9%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,300	
			(No other modes reported)	218	

**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

RED LINE

Entry Station: Andrew

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,175	59.6%	59.6%
Home-based School	264	7.2%	66.8%
Home-based Shopping	94	2.6%	69.4%
Home-based Social Activity	114	3.1%	72.5%
Home-based Personal Business	188	5.2%	77.7%
Home-based Work-related	56	1.5%	79.2%
Home-based Other	208	5.7%	84.9%
Work-based	170	4.7%	89.6%
Non-Home/Non-Work-based	379	10.4%	100.0%
TOTAL	3,649		
No Answer	74		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,600	71.3%
Speed/travel time	1,291	35.4%
Avoid driving/traffic	1,924	52.8%
Avoid parking at destination	1,867	51.2%
Environmentally responsible	1,214	33.3%
Less expensive	1,196	32.8%
Can read/do work	556	15.2%
Only transportation available	1,011	27.7%
Other	170	4.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,647	

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	1,951	53.8%	Drive alone	804	44.1%
No	1,677	46.2%	Non-MBTA bus	38	2.1%
TOTAL	3,629	100.0%	Carpool/vanpool	337	18.5%
No Answer	94		Bicycle	208	11.4%
			Other MBTA service	584	32.0%
			Other	378	20.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,822	
			(No other modes reported)	129	

**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

RED LINE

Entry Station: JFK/UMass

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,835	40.6%	40.6%
Home-based School	1,369	30.3%	70.9%
Home-based Shopping	132	2.9%	73.8%
Home-based Social Activity	184	4.1%	77.9%
Home-based Personal Business	78	1.7%	79.6%
Home-based Work-related	26	0.6%	80.2%
Home-based Other	53	1.2%	81.4%
Work-based	447	9.9%	91.3%
Non-Home/Non-Work-based	394	8.7%	100.0%
TOTAL	4,519		
No Answer	130		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,873	62.5%
Speed/travel time	1,672	36.4%
Avoid driving/traffic	2,324	50.5%
Avoid parking at destination	2,269	49.4%
Environmentally responsible	2,013	43.8%
Less expensive	1,830	39.8%
Can read/do work	1,390	30.2%
Only transportation available	1,493	32.5%
Other	211	4.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	4,597	

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	1,565	35.0%	Drive alone	780	53.4%
No	2,900	65.0%	Non-MBTA bus	26	1.8%
TOTAL	4,465	100.0%	Carpool/vanpool	420	28.8%
No Answer	184		Bicycle	210	14.4%
			Other MBTA service	210	14.4%
			Other	209	14.3%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,459	
			(No other modes reported)	105	

**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

RED LINE

Entry Station: North Quincy

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	3,971	74.9%	74.9%
Home-based School	292	5.5%	80.4%
Home-based Shopping	0	0.0%	80.4%
Home-based Social Activity	112	2.1%	82.5%
Home-based Personal Business	135	2.5%	85.1%
Home-based Work-related	208	3.9%	89.0%
Home-based Other	124	2.3%	91.3%
Work-based	349	6.6%	97.9%
Non-Home/Non-Work-based	112	2.1%	100.0%
TOTAL	5,302		
No Answer	119		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	3,151	58.5%
Speed/travel time	1,691	31.4%
Avoid driving/traffic	3,500	65.0%
Avoid parking at destination	3,366	62.5%
Environmentally responsible	2,147	39.9%
Less expensive	2,297	42.7%
Can read/do work	1,454	27.0%
Only transportation available	1,075	20.0%
Other	261	4.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	5,386	

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	2,049	39.5%	Drive alone	1,286	66.4%
No	3,144	60.5%	Non-MBTA bus	28	1.4%
TOTAL	5,193	100.0%	Carpool/vanpool	211	10.9%
No Answer	228		Bicycle	96	4.9%
			Other MBTA service	326	16.9%
			Other	265	13.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,935	
			(No other modes reported)	114	

**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

RED LINE

Entry Station: Wollaston

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,817	79.0%	79.0%
Home-based School	156	4.4%	83.4%
Home-based Shopping	49	1.4%	84.8%
Home-based Social Activity	99	2.8%	87.5%
Home-based Personal Business	164	4.6%	92.1%
Home-based Work-related	66	1.8%	94.0%
Home-based Other	115	3.2%	97.2%
Work-based	99	2.8%	100.0%
Non-Home/Non-Work-based	0	0.0%	100.0%
TOTAL	3,565		
No Answer	66		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	2,272	62.7%
Speed/travel time	1,136	31.4%
Avoid driving/traffic	2,602	71.8%
Avoid parking at destination	2,240	61.8%
Environmentally responsible	1,532	42.3%
Less expensive	1,836	50.7%
Can read/do work	1,194	33.0%
Only transportation available	584	16.1%
Other	58	1.6%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,623	

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	1,177	33.7%	Drive alone	725	65.7%
No	2,314	66.3%	Non-MBTA bus	0	0.0%
TOTAL	3,491	100.0%	Carpool/vanpool	222	20.1%
No Answer	140		Bicycle	17	1.5%
			Other MBTA service	140	12.7%
			Other	82	7.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,103	
			(No other modes reported)	74	

**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

RED LINE

Entry Station: Quincy Center

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	4,561	78.5%	78.5%
Home-based School	239	4.1%	82.6%
Home-based Shopping	70	1.2%	83.8%
Home-based Social Activity	47	0.8%	84.6%
Home-based Personal Business	368	6.3%	90.9%
Home-based Work-related	123	2.1%	93.1%
Home-based Other	58	1.0%	94.1%
Work-based	229	3.9%	98.0%
Non-Home/Non-Work-based	116	2.0%	100.0%
TOTAL	5,811		
No Answer	313		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,551	57.4%
Speed/travel time	674	24.9%
Avoid driving/traffic	1,785	66.0%
Avoid parking at destination	1,414	52.3%
Environmentally responsible	1,123	41.5%
Less expensive	1,290	47.7%
Can read/do work	959	35.5%
Only transportation available	573	21.2%
Other	66	2.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,704	

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	1,013	38.9%	Drive alone	575	64.9%
No	1,590	61.1%	Non-MBTA bus	0	0.0%
TOTAL	2,603	100.0%	Carpool/vanpool	199	22.4%
No Answer	3,521		Bicycle	41	4.7%
			Other MBTA service	94	10.6%
			Other	41	4.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	887	
			(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

RED LINE

Entry Station: Quincy Adams

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,761	87.5%	87.5%
Home-based School	94	3.0%	90.5%
Home-based Shopping	0	0.0%	90.5%
Home-based Social Activity	22	0.7%	91.2%
Home-based Personal Business	61	1.9%	93.2%
Home-based Work-related	33	1.0%	94.2%
Home-based Other	33	1.0%	95.3%
Work-based	96	3.0%	98.3%
Non-Home/Non-Work-based	54	1.7%	100.0%
TOTAL	3,153		
No Answer	73		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,625	51.2%
Speed/travel time	931	29.3%
Avoid driving/traffic	2,429	76.5%
Avoid parking at destination	1,925	60.7%
Environmentally responsible	1,236	38.9%
Less expensive	1,165	36.7%
Can read/do work	1,176	37.1%
Only transportation available	263	8.3%
Other	62	2.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,174	

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	1,300	41.5%	Drive alone	861	68.5%
No	1,830	58.5%	Non-MBTA bus	31	2.5%
TOTAL	3,131	100.0%	Carpool/vanpool	230	18.3%
No Answer	96		Bicycle	10	0.8%
			Other MBTA service	260	20.6%
			Other	94	7.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,258	
			(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

RED LINE

Entry Station: Braintree

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	2,493	80.8%	80.8%
Home-based School	134	4.3%	85.1%
Home-based Shopping	0	0.0%	85.1%
Home-based Social Activity	39	1.3%	86.4%
Home-based Personal Business	189	6.1%	92.5%
Home-based Work-related	47	1.5%	94.0%
Home-based Other	55	1.8%	95.8%
Work-based	103	3.3%	99.2%
Non-Home/Non-Work-based	26	0.8%	100.0%
TOTAL	3,087		
No Answer	45		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,558	50.1%
Speed/travel time	645	20.7%
Avoid driving/traffic	2,329	74.9%
Avoid parking at destination	1,726	55.5%
Environmentally responsible	1,110	35.7%
Less expensive	1,121	36.1%
Can read/do work	1,121	36.1%
Only transportation available	316	10.2%
Other	45	1.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	3,108	

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	1,165	38.3%	Drive alone	655	57.4%
No	1,877	61.7%	Non-MBTA bus	8	0.7%
TOTAL	3,042	100.0%	Carpool/vanpool	223	19.6%
No Answer	89		Bicycle	42	3.7%
			Other MBTA service	250	21.9%
			Other	66	5.8%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,142	
			(No other modes reported)	24	

**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

RED LINE

Entry Station: Savin Hill

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,064	76.1%	76.1%
Home-based School	47	3.3%	79.4%
Home-based Shopping	37	2.6%	82.0%
Home-based Social Activity	13	0.9%	83.0%
Home-based Personal Business	86	6.2%	89.1%
Home-based Work-related	39	2.8%	92.0%
Home-based Other	66	4.7%	96.7%
Work-based	37	2.6%	99.3%
Non-Home/Non-Work-based	10	0.7%	100.0%
TOTAL	1,399		
No Answer	26		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	940	66.5%
Speed/travel time	541	38.3%
Avoid driving/traffic	840	59.5%
Avoid parking at destination	866	61.3%
Environmentally responsible	784	55.5%
Less expensive	661	46.8%
Can read/do work	464	32.8%
Only transportation available	438	31.0%
Other	47	3.3%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,412	

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	556	40.3%	Drive alone	332	65.2%
No	822	59.7%	Non-MBTA bus	0	0.0%
TOTAL	1,379	100.0%	Carpool/vanpool	78	15.2%
No Answer	47		Bicycle	50	9.8%
			Other MBTA service	37	7.2%
			Other	83	16.4%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	509	
			(No other modes reported)	47	

**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

RED LINE

Entry Station: Fields Corner

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,993	68.1%	68.1%
Home-based School	192	6.6%	74.7%
Home-based Shopping	79	2.7%	77.4%
Home-based Social Activity	39	1.3%	78.7%
Home-based Personal Business	185	6.3%	85.1%
Home-based Work-related	47	1.6%	86.7%
Home-based Other	66	2.3%	88.9%
Work-based	264	9.0%	98.0%
Non-Home/Non-Work-based	59	2.0%	100.0%
TOTAL	2,925		
No Answer	139		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,923	64.3%
Speed/travel time	663	22.2%
Avoid driving/traffic	1,499	50.1%
Avoid parking at destination	1,320	44.1%
Environmentally responsible	717	24.0%
Less expensive	1,002	33.5%
Can read/do work	789	26.4%
Only transportation available	993	33.2%
Other	80	2.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,991	

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	1,491	51.0%	Drive alone	756	53.0%
No	1,434	49.0%	Non-MBTA bus	0	0.0%
TOTAL	2,925	100.0%	Carpool/vanpool	358	25.1%
No Answer	139		Bicycle	113	7.9%
			Other MBTA service	324	22.7%
			Other	185	13.0%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,425	
			(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

RED LINE

Entry Station: Shawmut

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	1,531	86.2%	86.2%
Home-based School	61	3.4%	89.7%
Home-based Shopping	0	0.0%	89.7%
Home-based Social Activity	20	1.1%	90.8%
Home-based Personal Business	20	1.1%	92.0%
Home-based Work-related	20	1.1%	93.1%
Home-based Other	41	2.3%	95.4%
Work-based	82	4.6%	100.0%
Non-Home/Non-Work-based	0	0.0%	100.0%
TOTAL	1,775		
No Answer	40		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,326	73.9%
Speed/travel time	713	39.7%
Avoid driving/traffic	1,018	56.7%
Avoid parking at destination	1,161	64.7%
Environmentally responsible	650	36.2%
Less expensive	671	37.4%
Can read/do work	855	47.7%
Only transportation available	286	15.9%
Other	102	5.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,794	

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	632	35.2%	Drive alone	429	72.6%
No	1,162	64.8%	Non-MBTA bus	0	0.0%
TOTAL	1,794	100.0%	Carpool/vanpool	101	17.1%
No Answer	21		Bicycle	40	6.8%
			Other MBTA service	20	3.4%
			Other	82	13.9%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	591	
			(No other modes reported)	41	

**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

RED LINE

Entry Station: Ashmont

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	3,383	75.5%	75.5%
Home-based School	282	6.3%	81.8%
Home-based Shopping	28	0.6%	82.4%
Home-based Social Activity	63	1.4%	83.8%
Home-based Personal Business	216	4.8%	88.6%
Home-based Work-related	91	2.0%	90.7%
Home-based Other	70	1.6%	92.2%
Work-based	209	4.7%	96.9%
Non-Home/Non-Work-based	139	3.1%	100.0%
TOTAL	4,480		
No Answer	161		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	1,651	62.0%
Speed/travel time	859	32.2%
Avoid driving/traffic	1,427	53.6%
Avoid parking at destination	1,158	43.5%
Environmentally responsible	913	34.3%
Less expensive	1,011	38.0%
Can read/do work	806	30.3%
Only transportation available	647	24.3%
Other	84	3.2%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	2,663	

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	1,151	44.4%	Drive alone	594	58.0%
No	1,441	55.6%	Non-MBTA bus	14	1.4%
TOTAL	2,592	100.0%	Carpool/vanpool	155	15.1%
No Answer	2,049		Bicycle	7	0.7%
			Other MBTA service	283	27.7%
			Other	56	5.5%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	1,025	
			(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

MATTAPAN HIGH SPEED LINE

Entry Station: Ashmont

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	12	24.5%	24.5%
Home-based School	19	37.8%	62.2%
Home-based Shopping	0	0.0%	62.2%
Home-based Social Activity	0	0.0%	62.2%
Home-based Personal Business	19	37.8%	100.0%
Home-based Work-related	0	0.0%	100.0%
Home-based Other	0	0.0%	100.0%
Work-based	0	0.0%	100.0%
Non-Home/Non-Work-based	0	0.0%	100.0%
TOTAL	51		
No Answer	0		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	19	37.8%
Speed/travel time	0	0.0%
Avoid driving/traffic	0	0.0%
Avoid parking at destination	0	0.0%
Environmentally responsible	19	37.8%
Less expensive	19	37.8%
Can read/do work	0	0.0%
Only transportation available	51	100.0%
Other	19	37.8%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	51	

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	12.2%	Drive alone	0	0.0%
No	45	87.8%	Non-MBTA bus	0	0.0%
TOTAL	51	100.0%	Carpool/vanpool	0	0.0%
No Answer	0		Bicycle	0	0.0%
			Other MBTA service	6	100.0%
			Other	0	0.0%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	6	
			(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

MATTAPAN HIGH SPEED LINE

Entry Station: Cedar Grove

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	92	83.3%	83.3%
Home-based School	0	0.0%	83.3%
Home-based Shopping	0	0.0%	83.3%
Home-based Social Activity	4	4.0%	87.3%
Home-based Personal Business	0	0.0%	87.3%
Home-based Work-related	7	6.4%	93.6%
Home-based Other	0	0.0%	93.6%
Work-based	0	0.0%	93.6%
Non-Home/Non-Work-based	7	6.4%	100.0%
TOTAL	110		
No Answer	0		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	71	64.9%
Speed/travel time	25	22.4%
Avoid driving/traffic	60	54.5%
Avoid parking at destination	64	58.5%
Environmentally responsible	40	36.8%
Less expensive	49	44.8%
Can read/do work	61	55.2%
Only transportation available	37	33.5%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	110	

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	54	49.5%	Drive alone	11	24.0%
No	56	50.5%	Non-MBTA bus	0	0.0%
TOTAL	110	100.0%	Carpool/vanpool	20	42.6%
No Answer	0		Bicycle	9	18.6%
			Other MBTA service	7	14.7%
			Other	4	9.3%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	47	
			(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

MATTAPAN HIGH SPEED LINE

Entry Station: Butler

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	152	89.4%	89.4%
Home-based School	0	0.0%	89.4%
Home-based Shopping	0	0.0%	89.4%
Home-based Social Activity	0	0.0%	89.4%
Home-based Personal Business	14	8.4%	97.8%
Home-based Work-related	0	0.0%	97.8%
Home-based Other	0	0.0%	97.8%
Work-based	4	2.2%	100.0%
Non-Home/Non-Work-based	0	0.0%	100.0%
TOTAL	170		
No Answer	4		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	102	58.4%
Speed/travel time	22	12.8%
Avoid driving/traffic	109	62.6%
Avoid parking at destination	112	64.4%
Environmentally responsible	84	48.0%
Less expensive	72	41.6%
Can read/do work	87	49.9%
Only transportation available	58	33.1%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	174	

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	76	43.8%	Drive alone	51	70.1%
No	98	56.2%	Non-MBTA bus	0	0.0%
TOTAL	174	100.0%	Carpool/vanpool	18	24.8%
No Answer	0		Bicycle	0	0.0%
			Other MBTA service	4	5.1%
			Other	0	0.0%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	72	
			(No other modes reported)	4	

**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

MATTAPAN HIGH SPEED LINE

Entry Station: Milton

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	155	84.8%	84.8%
Home-based School	5	2.7%	87.5%
Home-based Shopping	4	2.2%	89.7%
Home-based Social Activity	0	0.0%	89.7%
Home-based Personal Business	7	3.6%	93.3%
Home-based Work-related	12	6.7%	100.0%
Home-based Other	0	0.0%	100.0%
Work-based	0	0.0%	100.0%
Non-Home/Non-Work-based	0	0.0%	100.0%
TOTAL	183		
No Answer	4		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	134	72.6%
Speed/travel time	44	23.9%
Avoid driving/traffic	108	58.4%
Avoid parking at destination	98	53.1%
Environmentally responsible	93	50.4%
Less expensive	104	56.6%
Can read/do work	101	54.9%
Only transportation available	33	17.7%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	185	

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	89	48.3%	Drive alone	50	58.6%
No	96	51.7%	Non-MBTA bus	0	0.0%
TOTAL	185	100.0%	Carpool/vanpool	14	16.3%
No Answer	2		Bicycle	7	7.7%
			Other MBTA service	24	27.9%
			Other	7	7.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	85	
			(No other modes reported)	4	

**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

MATTAPAN HIGH SPEED LINE

Entry Station: Central Avenue

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	451	87.3%	87.3%
Home-based School	0	0.0%	87.3%
Home-based Shopping	0	0.0%	87.3%
Home-based Social Activity	0	0.0%	87.3%
Home-based Personal Business	0	0.0%	87.3%
Home-based Work-related	0	0.0%	87.3%
Home-based Other	0	0.0%	87.3%
Work-based	16	3.2%	90.5%
Non-Home/Non-Work-based	49	9.5%	100.0%
TOTAL	516		
No Answer	24		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	297	56.8%
Speed/travel time	126	24.0%
Avoid driving/traffic	310	59.3%
Avoid parking at destination	243	46.3%
Environmentally responsible	228	43.5%
Less expensive	259	49.5%
Can read/do work	219	41.8%
Only transportation available	184	35.1%
Other	7	1.4%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	524	

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	50.7%	Drive alone	99	42.3%
No	266	49.3%	Non-MBTA bus	0	0.0%
TOTAL	540	100.0%	Carpool/vanpool	80	34.3%
No Answer	0		Bicycle	16	7.0%
			Other MBTA service	55	23.4%
			Other	15	6.3%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	234	
			(No other modes reported)	40	

**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

MATTAPAN HIGH SPEED LINE

Entry Station: Valley Road

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	28	83.3%	83.3%
Home-based School	0	0.0%	83.3%
Home-based Shopping	0	0.0%	83.3%
Home-based Social Activity	0	0.0%	83.3%
Home-based Personal Business	0	0.0%	83.3%
Home-based Work-related	3	8.3%	91.7%
Home-based Other	0	0.0%	91.7%
Work-based	3	8.3%	100.0%
Non-Home/Non-Work-based	0	0.0%	100.0%
TOTAL	33		
No Answer	0		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	30	91.7%
Speed/travel time	14	41.7%
Avoid driving/traffic	22	66.7%
Avoid parking at destination	28	83.3%
Environmentally responsible	17	50.0%
Less expensive	17	50.0%
Can read/do work	19	58.3%
Only transportation available	0	0.0%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	33	

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	0	0.0%	Drive alone	0	0.0%
No	33	100.0%	Non-MBTA bus	0	0.0%
			Carpool/vanpool	0	0.0%
TOTAL	33	100.0%	Bicycle	0	0.0%
No Answer	0		Other MBTA service	0	0.0%
			Other	0	0.0%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	0	
			(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

MATTAPAN HIGH SPEED LINE

Entry Station: Capen Street

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	50	83.3%	83.3%
Home-based School	10	16.7%	100.0%
Home-based Shopping	0	0.0%	100.0%
Home-based Social Activity	0	0.0%	100.0%
Home-based Personal Business	0	0.0%	100.0%
Home-based Work-related	0	0.0%	100.0%
Home-based Other	0	0.0%	100.0%
Work-based	0	0.0%	100.0%
Non-Home/Non-Work-based	0	0.0%	100.0%
TOTAL	60		
No Answer	0		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	38	66.3%
Speed/travel time	5	8.2%
Avoid driving/traffic	53	91.8%
Avoid parking at destination	51	87.8%
Environmentally responsible	31	54.1%
Less expensive	19	32.7%
Can read/do work	28	49.0%
Only transportation available	2	4.1%
Other	0	0.0%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	58	

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	12	19.6%	Drive alone	7	60.0%
No	48	80.4%	Non-MBTA bus	0	0.0%
			Carpool/vanpool	0	0.0%
TOTAL	60	100.0%	Bicycle	2	20.0%
No Answer	0		Other MBTA service	2	20.0%
			Other	0	0.0%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	12	
			(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

MATTAPAN HIGH SPEED LINE

Entry Station: Mattapan

Trip Purpose:	Number of Riders	Percent of Riders	Cumulative Percentage
Home-based Work	755	56.5%	56.5%
Home-based School	225	16.8%	73.3%
Home-based Shopping	29	2.2%	75.5%
Home-based Social Activity	20	1.5%	77.0%
Home-based Personal Business	80	6.0%	83.0%
Home-based Work-related	60	4.5%	87.4%
Home-based Other	39	2.9%	90.3%
Work-based	109	8.2%	98.5%
Non-Home/Non-Work-based	20	1.5%	100.0%
TOTAL	1,337		
No Answer	168		

Reasons for Using the MBTA:	Number of Riders	Percent of Riders*
Convenience	795	56.5%
Speed/travel time	239	17.0%
Avoid driving/traffic	615	43.7%
Avoid parking at destination	564	40.1%
Environmentally responsible	377	26.8%
Less expensive	525	37.3%
Can read/do work	387	27.5%
Only transportation available	400	28.5%
Other	9	0.7%
TOTAL RIDERS GIVING AT LEAST 1 REASON:	1,406	

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	627	44.9%	Drive alone	143	28.1%
No	769	55.1%	Non-MBTA bus	40	7.9%
TOTAL	1,396	100.0%	Carpool/vanpool	148	29.0%
No Answer	109		Bicycle	9	1.8%
			Other MBTA service	179	35.0%
			Other	29	5.7%
			TOTAL RIDERS GIVING AT LEAST 1 OTHER MODE:	510	
			(No other modes reported)	117	

**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 Red 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 Red Line stations and for understanding the types of trips made on the Red 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; 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 in question. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Red 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 Red 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 riders at a station were aggregated and placed in the "other" category; therefore, not all cities, towns, and neighborhoods from which Red 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 Park Street and Downtown Crossing Stations only include riders who entered the rapid transit system there and boarded the Red Line. Appendix B contains data on all riders who entered these stations (including those who boarded the Green or Orange Line).

4.1.2 OVERVIEW OF RESULTS

The size of the market for each 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. In general, the outer stations drew riders from a much larger area than the inner stations.

Northern Segment

Among the six stations of the northern segment, only Alewife has a parking garage. Origins that accounted for at least 0.5% of the total entries there included two neighborhoods of Cambridge and 16 other cities and towns, but nearly 7% of the entries came from other scattered locations.

At Porter 15% of the entering riders transferred from the Fitchburg commuter rail line. Origins that accounted for at least 0.5% of the total entries there included four neighborhoods of Cambridge and Somerville and six other cities and towns but about 8% of the entries came from other, scattered locations.

At Harvard Station, 47% of the entering Red Line riders transferred from buses, but the bus network covered a relatively limited geographical area. Origins that accounted for at least 0.5% of the total entries at Harvard included seven neighborhoods of Boston, Cambridge, and Somerville and five other cities and towns, with less than 3% coming from scattered locations.

At Davis, Central, and Kendall/MIT Stations, each of the tables of origins accounting for at least 0.5% of the totals included four to six neighborhoods of Boston, Cambridge, and Somerville and two other cities or towns, with only 2% to 3% coming from other locations. Central had the most concentrated origins, with 81% in the "Cambridge: Central Square" neighborhood.

Central Segment

On the Central Segment, none of the stations have MBTA parking. At South Station, the Red Line connects directly with several MBTA local bus routes, with all South Side MBTA commuter rail lines, with many private carrier commuter and intercity bus lines, and with Amtrak intercity rail service from points south and west. (In the database, infrequent trips by riders who transferred from intercity services were treated as having originated at South Station.) Because of all the connections, South Station had the most dispersed origins of all the central segment stations. Origins that accounted for over 0.5% of the total entries included 10 Boston neighborhoods and 38 other cities and towns; 17% came from other, scattered locations,

At each of the other central segment stations, origins accounting for over 0.5% of the totals included 7 to 10 Boston neighborhoods, and two to four other cities and towns, with about 2% to 5% of origins coming from other locations. None of the stations except South Station has direct commuter rail connections, but about 7% of the reported entries at Charles/MGH were by riders who walked there after alighting from commuter rail trains at North Station. However, among the central segment stations, Charles/MGH had the highest concentration of riders from within one neighborhood, with 77% coming from Beacon Hill. Broadway had the second-highest concentration of origins, with 74% originating in the South Boston residential neighborhood.

Dorchester Branch

All of the Dorchester Branch stations except Andrew are located in either the South Dorchester or North Dorchester neighborhood. At JFK/UMass through Shawmut, 75% to 90% of the entering riders had origins within the same neighborhood as the station. At Ashmont, which has more bus connections than the other stations on the segment, 66% of the trips nevertheless originated in South Dorchester. Andrew Station is in the South Boston residential neighborhood, but is close to the border of North Dorchester. Those two neighborhoods were origins for 77% of the entries at Andrew.

South Shore Branch

Every station on the South Shore branch has substantial parking capacity. The two largest garages are located at Quincy Adams and Braintree, the two outermost stations. At North Quincy, Wollaston, and Quincy Center, 76% to 83% of the entering riders had trip origins within Quincy. In addition, origins accounting for at least 0.5% of the entries at each of these stations were reported from 8 to 11 cities, towns, or neighborhoods outside Quincy, with 3% to 5% of the origins at each station coming from other, scattered locations.

The two outer stations are more regional facilities. Quincy Adams Station is on the border of Quincy and Braintree, but only 20% of the entries there originated in Quincy and 13% in Braintree. Another 30 cities and towns each accounted for at least 0.5% of the entries, and 13% of the origins were scattered among other locations. At Braintree Station, 40% of the entries originated in Braintree, with another 21 cities and towns each accounting for at least 0.5% of the origins, and 5% of the origins scattered among other locations.

Although Quincy Center and Braintree are both transfer points between the Red Line and commuter rail, only 2% of the riders at each of these stations reported that they made such transfers. This is reflected in the high concentrations of origins in Quincy and Braintree at these two stations respectively.

Mattapan High-Speed Line

The Mattapan High-Speed Line is used predominantly for trips originating either in the same neighborhoods or towns where the stations are located or in adjoining ones. At Capen Street and Valley Road, all of the reported origins were in Milton, where these stations are located. At Mattapan, Central Avenue, and Milton, which are on the border of Milton and the Mattapan neighborhood of Boston, 82% to 94% of the trip origins were in either Milton or Mattapan. At Butler, 83% of the origins were in Milton, Mattapan, or South Dorchester. At Cedar Grove, 96% of the origins were in South Dorchester alone. (The number of responses from riders boarding the High-Speed Line at Ashmont without having transferred from the Red Line was insufficient for drawing meaningful conclusions.)

4.2 ORIGIN ACTIVITIES

4.2.1 DESCRIPTION OF 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

Northern Segment

At the three outermost stations (Alewife, Davis, and Porter), 92% to 93% of entering passengers were coming from home. At Harvard, the majority (68%) of riders came from home, but 12% came from work; school, personal business, work-related, and social/recreational activities each accounted for 3% to 4% of the origins. At Central, 77% of the trips started from home, 8% from work, and 1% to 4% from each of the other check-off choices on the survey form. At Kendall/MIT, home was also the largest individual activity, but it accounted for only 40% of the entries. Trips from work were second, at 33%,

and trips from school were third, at 12%. Another 5% of the trips were work-related.

Central Segment

At three of the central segment stations, the largest groups of entering riders started from home. At Broadway, where the most common origin location was the South Boston residential neighborhood, 90% of the riders started from home, and no more than 2% from any other activity. At South Station, where over half of the riders transferred from commuter rail, 66% of the riders entering there originated from home, but 17% started from work and 6% from work-related activities.

At Charles/MGH, 51% of the riders started from home. The second-largest origin activity, at 23%, was “at a doctor or other personal business.” This consisted largely of medical appointments at the Massachusetts General Hospital complex. Work was the third-largest origin activity, at 15%. About one-third of these work trips started at the hospital.

Work was the most common individual origin activity, though it did not represent a majority of the origin activities, at both Downtown Crossing (38%) and Park Street (34%). Home origins were second, at 20% and 22%, respectively, and work-related origins were third, at 13% and 10%. At Park Street, school origins were fourth, at 10%. Downtown Crossing had no reported school origins, but origins at stores generated the fourth-largest number of trips (9%).

Dorchester Branch

All of the Dorchester Branch stations except for JFK/UMass serve primarily residential neighborhoods. As a result, the overwhelming majority of the trips (ranging from 76% at Andrew to 96% at Savin Hill) started at home. At JFK/UMass, home was also the largest origin activity, though accounting for only 46% of riders who entered there. Trips from school were second, at 37%, and trips from work were third, at 10%. Work accounted for only 2% to 4% of the origins at all of the other Dorchester branch segments except Fields Corner (7%).

South Shore Branch

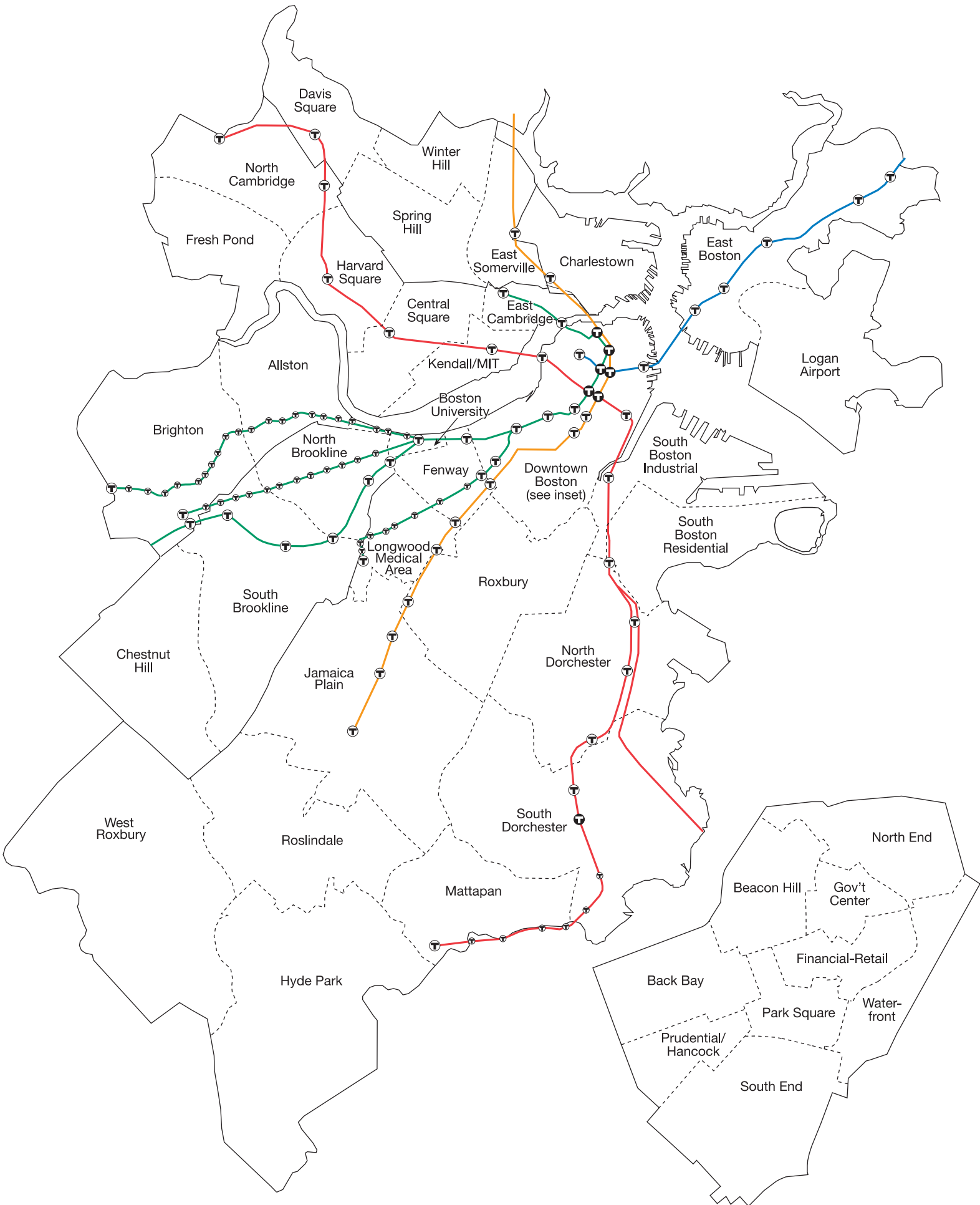
Home origins on this segment ranged from 85% at North Quincy to 96% at Wollaston. A small percentage of trips on the south shore branch started from work: 6% at Quincy Center, 5% at North Quincy, and only 1% to 3% at the other three stations on this segment. (Most trips home from work would have started later than 3:00 PM, when the survey distribution ended.)

Mattapan High-Speed Line

“Home” was the most common origin activity at each station on the High-Speed Line. At all High-Speed Line stations, with the exception of Mattapan

and Central Avenue, 94% to 100% of the trips started from home. At Mattapan, 79% of the trips came from home, and 7% each from school and work, but each of the other activities accounted for less than 2% of the trips. At Central Avenue, 88% of the trips started from home, 3% each from work and from personal business, and the rest from “other” activities.

Figure 4-1
Neighborhood Boundaries



Origin Locations and Activities

Expanded Results

RED LINE

Entry Station: Alewife

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Arlington	2,808	36.5%		95.9%	0.6%	1.1%	0.4%	0.7%	0.7%	0.2%	0.4%
Cambridge: North Cambridge	1,278	16.6%		89.1%	1.6%	4.8%			0.8%	2.4%	1.3%
Lexington	1,156	15.0%	0.9%	92.9%	0.9%	2.1%		1.8%		0.6%	0.9%
Belmont	269	3.5%		89.9%			2.6%	7.6%			
Bedford	245	3.2%	2.8%	80.6%	8.3%	4.1%		4.1%			
Waltham	215	2.8%		95.3%		4.7%					
Concord	153	2.0%		93.4%		6.6%					
Unspecified	150	2.0%		84.1%		4.6%		6.8%			4.6%
Woburn	146	1.9%		93.1%				6.9%			
Acton	116	1.5%		100.0%							
Winchester	99	1.3%		89.7%							10.3%
Burlington	92	1.2%		66.9%		11.0%			11.0%		11.0%
Lincoln	92	1.2%		100.0%							
Cambridge: Fresh Pond	75	1.0%		63.7%				27.1%			9.2%
Sudbury	72	0.9%		90.5%		9.5%					
Billerica	68	0.9%		100.0%							
Lowell	61	0.8%		100.0%							
Maynard	55	0.7%		100.0%							
Littleton	44	0.6%		100.0%							
Other (< 0.5 % of riders)	502	6.5%		95.2%	2.0%	1.4%					1.4%
OVERALL TOTAL	7,696	100.0%	0.2%	92.7%	1.0%	2.3%	0.2%	1.5%	0.5%	0.6%	1.0%

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

Origin Locations and Activities

Expanded Results

RED LINE
 Entry Station: Davis

City/Neighborhood Origins	ORIGIN LOCATIONS			ORIGIN ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Somerville: Davis Square	5,365	61.7%	0.2%	92.6%	0.3%	0.7%	0.4%	2.2%	0.5%	0.9%	2.2%
Medford	1,221	14.1%		86.9%	3.6%	7.1%					2.4%
Cambridge: North Cambridge	984	11.3%		97.0%				3.0%			
Somerville: Winter Hill	381	4.4%		100.0%							
Somerville: Spring Hill	280	3.2%		91.5%		5.2%					3.3%
Arlington	271	3.1%		100.0%							
Unspecified	86	1.0%		49.4%	16.9%	16.9%			16.9%		
Other (< 0.5 % of riders)	101	1.2%		85.6%	14.4%						
OVERALL TOTAL	8,688	100.0%	0.1%	92.3%	1.0%	1.8%	0.3%	1.7%	0.5%	0.5%	1.8%

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

Origin Locations and Activities

Expanded Results

RED LINE

Entry Station: Porter

ORIGIN LOCATIONS			ORIGIN ACTIVITIES								
City/Neighborhood Origins	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Cambridge: North Cambridge	2,141	35.2%		88.3%	0.5%	3.2%	1.9%	3.3%	0.5%	1.0%	1.4%
Somerville: Spring Hill	1,350	22.2%		97.3%		0.8%	0.5%	1.5%			
Somerville: Davis Square	909	14.9%		94.8%		1.1%		1.1%	1.1%		1.8%
Arlington	383	6.3%		98.4%		1.6%					
Cambridge: Harvard Square	272	4.5%		86.4%	9.8%		3.8%				
Acton	204	3.3%	5.0%	89.9%				5.0%			
Unspecified	105	1.7%		74.6%		15.7%			9.7%		
Concord	87	1.4%		92.8%							7.2%
Waltham	84	1.4%		75.7%		12.2%				12.2%	
Leominster	46	0.7%		100.0%							
Maynard	46	0.7%		100.0%							
Other (< 0.5 % of riders)	459	7.5%		94.2%		2.2%		2.2%			1.4%
OVERALL TOTAL	6,085	100.0%	0.2%	92.1%	0.6%	2.2%	0.9%	2.0%	0.5%	0.5%	1.0%

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

Origin Locations and Activities

Expanded Results

RED LINE

Entry Station: Harvard

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: Harvard Square	4,927	47.5%	0.8%	47.8%	7.1%	19.2%	2.1%	5.5%	6.0%	6.7%	4.8%
Watertown	1,219	11.7%		94.1%		3.8%		1.3%			0.8%
Belmont	1,152	11.1%	0.9%	92.1%		2.2%	1.3%				3.5%
Cambridge: Fresh Pond	1,128	10.9%		85.4%	1.4%	7.0%		2.7%		3.4%	
Boston: Allston	469	4.5%		78.6%	3.3%	11.6%		6.6%			
Boston: Brighton	245	2.4%	4.0%	89.7%		6.3%					
Arlington	230	2.2%		82.3%		4.3%		13.4%			
Somerville: Spring Hill	211	2.0%		100.0%							
Cambridge: Central Square	207	2.0%		62.8%	7.4%	7.4%		22.3%			
Cambridge: North Cambridge	146	1.4%		89.4%					10.6%		
Waltham	114	1.1%		86.5%		13.5%					
Newton	62	0.6%		100.0%							
Unspecified	56	0.5%	55.0%			45.0%					
Other (< 0.5 % of riders)	216	2.1%		74.8%				14.3%	10.9%		
OVERALL TOTAL	10,381	100.0%	0.9%	68.4%	3.8%	11.9%	1.1%	4.4%	3.2%	3.5%	2.8%

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

Origin Locations and Activities

Expanded Results

RED LINE

Entry Station: Central

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
Cambridge: Central Square	6,434	81.1%	0.3%	78.7%	0.8%	7.1%	3.4%	3.6%	2.4%	1.5%	2.2%
Cambridge: Harvard Square	245	3.1%		86.7%		4.4%		8.9%			
Somerville: Spring Hill	242	3.0%		91.8%					4.7%		3.5%
Cambridge: Kendall/MIT	212	2.7%	5.3%	10.6%		63.2%		10.4%	10.4%		
Waltham	210	2.6%	5.2%	89.7%				5.2%			
Boston: Brighton	135	1.7%		85.3%							14.7%
Boston: Fenway	79	1.0%	14.3%	57.1%	14.3%	14.3%					
Boston: Allston	69	0.9%		87.6%							12.4%
Watertown	67	0.8%		67.5%		16.3%		16.3%			
Unspecified	53	0.7%		36.4%	21.2%	21.2%			21.2%		
Boston: Longwood Med Area	45	0.6%		25.0%	25.0%	25.0%		25.0%			
Other (< 0.5 % of riders)	145	1.8%		84.7%	7.8%						7.5%
OVERALL TOTAL	7,935	100.0%	0.7%	77.2%	1.2%	8.1%	2.8%	3.9%	2.5%	1.3%	2.4%

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

Origin Locations and Activities

RED LINE

Expanded Results

Entry Station: Kendall/MIT

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
Cambridge: Kendall/MIT	2,729	65.2%	0.5%	19.1%	17.3%	45.3%	1.0%	3.1%	7.9%	3.3%	2.4%
Cambridge: East Cambridge	717	17.1%		82.8%		7.2%	4.0%	2.0%		4.0%	
Cambridge: Central Square	381	9.1%		85.0%		11.3%				3.8%	
Somerville: Spring Hill	115	2.8%		100.0%							
Unspecified	57	1.4%				75.0%		25.0%			
Boston: Longwood Med Area	29	0.7%			50.0%	50.0%					
Somerville: Davis Square	29	0.7%		100.0%							
Wellesley	29	0.7%			100.0%						
Medford	23	0.6%		100.0%							
Other (< 0.5 % of riders)	74	1.8%		80.7%						19.3%	
OVERALL TOTAL	4,183	100.0%	0.3%	39.8%	12.3%	33.2%	1.4%	2.7%	5.1%	3.5%	1.6%

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

Origin Locations and Activities

Expanded Results

RED LINE

Entry Station: Charles/MGH

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: Beacon Hill	3,162	77.1%	1.3%	48.4%	1.7%	14.3%	1.3%	25.1%	3.5%	2.3%	2.0%
Boston: Govt Center	299	7.3%		34.0%	5.2%	23.5%		37.3%			
Boston: Back Bay	111	2.7%		75.9%	24.1%						
Beverly	51	1.2%		100.0%							
Boston: North End	46	1.1%		33.3%		33.3%				33.3%	
Boston: Park Square	46	1.1%				66.7%		33.3%			
Salem	46	1.1%		100.0%							
Gloucester	42	1.0%		100.0%							
Boston: South End	35	0.9%		100.0%							
Boston: Charlestown	31	0.8%		100.0%							
Lynn	31	0.8%		100.0%							
Unspecified	27	0.7%				100.0%					
Other (< 0.5 % of riders)	172	4.2%		82.0%				9.0%	9.0%		
OVERALL TOTAL	4,101	100.0%	1.0%	51.4%	2.3%	14.5%	1.0%	22.8%	3.1%	2.2%	1.5%

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

Origin Locations and Activities

Expanded Results

RED LINE

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: Govt Center	707	35.5%		14.1%	10.7%	41.0%		9.2%	17.2%	2.5%	5.2%
Boston: Financial/Retail	550	27.6%		11.9%	4.8%	35.6%	10.0%	8.0%	9.6%	16.7%	3.5%
Boston: Park Square	262	13.2%		13.4%	28.2%	30.1%		17.5%	7.4%	3.3%	
Boston: Beacon Hill	129	6.5%		42.7%	13.6%	13.6%		15.1%			15.1%
Unspecified	64	3.2%	27.5%	14.5%		44.2%				13.7%	
Chelsea	55	2.7%		64.4%		35.6%					
Boston: Back Bay	46	2.3%				61.7%		19.2%		19.2%	
Boston: North End	44	2.2%		80.2%		19.8%					
Boston: South End	26	1.3%		100.0%							
Boston: Downtwn Unspecified	19	1.0%					100.0%				
Boston: Fenway	19	0.9%		100.0%							
Boston: Prudential/Hancock	18	0.9%							50.0%	50.0%	
Other (< 0.5 % of riders)	53	2.7%		100.0%							
OVERALL TOTAL	1,993	100.0%	0.9%	21.7%	9.7%	33.5%	3.7%	9.2%	10.2%	7.2%	3.8%

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

Origin Locations and Activities

RED LINE

Expanded Results

Entry Station: Downtown Crossing

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	1,917	57.8%		7.5%		45.7%	13.6%	7.5%	12.5%	3.4%	9.8%
Boston: Park Square	338	10.2%		9.6%		67.3%			23.1%		
Boston: Govt Center	319	9.6%		14.3%		10.2%	14.3%		30.6%	20.4%	10.2%
Boston: South End	202	6.1%		61.3%		22.6%					16.1%
Boston: Roxbury	142	4.3%		77.1%		22.9%					
Unspecified	111	3.3%	29.4%	11.9%		29.4%					29.4%
Boston: Beacon Hill	97	2.9%		33.3%				33.3%		33.3%	
Boston: Charlestown	85	2.6%		84.5%		15.5%					
Newton	46	1.4%		100.0%							
Malden	32	1.0%		100.0%							
Other (< 0.5 % of riders)	26	0.8%		100.0%							
OVERALL TOTAL	3,315	100.0%	1.0%	20.4%		38.0%	9.2%	5.3%	12.6%	4.9%	8.6%

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

Origin Locations and Activities

Expanded Results

RED LINE

Entry Station: South Station

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: Waterfront	1,068	12.6%	3.1%	7.3%		51.5%		7.5%	16.3%		14.2%
Boston: Financial/Retail	737	8.7%				62.7%	2.7%	7.0%	19.4%	2.7%	5.5%
Boston: So Bos Indust	661	7.8%		21.3%	3.0%	41.6%			19.9%	12.2%	2.0%
Unspecified	281	3.3%	19.1%	27.8%		16.7%	11.1%				25.4%
Brockton	254	3.0%		84.2%	7.9%			7.9%			
Sharon	214	2.5%		100.0%							
Canton	203	2.4%		100.0%							
Providence, RI	194	2.3%		100.0%							
Natick	192	2.3%		100.0%							
Newton	185	2.2%		92.8%							7.2%
Mansfield	174	2.1%		100.0%							
Attleboro	165	2.0%		100.0%							
Stoughton	161	1.9%		100.0%							
Pembroke	138	1.6%		100.0%							
Framingham	136	1.6%		100.0%							
Boston: So Bos Res	127	1.5%	10.5%	89.5%							
Boston: Hyde Park	125	1.5%	10.7%	89.3%							
Plymouth	114	1.3%		82.3%				17.7%			
Whitman	112	1.3%		100.0%							
Worcester	105	1.2%		100.0%							
Kingston	100	1.2%		80.0%							20.0%
Boston: North End	94	1.1%		100.0%							
Boston: Park Square	94	1.1%			33.3%	33.3%		33.3%			
Weymouth	94	1.1%		100.0%							
Abington	87	1.0%		100.0%							
Easton	87	1.0%		100.0%							
Rockland	87	1.0%		100.0%							
Walpole	87	1.0%		100.0%							
Boston: West Roxbury	78	0.9%		100.0%							
Foxborough	78	0.9%		100.0%							
North Attleborough	67	0.8%		100.0%							
Norfolk	65	0.8%		100.0%							
Westborough	65	0.8%		100.0%							
Dedham	60	0.7%		100.0%							
Franklin	60	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
Halifax	60	0.7%	22.2%	77.8%							
Hingham	60	0.7%		77.8%							22.2%
Randolph	60	0.7%	33.4%	66.6%							
Cohasset	54	0.6%		100.0%							
Needham	54	0.6%		100.0%							
Londonderry, NH	53	0.6%		100.0%							
Scituate	53	0.6%		100.0%							
Boston: Govt Center	51	0.6%								39.1%	60.9%
Barnstable	47	0.6%		57.1%					42.9%		
Boston: Roslindale	47	0.6%		100.0%							
Duxbury	47	0.6%		100.0%							
Middleborough	47	0.6%		100.0%							
Taunton	45	0.5%		100.0%							
Wrentham	45	0.5%		100.0%							
Other (< 0.5 % of riders)	1,191	14.1%	3.4%	88.9%	1.7%	2.6%				1.7%	1.7%
OVERALL TOTAL	8,464	100.0%	2.2%	65.6%	1.1%	16.5%	0.6%	2.4%	5.5%	1.7%	4.4%

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

Origin Locations and Activities

RED LINE

Expanded Results

Entry Station: Broadway

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: So Bos Res	1,926	73.5%		91.7%	2.8%				2.8%		2.8%
Boston: So Bos Indust	366	14.0%		70.9%		14.5%		7.3%		7.3%	
Boston: South End	80	3.0%		100.0%							
Boston: North Dorchester	74	2.8%		100.0%							
Unspecified	58	2.2%		100.0%							
Boston: South Dorchester	27	1.0%		100.0%							
Milton	27	1.0%		100.0%							
Boston: Roxbury	16	0.6%		100.0%							
Boston: West Roxbury	16	0.6%		100.0%							
Lakeville	16	0.6%		100.0%							
Marshfield	16	0.6%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	2,621	100.0%		89.8%	2.0%	2.0%		1.0%	2.0%	1.0%	2.0%

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

Origin Locations and Activities

RED LINE

Expanded Results

Entry Station: Andrew

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: So Bos Res	1,674	45.0%		87.6%		1.1%	2.3%	2.3%	4.5%		2.3%
Boston: North Dorchester	1,202	32.3%		74.8%			6.3%	6.3%	3.2%	3.2%	6.3%
Boston: South End	228	6.1%		16.7%	16.7%	16.7%		50.0%			
Boston: Roxbury	188	5.1%		59.7%				20.2%			20.2%
Boston: So Bos Indust	150	4.0%		24.3%		50.3%			25.3%		
Unspecified	150	4.0%		100.0%							
Boston: Mattapan	38	1.0%		100.0%							
Boston: South Dorchester	38	1.0%		100.0%							
Other (< 0.5 % of riders)	55	1.5%		66.7%							33.3%
OVERALL TOTAL	3,723	100.0%		75.6%	1.0%	3.5%	3.1%	7.1%	4.1%	1.0%	4.6%

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

Origin Locations and Activities

Expanded Results

RED LINE

Entry Station: JFK/UMass

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 Dorchester	4,051	87.1%	0.6%	42.8%	39.0%	9.7%	1.3%	2.6%	2.6%		1.3%
Unspecified	183	3.9%		42.4%	57.6%						
Boston: South Dorchester	129	2.8%		100.0%							
Boston: Jamaica Plain	26	0.6%		100.0%							
Boston: Longwood Med Area	26	0.5%						100.0%			
Boston: Roslindale	26	0.5%	100.0%								
Boston: Roxbury	26	0.6%			100.0%						
Boston: So Bos Res	26	0.6%		100.0%							
Brockton	26	0.6%		100.0%							
Holbrook	26	0.6%		100.0%							
Milton	26	0.5%		100.0%							
New Bedford	26	0.5%		100.0%							
Randolph	26	0.5%		100.0%							
Rochester	26	0.6%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	4,649	100.0%	1.1%	46.3%	36.8%	8.5%	1.1%	2.8%	2.3%		1.1%

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

Origin Locations and Activities

Expanded Results

RED LINE

Entry Station: North Quincy

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
Quincy	4,190	77.3%	0.3%	87.7%	5.0%	3.2%		0.7%	0.7%	1.6%	0.9%
Milton	391	7.2%		75.6%		7.2%			14.3%		3.0%
Unspecified	180	3.3%		37.6%		62.4%					
Braintree	107	2.0%	26.1%	73.9%							
Boston: South Dorchester	104	1.9%		100.0%							
Weymouth	97	1.8%		100.0%							
Randolph	56	1.0%		50.0%							50.0%
Rockland	40	0.7%		100.0%							
Falmouth	28	0.5%		100.0%							
Hanover	28	0.5%		100.0%							
Norwell	28	0.5%									100.0%
Plymouth	28	0.5%		100.0%							
West Bridgewater	28	0.5%		100.0%							
Other (< 0.5 % of riders)	116	2.1%		100.0%							
OVERALL TOTAL	5,420	100.0%	0.7%	85.1%	3.8%	5.1%		0.5%	1.5%	1.2%	2.0%

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

Origin Locations and Activities
RED LINE

Expanded Results

Entry Station: Wollaston

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
Quincy	3,022	83.2%		96.7%	0.5%	1.6%					1.1%
Weymouth	165	4.5%	5.0%	95.0%							
Milton	132	3.6%		100.0%							
Braintree	49	1.4%		100.0%							
Unspecified	41	1.1%		100.0%							
Cohasset	33	0.9%		100.0%							
Scituate	33	0.9%		100.0%							
Hingham	25	0.7%		100.0%							
Hull	25	0.7%		100.0%							
Randolph	25	0.7%		100.0%							
Other (< 0.5 % of riders)	82	2.3%		60.1%				39.9%			
OVERALL TOTAL	3,631	100.0%	0.2%	96.1%	0.5%	1.4%		0.9%			0.9%

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

Origin Locations and Activities
RED LINE

Expanded Results

Entry Station: Quincy Center

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
Quincy	4,677	76.4%	0.4%	84.4%	0.9%	6.4%	0.4%	4.4%	1.6%	0.5%	1.0%
Weymouth	718	11.7%		95.9%		4.1%					
Braintree	161	2.6%		92.8%			7.2%				
Hull	83	1.4%		86.0%		14.0%					
Hingham	78	1.3%		100.0%							
Brockton	65	1.1%		100.0%							
Unspecified	53	0.9%		56.2%	21.9%	21.9%					
Cohasset	41	0.7%		100.0%							
Other (< 0.5 % of riders)	248	4.1%		88.0%		4.7%		7.3%			
OVERALL TOTAL	6,124	100.0%	0.3%	86.4%	0.9%	6.0%	0.5%	3.6%	1.2%	0.4%	0.8%

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

Origin Locations and Activities
RED LINE

Expanded Results

Entry Station: Quincy Adams

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
Quincy	648	20.1%		93.4%		5.0%					1.6%
Braintree	406	12.6%		87.1%				5.4%			7.5%
Randolph	318	9.9%		96.6%			3.4%				
Weymouth	303	9.4%		92.8%				3.6%			3.6%
Unspecified	105	3.3%		58.6%		31.1%					10.4%
Plymouth	94	2.9%		100.0%							
Marshfield	84	2.6%		100.0%							
Norwell	84	2.6%		100.0%							
Easton	73	2.3%		100.0%							
Taunton	73	2.3%		100.0%							
Brockton	63	2.0%		100.0%							
Abington	54	1.7%		100.0%							
Hingham	53	1.6%		79.4%		20.6%					
Canton	52	1.6%		100.0%							
Duxbury	43	1.3%		100.0%							
Hanover	42	1.3%		100.0%							
Middleborough	42	1.3%		100.0%							
Scituate	42	1.3%		74.1%				25.9%			
Pembroke	32	1.0%		100.0%							
Holbrook	31	1.0%		100.0%							
Hull	31	1.0%		100.0%							
Providence, RI	31	1.0%		100.0%							
Stoughton	31	1.0%		65.1%				34.9%			
Avon	30	0.9%		100.0%							
Raynham	30	0.9%	33.3%	66.7%							
Rockland	22	0.7%		100.0%							
Sharon	22	0.7%		100.0%							
Bridgewater	21	0.7%		100.0%							
Foxborough	21	0.7%		100.0%							
Somerset	20	0.6%		100.0%							
Westport	20	0.6%		100.0%							
Other (< 0.5 % of riders)	302	9.4%		96.4%		3.6%					
OVERALL TOTAL	3,227	100.0%	0.3%	93.0%		2.7%	0.3%	1.7%			1.9%

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

Origin Locations and Activities

Expanded Results

RED LINE

Entry Station: Braintree

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
Braintree	1,252	40.0%	1.7%	86.8%	0.6%	2.7%	0.6%	2.1%		2.1%	3.4%
Weymouth	511	16.3%	1.5%	96.9%						1.5%	
Randolph	198	6.3%		96.0%							4.0%
Holbrook	169	5.4%		95.3%	4.7%						
Brockton	132	4.2%		100.0%							
Abington	129	4.1%		69.5%				20.4%			10.2%
Marshfield	95	3.0%		100.0%							
Duxbury	84	2.7%		100.0%							
Rockland	74	2.4%		100.0%							
Unspecified	74	2.4%		82.2%					17.8%		
Pembroke	68	2.2%		100.0%							
Plymouth	37	1.2%		100.0%							
Hanson	29	0.9%		100.0%							
Canton	26	0.8%		100.0%							
Nantucket	26	0.8%		100.0%							
Norwell	24	0.8%		100.0%							
Avon	21	0.7%		100.0%							
East Bridgewater	21	0.7%		100.0%							
Hingham	21	0.7%		100.0%							
Hanover	16	0.5%		100.0%							
Quincy	16	0.5%		100.0%							
Whitman	16	0.5%		100.0%							
Other (< 0.5 % of riders)	95	3.0%		100.0%							
OVERALL TOTAL	3,132	100.0%	0.9%	92.0%	0.5%	1.1%	0.3%	1.7%	0.4%	1.1%	2.0%

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

Origin Locations and Activities

RED LINE

Expanded Results

Entry Station: Savin 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: North Dorchester	1,314	91.7%		95.4%		2.8%	0.8%				1.0%
Boston: South Dorchester	44	3.1%		100.0%							
Unspecified	34	2.4%		100.0%							
Quincy	21	1.4%		100.0%							
Middleborough	10	0.7%		100.0%							
Randolph	10	0.7%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,433	100.0%		95.8%		2.6%	0.7%				0.9%

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

Origin Locations and Activities
RED LINE

Expanded Results

Entry Station: Fields Corner

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: South Dorchester	2,281	74.1%	1.5%	83.8%	2.3%	6.4%	1.7%	1.7%		1.7%	0.9%
Boston: North Dorchester	504	16.4%		81.7%	3.9%	3.9%		3.9%			6.6%
Unspecified	199	6.5%		53.5%		26.6%		9.9%			9.9%
Boston: Mattapan	20	0.6%		100.0%							
Boston: West Roxbury	20	0.6%			100.0%						
Other (< 0.5 % of riders)	54	1.7%		75.0%				25.0%			
OVERALL TOTAL	3,078	100.0%	1.1%	80.9%	3.0%	7.1%	1.3%	3.0%		1.3%	2.4%

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

Origin Locations and Activities

Expanded Results

RED LINE

Entry Station: Shawmut

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: South Dorchester	1,652	91.0%		96.3%		3.7%					
Boston: Mattapan	82	4.5%		100.0%							
Braintree	21	1.1%		100.0%							
Milton	21	1.1%									100.0%
Randolph	21	1.1%		100.0%							
Easton	20	1.1%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,815	100.0%		95.5%		3.4%					1.1%

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

Origin Locations and Activities

Expanded Results

RED LINE

Entry Station: Ashmont

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: South Dorchester	3,062	66.3%	0.5%	88.9%	0.9%	3.9%	1.4%	0.5%		0.7%	3.4%
Randolph	382	8.3%		96.4%				3.6%			
Boston: Mattapan	334	7.2%		93.7%					6.3%		
Unspecified	170	3.7%	20.5%	50.6%		24.7%		4.2%			
Milton	163	3.5%		91.5%	8.5%						
Brockton	155	3.3%		82.1%		8.9%		8.9%			
Quincy	99	2.1%		72.1%		13.9%		13.9%			
Boston: North Dorchester	91	2.0%		100.0%							
Boston: Jamaica Plain	28	0.6%		100.0%							
Other (< 0.5 % of riders)	135	2.9%	10.3%	79.5%		10.3%					
OVERALL TOTAL	4,620	100.0%	1.4%	88.0%	0.9%	4.4%	0.9%	1.4%	0.5%	0.5%	2.3%

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

Origin Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Ashmont

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: Roxbury	19	37.8%		100.0%							
Unspecified	19	37.8%			100.0%						
Boston: North Dorchester	6	12.2%		100.0%							
Boston: South Dorchester	6	12.2%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	51	100.0%		62.2%	37.8%						

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

Origin Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Cedar Grove

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: South Dorchester	106	96.0%		93.4%				6.6%			
Milton	4	4.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	110	100.0%		93.6%				6.4%			

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

Origin Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Butler

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: Mattapan	65	37.4%		100.0%							
Milton	58	33.4%		93.6%							6.4%
Boston: South Dorchester	22	12.5%		100.0%							
Unspecified	14	8.2%		100.0%							
Randolph	11	6.4%		100.0%							
Boston: Hyde Park	4	2.1%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	174	100.0%		97.9%							2.1%

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

Origin Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Milton

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
Milton	106	56.8%		100.0%							
Boston: Mattapan	60	32.3%		93.2%			6.8%				
Unspecified	11	6.1%		100.0%							
Canton	5	2.6%		100.0%							
Randolph	4	2.2%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	187	100.0%		97.8%			2.2%				

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

Origin Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Central Avenue

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
Milton	301	55.8%		89.2%				5.4%			5.4%
Boston: Mattapan	206	38.1%		92.1%							7.9%
Brockton	16	3.0%		100.0%							
Natick	16	3.0%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	540	100.0%		87.9%		3.0%		3.0%			6.1%

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

Origin Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Valley Road

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
Milton	33	100.0%		91.7%							8.3%
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	33	100.0%		91.7%							8.3%

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

Origin Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Capen 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
Milton	60	100.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	60	100.0%		100.0%							

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

Origin Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Mattapan

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: Mattapan	789	52.4%	2.5%	81.1%	2.5%	6.2%	2.5%	2.5%		2.5%	
Milton	445	29.6%		77.5%	13.5%	9.0%					
Boston: Hyde Park	126	8.4%		84.1%	15.9%						
Boston: Roslindale	39	2.6%		76.0%		24.0%					
Canton	29	1.9%		100.0%							
Unspecified	29	1.9%	68.4%	31.6%							
Providence, RI	20	1.3%									100.0%
Boston: Jamaica Plain	9	0.6%		100.0%							
Boston: Roxbury	9	0.6%		100.0%							
Quincy	9	0.6%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,505	100.0%	2.7%	78.8%	6.7%	6.5%	1.3%	1.3%		1.3%	1.3%

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 Red Line stations 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 Red Line; for riders who used more than one mode previous to the Red Line, this "access mode" is the one used immediately before accessing the Red Line station. 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 Red Line station.

For trips to the Red 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 Red Line from the Blue, Orange, or Green Line are reported on in the survey reports for those rapid transit lines, rather than in this Red Line volume.

The tables (at the end of the chapter) present all of these data by station. For each station, 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 are based on the survey responses from riders who started the rapid transit portions of their trips at that station.

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 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

Northern Segment

On the northern segment, the most common mode of access to most stations was walking. Except at Alewife and Harvard, the percentage of passengers who walked to the station ranged from 70% at Davis and Porter to 86% at Kendall. At Alewife, the largest group (36%) drove to the station, with walking access second (27%) and bus access third (23%). When the survey was conducted, Alewife was the only station on the segment with a “cage” for securing bicycles. Alewife also had the highest rate of bicycle access (6%), compared with less than 1% to 2% at each of the other stations.

At Harvard, walking-access trips (48%) slightly outnumbered bus-access trips (47%). At Davis Station, 18% of riders transferred from buses. At Porter Station, the only one on this segment with a commuter rail connection, 15% of the riders transferred from the Fitchburg Line, and 10% transferred from buses.

Although Alewife is the only station on the segment with dedicated MBTA parking, 1% to 5% of the riders at each of the other stations reported access by driving and parking. These riders would have had to park on public streets or in private lots. Some may have carpooled or parked in spaces that turned over during the day, reducing the net capacity requirement. Some who reported that they drove and parked may actually have been dropped off from vehicles that were not parked near the stations. The percentages of drive trips could also be overstated if passengers who drove to stations were more inclined to fill out surveys than those who used other access modes,

Central Segment

Walking access rates were very high at Charles/MGH (91%), Park Street (90%), and Downtown Crossing (85%). At South Station, only 31% of the riders accessed the Red Line directly by walking, while 56% transferred from commuter rail, 6% transferred from private-carrier buses, and 4% transferred from MBTA buses. Broadway Station had the highest rate of MBTA bus access (33%), but more riders walked there (53%). Broadway was also the only station on the segment where more than 1% of riders reported access by driving (9%) or being dropped off (5%). Bus access was also notable at Downtown Crossing (13%) and Park Street (6%). Charles/MGH was the only station other than South Station with reported commuter rail access (7%), and these were indirect transfers by walking from North Station.

Dorchester Branch

Walking was the single-most-common mode of access to each station on this segment, but its importance varied widely among stations. The highest walk-in rates were at Savin Hill (88%) and Shawmut (72%). Neither station has direct bus connections, but both are within walking distance of bus stops. JFK/UMass had the lowest walk-in rate (47%), mostly because of the importance of shuttle buses from the University of Massachusetts Boston campus, which accounted for 30% of the riders. Walk-in rates at the other three stations ranged from 55% at Ashmont to 66% at Fields Corner. These three stations had the highest rates of MBTA bus access, ranging from 20% at Fields Corner to 24% at Ashmont. Another 4% of Ashmont riders transferred from Brockton Area Transit (BAT) buses. (Riders who transferred to the Red Line from the Mattapan High-Speed Line are included in the station reports for the High-Speed Line rather than in the Ashmont reports.)

Automobile access accounted for relatively small shares of entries at most of the stations. Except at Shawmut, drive-ins ranged from 6% to 10% at each station, and drop-offs from 3% to 6%. At Shawmut, driving access was reported by 23% of the respondents, but the true rate may have been overstated because of a low sample size.

South Shore Branch

Access mode patterns varied widely among the South Shore branch stations. Walking access rates were highest at Wollaston (60%) and North Quincy (53%). At both of these stations, 32% of riders arrived by driving and parking. At North Quincy, 4% of riders transferred from MBTA buses, but Wollaston had almost no reported bus transfers. Quincy Center had the highest rate of bus access (29%), while 41% of the riders there walked in and 16% drove.

Quincy Adams had by far the highest rate of driving access (77%) and the lowest rate of walk-ins (8%) on the segment, and also had relatively few bus transfers (3%). Braintree Station had the second-highest driving access rate (51%) and the second-lowest bus access rate (6%). It also had by far the highest reported rate of drop-offs (25%). At all of the other stations, drop-off rates ranged from 7% to 10%.

Mattapan High-Speed Line

Walking was the most common access mode for each station except Butler. At Capen Street, Valley Road, and Cedar Grove, over 90% of the riders walked in. At Butler, 52% drove in and 48% walked in. Milton Station had the second-highest drive-in rate (22%), but 63% walked in and 10% were dropped off. Drop-offs accounted for no more than 5% at other stations, and Valley Road, Butler, and Cedar Grove had none reported. At Mattapan Station, 57% of the riders walked in, 27% arrived by bus, and 10% drove in.

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 Red Line station, 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 Red 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

Northern Segment

Access times are closely related to the size of the market area of each station. For the stations on the northern segment, the mean walk-access time ranged from 8.1 to 8.6 minutes, except for Alewife, where the mean was slightly longer (10.7 minutes). These times are relatively long compared to the other transit lines, partly due to longer average spacing between stations on the Red Line.

At stations where walking accounted for most of the private-access trips, the overall mean private-access time was determined mainly by the mean walking time. At Alewife, where more riders drove than walked, the overall mean of 16.7 minutes was about midway between the 10.7-minute walking mean and the 22.2-minute driving mean. Mean drop-off times were shorter than mean driving times at every station. The largest difference between the two was reported by the passengers boarding at Kendall/MIT (27.5 minutes for drive-in access compared to 6.8 minutes for drop-off access).

Approximately 98% of the walking trips took less than 20 minutes, or less than one mile for an average person. At Alewife, about 5% of the reported walking trips exceeded 20 minutes, but none exceeded 45 minutes.

Central Segment

Less than 2% of riders entering at central segment stations used park-and-ride access. The mean access time for these riders was 13.9 minutes. Drop-offs were even less common, at less than 1%. The mean access time for drop-offs was 14.9 minutes.

Over 99% of the walking-access trips took 20 minutes or less. Mean walking-access times ranged from 6.4 to 7.2 minutes at all stations except Broadway

(8.7 minutes). The overall average access time for central segment stations by private transportation for the whole segment was 7.5 minutes, the lowest among all the segments of the Red Line.

Dorchester Branch

Mean access times to Dorchester branch segments by private transportation ranged from 7.2 to 10.3 minutes, with an overall average of 9.4 minutes. For walking-access trips, which accounted for the largest percentage of trips, the overall mean time was 8.4 minutes. Over 99% of walking trips took 20 minutes or less. Savin Hill Station, which is used mostly by residents of the neighborhood where it is located, had the shortest mean access times, including 6.7 minutes for walk-ins. Andrew Station, which serves riders from many Boston neighborhoods, had the longest mean park-and-ride access time, at 18.6 minutes. For the Dorchester branch overall, 93% of park-and-ride and drop-off access trips took 30 minutes or less.

South Shore Branch

Mean access times by private transportation to stations on the South Shore branch were significantly longer than those to stations on other Red Line segments, ranging from 9.5 minutes at North Quincy to 22.1 minutes at Quincy Adams. The longer mean times resulted from greater use of park-and-ride access and relatively large trip-attraction areas of South Shore stations. The stations on the South Shore branch are the closest points of access to the MBTA rapid transit system for much of southeastern Massachusetts. The overall mean time for park-and-ride access trips was 18.2 minutes, with the highest means at Quincy Adams (24.0 minutes) and Quincy Center (23.4 minutes).

Mean drop-off times for each station were much shorter than mean park-and-ride times overall, ranging from 5.2 minutes at Quincy Center to 17.4 minutes at Quincy Adams, compared to an overall mean of 10.4 minutes.

Overall, 97% of the walking-access trips to South Shore branch stations took 20 minutes or less. Mean reported walking times ranged from 8.4 minutes at North Quincy to 12.1 minutes at Braintree.

Mattapan High-Speed Line

The overall mean access time for stations on the Mattapan High-Speed Line was 8.9 minutes. This was influenced most strongly by the mean walking-access time of 8.7 minutes. Mattapan Station, which serves riders from many more locations than any of other High-Speed Line stations do, had the longest mean times for each access mode. These included 11.0 minutes for walk-ins and drop-offs and 16.8 minutes for park-and-ride. (Ashmont Station had too few survey responses for High-Speed Line boardings to allow valid calculations of access times.)

5.3 TRANSFERS TO THE RED 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 Red 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 Red 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
BAT	Brockton Area Transit
BBL	Bloom Bus Lines
BEX	Boston Express Bus
BNZ	Bonanza Bus Lines
CJ	C&J bus
CON	Concord Coach Lines
DAT	DATTCO bus
PB	Plymouth & Brockton Street Railway Co.
PPB	Peter Pan Bus Lines
UMB	UMass Boston shuttle
Unspecified	Respondent checked bus, but listed no route

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 Red Line. In cases involving multiple transfers, the intermediate link is not specified. For example, the Central Station table shows nine transfers from Route 86, which does not go to that station. It may be presumed that those riders transferred from Route 86 to Route 70, but they would not be included in the transfer totals from that route. 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. Transfers to stations on each segment of the Red Line are discussed below.

Northern Segment

Bus transfers as a share of total boardings were greatest (47%) at Harvard Station, which has direct connections with 13 MBTA bus routes. Survey responses were received from riders transferring to the Red Line from 12 of these routes. Routes 71 and 73 alone accounted for over half (53%) of the transfers. Shares of transfers from other routes ranged from 9% to less than 1% each, with six of these routes accounting for a combined total of 40%.

At Alewife, responses were received from riders transferring from each of the six bus routes serving the station during the survey hours. The riders were fairly evenly distributed among the routes, with 14% to 19% of the transfers coming from each route. At Davis, transfers from the top three of the six connecting bus routes (87, 88, and 94) accounted for 69% of the total transfers.

Porter Station has direct connections with three MBTA bus routes, all of which also have direct connections with other Red Line stations. Only 10% of all Red Line riders entering at Porter transferred from buses. However, Porter is the only station in this segment with a direct commuter rail connection, and 15% of the Porter entries were transfers from commuter rail. At Central, 80% of the bus transfers came from routes that extend to points outside of Cambridge across the Charles River. The longest of these, Routes 70 and 70A, which serve Allston, Brighton, Watertown, and Waltham, accounted for 37%. At Kendall/MIT, only 5% of entering riders transferred from all four connecting MBTA bus routes combined.

Central Segment

The importance of bus transfers varies greatly among stations on this segment. Charles/MGH has no direct bus connections, and no riders entering there reported transferring from buses. At the opposite extreme, at Broadway Station, which has three MBTA bus connections, 34% of all entering riders reported transferring from buses, almost all of them from Route 9 or Route 11. At South Station, transfers from private-carrier buses accounted for slightly more entries (5%) than transfers from MBTA buses (4%).

At South Station, 57% of riders transferred from commuter rail, with every South Side line being represented. The summary table was limited to showing 40 stations, in descending order of numbers of transfer riders originated, and these accounted for 90% of the commuter rail transfers. Mansfield Station, on the Providence Line, had the largest individual share, at 5%.

At Charles/MGH, 7% of the entering riders made indirect transfers from commuter rail by walking from North Station. Seven stations on the

Newburyport/Rockport Line accounted for 86% of the transfer riders, and three stations on the Haverhill Line accounted for the rest.

Dorchester Branch

Ashmont Station has direct connections with nine MBTA bus routes and one Brockton Area Transit bus route. These accounted for 28% of all Red Line boardings at Ashmont. The largest individual share of bus transfers (nearly 30%) came from Route 240. Riders transferring to the Red Line from the Mattapan High-Speed Line were included in the reports for the stations where they boarded that line, and are not included in the Ashmont boarding totals. (Passengers shown as making indirect transfers to the Red Line from bus Routes 24 and 33 used Route 27 rather than the High-Speed Line as the intermediate link.) At JFK/UMass Station, 30% of the Red Line riders transferred from shuttle buses from the University of Massachusetts Boston campus. Another 3% transferred from one of the three MBTA bus routes that serve that station, with Route 41 alone accounting for half of the transfers. Another 1% transferred from commuter rail trains on the Old Colony lines.

At Andrew Station, transfers were reported from four of the six MBTA bus routes that stopped there during the survey hours. These accounted for 23% of all Red Line entries there. Route 16 alone accounted for 40% of these transfers. At Fields Corner, 20% of Red Line entries transferred from MBTA buses. These transfers came from five of the six bus routes that stopped there during the survey hours. Routes 201 and 202, which are clockwise and counterclockwise variations of the same loop route, accounted for 74% of these transfers. Savin Hill and Shawmut have no direct bus connections, but are within walking distance of stops on MBTA bus Route 18. Savin Hill had no reported transfer activity. At Shawmut, 1% of riders transferred from Route 18, based on only one actual survey return with such a transfer.

South Shore Branch

Most of the bus transfer activity on the South Shore branch occurred at Quincy Center. Transfers were reported from 11 of the 15 MBTA bus routes that serve Quincy Center directly, along with an indirect transfer from an MBTA-contract bus route. Overall, bus transfers accounted for 28% of the Red Line boardings at Quincy Center. Bus Routes 225, 222, and 220 together accounted for 69% of these transfers. In addition, nearly 2% of the Red Line boardings there were from transfers from the Middleborough/Lakeville and Greenbush commuter rail lines. Bus transfers at the other South Shore branch stations ranged from under 1% at Wollaston to 6% at Braintree.

Mattapan High-Speed Line

The only reported bus transfers to the Mattapan High-Speed Line occurred at Mattapan, Central Avenue, and Ashmont. The samples at Central Avenue and Ashmont were too small to permit drawing any meaningful conclusions. At Mattapan Station, 27% of riders boarding the High-Speed Line transferred

from buses. Transfers were reported from eight of the nine bus routes that serve this station. The top four routes (28, 33, 31, and 24) together accounted for 68% of the transfers.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Alewife

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,068	26.9%
Drive/Park Access	2,749	35.8%
Drop-off Access	495	6.4%
Taxi Access	10	0.1%
Shuttle/Van Access	105	1.4%
Bicycle Access	453	5.9%
Other Access	0	0.0%
Total Private Trans.	5,881	76.6%
MBTA Bus	1,778	23.2%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	17	0.2%
Total Public Trans.	1,795	23.4%
TOTAL	7,676	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	487	25.4%	103	3.9%	79	17.8%	109	19.5%	777	13.9%
6-10	753	39.3%	533	20.0%	164	37.2%	143	25.6%	1,592	28.5%
11-15	405	21.1%	580	21.8%	96	21.7%	197	35.3%	1,278	22.9%
16-20	181	9.4%	457	17.2%	61	13.9%	68	12.2%	767	13.7%
21-30	68	3.5%	570	21.4%	14	3.1%	21	3.7%	672	12.0%
31-45	24	1.2%	280	10.5%	14	3.1%	21	3.7%	338	6.1%
Over 45	0	0.0%	140	5.3%	14	3.1%	0	0.0%	153	2.8%
TOTAL	1,918	100.0%	2,661	100.0%	440	100.0%	559	100.0%	5,578	100.0%
No Answer	150		88		55		10		303	
Avg. Time (min)		10.7		22.2		13.9		13.2		16.7

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Alewife

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
 Riders

79	340
76	324
67	299
350	286
62	283
84	246

**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

RED LINE

Entry Station: Davis

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	6,105	70.3%
Drive/Park Access	421	4.8%
Drop-off Access	337	3.9%
Taxi Access	0	0.0%
Shuttle/Van Access	53	0.6%
Bicycle Access	192	2.2%
Other Access	9	0.1%
Total Private Trans.	7,117	81.9%
MBTA Bus	1,571	18.1%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,571	18.1%
TOTAL	8,688	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	1,923	32.8%	114	30.6%	204	60.6%	110	43.3%	2,352	34.4%
6-10	2,621	44.7%	130	34.7%	90	26.8%	77	30.2%	2,918	42.7%
11-15	1,125	19.2%	67	18.1%	9	2.8%	58	22.9%	1,260	18.4%
16-20	191	3.3%	24	6.4%	19	5.5%	9	3.7%	243	3.6%
21-30	9	0.2%	24	6.4%	15	4.3%	0	0.0%	48	0.7%
31-45	0	0.0%	15	3.9%	0	0.0%	0	0.0%	15	0.2%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	5,870	100.0%	373	100.0%	337	100.0%	254	100.0%	6,834	100.0%
No Answer	235		48		0		0		283	
Avg. Time (min)		8.5		11.9		8.1		8.6		8.7

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

Transfers to the Rapid Transit System

Expanded Results

RED LINE

Entry Station: Davis

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
 Riders

88	370
94	363
87	357
96	224
89	219
80	24
90	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

RED LINE

Expanded Results

Entry Station: Porter

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	4,242	70.1%
Drive/Park Access	148	2.4%
Drop-off Access	109	1.8%
Taxi Access	0	0.0%
Shuttle/Van Access	20	0.3%
Bicycle Access	72	1.2%
Other Access	10	0.2%
Total Private Trans.	4,603	76.1%
MBTA Bus	574	9.5%
Other Bus	0	0.0%
Commuter Rail	876	14.5%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,449	23.9%
TOTAL	6,052	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	1,430	35.3%	33	22.3%	54	48.9%	60	58.0%	1,576	35.7%
6-10	1,862	45.9%	78	52.7%	50	45.3%	13	12.2%	2,002	45.3%
11-15	688	17.0%	20	13.8%	6	5.7%	20	19.9%	736	16.7%
16-20	54	1.3%	0	0.0%	0	0.0%	10	9.9%	64	1.4%
21-30	20	0.5%	6	4.2%	0	0.0%	0	0.0%	27	0.6%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	10	6.9%	0	0.0%	0	0.0%	10	0.2%
TOTAL	4,054	100.0%	148	100.0%	109	100.0%	103	100.0%	4,415	100.0%
No Answer	188		0		0		0		188	
Avg. Time (min)		8.2		13.4		7.0		8.5		8.4

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Porter

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
South Acton	258
West Concord	99
Littleton/Route 495	71
North Leominster	64
Ayer	63
Waltham	57
Concord	44
Shirley	39
Lincoln	38
Brandeis/Roberts	27
Lynn	20
Waverley	20
Fitchburg	19
Beverly	17
Swampscott	17
Salem	10
Belmont	6
Silver Hill	6

MBTA Bus Routes:	Number of Riders
77	439
83	118
87	17

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

RED LINE

Expanded Results

Entry Station: Harvard

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	4,970	48.1%
Drive/Park Access	168	1.6%
Drop-off Access	151	1.5%
Taxi Access	0	0.0%
Shuttle/Van Access	88	0.8%
Bicycle Access	66	0.6%
Other Access	39	0.4%
Total Private Trans.	5,482	53.0%
MBTA Bus	4,822	46.7%
Other Bus	31	0.3%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	4,853	47.0%
TOTAL	10,334	100.0%
No Answer	46	

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	1,875	40.7%	15	10.4%	101	66.7%	39	22.0%	2,030	40.0%
6-10	1,674	36.4%	46	31.1%	25	16.7%	74	41.8%	1,820	35.8%
11-15	664	14.4%	31	20.8%	0	0.0%	41	23.0%	735	14.5%
16-20	299	6.5%	31	20.8%	25	16.7%	23	13.3%	379	7.5%
21-30	92	2.0%	0	0.0%	0	0.0%	0	0.0%	92	1.8%
31-45	0	0.0%	15	10.4%	0	0.0%	0	0.0%	15	0.3%
Over 45	0	0.0%	10	6.6%	0	0.0%	0	0.0%	10	0.2%
TOTAL	4,605	100.0%	148	100.0%	151	100.0%	177	100.0%	5,081	100.0%
No Answer	366		20		0		15		401	
Avg. Time (min)		8.6		18.2		8.0		10.4		8.9

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

RED LINE

Entry Station: Harvard

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

73	1,569
71	1,033
72	432
77	412
86	291
74	274
66	274
78	225
75	119
69	109
1	49
96	35

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	31
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MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Central

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	6,569	83.6%
Drive/Park Access	207	2.6%
Drop-off Access	68	0.9%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	52	0.7%
Other Access	0	0.0%
Total Private Trans.	6,896	87.8%
MBTA Bus	951	12.1%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	11	0.1%
Total Public Trans.	963	12.2%
TOTAL	7,859	100.0%
No Answer	75	

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	1,757	39.1%	17	18.5%	11	16.0%	11	51.0%	1,796	38.4%
6-10	1,910	42.5%	26	27.8%	37	54.6%	11	49.0%	1,984	42.5%
11-15	637	14.2%	30	32.7%	20	29.3%	0	0.0%	687	14.7%
16-20	175	3.9%	11	11.7%	0	0.0%	0	0.0%	185	4.0%
21-30	11	0.2%	0	0.0%	0	0.0%	0	0.0%	11	0.2%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	9	9.3%	0	0.0%	0	0.0%	9	0.2%
TOTAL	4,490	100.0%	92	100.0%	68	100.0%	22	100.0%	4,672	100.0%
No Answer	2,079		115		0		30		2,224	
Avg. Time (min)		8.1		16.0		10.0		6.4		8.2

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Central

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

70	233
64	150
1	124
70A	121
91	102
47	101
83	67
CT1	33
77	11
86	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

RED LINE

Expanded Results

Entry Station: Kendall/MIT

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	3,613	86.4%
Drive/Park Access	130	3.1%
Drop-off Access	70	1.7%
Taxi Access	0	0.0%
Shuttle/Van Access	109	2.6%
Bicycle Access	38	0.9%
Other Access	0	0.0%
Total Private Trans.	3,960	94.7%
MBTA Bus	223	5.3%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	223	5.3%
TOTAL	4,183	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	1,478	43.2%	0	0.0%	61	87.0%	14	12.1%	1,553	41.7%
6-10	1,277	37.4%	9	7.9%	0	0.0%	75	63.7%	1,362	36.6%
11-15	450	13.2%	14	12.4%	0	0.0%	14	12.1%	478	12.8%
16-20	152	4.4%	27	23.6%	9	13.0%	0	0.0%	188	5.1%
21-30	61	1.8%	38	32.6%	0	0.0%	0	0.0%	99	2.7%
31-45	0	0.0%	9	7.9%	0	0.0%	14	12.1%	23	0.6%
Over 45	0	0.0%	18	15.7%	0	0.0%	0	0.0%	18	0.5%
TOTAL	3,418	100.0%	116	100.0%	70	100.0%	118	100.0%	3,722	100.0%
No Answer	195		14		0		29		238	
Avg. Time (min)	8.1		27.5		6.8		13.5		8.8	

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Kendall/MIT

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
 Riders

85	87
CT2	75
68	38
64	23

**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

RED LINE

Expanded Results

Entry Station: Charles/MGH

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	3,728	90.9%
Drive/Park Access	15	0.4%
Drop-off Access	31	0.8%
Taxi Access	0	0.0%
Shuttle/Van Access	46	1.1%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	3,820	93.2%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	280	6.8%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	280	6.8%
TOTAL	4,101	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	1,973	57.4%	0	0.0%	15	50.0%	0	0.0%	1,988	56.3%
6-10	958	27.9%	0	0.0%	0	0.0%	31	66.7%	989	28.0%
11-15	348	10.1%	0	0.0%	0	0.0%	15	33.3%	363	10.3%
16-20	123	3.6%	0	0.0%	15	50.0%	0	0.0%	138	3.9%
21-30	27	0.8%	15	100.0%	0	0.0%	0	0.0%	42	1.2%
31-45	9	0.2%	0	0.0%	0	0.0%	0	0.0%	9	0.2%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	3,437	100.0%	15	100.0%	31	100.0%	46	100.0%	3,529	100.0%
No Answer	291		0		0		0		291	
Avg. Time (min)		7.0		30.0		11.5		11.0		7.2



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Charles/MGH

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Salem	62
Gloucester	42
Beverly	33
Lynn	31
Newburyport	31
North Beverly	27
Ipswich	15
Lawrence	15
Reading	15
Ballardvale	9

MBTA Bus Routes:

(None identified)

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

RED LINE

Expanded Results

Entry Station: Park Street

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,776	89.9%
Drive/Park Access	18	0.9%
Drop-off Access	18	0.9%
Taxi Access	0	0.0%
Shuttle/Van Access	9	0.5%
Bicycle Access	9	0.4%
Other Access	0	0.0%
Total Private Trans.	1,830	92.6%
MBTA Bus	100	5.0%
Other Bus	28	1.4%
Commuter Rail	9	0.4%
Boat	9	0.4%
Other	0	0.0%
Total Public Trans.	145	7.4%
TOTAL	1,975	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	1,010	63.1%	0	0.0%	0	0.0%	0	0.0%	1,010	62.0%
6-10	436	27.2%	0	0.0%	0	0.0%	9	100.0%	444	27.3%
11-15	63	4.0%	0	0.0%	0	0.0%	0	0.0%	63	3.9%
16-20	83	5.2%	0	0.0%	9	100.0%	0	0.0%	92	5.7%
21-30	9	0.5%	9	100.0%	0	0.0%	0	0.0%	18	1.1%
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	1,601	100.0%	9	100.0%	9	100.0%	9	100.0%	1,627	100.0%
No Answer	176		9		9		9		203	
Avg. Time (min)	6.8		30.0		20.0		10.0		7.0	

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

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
55	19
43	18
749	9

Boat, Boarded at Dock Indicated:	Number of Riders
Hull	9

Other Bus Routes:	Number of Riders
CJ	9
Unspecified Bus	19



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Downtown Crossing

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,711	85.6%
Drive/Park Access	13	0.4%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	32	1.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	2,756	87.0%
MBTA Bus	411	13.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	411	13.0%
TOTAL	3,167	100.0%
No Answer	111	

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	1,326	57.0%	0	0.0%			0	0.0%	1,326	55.9%
6-10	773	33.2%	0	0.0%			0	0.0%	773	32.6%
11-15	227	9.8%	0	0.0%			32	100.0%	260	10.9%
16-20	0	0.0%	13	100.0%	(No responses)		0	0.0%	13	0.6%
21-30	0	0.0%	0	0.0%			0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	2,327	100.0%	13	100.0%			32	100.0%	2,373	100.0%
No Answer	384		0				0		384	
Avg. Time (min)		6.4		20.0				15.0		6.6

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Downtown Crossing

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
 Riders

749	280
553	46
92	32
93	26
11	13
43	13

**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

RED LINE

Expanded Results

Entry Station: South Station

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,638	31.3%
Drive/Park Access	85	1.0%
Drop-off Access	27	0.3%
Taxi Access	31	0.4%
Shuttle/Van Access	54	0.6%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	2,834	33.7%
MBTA Bus	346	4.1%
Other Bus	406	4.8%
Commuter Rail	4,807	57.1%
Boat	27	0.3%
Other	0	0.0%
Total Public Trans.	5,585	66.3%
TOTAL	8,420	100.0%
No Answer	45	

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	1,130	51.5%	20	23.7%	13	100.0%	0	0.0%	1,164	50.3%
6-10	753	34.3%	51	60.5%	0	0.0%	0	0.0%	804	34.8%
11-15	125	5.7%	0	0.0%	0	0.0%	0	0.0%	125	5.4%
16-20	185	8.5%	0	0.0%	0	0.0%	0	0.0%	185	8.0%
21-30	0	0.0%	0	0.0%	0	0.0%	20	100.0%	20	0.9%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	13	15.8%	0	0.0%	0	0.0%	13	0.6%
TOTAL	2,193	100.0%	85	100.0%	13	100.0%	20	100.0%	2,312	100.0%
No Answer	444		0		13		65		523	
Avg. Time (min)		7.2		16.7		5.0		25.0		7.7

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: South Station

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Mansfield	252
Sharon	234
Kingston	214
Attleboro	185
Canton Junction	167
Providence	161
Abington	154
Whitman	152
Middleborough/Lakeville	141
Hanson	138
Natick	138
Canton Center	125
Norfolk	123
South Attleboro	121
Walpole	121
Brockton	120
Worcester/Union Station	118
Route 128	105
Southborough	105
West Natick	98
Stoughton	94
Halifax	94
South Weymouth	94
Hyde Park	80
Framingham	78
Westborough	74
Holbrook/Randolph	74
Weymouth Landing	74
Cohasset	67
West Roxbury	65
Readville	60
Bridgewater	54
Windsor Gardens	54
Montello	53
North Scituate	53
Greenbush	47
Roslindale Village	47
Forge Park/Route 495	45
Campello	40
Needham Heights	40
Other stations	455

MBTA Bus Routes:	Number of Riders
504	121
7	100
501	51
SL2	47
11	13
459	13

Other Bus Routes:	Number of Riders
BEX	87
BNZ	60
CON	60
PB	60
CJ	54
DAT	40
BBL	31
Other routes	13

Boat, Boarded at Dock Indicated:	Number of Riders
Hingham	27



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Broadway

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,381	52.7%
Drive/Park Access	233	8.9%
Drop-off Access	117	4.4%
Taxi Access	0	0.0%
Shuttle/Van Access	16	0.6%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,746	66.6%
MBTA Bus	875	33.4%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	875	33.4%
TOTAL	2,621	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	473	35.0%	117	50.0%	16	17.6%			605	36.2%
6-10	446	33.1%	42	18.2%	16	17.6%			504	30.2%
11-15	372	27.6%	32	13.6%	42	47.2%			446	26.7%
16-20	32	2.3%	27	11.4%	0	0.0%	(No responses)		58	3.5%
21-30	27	2.0%	0	0.0%	0	0.0%			27	1.6%
31-45	0	0.0%	16	6.8%	16	17.6%			32	1.9%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	1,349	100.0%	233	100.0%	90	100.0%			1,672	100.0%
No Answer	32		0		27		16		74	
Avg. Time (min)		8.7		10.9		17.1				9.5

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Broadway

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

11	472
9	387
47	16

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

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

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Andrew

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,415	65.2%
Drive/Park Access	223	6.0%
Drop-off Access	147	4.0%
Taxi Access	0	0.0%
Shuttle/Van Access	38	1.0%
Bicycle Access	38	1.0%
Other Access	0	0.0%
Total Private Trans.	2,861	77.2%
MBTA Bus	844	22.8%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	844	22.8%
TOTAL	3,705	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	1,006	46.4%	36	19.7%	0	0.0%	38	50.0%	1,081	41.9%
6-10	749	34.6%	36	19.7%	93	62.9%	0	0.0%	878	34.1%
11-15	357	16.4%	18	9.8%	18	12.4%	0	0.0%	393	15.3%
16-20	56	2.6%	0	0.0%	18	12.4%	38	50.0%	112	4.4%
21-30	0	0.0%	76	41.0%	18	12.4%	0	0.0%	94	3.7%
31-45	0	0.0%	18	9.8%	0	0.0%	0	0.0%	18	0.7%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	2,169	100.0%	185	100.0%	147	100.0%	76	100.0%	2,577	100.0%
No Answer	246		38		0		0		284	
Avg. Time (min)		7.8		18.6		12.8		12.5		9.0

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Andrew

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

16	337
10	244
17	206
CT3	56

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

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

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: JFK/UMass

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,162	47.0%
Drive/Park Access	310	6.8%
Drop-off Access	205	4.5%
Taxi Access	0	0.0%
Shuttle/Van Access	315	6.9%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	2,992	65.1%
MBTA Bus	156	3.4%
Other Bus	1,369	29.8%
Commuter Rail	53	1.1%
Boat	0	0.0%
Other	26	0.6%
Total Public Trans.	1,605	34.9%
TOTAL	4,597	100.0%
No Answer	52	

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	519	26.3%	26	8.5%	26	12.5%	158	50.1%	729	26.0%
6-10	1,094	55.3%	129	41.6%	102	49.8%	131	41.5%	1,456	51.8%
11-15	260	13.1%	77	24.9%	51	24.9%	26	8.4%	415	14.8%
16-20	105	5.3%	26	8.5%	0	0.0%	0	0.0%	132	4.7%
21-30	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
31-45	0	0.0%	26	8.2%	0	0.0%	0	0.0%	26	0.9%
Over 45	0	0.0%	26	8.2%	26	12.8%	0	0.0%	52	1.8%
TOTAL	1,979	100.0%	310	100.0%	205	100.0%	315	100.0%	2,810	100.0%
No Answer	183		0		0		0		183	
Avg. Time (min)	9.1		17.5		16.4		7.2		10.3	

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: JFK/UMass

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Campello	26
Holbrook/Randolph	26

MBTA Bus Routes:	Number of Riders
41	78
8	53
16	26

Boat, Boarded at Dock Indicated:	Number of Riders
(None identified)	

Other Bus Routes:	Number of Riders
UMB	1,343
Unspecified Bus	26

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

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: North Quincy

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,825	52.5%
Drive/Park Access	1,735	32.2%
Drop-off Access	460	8.6%
Taxi Access	0	0.0%
Shuttle/Van Access	125	2.3%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	5,146	95.6%
MBTA Bus	235	4.4%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	235	4.4%
TOTAL	5,381	100.0%
No Answer	40	

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	1,071	40.6%	260	17.3%	267	67.2%	74	59.2%	1,673	35.9%
6-10	1,063	40.3%	662	44.1%	107	26.9%	0	0.0%	1,832	39.3%
11-15	363	13.8%	251	16.7%	12	2.9%	40	31.5%	665	14.3%
16-20	114	4.3%	209	13.9%	12	2.9%	12	9.2%	347	7.4%
21-30	28	1.1%	74	4.9%	0	0.0%	0	0.0%	102	2.2%
31-45	0	0.0%	35	2.3%	0	0.0%	0	0.0%	35	0.7%
Over 45	0	0.0%	12	0.8%	0	0.0%	0	0.0%	12	0.2%
TOTAL	2,639	100.0%	1,503	100.0%	398	100.0%	125	100.0%	4,665	100.0%
No Answer	186		233		63		0		482	
Avg. Time (min)	8.4		12.7		5.9		8.2		9.5	

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: North Quincy

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

211	155
210	40
212	40

**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

RED LINE

Expanded Results

Entry Station: Wollaston

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,132	59.5%
Drive/Park Access	1,153	32.2%
Drop-off Access	247	6.9%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	41	1.1%
Other Access	0	0.0%
Total Private Trans.	3,573	99.8%
MBTA Bus	8	0.2%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	8	0.2%
TOTAL	3,582	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	535	27.7%	305	27.4%	107	46.5%	8	20.0%	955	28.8%
6-10	881	45.6%	330	29.6%	91	39.3%	25	59.9%	1,326	40.0%
11-15	346	17.9%	198	17.8%	16	7.1%	8	20.0%	568	17.1%
16-20	82	4.3%	132	11.9%	0	0.0%	0	0.0%	214	6.5%
21-30	90	4.7%	115	10.4%	0	0.0%	0	0.0%	205	6.2%
31-45	0	0.0%	33	3.0%	16	7.1%	0	0.0%	49	1.5%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	1,934	100.0%	1,112	100.0%	231	100.0%	41	100.0%	3,318	100.0%
No Answer	198		41		17		0		255	
Avg. Time (min)		9.7		13.1		9.6		9.6		10.8

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Wollaston

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

211

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

RED LINE

Expanded Results

Entry Station: Quincy Center

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,520	41.3%
Drive/Park Access	985	16.2%
Drop-off Access	520	8.5%
Taxi Access	23	0.4%
Shuttle/Van Access	137	2.3%
Bicycle Access	30	0.5%
Other Access	23	0.4%
Total Private Trans.	4,238	69.5%
MBTA Bus	1,678	27.5%
Other Bus	65	1.1%
Commuter Rail	113	1.8%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	1,856	30.5%
TOTAL	6,094	100.0%
No Answer	30	

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	353	38.7%	30	8.2%	179	83.1%	0	0.0%	562	37.0%
6-10	321	35.2%	76	21.1%	36	16.9%	18	61.0%	452	29.8%
11-15	167	18.3%	54	15.1%	0	0.0%	12	39.0%	233	15.4%
16-20	36	4.0%	60	16.5%	0	0.0%	0	0.0%	96	6.3%
21-30	35	3.8%	35	9.7%	0	0.0%	0	0.0%	70	4.6%
31-45	0	0.0%	71	19.7%	0	0.0%	0	0.0%	71	4.7%
Over 45	0	0.0%	35	9.7%	0	0.0%	0	0.0%	35	2.3%
TOTAL	913	100.0%	361	100.0%	215	100.0%	30	100.0%	1,519	100.0%
No Answer	1,607		624		304		184		2,720	
Avg. Time (min)		8.7		23.4		5.2		9.5		11.7

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Quincy Center

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Montello	48
Greenbush	30
Brockton	23
Cohasset	12

MBTA Bus Routes:	Number of Riders
225	536
222	438
220	248
214	124
216	113
245	53
238	48
215	41
230	35
221	18
217	12
714	12

Boat, Boarded at Dock Indicated:

(None identified)

Other Bus Routes:	Number of Riders
Unspecified Bus	65



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Quincy Adams

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	247	7.7%
Drive/Park Access	2,482	77.2%
Drop-off Access	333	10.3%
Taxi Access	18	0.6%
Shuttle/Van Access	22	0.7%
Bicycle Access	0	0.0%
Other Access	11	0.3%
Total Private Trans.	3,113	96.8%
MBTA Bus	103	3.2%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	103	3.2%
TOTAL	3,216	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	21	8.9%	134	5.7%	63	20.2%	7	14.5%	225	7.7%
6-10	132	55.7%	405	17.3%	102	32.8%	22	42.7%	660	22.5%
11-15	53	22.5%	396	17.0%	52	16.7%	22	42.7%	523	17.8%
16-20	30	12.9%	333	14.3%	31	10.0%	0	0.0%	395	13.5%
21-30	0	0.0%	495	21.2%	22	7.0%	0	0.0%	517	17.6%
31-45	0	0.0%	436	18.7%	21	6.7%	0	0.0%	457	15.6%
Over 45	0	0.0%	136	5.8%	20	6.5%	0	0.0%	156	5.3%
TOTAL	236	100.0%	2,334	100.0%	312	100.0%	51	100.0%	2,934	100.0%
No Answer	11		148		20		0		179	
Avg. Time (min)	11.4		24.0		17.4		10.8		22.1	

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Quincy Adams

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

238

92

230

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

RED LINE

Expanded Results

Entry Station: Braintree

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	405	13.0%
Drive/Park Access	1,587	50.9%
Drop-off Access	766	24.6%
Taxi Access	8	0.3%
Shuttle/Van Access	68	2.2%
Bicycle Access	13	0.4%
Other Access	8	0.3%
Total Private Trans.	2,855	91.6%
MBTA Bus	179	5.7%
Other Bus	8	0.3%
Commuter Rail	76	2.4%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	263	8.4%
TOTAL	3,119	100.0%
No Answer	13	

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	55	16.6%	174	12.3%	189	27.4%	21	28.5%	439	17.5%
6-10	111	33.4%	403	28.5%	274	39.6%	40	53.7%	827	32.9%
11-15	129	38.9%	337	23.8%	108	15.6%	13	17.8%	587	23.4%
16-20	21	6.3%	200	14.1%	58	8.4%	0	0.0%	279	11.1%
21-30	8	2.4%	187	13.2%	42	6.1%	0	0.0%	237	9.4%
31-45	8	2.4%	79	5.6%	21	3.0%	0	0.0%	108	4.3%
Over 45	0	0.0%	34	2.4%	0	0.0%	0	0.0%	34	1.4%
TOTAL	331	100.0%	1,414	100.0%	692	100.0%	74	100.0%	2,511	100.0%
No Answer	73		174		74		24		345	
Avg. Time (min)		12.1		17.4		11.7		9.5		14.9

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Braintree

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Abington	39
Halifax	16
Holbrook/Randolph	13
South Weymouth	8

MBTA Bus Routes:	Number of Riders
230	150
238	21
236	8

Boat, Boarded at Dock Indicated:	Number of Riders
(None identified)	

Other Bus Routes:	Number of Riders
PB	8



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Savin Hill

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,242	88.6%
Drive/Park Access	105	7.5%
Drop-off Access	54	3.9%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,402	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	1,402	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	613	53.7%	41	48.3%	23	43.2%			677	52.9%
6-10	424	37.2%	13	15.5%	31	56.8%			468	36.6%
11-15	94	8.2%	0	0.0%	0	0.0%			94	7.3%
16-20	10	0.9%	10	12.1%	0	0.0%	(No responses)		21	1.6%
21-30	0	0.0%	10	12.1%	0	0.0%			10	0.8%
31-45	0	0.0%	10	12.1%	0	0.0%			10	0.8%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	1,141	100.0%	85	100.0%	54	100.0%			1,280	100.0%
No Answer	101		21		0				122	
Avg. Time (min)		6.7		13.9		6.9				7.2



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

RED LINE

Entry Station: Savin Hill

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

RED LINE

Expanded Results

Entry Station: Fields Corner

Access Mode:	Number of Riders	Percent of Riders
Walk Access	2,002	65.6%
Drive/Park Access	305	10.0%
Drop-off Access	113	3.7%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	13	0.4%
Total Private Trans.	2,434	79.8%
MBTA Bus	616	20.2%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	616	20.2%
TOTAL	3,050	100.0%
No Answer	13	

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	629	34.8%	106	38.0%	20	19.7%	0	0.0%	755	34.3%
6-10	637	35.2%	60	21.5%	54	53.5%	0	0.0%	751	34.1%
11-15	391	21.6%	66	23.8%	13	13.4%	0	0.0%	471	21.4%
16-20	125	6.9%	13	4.8%	0	0.0%	13	100.0%	152	6.9%
21-30	27	1.5%	33	11.9%	13	13.4%	0	0.0%	73	3.3%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	1,810	100.0%	278	100.0%	100	100.0%	13	100.0%	2,202	100.0%
No Answer	192		27		13		0		233	
Avg. Time (min)	9.4		11.4		11.3		20.0		9.8	

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Fields Corner

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

201	285
202	172
19	106
17	40
210	13

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)

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

Access to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Shawmut

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	1,284	71.5%
Drive/Park Access	408	22.8%
Drop-off Access	62	3.4%
Taxi Access	21	1.1%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	1,774	98.9%
MBTA Bus	20	1.1%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	20	1.1%
TOTAL	1,794	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	569	47.4%	102	26.3%	0	0.0%	21	100.0%	692	41.4%
6-10	408	33.9%	122	31.5%	21	33.3%	0	0.0%	550	32.9%
11-15	184	15.3%	82	21.0%	21	33.3%	0	0.0%	286	17.1%
16-20	21	1.7%	62	15.9%	21	33.3%	0	0.0%	103	6.2%
21-30	21	1.7%	0	0.0%	0	0.0%	0	0.0%	21	1.2%
31-45	0	0.0%	20	5.2%	0	0.0%	0	0.0%	20	1.2%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	1,202	100.0%	388	100.0%	62	100.0%	21	100.0%	1,672	100.0%
No Answer	82		21		0		0		102	
Avg. Time (min)	7.8		12.5		15.0		5.0		9.1	

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

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Shawmut

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

18

20

**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

RED LINE

Expanded Results

Entry Station: Ashmont

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	2,524	54.6%
Drive/Park Access	460	10.0%
Drop-off Access	283	6.1%
Taxi Access	14	0.3%
Shuttle/Van Access	14	0.3%
Bicycle Access	0	0.0%
Other Access	14	0.3%
Total Private Trans.	3,309	71.6%
MBTA Bus	1,120	24.2%
Other Bus	183	4.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	7	0.2%
Total Public Trans.	1,310	28.4%
TOTAL	4,619	100.0%
No Answer	22	

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	360	33.1%	71	34.6%	36	29.5%	7	100.0%	474	33.3%
6-10	391	35.8%	57	27.6%	49	41.0%	0	0.0%	497	34.9%
11-15	276	25.3%	35	17.0%	7	6.0%	0	0.0%	318	22.3%
16-20	57	5.2%	0	0.0%	21	17.5%	0	0.0%	78	5.5%
21-30	7	0.7%	22	10.6%	0	0.0%	0	0.0%	29	2.0%
31-45	0	0.0%	0	0.0%	7	6.0%	0	0.0%	7	0.5%
Over 45	0	0.0%	21	10.3%	0	0.0%	0	0.0%	21	1.5%
TOTAL	1,091	100.0%	205	100.0%	120	100.0%	7	100.0%	1,423	100.0%
No Answer	1,433		255		163		35		1,886	
Avg. Time (min)		9.4		15.4		10.7		5.0		10.3

Transfers to the Rapid Transit System

RED LINE

Expanded Results

Entry Station: Ashmont

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

240	389
21	225
22	135
27	107
215	72
23	72
26	70
24	28
33	14
217	7

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

BAT	141
Unspecified Bus	42



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Ashmont

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	32	62.2%
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	0	0.0%
Total Private Trans.	32	62.2%
MBTA Bus	19	37.8%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	19	37.8%
TOTAL	51	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	6	24.5%							6	24.5%
6-10	0	0.0%							0	0.0%
11-15	0	0.0%							0	0.0%
16-20	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
21-30	19	75.5%							19	75.5%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	25	100.0%							25	100.0%
No Answer	6								6	
Avg. Time (min)		23.9								23.9

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

Transfers to the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Ashmont

Transferring from:

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

(None identified)

MBTA Bus Routes:

22

Number of
Riders

19

**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

MATTAPAN HIGH SPEED LINE

Entry Station: Cedar Grove

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	94	91.4%
Drive/Park Access	9	8.6%
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.	103	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	103	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	65	69.1%	4	50.0%					70	67.5%
6-10	25	26.2%	0	0.0%					25	23.9%
11-15	0	0.0%	4	50.0%					4	4.3%
16-20	0	0.0%	0	0.0%	(No responses)		(No responses)		0	0.0%
21-30	4	4.7%	0	0.0%					4	4.3%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	94	100.0%	9	100.0%					103	100.0%
No Answer	0		0						0	
Avg. Time (min)		6.3		10.0						6.6



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Cedar Grove

Transferring from:

No responders provided information about their modes of access.



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Butler

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	83	47.7%
Drive/Park Access	91	52.3%
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.	174	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	174	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	79	100.0%	11	14.5%					90	58.0%
6-10	0	0.0%	54	71.0%					54	34.9%
11-15	0	0.0%	7	9.7%					7	4.7%
16-20	0	0.0%	0	0.0%	(No responses)		(No responses)		0	0.0%
21-30	0	0.0%	4	4.8%					4	2.4%
31-45	0	0.0%	0	0.0%					0	0.0%
Over 45	0	0.0%	0	0.0%					0	0.0%
TOTAL	79	100.0%	77	100.0%					156	100.0%
No Answer	4		14						18	
Avg. Time (min)		2.7		9.6						6.1



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Butler

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

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Milton

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	114	63.2%
Drive/Park Access	39	21.8%
Drop-off Access	19	10.4%
Taxi Access	4	2.3%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	4	2.3%
Total Private Trans.	180	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	180	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	77	76.4%	20	52.1%	14	74.0%	0	0.0%	111	68.3%
6-10	19	18.8%	9	22.9%	5	26.0%	0	0.0%	33	20.1%
11-15	2	2.4%	7	18.7%	0	0.0%	4	100.0%	14	8.5%
16-20	0	0.0%	2	6.2%	0	0.0%	0	0.0%	2	1.5%
21-30	2	2.4%	0	0.0%	0	0.0%	0	0.0%	2	1.5%
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	100	100.0%	39	100.0%	19	100.0%	4	100.0%	162	100.0%
No Answer	13		0		0		4		17	
Avg. Time (min)	5.6		8.6		5.2		15.0		6.5	



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Milton

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

MATTAPAN HIGH SPEED LINE

Entry Station: Central Avenue

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	432	80.0%
Drive/Park Access	62	11.5%
Drop-off Access	22	4.1%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	516	95.6%
MBTA Bus	7	1.4%
Other Bus	16	3.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	24	4.4%
TOTAL	540	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	255	63.8%	15	50.0%	22	100.0%			292	64.7%
6-10	99	24.7%	15	50.0%	0	0.0%			113	25.2%
11-15	38	9.6%	0	0.0%	0	0.0%			38	8.5%
16-20	7	1.8%	0	0.0%	0	0.0%	(No responses)		7	1.6%
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	399	100.0%	29	100.0%	22	100.0%			451	100.0%
No Answer	33		33		0				65	
Avg. Time (min)		6.2		6.3		4.0				6.1

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

Transfers to the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Central Avenue

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

240

7

**Boat, Boarded at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

BAT-12

16



MBTA Surveys: 2008-09

Rapid Transit Survey

Access to the Rapid Transit System

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Valley Road

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	30	91.7%
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	3	8.3%
Other Access	0	0.0%
Total Private Trans.	33	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	33	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	25	81.8%					3	100.0%	28	83.3%
6-10	3	9.1%					0	0.0%	3	8.3%
11-15	0	0.0%	(No responses)		(No responses)		0	0.0%	0	0.0%
16-20	3	9.1%					0	0.0%	3	8.3%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	30	100.0%					3	100.0%	33	100.0%
No Answer	0						0		0	
Avg. Time (min)		6.1						4.0		5.9



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Valley Road

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

MATTAPAN HIGH SPEED LINE

Entry Station: Capen Street

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	58	96.1%
Drive/Park Access	0	0.0%
Drop-off Access	2	3.9%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	0	0.0%
Total Private Trans.	60	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	60	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	51	87.8%			2	100.0%			53	88.2%
6-10	5	8.2%			0	0.0%			5	7.8%
11-15	0	0.0%			0	0.0%			0	0.0%
16-20	2	4.1%	(No responses)		0	0.0%	(No responses)		2	3.9%
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	58	100.0%			2	100.0%			60	100.0%
No Answer	0				0				0	
Avg. Time (min)		4.7				5.0				4.7



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Capen Street

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

MATTAPAN HIGH SPEED LINE

Entry Station: Mattapan

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	843	57.1%
Drive/Park Access	146	9.9%
Drop-off Access	48	3.2%
Taxi Access	0	0.0%
Shuttle/Van Access	0	0.0%
Bicycle Access	0	0.0%
Other Access	40	2.7%
Total Private Trans.	1,077	73.0%
MBTA Bus	370	25.1%
Other Bus	29	2.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	399	27.0%
TOTAL	1,476	100.0%
No Answer	29	

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	245	29.1%	49	42.1%	28	100.0%	20	100.0%	342	33.9%
6-10	220	26.1%	29	25.0%	0	0.0%	0	0.0%	250	24.8%
11-15	210	24.9%	9	7.9%	0	0.0%	0	0.0%	219	21.7%
16-20	159	18.8%	9	7.9%	0	0.0%	0	0.0%	168	16.7%
21-30	9	1.1%	0	0.0%	0	0.0%	0	0.0%	9	0.9%
31-45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Over 45	0	0.0%	20	17.1%	0	0.0%	0	0.0%	20	2.0%
TOTAL	843	100.0%	117	100.0%	28	100.0%	20	100.0%	1,007	100.0%
No Answer	0		29		20		20		69	
Avg. Time (min)	11.0		16.8		5.0		1.0		11.3	

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

Transfers to the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Mattapan

Transferring from:

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

(None identified)

MBTA Bus Routes:

Number of
 Riders

28	89
33	69
31	59
24	55
30	39
716	29
245	20
27	9

**Boat, Boarded at
 Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
 Riders

Unspecified Bus	29
-----------------	----

6

Exits from the Rapid Transit System

The tables in this chapter show, for the riders who entered the rapid transit system at each Red Line station, 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 line, 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. 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. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Red 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.

With the exception of the summary table, each of the tables comprises four columns. The first column shows the names of the stations or segments on the

⁶ For the purposes of this report, the Central Subway includes all Green Line stations from Lechmere through Kenmore and Symphony, inclusive.

line 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, Downtown Crossing appears in the Red Line table as “Downtown Crossing-R” and in the Orange Line table as “Downtown Crossing-O.” Red Line passengers would exit or transfer only at Downtown Crossing-R.

The second column, labeled “Exits,” shows, for the entry station, the number of riders who finally left the rapid transit system at the station 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 Red Line exit table, passengers transferring from the Red Line to the Orange Line at Downtown Crossing Station are shown in the “Transfers” column of the “Downtown Crossing-R” row. (They are not included in the Downtown Crossing-R “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 Red Line to the Orange Line will equal the combined total of riders either exiting or transferring again at Orange Line stations. (For example, from Porter Station, 128 riders transferred at Downtown Crossing-R to the Orange Line. The total Orange Line exits [122] plus the total Orange Line transfers [6] equals 128.)

The Red Line does not connect directly with the Blue Line, so passengers transferring between those lines use either the Orange Line from Downtown Crossing to State or the Green Line from Park Street to Government Center as an intermediate link. Those who transfer from the Red Line to the Blue Line via the Orange Line, for example, are counted in both the “Transfers” total for Downtown Crossing-R in the Red Line table and in the “Transfers” total for State-O in the Orange Line table.

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 Red 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.

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 segments 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

For purposes of discussion, references to the entire Red Line in this chapter include the Mattapan High-Speed Line. Because of the large number of rapid transit stations in the system, the exit stations of the Red Line riders are discussed here mostly in terms of line segment or branch rather than by individual station. The Red Line serves many of the largest trip-attraction areas in Boston and Cambridge directly. Consequently, the majority (80%) of riders who entered the rapid transit system at a Red Line station also exited from the rapid transit system at a Red Line station. Imbalances in the number of riders traveling between segments in one direction compared to the other (for example, inbound versus outbound) are largely attributable to the survey span having covered only the hours from 6:00 AM to 3:00 PM, when most riders would have made only the first half of a round-trip.

Northern Segment

Among riders entering at all northern segment stations combined, 82% also exited at Red Line stations. The next-largest group (14%) exited at Green Line stations, with most of the rest exiting at Orange Line stations.

Among the riders who boarded the Red Line on the northern segment, 35% also ended their rapid transit trips at one of the northern segment stations. More than half of these alighted either at Kendall/MIT (13%) or at Harvard (9%).

The largest number of northern segment riders, 60%, alighted at one of the central segment stations; this includes 42% who exited at a central segment station and 18% who transferred to the Green or Orange Lines. Only 4% of riders from the northern segment exited at stations on the Dorchester or South Shore branches or the Mattapan High-Speed Line.

Central Segment

Among riders entering at all central segment stations combined, 83% also exited at Red Line stations. The next-largest group (11%) exited at Green Line stations, with most of the rest exiting at Orange Line stations (5%).

Among riders who entered the Red Line on the central segment and also exited at a Red Line station, the northern segment had the highest percentage of exits (44%), with Harvard and Kendall/MIT combined accounting for 30%. Trips entirely within the central segment were the second-most-common, at 21%.

The Dorchester and South Shore branches each had 8% of the exits of trips from the central segment.

Dorchester Branch

Among riders entering at all Dorchester branch stations combined, 74% also exited at Red Line stations. The next-largest group (14%) exited at Green Line stations, with most of the rest (9%) exiting at Orange Line stations.

Among riders who entered the Red Line on the Dorchester branch and also exited at a Red Line station, the central segment had the highest percentage of exits (46%). The northern segment was second (18%), with Harvard and Kendall/MIT combined accounting for 10%. Trips entirely within the Dorchester branch were the third most common, at 7%, followed by trips to the South Shore branch (4%).

South Shore Branch

Among riders entering at all South Shore branch stations combined, 74% also exited at Red Line stations. The next-largest group (14%) exited at Green Line stations, with most of the rest (11%) exiting at Orange Line stations.

Among riders who entered the Red Line on the South Shore branch and also exited at a Red Line station, the central segment had the highest percentage of exits (51%). The northern segment was second (13%), with Harvard and Kendall/MIT combined accounting for 9%. Trips to the Dorchester branch were next (6%), followed by trips entirely within the South Shore branch (4%).

Mattapan High-Speed Line

Among riders entering at all Mattapan High-Speed Line stations, 16% also exited at a station on the High-Speed Line itself, and 72% at one of the heavy rail Red Line stations, for a combined total of 88%. Most of the rest of the exits were about evenly divided between the Green Line (6%) and the Orange Line (5%).

Among riders who entered the High-Speed Line and exited at a Red Line station, the central segment had the highest percentage of exits (45%). The northern segment had nearly as many exits as stations on the High-Speed Line itself (18% and 13%, respectively), with Harvard and Kendall/MIT combined accounting for 13%. Trips to the Dorchester branch were next (8%), followed by trips entirely to the South Shore branch (1%). (Trips from the Mattapan High-Speed Line to the South Shore branch require two transfers, at Ashmont and at JFK/UMass. Many trips that could be made this way can be made faster by transferring from the High-Speed Line to buses at Mattapan or Ashmont.)

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Exits from the Rapid Transit System

Expanded Results

RED LINE

Entry Station: Alewife

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	10	0.1%	
Davis	47	0.6%		Malden	7	0.1%	
Porter	99	1.3%		Wellington	7	0.1%	
Harvard	840	11.0%		Sullivan Square	0	0.0%	
Central	344	4.5%		Community College	7	0.1%	
Kendall/MIT	1,063	13.9%		North Station-O	10	0.1%	
Charles/MGH	648	8.5%		Haymarket-O	10	0.1%	
Park Street-R	1,046	13.6%	1,066	State-O	17	0.2%	7
Downtown Crossing-R	1,020	13.3%	235	Downtown Crossing-O	0	0.0%	
South Station	1,038	13.5%		Chinatown	17	0.2%	
Broadway	21	0.3%		NE Medical Center	10	0.1%	
Andrew	37	0.5%		Back Bay	68	0.9%	
JFK/UMass	85	1.1%		Massachusetts Ave	14	0.2%	
Savin Hill	10	0.1%		Ruggles	0	0.0%	
Fields Corner	7	0.1%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	14	0.2%	
Ashmont-R	7	0.1%		Stony Brook	0	0.0%	
North Quincy	21	0.3%		Green Street	10	0.1%	
Wollaston	0	0.0%		Forest Hills	27	0.4%	
Quincy Center	27	0.4%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	7	0.1%		Orange Line Total:	228	3.0%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	6,367	83.0%					
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	10	0.1%		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	7	0.1%		Mattapan	0	0.0%	
Aquarium	24	0.3%		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:	41	0.5%					

* 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)

RED LINE

Expanded Results

Entry Station: Alewife

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	6,367	83.0%
Science Park	10	0.1%	Mattapan Line Total:	0	0.0%
North Station-G	14	0.2%	Orange Line Total:	228	3.0%
Haymarket-G	31	0.4%	Blue Line Total:	41	0.5%
Government Center-G	126	1.6%	Green Line Total:	1,032	13.5%
Park Street-G	0	0.0%	Overall Total	7,669	100.0%
Boylston	99	1.3%	No Response	27	
Arlington	181	2.4%			
Copley	163	2.1%			
Hynes Convention Center	10	0.1%			
Kenmore	24	0.3%			
Prudential	38	0.5%			
Symphony	10	0.1%			
B Blandford-Babcock	51	0.7%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	10	0.1%			
C Brandon-Cleveland Cir.	10	0.1%			
D Fenway-Longwood	75	1.0%			
D Brook. Vill.-Brook.Hills	17	0.2%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	7	0.1%			
D Waban-Riverside	24	0.3%			
E Northeastern-Museum	54	0.7%			
E Long.Med.-Brig Cir.	78	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:	1,032	13.5%			

* 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

RED LINE

Entry Station: Davis

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	133	1.5%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	24	0.3%	
Porter	48	0.5%		Wellington	0	0.0%	
Harvard	1,290	14.9%		Sullivan Square	0	0.0%	
Central	854	9.8%		Community College	0	0.0%	
Kendall/MIT	1,191	13.7%		North Station-O	0	0.0%	
Charles/MGH	431	5.0%		Haymarket-O	9	0.1%	
Park Street-R	959	11.1%	1,322	State-O	0	0.0%	
Downtown Crossing-R	969	11.2%	214	Downtown Crossing-O	0	0.0%	
South Station	772	8.9%		Chinatown	38	0.4%	
Broadway	105	1.2%		NE Medical Center	15	0.2%	
Andrew	15	0.2%		Back Bay	43	0.5%	
JFK/UMass	209	2.4%		Massachusetts Ave	9	0.1%	
Savin Hill	0	0.0%		Ruggles	28	0.3%	
Fields Corner	24	0.3%		Roxbury Crossing	15	0.2%	
Shawmut	9	0.1%		Jackson Square	9	0.1%	
Ashmont-R	0	0.0%	9	Stony Brook	0	0.0%	
North Quincy	48	0.5%		Green Street	15	0.2%	
Wollaston	0	0.0%		Forest Hills	9	0.1%	
Quincy Center	33	0.4%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	214	2.5%	
Braintree	9	0.1%					
Red Line: Unspecified	33	0.4%					
Red Line Total:	7,134	82.2%					
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	15	0.2%		Mattapan	9	0.1%	
Aquarium	15	0.2%		Mattapan Line Total:	9	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:	29	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)

RED LINE

Expanded Results

Entry Station: Davis

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	7,134	82.2%
Science Park	0	0.0%	Mattapan Line Total:	9	0.1%
North Station-G	33	0.4%	Orange Line Total:	214	2.5%
Haymarket-G	24	0.3%	Blue Line Total:	29	0.3%
Government Center-G	110	1.3%	Green Line Total:	1,293	14.9%
Park Street-G	0	0.0%	Overall Total	8,679	100.0%
Boylston	57	0.7%	No Response	9	
Arlington	225	2.6%			
Copley	187	2.2%			
Hynes Convention Center	28	0.3%			
Kenmore	124	1.4%			
Prudential	47	0.5%			
Symphony	15	0.2%			
B Blandford-Babcock	110	1.3%			
B Pack.Cnr.-Warren St.	29	0.3%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	15	0.2%			
C Brandon-Cleveland Cir.	53	0.6%			
D Fenway-Longwood	62	0.7%			
D Brook. Vill.-Brook.Hills	15	0.2%			
D Beaconsfield-Ches.Hill	28	0.3%			
D Newton Ctr.-Eliot	15	0.2%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	66	0.8%			
E Long.Med.-Brig Cir.	52	0.6%			
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:	1,293	14.9%			

* 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

RED LINE

Entry Station: Porter

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	54	0.9%		Oak Grove	0	0.0%	
Davis	74	1.2%		Malden	10	0.2%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	641	10.5%		Sullivan Square	0	0.0%	
Central	458	7.5%		Community College	0	0.0%	
Kendall/MIT	1,288	21.2%		North Station-O	0	0.0%	
Charles/MGH	423	7.0%		Haymarket-O	10	0.2%	
Park Street-R	607	10.0%	841	State-O	10	0.2%	6
Downtown Crossing-R	629	10.3%	128	Downtown Crossing-O	0	0.0%	
South Station	724	11.9%		Chinatown	0	0.0%	
Broadway	50	0.8%		NE Medical Center	37	0.6%	
Andrew	6	0.1%		Back Bay	25	0.4%	
JFK/UMass	79	1.3%		Massachusetts Ave	6	0.1%	
Savin Hill	6	0.1%		Ruggles	6	0.1%	
Fields Corner	29	0.5%		Roxbury Crossing	17	0.3%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	6	0.1%	6	Stony Brook	0	0.0%	
North Quincy	6	0.1%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	19	0.3%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	10	0.2%		Orange Line Total:	122	2.0%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	5,110	84.0%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	13	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	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	6	0.1%		Capen Street	0	0.0%	
Maverick	6	0.1%		Mattapan	6	0.1%	
Aquarium	6	0.1%		Mattapan Line Total:	6	0.1%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	17	0.3%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	48	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)

RED LINE

Expanded Results

Entry Station: Porter

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	5,110	84.0%
Science Park	0	0.0%	Mattapan Line Total:	6	0.1%
North Station-G	10	0.2%	Orange Line Total:	122	2.0%
Haymarket-G	10	0.2%	Blue Line Total:	48	0.8%
Government Center-G	37	0.6%	Green Line Total:	799	13.1%
Park Street-G	0	0.0%	Overall Total	6,085	100.0%
Boylston	41	0.7%	No Response	0	
Arlington	171	2.8%			
Copley	108	1.8%			
Hynes Convention Center	19	0.3%			
Kenmore	57	0.9%			
Prudential	31	0.5%			
Symphony	6	0.1%			
B Blandford-Babcock	17	0.3%			
B Pack.Cnr.-Warren St.	13	0.2%			
B Washington St.-BC	10	0.2%			
C St.Mary's-Summit/Winchest	27	0.4%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	89	1.5%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	17	0.3%			
D Waban-Riverside	10	0.2%			
E Northeastern-Museum	66	1.1%			
E Long.Med.-Brig Cir.	60	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:	799	13.1%			

* 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

RED LINE

Entry Station: Harvard

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	446	4.3%		Oak Grove	46	0.4%	
Davis	775	7.5%		Malden	71	0.7%	
Porter	258	2.5%		Wellington	25	0.2%	
Harvard	0	0.0%		Sullivan Square	25	0.2%	
Central	619	6.0%		Community College	0	0.0%	
Kendall/MIT	1,523	14.8%		North Station-O	41	0.4%	
Charles/MGH	803	7.8%		Haymarket-O	0	0.0%	
Park Street-R	1,160	11.2%	1,792	State-O	25	0.2%	15
Downtown Crossing-R	868	8.4%	468	Downtown Crossing-O	0	0.0%	
South Station	999	9.7%		Chinatown	0	0.0%	
Broadway	77	0.7%		NE Medical Center	25	0.2%	
Andrew	25	0.2%		Back Bay	50	0.5%	
JFK/UMass	181	1.7%		Massachusetts Ave	25	0.2%	
Savin Hill	0	0.0%		Ruggles	41	0.4%	
Fields Corner	25	0.2%		Roxbury Crossing	0	0.0%	
Shawmut	25	0.2%		Jackson Square	0	0.0%	
Ashmont-R	77	0.7%	15	Stony Brook	15	0.1%	
North Quincy	25	0.2%		Green Street	46	0.4%	
Wollaston	0	0.0%		Forest Hills	15	0.1%	
Quincy Center	50	0.5%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	71	0.7%		Orange Line Total:	452	4.4%	
Braintree	15	0.1%					
Red Line: Unspecified	20	0.2%					
Red Line Total:	8,044	78.0%					
Blue Line				Mattapan High Speed Line			
Wonderland	31	0.3%		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	0	0.0%		Capen Street	0	0.0%	
Maverick	31	0.3%		Mattapan	15	0.1%	
Aquarium	31	0.3%		Mattapan Line Total:	15	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:	92	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)

RED LINE

Expanded Results

Entry Station: Harvard

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	15	0.1%	Red Line Total:	8,044	78.0%
Science Park	0	0.0%	Mattapan Line Total:	15	0.1%
North Station-G	132	1.3%	Orange Line Total:	452	4.4%
Haymarket-G	71	0.7%	Blue Line Total:	92	0.9%
Government Center-G	248	2.4%	Green Line Total:	1,715	16.6%
Park Street-G	0	0.0%	Overall Total	10,319	100.0%
Boylston	31	0.3%	No Response	62	
Arlington	218	2.1%			
Copley	336	3.3%			
Hynes Convention Center	50	0.5%			
Kenmore	66	0.6%			
Prudential	45	0.4%			
Symphony	92	0.9%			
B Blandford-Babcock	97	0.9%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	15	0.1%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	85	0.8%			
D Brook. Vill.-Brook.Hills	41	0.4%			
D Beaconsfield-Ches.Hill	15	0.1%			
D Newton Ctr.-Eliot	25	0.2%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	41	0.4%			
E Long.Med.-Brig Cir.	76	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	15	0.1%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	1,715	16.6%			

* 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

RED LINE

Entry Station: Central

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	271	3.4%		Oak Grove	0	0.0%	
Davis	428	5.4%		Malden	43	0.5%	
Porter	260	3.3%		Wellington	9	0.1%	
Harvard	722	9.2%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	866	11.0%		North Station-O	26	0.3%	
Charles/MGH	843	10.7%		Haymarket-O	0	0.0%	
Park Street-R	932	11.8%	915	State-O	36	0.5%	33
Downtown Crossing-R	867	11.0%	390	Downtown Crossing-O	0	0.0%	
South Station	892	11.3%		Chinatown	0	0.0%	
Broadway	84	1.1%		NE Medical Center	26	0.3%	
Andrew	22	0.3%		Back Bay	52	0.7%	
JFK/UMass	177	2.2%		Massachusetts Ave	11	0.1%	
Savin Hill	0	0.0%		Ruggles	11	0.1%	
Fields Corner	41	0.5%		Roxbury Crossing	11	0.1%	
Shawmut	0	0.0%		Jackson Square	11	0.1%	
Ashmont-R	88	1.1%		Stony Brook	22	0.3%	
North Quincy	19	0.2%		Green Street	26	0.3%	
Wollaston	19	0.2%		Forest Hills	75	1.0%	
Quincy Center	50	0.6%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	9	0.1%		Orange Line Total:	357	4.5%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	6,591	83.5%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	11	0.1%		Cedar Grove	0	0.0%	
Beachmont	11	0.1%		Butler	0	0.0%	
Suffolk Downs	11	0.1%		Milton	0	0.0%	
Orient Heights	9	0.1%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	22	0.3%		Capen Street	0	0.0%	
Maverick	36	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:	99	1.3%					

* 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)

RED LINE

Expanded Results

Entry Station: Central

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	9	0.1%	Red Line Total:	6,591	83.5%
Science Park	11	0.1%	Mattapan Line Total:	0	0.0%
North Station-G	41	0.5%	Orange Line Total:	357	4.5%
Haymarket-G	9	0.1%	Blue Line Total:	99	1.3%
Government Center-G	114	1.4%	Green Line Total:	848	10.7%
Park Street-G	0	0.0%	Overall Total	7,895	100.0%
Boylston	43	0.5%	No Response	39	
Arlington	179	2.3%			
Copley	133	1.7%			
Hynes Convention Center	19	0.2%			
Kenmore	33	0.4%			
Prudential	22	0.3%			
Symphony	11	0.1%			
B Blandford-Babcock	41	0.5%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	11	0.1%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	33	0.4%			
D Brook. Vill.-Brook.Hills	50	0.6%			
D Beaconsfield-Ches.Hill	11	0.1%			
D Newton Ctr.-Eliot	30	0.4%			
D Waban-Riverside	9	0.1%			
E Northeastern-Museum	11	0.1%			
E Long.Med.-Brig Cir.	30	0.4%			
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:	848	10.7%			

* 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

RED LINE

Entry Station: Kendall/MIT

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	281	6.7%		Oak Grove	0	0.0%	
Davis	157	3.8%		Malden	14	0.3%	
Porter	114	2.7%		Wellington	14	0.3%	
Harvard	515	12.3%		Sullivan Square	0	0.0%	
Central	229	5.5%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	391	9.4%		Haymarket-O	0	0.0%	
Park Street-R	325	7.8%	667	State-O	0	0.0%	
Downtown Crossing-R	361	8.6%	156	Downtown Crossing-O	0	0.0%	
South Station	710	17.0%		Chinatown	14	0.3%	
Broadway	23	0.6%		NE Medical Center	29	0.7%	
Andrew	43	1.0%		Back Bay	47	1.1%	
JFK/UMass	56	1.3%		Massachusetts Ave	14	0.3%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	14	0.3%		Jackson Square	9	0.2%	
Ashmont-R	47	1.1%	14	Stony Brook	0	0.0%	
North Quincy	9	0.2%		Green Street	14	0.3%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	32	0.8%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	9	0.2%		Orange Line Total:	156	3.7%	
Braintree	29	0.7%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	3,346	80.0%					
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	14	0.3%		Central Avenue	14	0.3%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	14	0.3%		Capen Street	0	0.0%	
Maverick	14	0.3%		Mattapan	0	0.0%	
Aquarium	0	0.0%		Mattapan Line Total:	14	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:	43	1.0%					

* 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)

RED LINE

Expanded Results

Entry Station: Kendall/MIT

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	3,346	80.0%
Science Park	0	0.0%	Mattapan Line Total:	14	0.3%
North Station-G	14	0.3%	Orange Line Total:	156	3.7%
Haymarket-G	14	0.3%	Blue Line Total:	43	1.0%
Government Center-G	75	1.8%	Green Line Total:	624	14.9%
Park Street-G	0	0.0%	Overall Total	4,183	100.0%
Boylston	29	0.7%	No Response	0	
Arlington	138	3.3%			
Copley	99	2.4%			
Hynes Convention Center	27	0.7%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	14	0.3%			
B Blandford-Babcock	23	0.6%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	14	0.3%			
C St.Mary's-Summit/Winchest	43	1.0%			
C Brandon-Cleveland Cir.	23	0.6%			
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	29	0.7%			
D Waban-Riverside	14	0.3%			
E Northeastern-Museum	14	0.3%			
E Long.Med.-Brig Cir.	52	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:	624	14.9%			

* 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

RED LINE

Entry Station: Charles/MGH

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	124	3.0%		Oak Grove	27	0.7%	
Davis	139	3.4%		Malden	35	0.9%	
Porter	139	3.4%		Wellington	0	0.0%	
Harvard	819	20.1%		Sullivan Square	9	0.2%	
Central	325	7.9%		Community College	0	0.0%	
Kendall/MIT	784	19.2%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	89	2.2%	524	State-O	0	0.0%	
Downtown Crossing-R	81	2.0%	249	Downtown Crossing-O	0	0.0%	
South Station	390	9.5%		Chinatown	27	0.7%	
Broadway	35	0.9%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	27	0.7%	
JFK/UMass	77	1.9%		Massachusetts Ave	27	0.7%	
Savin Hill	54	1.3%		Ruggles	0	0.0%	
Fields Corner	27	0.7%		Roxbury Crossing	35	0.9%	
Shawmut	27	0.7%		Jackson Square	0	0.0%	
Ashmont-R	54	1.3%		Stony Brook	0	0.0%	
North Quincy	44	1.1%		Green Street	0	0.0%	
Wollaston	27	0.7%		Forest Hills	62	1.5%	
Quincy Center	53	1.3%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	249	6.1%	
Braintree	27	0.7%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	3,312	81.1%					
Blue Line				Mattapan High Speed Line			
Wonderland	54	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	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:	54	1.3%					

* 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)

RED LINE

Expanded Results

Entry Station: Charles/MGH

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	3,312	81.1%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	44	1.1%	Orange Line Total:	249	6.1%
Haymarket-G	0	0.0%	Blue Line Total:	54	1.3%
Government Center-G	0	0.0%	Green Line Total:	470	11.5%
Park Street-G	0	0.0%	Overall Total	4,085	100.0%
Boylston	54	1.3%	No Response	15	
Arlington	27	0.7%			
Copley	53	1.3%			
Hynes Convention Center	35	0.9%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	17	0.4%			
B Pack.Cnr.-Warren St.	9	0.2%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	54	1.3%			
C Brandon-Cleveland Cir.	27	0.7%			
D Fenway-Longwood	54	1.3%			
D Brook. Vill.-Brook.Hills	27	0.7%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	9	0.2%			
D Waban-Riverside	27	0.7%			
E Northeastern-Museum	27	0.7%			
E Long.Med.-Brig Cir.	9	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:	470	11.5%			

* 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

RED LINE

Entry Station: Park Street

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	105	5.4%		Oak Grove	0	0.0%	
Davis	97	4.9%		Malden	0	0.0%	
Porter	114	5.8%		Wellington	0	0.0%	
Harvard	343	17.4%		Sullivan Square	0	0.0%	
Central	220	11.2%		Community College	0	0.0%	
Kendall/MIT	132	6.7%		North Station-O	0	0.0%	
Charles/MGH	26	1.3%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	19	1.0%	19	Downtown Crossing-O	0	0.0%	
South Station	222	11.3%		Chinatown	19	1.0%	
Broadway	39	2.0%		NE Medical Center	0	0.0%	
Andrew	87	4.4%		Back Bay	0	0.0%	
JFK/UMass	19	1.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	29	1.5%		Roxbury Crossing	0	0.0%	
Shawmut	48	2.5%		Jackson Square	0	0.0%	
Ashmont-R	78	4.0%	58	Stony Brook	0	0.0%	
North Quincy	58	3.0%		Green Street	0	0.0%	
Wollaston	39	2.0%		Forest Hills	0	0.0%	
Quincy Center	126	6.4%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	19	1.0%		Orange Line Total:	19	1.0%	
Braintree	68	3.4%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,889	96.0%					
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	39	2.0%	
Orient Heights	0	0.0%		Central Avenue	19	1.0%	
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:	58	3.0%	
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)

RED LINE

Expanded Results

Entry Station: Park Street

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	1,889	96.0%
Science Park	0	0.0%	Mattapan Line Total:	58	3.0%
North Station-G	0	0.0%	Orange Line Total:	19	1.0%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	0	0.0%	Green Line Total:	0	0.0%
Park Street-G	0	0.0%	Overall Total	1,966	100.0%
Boylston	0	0.0%	No Response	26	
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	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	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:	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

Expanded Results

RED LINE

Entry Station: Downtown Crossing

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	65	2.0%		Oak Grove	0	0.0%	
Davis	97	3.0%		Malden	0	0.0%	
Porter	111	3.4%		Wellington	0	0.0%	
Harvard	403	12.4%		Sullivan Square	0	0.0%	
Central	468	14.4%		Community College	0	0.0%	
Kendall/MIT	527	16.2%		North Station-O	0	0.0%	
Charles/MGH	221	6.8%		Haymarket-O	0	0.0%	
Park Street-R	32	1.0%	46	State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	170	5.2%		Chinatown	0	0.0%	
Broadway	130	4.0%		NE Medical Center	0	0.0%	
Andrew	32	1.0%		Back Bay	0	0.0%	
JFK/UMass	59	1.8%		Massachusetts Ave	0	0.0%	
Savin Hill	111	3.4%		Ruggles	0	0.0%	
Fields Corner	97	3.0%		Roxbury Crossing	0	0.0%	
Shawmut	32	1.0%		Jackson Square	0	0.0%	
Ashmont-R	65	2.0%	143	Stony Brook	0	0.0%	
North Quincy	183	5.6%		Green Street	0	0.0%	
Wollaston	32	1.0%		Forest Hills	0	0.0%	
Quincy Center	208	6.4%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	0	0.0%	
Braintree	13	0.4%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	3,057	94.2%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	32	1.0%	
Beachmont	0	0.0%		Butler	13	0.4%	
Suffolk Downs	0	0.0%		Milton	65	2.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	32	1.0%	
Airport	0	0.0%		Capen Street	0	0.0%	
Maverick	0	0.0%		Mattapan	0	0.0%	
Aquarium	0	0.0%		Mattapan Line Total:	143	4.4%	
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)

RED LINE

Expanded Results

Entry Station: Downtown Crossing

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	3,057	94.2%
Science Park	0	0.0%	Mattapan Line Total:	143	4.4%
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:	46	1.4%
Park Street-G	0	0.0%	Overall Total	3,246	100.0%
Boylston	0	0.0%	No Response	32	
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	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	32	1.0%			
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	13	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:	46	1.4%			

* 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

RED LINE

Entry Station: South Station

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	141	1.7%		Oak Grove	0	0.0%	
Davis	134	1.6%		Malden	13	0.2%	
Porter	154	1.8%		Wellington	20	0.2%	
Harvard	1,118	13.3%		Sullivan Square	0	0.0%	
Central	315	3.7%		Community College	40	0.5%	
Kendall/MIT	1,573	18.7%		North Station-O	94	1.1%	
Charles/MGH	576	6.8%		Haymarket-O	0	0.0%	
Park Street-R	502	6.0%	1,366	State-O	80	1.0%	33
Downtown Crossing-R	141	1.7%	496	Downtown Crossing-O	0	0.0%	
South Station	0	0.0%		Chinatown	0	0.0%	
Broadway	156	1.9%		NE Medical Center	33	0.4%	
Andrew	156	1.9%		Back Bay	20	0.2%	
JFK/UMass	375	4.5%		Massachusetts Ave	0	0.0%	
Savin Hill	31	0.4%		Ruggles	87	1.0%	
Fields Corner	31	0.4%		Roxbury Crossing	13	0.2%	
Shawmut	31	0.4%		Jackson Square	0	0.0%	
Ashmont-R	94	1.1%	94	Stony Brook	0	0.0%	
North Quincy	281	3.3%		Green Street	0	0.0%	
Wollaston	156	1.9%		Forest Hills	60	0.7%	
Quincy Center	156	1.9%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	219	2.6%		Orange Line Total:	462	5.5%	
Braintree	94	1.1%					
Red Line: Unspecified	20	0.2%					
Red Line Total:	6,455	76.7%					
Blue Line				Mattapan High Speed Line			
Wonderland	20	0.2%		Ashmont-M	0	0.0%	
Revere Beach	0	0.0%		Cedar Grove	0	0.0%	
Beachmont	0	0.0%		Butler	63	0.7%	
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	31	0.4%	
Aquarium	0	0.0%		Mattapan Line Total:	94	1.1%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	27	0.3%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	47	0.6%					

* 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)

RED LINE

Expanded Results

Entry Station: South Station

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	80	1.0%	Red Line Total:	6,455	76.7%
Science Park	13	0.2%	Mattapan Line Total:	94	1.1%
North Station-G	60	0.7%	Orange Line Total:	462	5.5%
Haymarket-G	0	0.0%	Blue Line Total:	47	0.6%
Government Center-G	140	1.7%	Green Line Total:	1,353	16.1%
Park Street-G	0	0.0%	Overall Total	8,411	100.0%
Boylston	40	0.5%	No Response	54	
Arlington	67	0.8%			
Copley	154	1.8%			
Hynes Convention Center	74	0.9%			
Kenmore	161	1.9%			
Prudential	13	0.2%			
Symphony	0	0.0%			
B Blandford-Babcock	80	1.0%			
B Pack.Cnr.-Warren St.	20	0.2%			
B Washington St.-BC	20	0.2%			
C St.Mary's-Summit/Winchest	60	0.7%			
C Brandon-Cleveland Cir.	20	0.2%			
D Fenway-Longwood	54	0.6%			
D Brook. Vill.-Brook.Hills	13	0.2%			
D Beaconsfield-Ches.Hill	40	0.5%			
D Newton Ctr.-Eliot	40	0.5%			
D Waban-Riverside	27	0.3%			
E Northeastern-Museum	20	0.2%			
E Long.Med.-Brig Cir.	154	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:	1,353	16.1%			

* 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

RED LINE

Entry Station: Broadway

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	16	0.6%		Oak Grove	0	0.0%	
Davis	32	1.2%		Malden	0	0.0%	
Porter	27	1.0%		Wellington	0	0.0%	
Harvard	138	5.3%		Sullivan Square	27	1.0%	
Central	42	1.6%		Community College	27	1.0%	
Kendall/MIT	271	10.3%		North Station-O	69	2.6%	
Charles/MGH	95	3.6%		Haymarket-O	27	1.0%	
Park Street-R	366	14.0%	330	State-O	42	1.6%	16
Downtown Crossing-R	261	9.9%	239	Downtown Crossing-O	0	0.0%	
South Station	658	25.1%		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	27	1.0%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	16	0.6%	
Fields Corner	42	1.6%		Roxbury Crossing	16	0.6%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%		Stony Brook	0	0.0%	
North Quincy	32	1.2%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	32	1.2%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	16	0.6%		Orange Line Total:	223	8.5%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	2,053	78.3%					
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	16	0.6%		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:	16	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)

RED LINE

Expanded Results

Entry Station: Broadway

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	27	1.0%	Red Line Total:	2,053	78.3%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	223	8.5%
Haymarket-G	0	0.0%	Blue Line Total:	16	0.6%
Government Center-G	96	3.7%	Green Line Total:	330	12.6%
Park Street-G	0	0.0%	Overall Total	2,621	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	0	0.0%			
Copley	53	2.0%			
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	16	0.6%			
D Brook. Vill.-Brook.Hills	16	0.6%			
D Beaconsfield-Ches.Hill	42	1.6%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	53	2.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	27	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:	330	12.6%			

* 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

RED LINE

Entry Station: Andrew

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	18	0.5%	
Porter	56	1.5%		Wellington	0	0.0%	
Harvard	279	7.5%		Sullivan Square	18	0.5%	
Central	18	0.5%		Community College	0	0.0%	
Kendall/MIT	187	5.0%		North Station-O	149	4.0%	
Charles/MGH	131	3.5%		Haymarket-O	38	1.0%	
Park Street-R	452	12.2%	522	State-O	0	0.0%	
Downtown Crossing-R	393	10.6%	411	Downtown Crossing-O	0	0.0%	
South Station	730	19.7%		Chinatown	0	0.0%	
Broadway	18	0.5%		NE Medical Center	18	0.5%	
Andrew	0	0.0%		Back Bay	94	2.5%	
JFK/UMass	56	1.5%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	38	1.0%	
Fields Corner	38	1.0%		Roxbury Crossing	0	0.0%	
Shawmut	38	1.0%		Jackson Square	0	0.0%	
Ashmont-R	76	2.0%	38	Stony Brook	0	0.0%	
North Quincy	55	1.5%		Green Street	0	0.0%	
Wollaston	74	2.0%		Forest Hills	38	1.0%	
Quincy Center	76	2.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	18	0.5%		Orange Line Total:	411	11.1%	
Braintree	38	1.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	2,733	73.8%					
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	38	1.0%	
Orient Heights	0	0.0%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	18	0.5%		Capen Street	0	0.0%	
Maverick	0	0.0%		Mattapan	0	0.0%	
Aquarium	0	0.0%		Mattapan Line Total:	38	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:	18	0.5%					

* 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)

RED LINE

Expanded Results

Entry Station: Andrew

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	56	1.5%	Red Line Total:	2,733	73.8%
Science Park	0	0.0%	Mattapan Line Total:	38	1.0%
North Station-G	18	0.5%	Orange Line Total:	411	11.1%
Haymarket-G	0	0.0%	Blue Line Total:	18	0.5%
Government Center-G	112	3.0%	Green Line Total:	504	13.6%
Park Street-G	0	0.0%	Overall Total	3,705	100.0%
Boylston	0	0.0%	No Response	18	
Arlington	18	0.5%			
Copley	76	2.0%			
Hynes Convention Center	0	0.0%			
Kenmore	55	1.5%			
Prudential	74	2.0%			
Symphony	0	0.0%			
B Blandford-Babcock	38	1.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	18	0.5%			
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	38	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:	504	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

RED LINE

Entry Station: JFK/UMass

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	130	2.8%		Oak Grove	26	0.6%	
Davis	130	2.8%		Malden	105	2.3%	
Porter	105	2.3%		Wellington	0	0.0%	
Harvard	314	6.8%		Sullivan Square	105	2.3%	
Central	184	4.0%		Community College	0	0.0%	
Kendall/MIT	156	3.4%		North Station-O	0	0.0%	
Charles/MGH	336	7.3%		Haymarket-O	26	0.6%	
Park Street-R	236	5.1%	602	State-O	0	0.0%	79
Downtown Crossing-R	783	16.9%	524	Downtown Crossing-O	0	0.0%	
South Station	519	11.2%		Chinatown	0	0.0%	
Broadway	26	0.6%		NE Medical Center	26	0.6%	
Andrew	53	1.1%		Back Bay	130	2.8%	
JFK/UMass	0	0.0%		Massachusetts Ave	26	0.6%	
Savin Hill	26	0.6%		Ruggles	0	0.0%	
Fields Corner	53	1.1%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	105	2.3%		Stony Brook	0	0.0%	
North Quincy	26	0.6%		Green Street	0	0.0%	
Wollaston	53	1.1%		Forest Hills	0	0.0%	
Quincy Center	183	4.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	26	0.6%		Orange Line Total:	445	9.6%	
Braintree	53	1.1%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	3,496	75.6%					

Blue Line			Mattapan High Speed Line		
Wonderland	0	0.0%	Ashmont-M	0	0.0%
Revere Beach	26	0.6%	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	0.6%	Capen Street	0	0.0%
Maverick	79	1.7%	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:	132	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)

RED LINE

Expanded Results

Entry Station: JFK/UMass

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	3,496	75.6%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	26	0.6%	Orange Line Total:	445	9.6%
Haymarket-G	0	0.0%	Blue Line Total:	132	2.8%
Government Center-G	0	0.0%	Green Line Total:	550	11.9%
Park Street-G	0	0.0%	Overall Total	4,623	100.0%
Boylston	26	0.6%	No Response	26	
Arlington	51	1.1%			
Copley	53	1.1%			
Hynes Convention Center	26	0.6%			
Kenmore	26	0.6%			
Prudential	26	0.6%			
Symphony	0	0.0%			
B Blandford-Babcock	79	1.7%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	53	1.1%			
C St.Mary's-Summit/Winchest	53	1.1%			
C Brandon-Cleveland Cir.	26	0.6%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	26	0.6%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	26	0.6%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	52	1.1%			
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:	550	11.9%			

* 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

RED LINE

Entry Station: North Quincy

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	23	0.4%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	96	1.8%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	300	5.6%		Sullivan Square	0	0.0%	
Central	79	1.5%		Community College	0	0.0%	
Kendall/MIT	205	3.8%		North Station-O	125	2.3%	
Charles/MGH	300	5.6%		Haymarket-O	12	0.2%	
Park Street-R	528	9.8%	616	State-O	63	1.2%	28
Downtown Crossing-R	995	18.5%	686	Downtown Crossing-O	0	0.0%	
South Station	1,118	20.8%		Chinatown	0	0.0%	
Broadway	12	0.2%		NE Medical Center	46	0.9%	
Andrew	35	0.6%		Back Bay	221	4.1%	
JFK/UMass	142	2.6%		Massachusetts Ave	56	1.0%	
Savin Hill	0	0.0%		Ruggles	40	0.7%	
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	56	1.0%		Forest Hills	0	0.0%	
Quincy Center	208	3.9%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	658	12.3%	
Braintree	40	0.7%					
Red Line: Unspecified	28	0.5%					
Red Line Total:	4,067	75.8%					
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	40	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:	40	0.7%					

* 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)

RED LINE

Expanded Results

Entry Station: North Quincy

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	4,067	75.8%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	23	0.4%	Orange Line Total:	658	12.3%
Haymarket-G	0	0.0%	Blue Line Total:	40	0.7%
Government Center-G	91	1.7%	Green Line Total:	604	11.3%
Park Street-G	0	0.0%	Overall Total	5,369	100.0%
Boylston	12	0.2%	No Response	51	
Arlington	132	2.5%			
Copley	119	2.2%			
Hynes Convention Center	28	0.5%			
Kenmore	35	0.6%			
Prudential	23	0.4%			
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	40	0.7%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	12	0.2%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	56	1.0%			
E Fenwood Rd-Heath	12	0.2%			
Green Line: Unspecified	23	0.4%			
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:	604	11.3%			

* 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

RED LINE

Entry Station: Wollaston

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	8	0.2%		Oak Grove	0	0.0%	
Davis	17	0.5%		Malden	33	0.9%	
Porter	16	0.5%		Wellington	0	0.0%	
Harvard	148	4.1%		Sullivan Square	8	0.2%	
Central	74	2.1%		Community College	0	0.0%	
Kendall/MIT	206	5.7%		North Station-O	49	1.4%	
Charles/MGH	189	5.3%		Haymarket-O	16	0.5%	
Park Street-R	436	12.1%	552	State-O	58	1.6%	
Downtown Crossing-R	502	13.9%	354	Downtown Crossing-O	0	0.0%	
South Station	684	19.0%		Chinatown	8	0.2%	
Broadway	41	1.1%		NE Medical Center	17	0.5%	
Andrew	66	1.8%		Back Bay	107	3.0%	
JFK/UMass	156	4.3%		Massachusetts Ave	41	1.1%	
Savin Hill	0	0.0%		Ruggles	8	0.2%	
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	49	1.4%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	90	2.5%		Orange Line: Unspecified	8	0.2%	
Quincy Adams	0	0.0%		Orange Line Total:	354	9.8%	
Braintree	0	0.0%					
Red Line: Unspecified	16	0.5%					
Red Line Total:	2,700	74.9%					

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	0	0.0%	Capen Street	0	0.0%
Maverick	17	0.5%	Mattapan	0	0.0%
Aquarium	8	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:	25	0.7%			

* 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)

RED LINE

Expanded Results

Entry Station: Wollaston

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	2,700	74.9%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	33	0.9%	Orange Line Total:	354	9.8%
Haymarket-G	0	0.0%	Blue Line Total:	25	0.7%
Government Center-G	58	1.6%	Green Line Total:	527	14.6%
Park Street-G	0	0.0%	Overall Total	3,606	100.0%
Boylston	0	0.0%	No Response	25	
Arlington	91	2.5%			
Copley	82	2.3%			
Hynes Convention Center	33	0.9%			
Kenmore	8	0.2%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	50	1.4%			
B Pack.Cnr.-Warren St.	17	0.5%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	8	0.2%			
C Brandon-Cleveland Cir.	16	0.5%			
D Fenway-Longwood	58	1.6%			
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	17	0.5%			
E Long.Med.-Brig Cir.	49	1.4%			
E Fenwood Rd-Heath	0	0.0%			
Green Line: Unspecified	0	0.0%			
Green Line Subway: Unspecified	0	0.0%			
Green Line B: Unspecified	8	0.2%			
Green Line C: Unspecified	0	0.0%			
Green Line D: Unspecified	0	0.0%			
Green Line E: Unspecified	0	0.0%			
Green Line Total:	527	14.6%			

* 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

RED LINE

Entry Station: Quincy Center

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	84	1.4%		Oak Grove	12	0.2%	
Davis	60	1.0%		Malden	36	0.6%	
Porter	0	0.0%		Wellington	30	0.5%	
Harvard	224	3.7%		Sullivan Square	12	0.2%	
Central	136	2.3%		Community College	0	0.0%	
Kendall/MIT	325	5.4%		North Station-O	108	1.8%	
Charles/MGH	142	2.4%		Haymarket-O	18	0.3%	
Park Street-R	649	10.8%	980	State-O	23	0.4%	41
Downtown Crossing-R	671	11.2%	750	Downtown Crossing-O	0	0.0%	
South Station	818	13.6%		Chinatown	12	0.2%	
Broadway	238	4.0%		NE Medical Center	83	1.4%	
Andrew	70	1.2%		Back Bay	258	4.3%	
JFK/UMass	474	7.9%	18	Massachusetts Ave	47	0.8%	
Savin Hill	0	0.0%		Ruggles	18	0.3%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	18	0.3%		Jackson Square	30	0.5%	
Ashmont-R	0	0.0%		Stony Brook	0	0.0%	
North Quincy	161	2.7%		Green Street	0	0.0%	
Wollaston	70	1.2%		Forest Hills	12	0.2%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	66	1.1%		Orange Line Total:	697	11.6%	
Braintree	60	1.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	4,264	71.1%					
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	18	0.3%		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	12	0.2%		Mattapan Line Total:	0	0.0%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	30	0.5%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	60	1.0%					

* 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)

RED LINE

Expanded Results

Entry Station: Quincy Center

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	12	0.2%	Red Line Total:	4,264	71.1%
Science Park	12	0.2%	Mattapan Line Total:	0	0.0%
North Station-G	60	1.0%	Orange Line Total:	697	11.6%
Haymarket-G	0	0.0%	Blue Line Total:	60	1.0%
Government Center-G	155	2.6%	Green Line Total:	974	16.2%
Park Street-G	0	0.0%	Overall Total	5,994	100.0%
Boylston	30	0.5%	No Response	129	
Arlington	113	1.9%			
Copley	105	1.7%			
Hynes Convention Center	41	0.7%			
Kenmore	0	0.0%			
Prudential	60	1.0%			
Symphony	0	0.0%			
B Blandford-Babcock	36	0.6%			
B Pack.Cnr.-Warren St.	12	0.2%			
B Washington St.-BC	12	0.2%			
C St.Mary's-Summit/Winchest	60	1.0%			
C Brandon-Cleveland Cir.	12	0.2%			
D Fenway-Longwood	66	1.1%			
D Brook. Vill.-Brook.Hills	18	0.3%			
D Beaconsfield-Ches.Hill	12	0.2%			
D Newton Ctr.-Eliot	36	0.6%			
D Waban-Riverside	12	0.2%			
E Northeastern-Museum	12	0.2%			
E Long.Med.-Brig Cir.	71	1.2%			
E Fenwood Rd-Heath	30	0.5%			
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:	974	16.2%			

* 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

RED LINE

Entry Station: Quincy Adams

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	10	0.3%		Oak Grove	0	0.0%	
Davis	10	0.3%		Malden	0	0.0%	
Porter	11	0.3%		Wellington	0	0.0%	
Harvard	135	4.2%		Sullivan Square	10	0.3%	
Central	63	2.0%		Community College	11	0.3%	
Kendall/MIT	145	4.6%		North Station-O	62	2.0%	
Charles/MGH	187	5.9%		Haymarket-O	10	0.3%	
Park Street-R	540	17.0%	429	State-O	62	2.0%	11
Downtown Crossing-R	491	15.4%	294	Downtown Crossing-O	0	0.0%	
South Station	689	21.6%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	32	1.0%	
Andrew	30	1.0%		Back Bay	31	1.0%	
JFK/UMass	83	2.6%	11	Massachusetts Ave	21	0.7%	
Savin Hill	0	0.0%		Ruggles	21	0.7%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	11	0.3%		Stony Brook	0	0.0%	
North Quincy	10	0.3%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	22	0.7%	
Quincy Center	11	0.3%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	283	8.9%	
Braintree	22	0.7%					
Red Line: Unspecified	11	0.3%					
Red Line Total:	2,462	77.3%					
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	20	0.6%		Mattapan Line Total:	0	0.0%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	32	1.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	52	1.6%					

* 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.



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Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Entry Station: Quincy Adams

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	10	0.3%	Red Line Total:	2,462	77.3%
Science Park	11	0.3%	Mattapan Line Total:	0	0.0%
North Station-G	31	1.0%	Orange Line Total:	283	8.9%
Haymarket-G	0	0.0%	Blue Line Total:	52	1.6%
Government Center-G	64	2.0%	Green Line Total:	387	12.2%
Park Street-G	0	0.0%	Overall Total	3,185	100.0%
Boylston	10	0.3%	No Response	42	
Arlington	83	2.6%			
Copley	41	1.3%			
Hynes Convention Center	21	0.7%			
Kenmore	21	0.7%			
Prudential	11	0.3%			
Symphony	11	0.3%			
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	10	0.3%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	10	0.3%			
D Brook. Vill.-Brook.Hills	21	0.7%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	10	0.3%			
E Long.Med.-Brig Cir.	22	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:	387	12.2%			

* 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

RED LINE

Entry Station: Braintree

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	40	1.3%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	16	0.5%	
Porter	21	0.7%		Wellington	45	1.4%	
Harvard	139	4.5%		Sullivan Square	0	0.0%	
Central	82	2.6%		Community College	8	0.3%	
Kendall/MIT	153	4.9%		North Station-O	58	1.9%	
Charles/MGH	226	7.2%		Haymarket-O	13	0.4%	
Park Street-R	353	11.3%	532	State-O	29	0.9%	
Downtown Crossing-R	361	11.5%	355	Downtown Crossing-O	0	0.0%	
South Station	469	15.0%		Chinatown	16	0.5%	
Broadway	84	2.7%		NE Medical Center	42	1.3%	
Andrew	50	1.6%		Back Bay	108	3.4%	
JFK/UMass	145	4.6%	13	Massachusetts Ave	21	0.7%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	13	0.4%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	13	0.4%		Stony Brook	0	0.0%	
North Quincy	24	0.8%		Green Street	0	0.0%	
Wollaston	8	0.3%		Forest Hills	0	0.0%	
Quincy Center	16	0.5%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	42	1.3%		Orange Line Total:	355	11.4%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	2,237	71.6%					
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	39	1.3%		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	16	0.5%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	55	1.8%					

* 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)

RED LINE

Expanded Results

Entry Station: Braintree

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	16	0.5%	Red Line Total:	2,237	71.6%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	16	0.5%	Orange Line Total:	355	11.4%
Haymarket-G	0	0.0%	Blue Line Total:	55	1.8%
Government Center-G	82	2.6%	Green Line Total:	476	15.3%
Park Street-G	0	0.0%	Overall Total	3,124	100.0%
Boylston	21	0.7%	No Response	8	
Arlington	55	1.8%			
Copley	45	1.4%			
Hynes Convention Center	37	1.2%			
Kenmore	8	0.3%			
Prudential	16	0.5%			
Symphony	16	0.5%			
B Blandford-Babcock	47	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	53	1.7%			
D Brook. Vill.-Brook.Hills	8	0.3%			
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.	50	1.6%			
E Fenwood Rd-Heath	8	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:	476	15.3%			

* 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

RED LINE

Entry Station: Savin Hill

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	34	2.4%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	0	0.0%	
Porter	26	1.9%		Wellington	0	0.0%	
Harvard	107	7.6%		Sullivan Square	0	0.0%	
Central	73	5.2%		Community College	0	0.0%	
Kendall/MIT	70	5.0%		North Station-O	21	1.5%	
Charles/MGH	67	4.8%		Haymarket-O	0	0.0%	
Park Street-R	190	13.5%	171	State-O	10	0.7%	10
Downtown Crossing-R	143	10.2%	119	Downtown Crossing-O	0	0.0%	
South Station	265	18.8%		Chinatown	0	0.0%	
Broadway	21	1.5%		NE Medical Center	0	0.0%	
Andrew	37	2.6%		Back Bay	44	3.1%	
JFK/UMass	23	1.7%	13	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	13	0.9%		Jackson Square	0	0.0%	
Ashmont-R	13	0.9%	26	Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	10	0.7%	
Wollaston	0	0.0%		Forest Hills	23	1.7%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	108	7.7%	
Braintree	13	0.9%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,096	77.6%					
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	26	1.9%	
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	10	0.7%		Mattapan	0	0.0%	
Aquarium	0	0.0%		Mattapan Line Total:	26	1.9%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	10	0.7%					

* 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.



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Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Entry Station: Savin Hill

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	13	0.9%	Red Line Total:	1,096	77.6%
Science Park	0	0.0%	Mattapan Line Total:	26	1.9%
North Station-G	13	0.9%	Orange Line Total:	108	7.7%
Haymarket-G	0	0.0%	Blue Line Total:	10	0.7%
Government Center-G	13	0.9%	Green Line Total:	171	12.1%
Park Street-G	0	0.0%	Overall Total	1,412	100.0%
Boylston	0	0.0%	No Response	13	
Arlington	21	1.5%			
Copley	10	0.7%			
Hynes Convention Center	0	0.0%			
Kenmore	21	1.5%			
Prudential	21	1.5%			
Symphony	0	0.0%			
B Blandford-Babcock	10	0.7%			
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	13	0.9%			
D Beaconsfield-Ches.Hill	10	0.7%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	13	0.9%			
E Long.Med.-Brig Cir.	13	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:	171	12.1%			

* 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

RED LINE

Entry Station: Fields Corner

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	13	0.4%		Oak Grove	0	0.0%	
Davis	39	1.3%		Malden	40	1.3%	
Porter	0	0.0%		Wellington	13	0.4%	
Harvard	93	3.1%		Sullivan Square	13	0.4%	
Central	73	2.5%		Community College	47	1.6%	
Kendall/MIT	159	5.3%		North Station-O	20	0.7%	
Charles/MGH	166	5.6%		Haymarket-O	33	1.1%	
Park Street-R	252	8.4%	629	State-O	0	0.0%	67
Downtown Crossing-R	398	13.3%	333	Downtown Crossing-O	0	0.0%	
South Station	426	14.3%		Chinatown	0	0.0%	
Broadway	33	1.1%		NE Medical Center	13	0.4%	
Andrew	80	2.7%		Back Bay	47	1.6%	
JFK/UMass	92	3.1%	27	Massachusetts Ave	40	1.3%	
Savin Hill	20	0.7%		Ruggles	0	0.0%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	20	0.7%		Jackson Square	0	0.0%	
Ashmont-R	79	2.6%	53	Stony Brook	0	0.0%	
North Quincy	13	0.4%		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	13	0.4%		Orange Line Total:	266	8.9%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,969	66.0%					
Blue Line				Mattapan High Speed Line			
Wonderland	13	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	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	53	1.8%	
Aquarium	27	0.9%		Mattapan Line Total:	53	1.8%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	27	0.9%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	67	2.2%					

* 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)

RED LINE

Expanded Results

Entry Station: Fields Corner

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	53	1.8%	Red Line Total:	1,969	66.0%
Science Park	0	0.0%	Mattapan Line Total:	53	1.8%
North Station-G	13	0.4%	Orange Line Total:	266	8.9%
Haymarket-G	0	0.0%	Blue Line Total:	67	2.2%
Government Center-G	92	3.1%	Green Line Total:	629	21.1%
Park Street-G	0	0.0%	Overall Total	2,984	100.0%
Boylston	0	0.0%	No Response	80	
Arlington	47	1.6%			
Copley	20	0.7%			
Hynes Convention Center	20	0.7%			
Kenmore	47	1.6%			
Prudential	13	0.4%			
Symphony	0	0.0%			
B Blandford-Babcock	47	1.6%			
B Pack.Cnr.-Warren St.	86	2.9%			
B Washington St.-BC	20	0.7%			
C St.Mary's-Summit/Winchest	27	0.9%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	27	0.9%			
D Brook. Vill.-Brook.Hills	79	2.6%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	20	0.7%			
E Northeastern-Museum	20	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:	629	21.1%			

* 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

RED LINE

Entry Station: Shawmut

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	20	1.1%		Malden	0	0.0%	
Porter	21	1.1%		Wellington	0	0.0%	
Harvard	21	1.1%		Sullivan Square	21	1.1%	
Central	123	6.8%		Community College	0	0.0%	
Kendall/MIT	61	3.3%		North Station-O	21	1.1%	
Charles/MGH	102	5.6%		Haymarket-O	20	1.1%	
Park Street-R	184	10.2%	286	State-O	41	2.2%	
Downtown Crossing-R	387	21.3%	163	Downtown Crossing-O	0	0.0%	
South Station	284	15.7%		Chinatown	0	0.0%	
Broadway	41	2.2%		NE Medical Center	21	1.1%	
Andrew	21	1.1%		Back Bay	21	1.1%	
JFK/UMass	41	2.3%	61	Massachusetts Ave	20	1.1%	
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	61	3.4%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	163	9.0%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,366	75.3%					

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	21	1.1%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	21	1.1%			

* 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)

RED LINE

Expanded Results

Entry Station: Shawmut

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	21	1.1%	Red Line Total:	1,366	75.3%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	21	1.1%	Orange Line Total:	163	9.0%
Haymarket-G	0	0.0%	Blue Line Total:	21	1.1%
Government Center-G	61	3.4%	Green Line Total:	265	14.6%
Park Street-G	0	0.0%	Overall Total	1,815	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	41	2.2%			
Copley	41	2.2%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	20	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	20	1.1%			
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.	41	2.2%			
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:	265	14.6%			

* 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

RED LINE

Entry Station: Ashmont

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	49	1.1%		Oak Grove	7	0.2%	
Davis	21	0.5%		Malden	41	0.9%	
Porter	36	0.8%		Wellington	22	0.5%	
Harvard	338	7.5%		Sullivan Square	21	0.5%	
Central	246	5.4%		Community College	7	0.2%	
Kendall/MIT	186	4.1%		North Station-O	57	1.3%	
Charles/MGH	282	6.2%		Haymarket-O	29	0.6%	
Park Street-R	388	8.6%	644	State-O	36	0.8%	21
Downtown Crossing-R	705	15.6%	382	Downtown Crossing-O	0	0.0%	
South Station	680	15.0%		Chinatown	7	0.2%	
Broadway	71	1.6%		NE Medical Center	21	0.5%	
Andrew	134	3.0%		Back Bay	63	1.4%	
JFK/UMass	197	4.4%	64	Massachusetts Ave	14	0.3%	
Savin Hill	14	0.3%		Ruggles	14	0.3%	
Fields Corner	77	1.7%		Roxbury Crossing	0	0.0%	
Shawmut	14	0.3%		Jackson Square	0	0.0%	
Ashmont-R	0	0.0%		Stony Brook	14	0.3%	
North Quincy	36	0.8%		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	14	0.3%		Orange Line Total:	354	7.8%	
Braintree	14	0.3%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	3,503	77.3%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	
Revere Beach	7	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	7	0.2%		Central Avenue	0	0.0%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	14	0.3%		Capen Street	0	0.0%	
Maverick	0	0.0%		Mattapan	0	0.0%	
Aquarium	21	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:	49	1.1%					

* 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)

RED LINE

Expanded Results

Entry Station: Ashmont

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	14	0.3%	Red Line Total:	3,503	77.3%
Science Park	21	0.5%	Mattapan Line Total:	0	0.0%
North Station-G	7	0.2%	Orange Line Total:	354	7.8%
Haymarket-G	7	0.2%	Blue Line Total:	49	1.1%
Government Center-G	113	2.5%	Green Line Total:	623	13.8%
Park Street-G	0	0.0%	Overall Total	4,529	100.0%
Boylston	14	0.3%	No Response	112	
Arlington	43	0.9%			
Copley	22	0.5%			
Hynes Convention Center	28	0.6%			
Kenmore	14	0.3%			
Prudential	63	1.4%			
Symphony	0	0.0%			
B Blandford-Babcock	29	0.6%			
B Pack.Cnr.-Warren St.	22	0.5%			
B Washington St.-BC	7	0.2%			
C St.Mary's-Summit/Winchest	57	1.2%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	21	0.5%			
D Brook. Vill.-Brook.Hills	22	0.5%			
D Beaconsfield-Ches.Hill	7	0.2%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	7	0.2%			
E Northeastern-Museum	28	0.6%			
E Long.Med.-Brig Cir.	78	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:	623	13.8%			

* 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

MATTAPAN HIGH SPEED LINE

Entry Station: Ashmont

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	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:	0	0.0%			
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	6	12.2%
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	45	87.8%
Aquarium	0	0.0%	Mattapan Line Total:	51	100.0%
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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Ashmont

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	0	0.0%
Science Park	0	0.0%	Mattapan Line Total:	51	100.0%
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:	0	0.0%
Park Street-G	0	0.0%	Overall Total	51	100.0%
Boylston	0	0.0%	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	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	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:	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

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Cedar Grove

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	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	7	6.4%	18	State-O	4	4.0%	
Downtown Crossing-R	11	10.4%	4	Downtown Crossing-O	0	0.0%	
South Station	29	26.4%		Chinatown	0	0.0%	
Broadway	4	4.0%		NE Medical Center	0	0.0%	
Andrew	4	4.0%		Back Bay	0	0.0%	
JFK/UMass	7	6.4%		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	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	4	4.0%		Orange Line Total:	4	4.0%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	68	61.6%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	4	4.0%	99
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	7	6.4%	
Aquarium	0	0.0%		Mattapan Line Total:	11	10.4%	
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)

MATTAPAN HIGH SPEED LINE

Entry Station: Cedar Grove

Expanded Results

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	68	61.6%
Science Park	0	0.0%	Mattapan Line Total:	11	10.4%
North Station-G	0	0.0%	Orange Line Total:	4	4.0%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	9	8.0%	Green Line Total:	26	24.1%
Park Street-G	0	0.0%	Overall Total	110	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	4	4.0%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	4	4.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	4	4.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	4	4.0%			
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:	26	24.1%			

* 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

MATTAPAN HIGH SPEED LINE

Entry Station: Butler

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	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	4	2.1%		Community College	0	0.0%	
Kendall/MIT	14	8.2%		North Station-O	32	18.5%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	11	6.4%	4	State-O	0	0.0%	
Downtown Crossing-R	51	29.2%	18	Downtown Crossing-O	0	0.0%	
South Station	29	16.7%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	7	4.3%		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	14	8.2%		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	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	18.5%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	131	75.1%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	4	2.1%	170
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:	4	2.1%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Butler

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	131	75.1%
Science Park	0	0.0%	Mattapan Line Total:	4	2.1%
North Station-G	0	0.0%	Orange Line Total:	32	18.5%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	0	0.0%	Green Line Total:	7	4.3%
Park Street-G	0	0.0%	Overall Total	174	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	4	2.1%			
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	4	2.1%			
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	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:	7	4.3%			

* 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

MATTAPAN HIGH SPEED LINE

Entry Station: Milton

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	2	1.3%		Malden	0	0.0%	
Porter	2	1.3%		Wellington	0	0.0%	
Harvard	9	4.8%		Sullivan Square	0	0.0%	
Central	13	7.0%		Community College	0	0.0%	
Kendall/MIT	2	1.3%		North Station-O	2	1.3%	
Charles/MGH	12	6.5%		Haymarket-O	2	1.3%	
Park Street-R	29	15.3%	9	State-O	0	0.0%	
Downtown Crossing-R	39	21.0%	5	Downtown Crossing-O	0	0.0%	
South Station	36	19.2%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	2	1.3%		Back Bay	0	0.0%	
JFK/UMass	2	1.3%		Massachusetts Ave	4	2.2%	
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	2.2%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	9	4.8%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	154	82.5%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	8	4.4%	179
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:	8	4.4%	
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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Milton

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	154	82.5%
Science Park	0	0.0%	Mattapan Line Total:	8	4.4%
North Station-G	0	0.0%	Orange Line Total:	9	4.8%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	2	1.3%	Green Line Total:	16	8.3%
Park Street-G	0	0.0%	Overall Total	187	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	0	0.0%			
Copley	2	1.3%			
Hynes Convention Center	4	2.2%			
Kenmore	0	0.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	2	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	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.	4	2.2%			
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:	16	8.3%			

* 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

MATTAPAN HIGH SPEED LINE

Entry Station: Central Avenue

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	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	7	1.4%		Sullivan Square	0	0.0%	
Central	24	4.4%		Community College	0	0.0%	
Kendall/MIT	31	5.7%		North Station-O	0	0.0%	
Charles/MGH	7	1.4%		Haymarket-O	24	4.4%	
Park Street-R	96	17.9%		State-O	16	3.0%	
Downtown Crossing-R	71	13.2%	40	Downtown Crossing-O	0	0.0%	
South Station	106	19.7%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	7	1.4%	
Andrew	15	2.7%		Back Bay	0	0.0%	
JFK/UMass	24	4.4%		Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	7	1.4%	
Fields Corner	7	1.4%		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:	55	10.1%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	389	72.0%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	475
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	65	12.1%	
Aquarium	0	0.0%		Mattapan Line Total:	65	12.1%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Central Avenue

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	389	72.0%
Science Park	0	0.0%	Mattapan Line Total:	65	12.1%
North Station-G	0	0.0%	Orange Line Total:	55	10.1%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	0	0.0%	Green Line Total:	31	5.7%
Park Street-G	0	0.0%	Overall Total	540	100.0%
Boylston	0	0.0%	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	15	2.7%			
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	16	3.0%			
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:	31	5.7%			

* 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

MATTAPAN HIGH SPEED LINE

Entry Station: Valley Road

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	3	8.3%	Community College	0	0.0%
Kendall/MIT	0	0.0%	North Station-O	0	0.0%
Charles/MGH	3	8.3%	Haymarket-O	0	0.0%
Park Street-R	14	41.7%	State-O	0	0.0%
Downtown Crossing-R	3	8.3%	Downtown Crossing-O	0	0.0%
South Station	6	16.7%	Chinatown	0	0.0%
Broadway	0	0.0%	NE Medical Center	0	0.0%
Andrew	0	0.0%	Back Bay	3	8.3%
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:	3	8.3%
Braintree	0	0.0%			
Red Line: Unspecified	0	0.0%			
Red Line Total:	28	83.3%			
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	3	8.3%			
Blue Line: Unspecified	0	0.0%			
Blue Line Total:	3	8.3%			

* 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)

MATTAPAN HIGH SPEED LINE

Entry Station: Valley Road

Expanded Results

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	28	83.3%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	3	8.3%
Haymarket-G	0	0.0%	Blue Line Total:	3	8.3%
Government Center-G	0	0.0%	Green Line Total:	0	0.0%
Park Street-G	0	0.0%	Overall Total	33	100.0%
Boylston	0	0.0%	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	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	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:	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

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Capen Street

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	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	2	3.9%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	2	3.9%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%	17	State-O	0	0.0%	
Downtown Crossing-R	7	11.8%		Downtown Crossing-O	0	0.0%	
South Station	19	31.4%		Chinatown	0	0.0%	
Broadway	2	3.9%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	10	16.7%		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	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:	43	71.6%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	60
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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Capen Street

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	43	71.6%
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:	0	0.0%
Government Center-G	2	3.9%	Green Line Total:	17	28.4%
Park Street-G	0	0.0%	Overall Total	60	100.0%
Boylston	10	16.7%	No Response	0	
Arlington	5	7.8%			
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	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:	17	28.4%			

* 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

MATTAPAN HIGH SPEED LINE

Entry Station: Mattapan

Red Line	Percent of			Orange Line	Percent of		
	Exits:	Riders	Transfers:*		Exits:	Riders	Transfers:*
Alewife	39	2.6%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	0	0.0%	
Porter	9	0.6%		Wellington	0	0.0%	
Harvard	216	14.5%		Sullivan Square	0	0.0%	
Central	48	3.2%		Community College	20	1.3%	
Kendall/MIT	46	3.1%		North Station-O	20	1.3%	
Charles/MGH	48	3.2%		Haymarket-O	0	0.0%	
Park Street-R	174	11.7%	9	State-O	0	0.0%	
Downtown Crossing-R	116	7.8%		Downtown Crossing-O	0	0.0%	
South Station	242	16.3%		Chinatown	0	0.0%	
Broadway	9	0.6%		NE Medical Center	0	0.0%	
Andrew	20	1.3%		Back Bay	0	0.0%	
JFK/UMass	79	5.3%		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	18	1.2%		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	1.3%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	40	2.7%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,083	72.9%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	265	17.8%	1,191
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	20	1.3%	
Wood Island	0	0.0%		Valley Road	0	0.0%	
Airport	0	0.0%		Capen Street	9	0.6%	
Maverick	0	0.0%		Mattapan	0	0.0%	
Aquarium	0	0.0%		Mattapan Line Total:	294	19.8%	
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.



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Rapid Transit Survey

Exits from the Rapid Transit System

(cont'd)

MATTAPAN HIGH SPEED LINE

Entry Station: Mattapan

Expanded Results

Green Line	Percent of		Summary	Percent of	
	Exits:	Riders		Exits:	Riders
Lechmere	0	0.0%	Red Line Total:	1,083	72.9%
Science Park	0	0.0%	Mattapan Line Total:	294	19.8%
North Station-G	0	0.0%	Orange Line Total:	40	2.7%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	9	0.6%	Green Line Total:	68	4.6%
Park Street-G	0	0.0%	Overall Total	1,485	100.0%
Boylston	0	0.0%	No Response	20	
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	29	2.0%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	20	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	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	9	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:	68	4.6%			

* 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 Red Line station, 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 Red 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 line, 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. The data for each station are based on the survey responses from riders who ended the rapid transit portions of their trips at that station. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Red Line as a whole. It includes tables and discussion.

7.1 DESCRIPTION OF TABLES

For each exit station on the Red 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 segments on the line 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, Downtown Crossing appears in the Red Line table as “Downtown Crossing-R” and in the Orange Line table as “Downtown Crossing-O.” Red Line passengers would exit or transfer only at Downtown Crossing-R.

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 Red 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 Red Line; at others, the transfers were to an intermediate rapid transit line from which the riders transferred to the Blue Line. An example of the former case is that, in the Red Line entry table, passengers transferring from the Orange Line to the Red Line at Downtown Crossing are shown in the “Transfers” column of the “Downtown Crossing-R” row. They are not included in the Downtown Crossing-O “Entries” total or percent. These riders’ previous actions—either to enter the rapid transit system at an Orange Line station or to transfer to the Orange Line from another line—are accounted for in the accompanying Orange Line entry table. That is, except for slight differences in rounding, the number of riders transferring to the Red Line from the Orange Line will equal the combined total of riders either entering at or transferring to Orange Line stations. (For example, in the tables about riders who exited at Kendall/MIT, 1,294 riders transferred from the Orange Line to the Red Line at Downtown Crossing-R. The total Orange Line entries [1,239] plus the total transfers to the Orange Line [55] equals 1,294.)

The Blue Line does not connect directly with the Red Line, so passengers transferring from Blue to Red use either the Orange Line from State to Downtown Crossing or the Green Line from Government Center to Park Street as an intermediate link. In the example above for Kendall/MIT, the 55 transfers to the Orange Line at State came from the Blue Line, and are part of the total 423 riders shown entering at Blue Line Stations. The Green Line table shows 368 transfers to the Green Line at Government Center. These are the rest of the 423 Blue Line riders going to Kendall/MIT. 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 Red 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.

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 segments 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

For purposes of discussion, references to the entire Red Line in this chapter include the Mattapan High-Speed Line. Because of the large number of rapid transit stations in the system, the entry stations of the Red Line riders are discussed here mostly in terms of line segments or branches rather than individual station. The Red Line serves many of the largest trip-attraction areas in Boston and Cambridge directly. Consequently, the majority (78%) of riders who exited the rapid transit system at a Red Line station also entered the rapid transit system at a Red Line station. Imbalances in the number of riders traveling between segments in one direction (for example, inbound) and another direction (for example, outbound) are largely attributable to the survey span having covered only the hours from 6:00 AM to 3:00 PM, when most riders would have made only the first half of a round-trip.

Northern Segment

Among passengers exiting at all northern segment stations combined, 73% entered the rapid transit system at Red Line stations. The two next-largest groups, at 11% each, entered at Green Line or Orange Line stations. Among the riders who exited the Red Line on the northern segment, 37% also began their rapid transit trips at one of the northern segment stations. Almost half of these boarded either at Central (8%) or at Harvard (7%).

The largest number of northern segment exiting riders, 47%, boarded the Red Line at one of the central segment stations, this includes 21% who entered the rapid transit system at a central segment station and 26% who transferred from the Green or Orange Lines. (The latter figure includes 4% who made second transfers after starting on the Blue Line.) Only 10% of riders exiting at northern segment stations began their rapid transit trips at stations on the Dorchester branch or the Mattapan High-Speed Line, and only 6% started at stations on the South Shore branch.

Central Segment

Among passengers exiting at all central segment stations combined, 85% entered the rapid transit system at Red Line stations. The second-largest group (7%) entered at Green Line stations, and the third-largest (5%) at Orange Line stations. The largest group of central segment exiting riders, 38%, boarded the Red Line at one of the northern segment stations. Harvard and Alewife accounted for the largest individual entry shares, at 8% each.

The second-largest group of central segment alighting riders (21%) boarded at stations on the South Shore branch. Another 21% boarded the Red Line at central segment stations, but this included only 8% who began their rapid transit trips at these stations and 13% who transferred from the Green or Orange Lines. (The latter figure includes 1% who made second transfers after starting on the Blue Line.)

Stations on the Dorchester branch and Mattapan High-Speed Line combined were the entry points for the other nearly 20% of central segment exiting riders.

Dorchester Branch

Among passengers exiting at all Dorchester branch stations combined, 70% entered the rapid transit system at Red Line stations. The second-largest group (14%) entered at Orange Line stations, and the third-largest (13%) at Green Line stations. The largest group of Dorchester branch exiting riders (50%) boarded the Red Line at one of the central segment stations, including 20% who began their rapid transit trips at these stations and 30% who transferred from the Green or Orange Lines. (The latter figure includes 4% who made second transfers after starting on the Blue Line.) South Station was the largest individual entry point for Dorchester branch exiting riders, at nearly 9%.

The second-largest group of riders exiting at Dorchester branch stations (18%) began their rapid transit trips either at stations on the Dorchester branch itself or at stations on the Mattapan High-Speed Line. The other two Red Line station groups, the northern segment and the South Shore branch, each accounted for about 16% of the entries of passengers who exited on the Dorchester branch.

South Shore Branch

Among passengers exiting at all South Shore branch stations combined, 72% entered the rapid transit system at Red Line stations. The second-largest group (14%) entered at Orange Line stations, and the third-largest (13%) at Green Line stations. The largest group of South Shore branch exiting riders (61%) boarded the Red Line at one of the central segment stations, including 33% who began their rapid transit trips at these stations and 28% who transferred from the Green or Orange Lines. (The latter figure includes 2% who made second transfers after starting on the Blue Line.) South Station was the largest individual entry point for South Shore branch exiting riders, at nearly 16%.

The second-largest group of riders exiting at South Shore branch stations (16%) also began their rapid transit trips at stations on the South Shore branch. Stations on the Dorchester branch and Mattapan High-Speed Line combined accounted for 14% of the entries of riders exiting at South Shore branch stations. Another 9% of riders who exited on the South Shore branch entered at stations on the northern segment of the Red Line.

Mattapan High-Speed Line

Information on origins of riders exiting at stations on the Mattapan High-Speed Line was based on a relatively small sample, so the results are less reliable than those for the other Red Line segments. The survey indicated that overall, 91% of the riders who exited at stations on the High-Speed Line began their rapid transit trips either on that line or at stations on the heavy rail segments of the Red Line. Only 3% reportedly transferred from the Orange Line, 4% from the Blue Line, and 2% from the Green Line, and those figures were based on only one to three actual survey returns from riders entering on each of those lines.

The largest individual group (46%) consisted of riders traveling only between stations on the High-Speed Line, or using a combination of that line and buses, but not transferring from the heavy rail Red Line.

Riders who began their rapid transit trips at stations on all heavy rail Red Line segments combined accounted for the second-largest share of High-Speed Line exiting riders (45%). Stations on the central segment accounted for the largest portion of these (29%), followed by stations on the Dorchester branch (12%) and stations on the northern segment (4%). There were no reported trips to the High-Speed Line from stations on the South Shore branch.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

Expanded Results

RED LINE

Exit Station: Alewife

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	6	0.2%	
Davis	133	5.0%		Malden	0	0.0%	
Porter	54	2.1%		Wellington	0	0.0%	
Harvard	446	17.0%		Sullivan Square	14	0.5%	
Central	271	10.3%		Community College	62	2.4%	
Kendall/MIT	281	10.7%		North Station-O	0	0.0%	
Charles/MGH	124	4.7%		Haymarket-O	0	0.0%	
Park Street-R	105	4.0%	278	State-O	13	0.5%	
Downtown Crossing-R	65	2.5%	288	Downtown Crossing-O	0	0.0%	
South Station	141	5.3%		Chinatown	0	0.0%	
Broadway	16	0.6%		NE Medical Center	21	0.8%	
Andrew	0	0.0%		Back Bay	23	0.9%	
JFK/UMass	130	4.9%		Massachusetts Ave	0	0.0%	
Savin Hill	34	1.3%		Ruggles	63	2.4%	
Fields Corner	13	0.5%		Roxbury Crossing	21	0.8%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	49	1.9%	39	Stony Brook	0	0.0%	
North Quincy	23	0.9%		Green Street	5	0.2%	
Wollaston	8	0.3%		Forest Hills	59	2.3%	
Quincy Center	84	3.2%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	10	0.4%		Orange Line Total:	288	10.9%	
Braintree	40	1.5%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	2,027	77.0%					

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	18	0.7%
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	0.7%

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	39	1.5%
Mattapan Line Total:	39	1.5%

* 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)

RED LINE

Expanded Results

Exit Station: Alewife

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	2,027	77.0%
Science Park	0	0.0%	Mattapan Line Total:	39	1.5%
North Station-G	32	1.2%	Orange Line Total:	288	10.9%
Haymarket-G	0	0.0%	Blue Line Total:	18	0.7%
Government Center-G	32	1.2%	Green Line Total:	260	9.9%
Park Street-G	0	0.0%	Overall Total	2,632	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	15	0.6%			
Copley	51	2.0%			
Hynes Convention Center	13	0.5%			
Kenmore	26	1.0%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	6	0.2%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	10	0.4%			
C Brandon-Cleveland Cir.	9	0.3%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	5	0.2%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	3	0.1%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	27	1.0%			
E Long.Med.-Brig Cir.	14	0.5%			
E Fenwood Rd-Heath	17	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:	260	9.9%			

* 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

RED LINE

Exit Station: Davis

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	47	1.5%		Oak Grove	6	0.2%	
Davis	0	0.0%		Malden	34	1.1%	
Porter	74	2.4%		Wellington	14	0.4%	
Harvard	775	24.8%		Sullivan Square	0	0.0%	
Central	428	13.7%		Community College	54	1.7%	
Kendall/MIT	157	5.0%		North Station-O	0	0.0%	
Charles/MGH	139	4.5%		Haymarket-O	0	0.0%	
Park Street-R	97	3.1%	503	State-O	0	0.0%	
Downtown Crossing-R	97	3.1%	340	Downtown Crossing-O	0	0.0%	
South Station	134	4.3%		Chinatown	0	0.0%	
Broadway	32	1.0%		NE Medical Center	0	0.0%	
Andrew	0	0.0%		Back Bay	47	1.5%	
JFK/UMass	130	4.2%		Massachusetts Ave	24	0.8%	
Savin Hill	0	0.0%		Ruggles	32	1.0%	
Fields Corner	39	1.3%		Roxbury Crossing	21	0.7%	
Shawmut	20	0.6%		Jackson Square	0	0.0%	
Ashmont-R	21	0.7%	2	Stony Brook	21	0.7%	
North Quincy	0	0.0%		Green Street	12	0.4%	
Wollaston	17	0.5%		Forest Hills	76	2.4%	
Quincy Center	60	1.9%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	10	0.3%		Orange Line Total:	340	10.9%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	2,278	72.9%					

Blue Line

Wonderland	12	0.4%	
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	19	0.6%	
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:	37	1.2%	

Mattapan High Speed Line

Ashmont-M	0	0.0%	
Cedar Grove	0	0.0%	
Butler	0	0.0%	
Milton	2	0.1%	
Central Avenue	0	0.0%	
Valley Road	0	0.0%	
Capen Street	0	0.0%	
Mattapan	0	0.0%	
Mattapan Line Total:	2	0.1%	

* 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)

RED LINE

Expanded Results

Exit Station: Davis

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	20	0.6%	Red Line Total:	2,278	72.9%
Science Park	0	0.0%	Mattapan Line Total:	2	0.1%
North Station-G	0	0.0%	Orange Line Total:	340	10.9%
Haymarket-G	22	0.7%	Blue Line Total:	37	1.2%
Government Center-G	0	0.0%	Green Line Total:	466	14.9%
Park Street-G	0	0.0%	Overall Total	3,124	100.0%
Boylston	22	0.7%	No Response	0	
Arlington	31	1.0%			
Copley	36	1.1%			
Hynes Convention Center	67	2.1%			
Kenmore	11	0.3%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	23	0.7%			
B Pack.Cnr.-Warren St.	0	0.0%			
B Washington St.-BC	27	0.9%			
C St.Mary's-Summit/Winchest	26	0.8%			
C Brandon-Cleveland Cir.	10	0.3%			
D Fenway-Longwood	18	0.6%			
D Brook. Vill.-Brook.Hills	7	0.2%			
D Beaconsfield-Ches.Hill	11	0.3%			
D Newton Ctr.-Eliot	4	0.1%			
D Waban-Riverside	13	0.4%			
E Northeastern-Museum	53	1.7%			
E Long.Med.-Brig Cir.	18	0.6%			
E Fenwood Rd-Heath	50	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:	466	14.9%			

* 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

RED LINE

Exit Station: Porter

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	99	4.6%		Oak Grove	0	0.0%	
Davis	48	2.2%		Malden	34	1.6%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	258	12.1%		Sullivan Square	0	0.0%	
Central	260	12.2%		Community College	0	0.0%	
Kendall/MIT	114	5.4%		North Station-O	0	0.0%	
Charles/MGH	139	6.5%		Haymarket-O	0	0.0%	
Park Street-R	114	5.4%	291	State-O	0	0.0%	7
Downtown Crossing-R	111	5.2%	209	Downtown Crossing-O	0	0.0%	
South Station	154	7.2%		Chinatown	0	0.0%	
Broadway	27	1.3%		NE Medical Center	0	0.0%	
Andrew	56	2.6%		Back Bay	37	1.7%	
JFK/UMass	105	5.0%		Massachusetts Ave	48	2.3%	
Savin Hill	26	1.2%		Ruggles	32	1.5%	
Fields Corner	0	0.0%		Roxbury Crossing	21	1.0%	
Shawmut	21	1.0%		Jackson Square	0	0.0%	
Ashmont-R	36	1.7%	12	Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	16	0.8%		Forest Hills	30	1.4%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	11	0.5%		Orange Line Total:	202	9.5%	
Braintree	21	1.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,616	76.0%					

Blue Line

Wonderland	7	0.3%
Revere Beach	0	0.0%
Beachmont	0	0.0%
Suffolk Downs	0	0.0%
Orient Heights	17	0.8%
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:	24	1.1%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	2	0.1%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	9	0.4%
Mattapan Line Total:	12	0.5%

* 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)

RED LINE

Expanded Results

Exit Station: Porter

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	1,616	76.0%
Science Park	0	0.0%	Mattapan Line Total:	12	0.5%
North Station-G	19	0.9%	Orange Line Total:	202	9.5%
Haymarket-G	0	0.0%	Blue Line Total:	24	1.1%
Government Center-G	32	1.5%	Green Line Total:	274	12.9%
Park Street-G	0	0.0%	Overall Total	2,127	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	22	1.0%			
Kenmore	26	1.2%			
Prudential	0	0.0%			
Symphony	28	1.3%			
B Blandford-Babcock	23	1.1%			
B Pack.Cnr.-Warren St.	47	2.2%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	15	0.7%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	16	0.7%			
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	11	0.5%			
E Northeastern-Museum	11	0.5%			
E Long.Med.-Brig Cir.	11	0.5%			
E Fenwood Rd-Heath	14	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:	274	12.9%			

* 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

RED LINE

Exit Station: Harvard

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	840	6.8%		Oak Grove	78	0.6%	
Davis	1,290	10.4%		Malden	253	2.0%	
Porter	641	5.1%		Wellington	63	0.5%	
Harvard	0	0.0%		Sullivan Square	111	0.9%	
Central	722	5.8%		Community College	62	0.5%	
Kendall/MIT	515	4.1%		North Station-O	33	0.3%	
Charles/MGH	819	6.6%		Haymarket-O	0	0.0%	
Park Street-R	343	2.8%	1,914	State-O	0	0.0%	19
Downtown Crossing-R	403	3.2%	1,370	Downtown Crossing-O	0	0.0%	
South Station	1,118	9.0%		Chinatown	56	0.5%	
Broadway	138	1.1%		NE Medical Center	31	0.3%	
Andrew	279	2.2%		Back Bay	78	0.6%	
JFK/UMass	314	2.5%		Massachusetts Ave	95	0.8%	
Savin Hill	107	0.9%		Ruggles	63	0.5%	
Fields Corner	93	0.7%		Roxbury Crossing	42	0.3%	
Shawmut	21	0.2%		Jackson Square	0	0.0%	
Ashmont-R	338	2.7%	234	Stony Brook	82	0.7%	
North Quincy	300	2.4%		Green Street	47	0.4%	
Wollaston	148	1.2%		Forest Hills	255	2.0%	
Quincy Center	224	1.8%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	135	1.1%		Orange Line Total:	1,351	10.9%	
Braintree	139	1.1%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	8,928	71.7%					

Blue Line

Wonderland	21	0.2%
Revere Beach	39	0.3%
Beachmont	16	0.1%
Suffolk Downs	11	0.1%
Orient Heights	32	0.3%
Wood Island	33	0.3%
Airport	295	2.4%
Maverick	150	1.2%
Aquarium	41	0.3%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	10	0.1%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	648	5.2%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	9	0.1%
Central Avenue	7	0.1%
Valley Road	0	0.0%
Capen Street	2	0.0%
Mattapan	216	1.7%
Mattapan Line Total:	234	1.9%

* 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)

RED LINE

Expanded Results

Exit Station: Harvard

Green Line				Summary		
	Entries:	Percent of Riders	Transfers:*		Entries:	Percent of Riders
Lechmere	39	0.3%		Red Line Total:	8,928	71.7%
Science Park	0	0.0%		Mattapan Line Total:	234	1.9%
North Station-G	143	1.1%		Orange Line Total:	1,351	10.9%
Haymarket-G	257	2.1%		Blue Line Total:	648	5.2%
Government Center-G	0	0.0%	629	Green Line Total:	1,286	10.3%
Park Street-G	0	0.0%		Overall Total	12,447	100.0%
Boylston	22	0.2%		No Response	0	
Arlington	147	1.2%				
Copley	158	1.3%				
Hynes Convention Center	45	0.4%				
Kenmore	51	0.4%				
Prudential	11	0.1%				
Symphony	0	0.0%				
B Blandford-Babcock	46	0.4%				
B Pack.Cnr.-Warren St.	17	0.1%				
B Washington St.-BC	21	0.2%				
C St.Mary's-Summit/Winchest	39	0.3%				
C Brandon-Cleveland Cir.	28	0.2%				
D Fenway-Longwood	54	0.4%				
D Brook. Vill.-Brook.Hills	37	0.3%				
D Beaconsfield-Ches.Hill	14	0.1%				
D Newton Ctr.-Eliot	23	0.2%				
D Waban-Riverside	24	0.2%				
E Northeastern-Museum	26	0.2%				
E Long.Med.-Brig Cir.	54	0.4%				
E Fenwood Rd-Heath	30	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:	1,286	10.3%				

* 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

RED LINE

Exit Station: Central

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	344	5.1%		Oak Grove	66	1.0%	
Davis	854	12.6%		Malden	99	1.5%	
Porter	458	6.7%		Wellington	35	0.5%	
Harvard	619	9.1%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	8	0.1%	
Kendall/MIT	229	3.4%		North Station-O	11	0.2%	
Charles/MGH	325	4.8%		Haymarket-O	0	0.0%	
Park Street-R	220	3.2%	1,167	State-O	27	0.4%	7
Downtown Crossing-R	468	6.9%	524	Downtown Crossing-O	0	0.0%	
South Station	315	4.6%		Chinatown	0	0.0%	
Broadway	42	0.6%		NE Medical Center	0	0.0%	
Andrew	18	0.3%		Back Bay	47	0.7%	
JFK/UMass	184	2.7%		Massachusetts Ave	0	0.0%	
Savin Hill	73	1.1%		Ruggles	63	0.9%	
Fields Corner	73	1.1%		Roxbury Crossing	21	0.3%	
Shawmut	123	1.8%		Jackson Square	24	0.3%	
Ashmont-R	246	3.6%	91	Stony Brook	62	0.9%	
North Quincy	79	1.2%		Green Street	24	0.4%	
Wollaston	74	1.1%		Forest Hills	30	0.4%	
Quincy Center	136	2.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	63	0.9%		Orange Line Total:	517	7.6%	
Braintree	82	1.2%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	5,024	73.8%					

Blue Line

Wonderland	46	0.7%
Revere Beach	0	0.0%
Beachmont	24	0.4%
Suffolk Downs	0	0.0%
Orient Heights	15	0.2%
Wood Island	0	0.0%
Airport	61	0.9%
Maverick	117	1.7%
Aquarium	18	0.3%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	10	0.1%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	291	4.3%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	4	0.1%
Milton	13	0.2%
Central Avenue	24	0.3%
Valley Road	3	0.0%
Capen Street	0	0.0%
Mattapan	48	0.7%
Mattapan Line Total:	91	1.3%

* 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

(cont'd)

RED LINE

Expanded Results

Exit Station: Central

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	20	0.3%	Red Line Total:	5,024	73.8%
Science Park	0	0.0%	Mattapan Line Total:	91	1.3%
North Station-G	70	1.0%	Orange Line Total:	517	7.6%
Haymarket-G	148	2.2%	Blue Line Total:	291	4.3%
Government Center-G	73	1.1%	Green Line Total:	884	13.0%
Park Street-G	0	0.0%	Overall Total	6,806	100.0%
Boylston	44	0.6%	No Response	0	
Arlington	69	1.0%			
Copley	53	0.8%			
Hynes Convention Center	22	0.3%			
Kenmore	51	0.8%			
Prudential	37	0.5%			
Symphony	28	0.4%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	4	0.1%			
B Washington St.-BC	12	0.2%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	8	0.1%			
D Fenway-Longwood	29	0.4%			
D Brook. Vill.-Brook.Hills	15	0.2%			
D Beaconsfield-Ches.Hill	3	0.0%			
D Newton Ctr.-Eliot	9	0.1%			
D Waban-Riverside	22	0.3%			
E Northeastern-Museum	49	0.7%			
E Long.Med.-Brig Cir.	94	1.4%			
E Fenwood Rd-Heath	22	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:	884	13.0%			

* 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

RED LINE

Exit Station: Kendall/MIT

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	1,063	7.4%		Oak Grove	126	0.9%	
Davis	1,191	8.3%		Malden	199	1.4%	
Porter	1,288	8.9%		Wellington	63	0.4%	
Harvard	1,523	10.6%		Sullivan Square	52	0.4%	
Central	866	6.0%		Community College	54	0.4%	
Kendall/MIT	0	0.0%		North Station-O	55	0.4%	
Charles/MGH	784	5.4%		Haymarket-O	72	0.5%	
Park Street-R	132	0.9%	1,937	State-O	0	0.0%	55
Downtown Crossing-R	527	3.7%	1,294	Downtown Crossing-O	0	0.0%	
South Station	1,573	10.9%		Chinatown	0	0.0%	
Broadway	271	1.9%		NE Medical Center	0	0.0%	
Andrew	187	1.3%		Back Bay	134	0.9%	
JFK/UMass	156	1.1%		Massachusetts Ave	73	0.5%	
Savin Hill	70	0.5%		Ruggles	0	0.0%	
Fields Corner	159	1.1%		Roxbury Crossing	34	0.2%	
Shawmut	61	0.4%		Jackson Square	24	0.2%	
Ashmont-R	186	1.3%	96	Stony Brook	0	0.0%	
North Quincy	205	1.4%		Green Street	59	0.4%	
Wollaston	206	1.4%		Forest Hills	294	2.0%	
Quincy Center	325	2.3%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	145	1.0%		Orange Line Total:	1,239	8.6%	
Braintree	153	1.1%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	11,069	76.9%					

Blue Line

Wonderland	14	0.1%
Revere Beach	57	0.4%
Beachmont	49	0.3%
Suffolk Downs	0	0.0%
Orient Heights	15	0.1%
Wood Island	0	0.0%
Airport	98	0.7%
Maverick	163	1.1%
Aquarium	18	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:	423	2.9%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	14	0.1%
Milton	2	0.0%
Central Avenue	31	0.2%
Valley Road	0	0.0%
Capen Street	2	0.0%
Mattapan	46	0.3%
Mattapan Line Total:	96	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)

RED LINE

Expanded Results

Exit Station: Kendall/MIT

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	39	0.3%	Red Line Total:	11,069	76.9%
Science Park	0	0.0%	Mattapan Line Total:	96	0.7%
North Station-G	102	0.7%	Orange Line Total:	1,239	8.6%
Haymarket-G	85	0.6%	Blue Line Total:	423	2.9%
Government Center-G	64	0.4%	Green Line Total:	1,569	10.9%
Park Street-G	0	0.0%	Overall Total	14,396	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	116	0.8%			
Copley	175	1.2%			
Hynes Convention Center	57	0.4%			
Kenmore	62	0.4%			
Prudential	47	0.3%			
Symphony	0	0.0%			
B Blandford-Babcock	39	0.3%			
B Pack.Cnr.-Warren St.	122	0.8%			
B Washington St.-BC	14	0.1%			
C St.Mary's-Summit/Winchest	125	0.9%			
C Brandon-Cleveland Cir.	88	0.6%			
D Fenway-Longwood	53	0.4%			
D Brook. Vill.-Brook.Hills	56	0.4%			
D Beaconsfield-Ches.Hill	47	0.3%			
D Newton Ctr.-Eliot	54	0.4%			
D Waban-Riverside	53	0.4%			
E Northeastern-Museum	46	0.3%			
E Long.Med.-Brig Cir.	85	0.6%			
E Fenwood Rd-Heath	39	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:	1,569	10.9%			

* 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

RED LINE

Exit Station: Charles/MGH

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	648	7.8%		Oak Grove	52	0.6%	
Davis	431	5.2%		Malden	51	0.6%	
Porter	423	5.1%		Wellington	49	0.6%	
Harvard	803	9.6%		Sullivan Square	24	0.3%	
Central	843	10.1%		Community College	8	0.1%	
Kendall/MIT	391	4.7%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	26	0.3%	896	State-O	13	0.2%	
Downtown Crossing-R	221	2.7%	782	Downtown Crossing-O	0	0.0%	
South Station	576	6.9%		Chinatown	0	0.0%	
Broadway	95	1.1%		NE Medical Center	0	0.0%	
Andrew	131	1.6%		Back Bay	47	0.6%	
JFK/UMass	336	4.0%		Massachusetts Ave	0	0.0%	
Savin Hill	67	0.8%		Ruggles	86	1.0%	
Fields Corner	166	2.0%		Roxbury Crossing	117	1.4%	
Shawmut	102	1.2%		Jackson Square	82	1.0%	
Ashmont-R	282	3.4%	70	Stony Brook	41	0.5%	
North Quincy	300	3.6%		Green Street	21	0.3%	
Wollaston	189	2.3%		Forest Hills	190	2.3%	
Quincy Center	142	1.7%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	187	2.2%		Orange Line Total:	782	9.4%	
Braintree	226	2.7%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	6,588	79.0%					

Blue Line

Wonderland	12	0.1%
Revere Beach	0	0.0%
Beachmont	8	0.1%
Suffolk Downs	0	0.0%
Orient Heights	0	0.0%
Wood Island	0	0.0%
Airport	0	0.0%
Maverick	23	0.3%
Aquarium	0	0.0%
State-B	0	0.0%
Government Center-B	0	0.0%
Bowdoin	10	0.1%
Blue Line: Unspecified	0	0.0%
Blue Line Total:	53	0.6%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	12	0.1%
Central Avenue	7	0.1%
Valley Road	3	0.0%
Capen Street	0	0.0%
Mattapan	48	0.6%
Mattapan Line Total:	70	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)

RED LINE

Expanded Results

Exit Station: Charles/MGH

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	10	0.1%	Red Line Total:	6,588	79.0%
Science Park	0	0.0%	Mattapan Line Total:	70	0.8%
North Station-G	0	0.0%	Orange Line Total:	782	9.4%
Haymarket-G	0	0.0%	Blue Line Total:	53	0.6%
Government Center-G	0	0.0%	Green Line Total:	842	10.1%
Park Street-G	0	0.0%	Overall Total	8,335	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	39	0.5%			
Copley	69	0.8%			
Hynes Convention Center	70	0.8%			
Kenmore	139	1.7%			
Prudential	11	0.1%			
Symphony	17	0.2%			
B Blandford-Babcock	0	0.0%			
B Pack.Cnr.-Warren St.	62	0.7%			
B Washington St.-BC	19	0.2%			
C St.Mary's-Summit/Winchest	77	0.9%			
C Brandon-Cleveland Cir.	59	0.7%			
D Fenway-Longwood	27	0.3%			
D Brook. Vill.-Brook.Hills	14	0.2%			
D Beaconsfield-Ches.Hill	47	0.6%			
D Newton Ctr.-Eliot	46	0.5%			
D Waban-Riverside	35	0.4%			
E Northeastern-Museum	42	0.5%			
E Long.Med.-Brig Cir.	52	0.6%			
E Fenwood Rd-Heath	8	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:	842	10.1%			

* 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

RED LINE

Exit Station: Park Street

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	1,046	9.9%		Oak Grove	0	0.0%	
Davis	959	9.0%		Malden	0	0.0%	
Porter	607	5.7%		Wellington	0	0.0%	
Harvard	1,160	10.9%		Sullivan Square	0	0.0%	
Central	932	8.8%		Community College	0	0.0%	
Kendall/MIT	325	3.1%		North Station-O	0	0.0%	
Charles/MGH	89	0.8%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%		State-O	0	0.0%	
Downtown Crossing-R	32	0.3%	52	Downtown Crossing-O	0	0.0%	
South Station	502	4.7%		Chinatown	28	0.3%	
Broadway	366	3.5%		NE Medical Center	0	0.0%	
Andrew	452	4.3%		Back Bay	0	0.0%	
JFK/UMass	236	2.2%		Massachusetts Ave	24	0.2%	
Savin Hill	190	1.8%		Ruggles	0	0.0%	
Fields Corner	252	2.4%		Roxbury Crossing	0	0.0%	
Shawmut	184	1.7%		Jackson Square	0	0.0%	
Ashmont-R	388	3.7%	331	Stony Brook	0	0.0%	
North Quincy	528	5.0%		Green Street	0	0.0%	
Wollaston	436	4.1%		Forest Hills	0	0.0%	
Quincy Center	649	6.1%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	540	5.1%		Orange Line Total:	52	0.5%	
Braintree	353	3.3%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	10,228	96.4%					

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	7	0.1%
Butler	11	0.1%
Milton	29	0.3%
Central Avenue	96	0.9%
Valley Road	14	0.1%
Capen Street	0	0.0%
Mattapan	174	1.6%
Mattapan Line Total:	331	3.1%

* 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)

RED LINE

Expanded Results

Exit Station: Park Street

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	10,228	96.4%
Science Park	0	0.0%	Mattapan Line Total:	331	3.1%
North Station-G	0	0.0%	Orange Line Total:	52	0.5%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	0	0.0%	Green Line Total:	0	0.0%
Park Street-G	0	0.0%	Overall Total	10,611	100.0%
Boylston	0	0.0%	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	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	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:	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

Expanded Results

RED LINE

Exit Station: Downtown Crossing

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	1,020	8.8%		Oak Grove	0	0.0%	
Davis	969	8.4%		Malden	0	0.0%	
Porter	629	5.5%		Wellington	0	0.0%	
Harvard	868	7.5%		Sullivan Square	0	0.0%	
Central	867	7.5%		Community College	0	0.0%	
Kendall/MIT	361	3.1%		North Station-O	0	0.0%	
Charles/MGH	81	0.7%		Haymarket-O	0	0.0%	
Park Street-R	19	0.2%	189	State-O	0	0.0%	
Downtown Crossing-R	0	0.0%		Downtown Crossing-O	0	0.0%	
South Station	141	1.2%		Chinatown	0	0.0%	
Broadway	261	2.3%		NE Medical Center	0	0.0%	
Andrew	393	3.4%		Back Bay	0	0.0%	
JFK/UMass	783	6.8%		Massachusetts Ave	0	0.0%	
Savin Hill	143	1.2%		Ruggles	0	0.0%	
Fields Corner	398	3.5%		Roxbury Crossing	0	0.0%	
Shawmut	387	3.4%		Jackson Square	0	0.0%	
Ashmont-R	705	6.1%	298	Stony Brook	0	0.0%	
North Quincy	995	8.6%		Green Street	0	0.0%	
Wollaston	502	4.4%		Forest Hills	0	0.0%	
Quincy Center	671	5.8%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	491	4.3%		Orange Line Total:	0	0.0%	
Braintree	361	3.1%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	11,045	95.8%					

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	11	0.1%
Butler	51	0.4%
Milton	39	0.3%
Central Avenue	71	0.6%
Valley Road	3	0.0%
Capen Street	7	0.1%
Mattapan	116	1.0%
Mattapan Line Total:	298	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)

RED LINE

Expanded Results

Exit Station: Downtown Crossing

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	20	0.2%	Red Line Total:	11,045	95.8%
Science Park	0	0.0%	Mattapan Line Total:	298	2.6%
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:	189	1.6%
Park Street-G	0	0.0%	Overall Total	11,532	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	31	0.3%			
Copley	36	0.3%			
Hynes Convention Center	26	0.2%			
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	31	0.3%			
C St.Mary's-Summit/Winchest	7	0.1%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	18	0.2%			
D Brook. Vill.-Brook.Hills	10	0.1%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	11	0.1%			
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:	189	1.6%			

* 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

RED LINE

Exit Station: South Station

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	1,038	5.8%		Oak Grove	66	0.4%	
Davis	772	4.3%		Malden	176	1.0%	
Porter	724	4.0%		Wellington	35	0.2%	
Harvard	999	5.6%		Sullivan Square	90	0.5%	
Central	892	5.0%		Community College	0	0.0%	
Kendall/MIT	710	4.0%		North Station-O	111	0.6%	
Charles/MGH	390	2.2%		Haymarket-O	112	0.6%	
Park Street-R	222	1.2%	2,620	State-O	0	0.0%	103
Downtown Crossing-R	170	0.9%	1,603	Downtown Crossing-O	0	0.0%	
South Station	0	0.0%		Chinatown	0	0.0%	
Broadway	658	3.7%		NE Medical Center	31	0.2%	
Andrew	730	4.1%		Back Bay	116	0.6%	
JFK/UMass	519	2.9%		Massachusetts Ave	72	0.4%	
Savin Hill	265	1.5%		Ruggles	127	0.7%	
Fields Corner	426	2.4%		Roxbury Crossing	101	0.6%	
Shawmut	284	1.6%		Jackson Square	160	0.9%	
Ashmont-R	680	3.8%	466	Stony Brook	0	0.0%	
North Quincy	1,118	6.2%		Green Street	37	0.2%	
Wollaston	684	3.8%		Forest Hills	268	1.5%	
Quincy Center	818	4.6%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	689	3.8%		Orange Line Total:	1,500	8.4%	
Braintree	469	2.6%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	13,256	73.9%					

Blue Line

Wonderland	14	0.1%
Revere Beach	0	0.0%
Beachmont	0	0.0%
Suffolk Downs	0	0.0%
Orient Heights	32	0.2%
Wood Island	12	0.1%
Airport	19	0.1%
Maverick	99	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:	176	1.0%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	29	0.2%
Butler	29	0.2%
Milton	36	0.2%
Central Avenue	106	0.6%
Valley Road	6	0.0%
Capen Street	19	0.1%
Mattapan	242	1.3%
Mattapan Line Total:	466	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)

RED LINE

Expanded Results

Exit Station: South Station

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	70	0.4%	Red Line Total:	13,256	73.9%
Science Park	0	0.0%	Mattapan Line Total:	466	2.6%
North Station-G	89	0.5%	Orange Line Total:	1,500	8.4%
Haymarket-G	0	0.0%	Blue Line Total:	176	1.0%
Government Center-G	0	0.0%	Green Line Total:	2,547	14.2%
Park Street-G	0	0.0%	Overall Total	17,946	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	133	0.7%			
Copley	211	1.2%			
Hynes Convention Center	233	1.3%			
Kenmore	183	1.0%			
Prudential	73	0.4%			
Symphony	62	0.3%			
B Blandford-Babcock	102	0.6%			
B Pack.Cnr.-Warren St.	220	1.2%			
B Washington St.-BC	71	0.4%			
C St.Mary's-Summit/Winchest	180	1.0%			
C Brandon-Cleveland Cir.	87	0.5%			
D Fenway-Longwood	78	0.4%			
D Brook. Vill.-Brook.Hills	161	0.9%			
D Beaconsfield-Ches.Hill	156	0.9%			
D Newton Ctr.-Eliot	50	0.3%			
D Waban-Riverside	40	0.2%			
E Northeastern-Museum	111	0.6%			
E Long.Med.-Brig Cir.	167	0.9%			
E Fenwood Rd-Heath	72	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:	2,547	14.2%			

* 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

RED LINE

Exit Station: Broadway

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	21	1.2%		Oak Grove	8	0.5%	
Davis	105	6.1%		Malden	31	1.8%	
Porter	50	2.9%		Wellington	0	0.0%	
Harvard	77	4.5%		Sullivan Square	0	0.0%	
Central	84	4.9%		Community College	62	3.6%	
Kendall/MIT	23	1.4%		North Station-O	11	0.6%	
Charles/MGH	35	2.1%		Haymarket-O	0	0.0%	
Park Street-R	39	2.3%	162	State-O	0	0.0%	25
Downtown Crossing-R	130	7.6%	238	Downtown Crossing-O	0	0.0%	
South Station	156	9.1%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	18	1.1%		Back Bay	14	0.8%	
JFK/UMass	26	1.5%		Massachusetts Ave	24	1.4%	
Savin Hill	21	1.2%		Ruggles	32	1.8%	
Fields Corner	33	1.9%		Roxbury Crossing	0	0.0%	
Shawmut	41	2.4%		Jackson Square	0	0.0%	
Ashmont-R	71	4.1%	16	Stony Brook	0	0.0%	
North Quincy	12	0.7%		Green Street	5	0.3%	
Wollaston	41	2.4%		Forest Hills	26	1.5%	
Quincy Center	238	13.9%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	213	12.4%	
Braintree	84	4.9%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,304	75.8%					

Blue Line

Wonderland	0	0.0%
Revere Beach	0	0.0%
Beachmont	8	0.5%
Suffolk Downs	0	0.0%
Orient Heights	0	0.0%
Wood Island	17	1.0%
Airport	19	1.1%
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:	44	2.5%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	4	0.3%
Butler	0	0.0%
Milton	0	0.0%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	2	0.1%
Mattapan	9	0.5%
Mattapan Line Total:	16	0.9%

* 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)
RED LINE

Expanded Results

Exit Station: Broadway

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	1,304	75.8%
Science Park	0	0.0%	Mattapan Line Total:	16	0.9%
North Station-G	0	0.0%	Orange Line Total:	213	12.4%
Haymarket-G	0	0.0%	Blue Line Total:	44	2.5%
Government Center-G	0	0.0%	Green Line Total:	143	8.3%
Park Street-G	0	0.0%	Overall Total	1,720	100.0%
Boylston	22	1.3%	No Response	0	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	0	0.0%			
Kenmore	26	1.5%			
Prudential	0	0.0%			
Symphony	0	0.0%			
B Blandford-Babcock	23	1.3%			
B Pack.Cnr.-Warren St.	23	1.3%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	26	1.5%			
C Brandon-Cleveland Cir.	6	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	3	0.2%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	0	0.0%			
E Fenwood Rd-Heath	14	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:	143	8.3%			

* 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

RED LINE

Exit Station: Andrew

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	37	2.8%		Oak Grove	6	0.5%	
Davis	15	1.1%		Malden	0	0.0%	
Porter	6	0.5%		Wellington	0	0.0%	
Harvard	25	1.9%		Sullivan Square	14	1.0%	
Central	22	1.6%		Community College	54	4.1%	
Kendall/MIT	43	3.2%		North Station-O	11	0.8%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	87	6.6%	142	State-O	0	0.0%	7
Downtown Crossing-R	32	2.4%	140	Downtown Crossing-O	0	0.0%	
South Station	156	11.8%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	31	2.4%	
Andrew	0	0.0%		Back Bay	0	0.0%	
JFK/UMass	53	4.0%		Massachusetts Ave	0	0.0%	
Savin Hill	37	2.8%		Ruggles	0	0.0%	
Fields Corner	80	6.0%		Roxbury Crossing	0	0.0%	
Shawmut	21	1.5%		Jackson Square	0	0.0%	
Ashmont-R	134	10.1%	49	Stony Brook	0	0.0%	
North Quincy	35	2.6%		Green Street	0	0.0%	
Wollaston	66	5.0%		Forest Hills	17	1.3%	
Quincy Center	70	5.2%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	30	2.3%		Orange Line Total:	133	10.0%	
Braintree	50	3.8%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	998	75.1%					

Blue Line

Wonderland	7	0.5%
Revere Beach	0	0.0%
Beachmont	8	0.6%
Suffolk Downs	0	0.0%
Orient Heights	0	0.0%
Wood Island	0	0.0%
Airport	0	0.0%
Maverick	18	1.3%
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:	33	2.5%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	4	0.3%
Butler	7	0.6%
Milton	2	0.2%
Central Avenue	15	1.1%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	20	1.5%
Mattapan Line Total:	49	3.7%

* 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)
RED LINE

Expanded Results

Exit Station: Andrew

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	998	75.1%
Science Park	0	0.0%		Mattapan Line Total:	49	3.7%
North Station-G	0	0.0%		Orange Line Total:	133	10.0%
Haymarket-G	0	0.0%		Blue Line Total:	33	2.5%
Government Center-G	32	2.4%	26	Green Line Total:	116	8.7%
Park Street-G	0	0.0%		Overall Total	1,329	100.0%
Boylston	0	0.0%		No Response	0	
Arlington	0	0.0%				
Copley	0	0.0%				
Hynes Convention Center	0	0.0%				
Kenmore	0	0.0%				
Prudential	37	2.8%				
Symphony	0	0.0%				
B Blandford-Babcock	0	0.0%				
B Pack.Cnr.-Warren St.	8	0.6%				
B Washington St.-BC	7	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	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	32	2.4%				
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:	116	8.7%				

* 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

RED LINE

Exit Station: JFK/UMass

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	85	1.9%		Oak Grove	49	1.1%	
Davis	209	4.6%		Malden	179	3.9%	
Porter	79	1.7%		Wellington	42	0.9%	
Harvard	181	4.0%		Sullivan Square	49	1.1%	
Central	177	3.9%		Community College	54	1.2%	
Kendall/MIT	56	1.2%		North Station-O	52	1.1%	
Charles/MGH	77	1.7%		Haymarket-O	0	0.0%	
Park Street-R	19	0.4%	765	State-O	0	0.0%	66
Downtown Crossing-R	59	1.3%	895	Downtown Crossing-O	0	0.0%	
South Station	375	8.3%		Chinatown	28	0.6%	
Broadway	27	0.6%		NE Medical Center	63	1.4%	
Andrew	56	1.2%		Back Bay	74	1.6%	
JFK/UMass	0	0.0%		Massachusetts Ave	24	0.5%	
Savin Hill	23	0.5%		Ruggles	27	0.6%	
Fields Corner	92	2.0%		Roxbury Crossing	21	0.5%	
Shawmut	41	0.9%		Jackson Square	24	0.5%	
Ashmont-R	197	4.4%	122	Stony Brook	0	0.0%	
North Quincy	142	3.1%		Green Street	16	0.3%	
Wollaston	156	3.4%		Forest Hills	128	2.8%	
Quincy Center	474	10.4%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	83	1.8%		Orange Line Total:	829	18.3%	
Braintree	145	3.2%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	2,754	60.7%					

Blue Line

Wonderland	14	0.3%
Revere Beach	28	0.6%
Beachmont	0	0.0%
Suffolk Downs	0	0.0%
Orient Heights	49	1.1%
Wood Island	0	0.0%
Airport	84	1.9%
Maverick	46	1.0%
Aquarium	5	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:	227	5.0%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	7	0.2%
Butler	0	0.0%
Milton	2	0.1%
Central Avenue	24	0.5%
Valley Road	0	0.0%
Capen Street	10	0.2%
Mattapan	79	1.7%
Mattapan Line Total:	122	2.7%

* 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)

RED LINE

Expanded Results

Exit Station: JFK/UMass

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	2,754	60.7%
Science Park	0	0.0%		Mattapan Line Total:	122	2.7%
North Station-G	0	0.0%		Orange Line Total:	829	18.3%
Haymarket-G	22	0.5%		Blue Line Total:	227	5.0%
Government Center-G	32	0.7%	161	Green Line Total:	605	13.3%
Park Street-G	0	0.0%		Overall Total	4,536	100.0%
Boylston	0	0.0%		No Response	0	
Arlington	15	0.3%				
Copley	18	0.4%				
Hynes Convention Center	45	1.0%				
Kenmore	26	0.6%				
Prudential	37	0.8%				
Symphony	34	0.7%				
B Blandford-Babcock	40	0.9%				
B Pack.Cnr.-Warren St.	53	1.2%				
B Washington St.-BC	16	0.3%				
C St.Mary's-Summit/Winchest	59	1.3%				
C Brandon-Cleveland Cir.	43	0.9%				
D Fenway-Longwood	21	0.5%				
D Brook. Vill.-Brook.Hills	29	0.6%				
D Beaconsfield-Ches.Hill	23	0.5%				
D Newton Ctr.-Eliot	16	0.3%				
D Waban-Riverside	11	0.2%				
E Northeastern-Museum	0	0.0%				
E Long.Med.-Brig Cir.	59	1.3%				
E Fenwood Rd-Heath	8	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:	605	13.3%				

* 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

RED LINE

Exit Station: North Quincy

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	21	1.3%		Oak Grove	24	1.5%	
Davis	48	2.9%		Malden	62	3.8%	
Porter	6	0.4%		Wellington	0	0.0%	
Harvard	25	1.5%		Sullivan Square	14	0.8%	
Central	19	1.2%		Community College	0	0.0%	
Kendall/MIT	9	0.6%		North Station-O	0	0.0%	
Charles/MGH	44	2.7%		Haymarket-O	36	2.2%	
Park Street-R	58	3.6%	240	State-O	13	0.8%	
Downtown Crossing-R	183	11.2%	295	Downtown Crossing-O	0	0.0%	
South Station	281	17.2%		Chinatown	12	0.8%	
Broadway	32	1.9%		NE Medical Center	19	1.2%	
Andrew	55	3.3%		Back Bay	37	2.3%	
JFK/UMass	26	1.6%	49	Massachusetts Ave	24	1.5%	
Savin Hill	0	0.0%		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	36	2.2%		Stony Brook	0	0.0%	
North Quincy	0	0.0%		Green Street	0	0.0%	
Wollaston	49	3.0%		Forest Hills	52	3.2%	
Quincy Center	161	9.8%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	10	0.6%		Orange Line Total:	295	18.0%	
Braintree	24	1.5%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,100	67.3%					

Blue Line

Wonderland	14	0.9%
Revere Beach	0	0.0%
Beachmont	16	1.0%
Suffolk Downs	0	0.0%
Orient Heights	0	0.0%
Wood Island	0	0.0%
Airport	37	2.3%
Maverick	18	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:	86	5.2%

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.

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Exit Station: North Quincy

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	1,100	67.3%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	19	1.2%	Orange Line Total:	295	18.0%
Haymarket-G	0	0.0%	Blue Line Total:	86	5.2%
Government Center-G	0	0.0%	Green Line Total:	155	9.5%
Park Street-G	0	0.0%	Overall Total	1,635	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	15	0.9%			
Copley	36	2.2%			
Hynes Convention Center	0	0.0%			
Kenmore	0	0.0%			
Prudential	11	0.7%			
Symphony	0	0.0%			
B Blandford-Babcock	14	0.9%			
B Pack.Cnr.-Warren St.	11	0.6%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	8	0.5%			
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	10	0.6%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	7	0.4%			
E Northeastern-Museum	0	0.0%			
E Long.Med.-Brig Cir.	11	0.7%			
E Fenwood Rd-Heath	14	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:	155	9.5%			

* 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

RED LINE

Exit Station: Wollaston

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	19	2.9%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	27	4.0%		Haymarket-O	36	5.3%	
Park Street-R	39	5.8%	54	State-O	13	2.0%	
Downtown Crossing-R	32	4.8%	88	Downtown Crossing-O	0	0.0%	
South Station	156	23.1%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	31	4.6%	
Andrew	74	11.0%		Back Bay	0	0.0%	
JFK/UMass	53	7.8%		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	56	8.3%		Green Street	7	1.0%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	70	10.3%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	88	13.0%	
Braintree	8	1.2%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	535	79.0%					

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.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Exit Station: Wollaston

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Transfers:*	Entries:
Lechmere	0	0.0%	Red Line Total:	535	79.0%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	88	13.0%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	0	0.0%	Green Line Total:	54	8.0%
Park Street-G	0	0.0%	Overall Total	677	100.0%
Boylston	0	0.0%	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	8	1.2%			
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	3	0.4%			
D Brook. Vill.-Brook.Hills	7	1.0%			
D Beaconsfield-Ches.Hill	0	0.0%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	26	3.8%			
E Long.Med.-Brig Cir.	11	1.6%			
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:	54	8.0%			

* 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

RED LINE

Exit Station: Quincy Center

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	27	1.4%		Oak Grove	6	0.3%	
Davis	33	1.7%		Malden	34	1.8%	
Porter	19	1.0%		Wellington	0	0.0%	
Harvard	50	2.6%		Sullivan Square	24	1.3%	
Central	50	2.6%		Community College	54	2.8%	
Kendall/MIT	32	1.7%		North Station-O	0	0.0%	
Charles/MGH	53	2.7%		Haymarket-O	0	0.0%	
Park Street-R	126	6.5%	239	State-O	13	0.7%	7
Downtown Crossing-R	208	10.8%	238	Downtown Crossing-O	0	0.0%	
South Station	156	8.1%		Chinatown	0	0.0%	
Broadway	32	1.6%		NE Medical Center	0	0.0%	
Andrew	76	3.9%		Back Bay	14	0.7%	
JFK/UMass	183	9.5%	61	Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	32	1.6%	
Fields Corner	0	0.0%		Roxbury Crossing	0	0.0%	
Shawmut	61	3.2%		Jackson Square	24	1.2%	
Ashmont-R	0	0.0%	24	Stony Brook	0	0.0%	
North Quincy	208	10.7%		Green Street	0	0.0%	
Wollaston	90	4.7%		Forest Hills	30	1.5%	
Quincy Center	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	11	0.6%		Orange Line Total:	231	11.9%	
Braintree	16	0.8%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	1,430	74.1%					

Blue Line

Wonderland	7	0.4%
Revere Beach	0	0.0%
Beachmont	0	0.0%
Suffolk Downs	0	0.0%
Orient Heights	0	0.0%
Wood Island	12	0.6%
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:	19	1.0%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	0	0.0%
Milton	4	0.2%
Central Avenue	0	0.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	20	1.0%
Mattapan Line Total:	24	1.2%

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

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Exit Station: Quincy Center

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	1,430	74.1%
Science Park	0	0.0%	Mattapan Line Total:	24	1.2%
North Station-G	19	1.0%	Orange Line Total:	231	11.9%
Haymarket-G	0	0.0%	Blue Line Total:	19	1.0%
Government Center-G	9	0.5%	Green Line Total:	227	11.8%
Park Street-G	0	0.0%	Overall Total	1,931	100.0%
Boylston	15	0.8%	No Response	0	
Arlington	15	0.8%			
Copley	18	0.9%			
Hynes Convention Center	30	1.6%			
Kenmore	11	0.6%			
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	19	1.0%			
C St.Mary's-Summit/Winchest	0	0.0%			
C Brandon-Cleveland Cir.	14	0.7%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	0	0.0%			
D Beaconsfield-Ches.Hill	9	0.5%			
D Newton Ctr.-Eliot	0	0.0%			
D Waban-Riverside	0	0.0%			
E Northeastern-Museum	36	1.9%			
E Long.Med.-Brig Cir.	31	1.6%			
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:	227	11.8%			

* 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

RED LINE

Exit Station: Quincy Adams

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	7	0.9%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	0	0.0%	
Porter	10	1.3%		Wellington	12	1.5%	
Harvard	71	8.9%		Sullivan Square	0	0.0%	
Central	9	1.1%		Community College	0	0.0%	
Kendall/MIT	9	1.1%		North Station-O	15	1.9%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	19	2.4%	215	State-O	13	1.7%	
Downtown Crossing-R	0	0.0%	40	Downtown Crossing-O	0	0.0%	
South Station	219	27.4%		Chinatown	0	0.0%	
Broadway	16	2.0%		NE Medical Center	0	0.0%	
Andrew	18	2.3%		Back Bay	0	0.0%	
JFK/UMass	26	3.3%	27	Massachusetts Ave	0	0.0%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	13	1.7%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	14	1.7%	4	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	66	8.3%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	40	5.0%	
Braintree	42	5.3%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	540	67.6%					

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	17	2.1%
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	2.1%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	4	0.6%
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	0.6%

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

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Exit Station: Quincy Adams

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	540	67.6%
Science Park	43	5.4%		Mattapan Line Total:	4	0.6%
North Station-G	0	0.0%		Orange Line Total:	40	5.0%
Haymarket-G	0	0.0%		Blue Line Total:	17	2.1%
Government Center-G	0	0.0%	17	Green Line Total:	198	24.8%
Park Street-G	0	0.0%		Overall Total	799	100.0%
Boylston	0	0.0%		No Response	0	
Arlington	23	2.9%				
Copley	0	0.0%				
Hynes Convention Center	45	5.6%				
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	24	3.0%				
C St.Mary's-Summit/Winchest	0	0.0%				
C Brandon-Cleveland Cir.	0	0.0%				
D Fenway-Longwood	7	0.9%				
D Brook. Vill.-Brook.Hills	8	1.0%				
D Beaconsfield-Ches.Hill	0	0.0%				
D Newton Ctr.-Eliot	0	0.0%				
D Waban-Riverside	0	0.0%				
E Northeastern-Museum	26	3.2%				
E Long.Med.-Brig Cir.	22	2.7%				
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:	198	24.8%				

* 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

RED LINE

Exit Station: Braintree

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	9	1.3%		Malden	17	2.3%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	15	2.1%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	29	3.9%		North Station-O	0	0.0%	
Charles/MGH	27	3.7%		Haymarket-O	36	4.9%	
Park Street-R	68	9.2%	113	State-O	13	1.8%	
Downtown Crossing-R	13	1.8%	126	Downtown Crossing-O	0	0.0%	
South Station	94	12.8%		Chinatown	28	3.8%	
Broadway	0	0.0%		NE Medical Center	31	4.3%	
Andrew	38	5.2%		Back Bay	0	0.0%	
JFK/UMass	53	7.2%	28	Massachusetts Ave	0	0.0%	
Savin Hill	13	1.8%		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	2.0%		Stony Brook	0	0.0%	
North Quincy	40	5.4%		Green Street	0	0.0%	
Wollaston	0	0.0%		Forest Hills	0	0.0%	
Quincy Center	60	8.1%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	22	3.0%		Orange Line Total:	126	17.2%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	494	67.4%					

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.

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Exit Station: Braintree

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Transfers:*	Entries:
Lechmere	0	0.0%	Red Line Total:	494	67.4%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	0	0.0%	Orange Line Total:	126	17.2%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	32	4.3%	Green Line Total:	113	15.4%
Park Street-G	0	0.0%	Overall Total	734	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	0	0.0%			
Copley	0	0.0%			
Hynes Convention Center	22	3.0%			
Kenmore	0	0.0%			
Prudential	37	5.0%			
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	16	2.1%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	0	0.0%			
D Brook. Vill.-Brook.Hills	7	0.9%			
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:	113	15.4%			

* 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

Expanded Results

RED LINE

Exit Station: Savin Hill

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	10	2.8%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	0	0.0%	
Porter	6	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	54	14.7%		Haymarket-O	0	0.0%	
Park Street-R	0	0.0%	71	State-O	0	0.0%	
Downtown Crossing-R	111	30.2%	24	Downtown Crossing-O	0	0.0%	
South Station	31	8.5%		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	7.2%		Massachusetts Ave	24	6.5%	
Savin Hill	0	0.0%		Ruggles	0	0.0%	
Fields Corner	20	5.4%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	14	3.8%		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:	24	6.5%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	272	74.2%					

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.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Exit Station: Savin Hill

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Transfers:*	Entries:
Lechmere	0	0.0%	Red Line Total:	272	74.2%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	19	5.2%	Orange Line Total:	24	6.5%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	41	11.2%	Green Line Total:	71	19.3%
Park Street-G	0	0.0%	Overall Total	366	100.0%
Boylston	0	0.0%	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	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	2.1%			
C Brandon-Cleveland Cir.	0	0.0%			
D Fenway-Longwood	3	0.9%			
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:	71	19.3%			

* 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

RED LINE

Exit Station: Fields Corner

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	7	0.9%		Oak Grove	0	0.0%	
Davis	24	3.1%		Malden	0	0.0%	
Porter	29	3.8%		Wellington	14	1.8%	
Harvard	25	3.3%		Sullivan Square	0	0.0%	
Central	41	5.3%		Community College	0	0.0%	
Kendall/MIT	0	0.0%		North Station-O	0	0.0%	
Charles/MGH	27	3.5%		Haymarket-O	36	4.7%	
Park Street-R	29	3.7%	106	State-O	0	0.0%	12
Downtown Crossing-R	97	12.6%	110	Downtown Crossing-O	0	0.0%	
South Station	31	4.1%		Chinatown	0	0.0%	
Broadway	42	5.5%		NE Medical Center	0	0.0%	
Andrew	38	4.9%		Back Bay	23	3.0%	
JFK/UMass	53	6.8%	13	Massachusetts Ave	24	3.1%	
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	77	10.0%	22	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:	97	12.6%	
Braintree	13	1.7%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	534	69.3%					

Blue Line

Wonderland	12	1.6%
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	19	2.4%
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:	31	4.1%

Mattapan High Speed Line

Ashmont-M	0	0.0%
Cedar Grove	0	0.0%
Butler	14	1.9%
Milton	0	0.0%
Central Avenue	7	1.0%
Valley Road	0	0.0%
Capen Street	0	0.0%
Mattapan	0	0.0%
Mattapan Line Total:	22	2.8%

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

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Exit Station: Fields Corner

Green Line	Percent of			Summary	Percent of	
	Entries:	Riders	Transfers:*		Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	534	69.3%
Science Park	0	0.0%		Mattapan Line Total:	22	2.8%
North Station-G	0	0.0%		Orange Line Total:	97	12.6%
Haymarket-G	0	0.0%		Blue Line Total:	31	4.1%
Government Center-G	32	4.1%	19	Green Line Total:	87	11.3%
Park Street-G	0	0.0%		Overall Total	770	100.0%
Boylston	0	0.0%		No Response	0	
Arlington	0	0.0%				
Copley	18	2.3%				
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.	6	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	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	11	1.4%				
E Long.Med.-Brig Cir.	20	2.6%				
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:	87	11.3%				

* 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

Expanded Results

RED LINE

Exit Station: Shawmut

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	9	2.4%		Malden	0	0.0%	
Porter	0	0.0%		Wellington	0	0.0%	
Harvard	25	6.4%		Sullivan Square	0	0.0%	
Central	0	0.0%		Community College	0	0.0%	
Kendall/MIT	14	3.6%		North Station-O	0	0.0%	
Charles/MGH	27	6.8%		Haymarket-O	0	0.0%	
Park Street-R	48	12.3%	84	State-O	0	0.0%	
Downtown Crossing-R	32	8.3%		Downtown Crossing-O	0	0.0%	
South Station	31	8.0%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	38	9.7%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%	18	Massachusetts Ave	0	0.0%	
Savin Hill	13	3.3%		Ruggles	0	0.0%	
Fields Corner	20	5.0%		Roxbury Crossing	0	0.0%	
Shawmut	0	0.0%		Jackson Square	0	0.0%	
Ashmont-R	14	3.5%	18	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	4.6%		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:	290	73.9%					

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	18	4.7%
Mattapan Line Total:	18	4.7%

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

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

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

Entries to the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Exit Station: Shawmut

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Transfers:*	Entries:
Lechmere	0	0.0%	Red Line Total:	290	73.9%
Science Park	0	0.0%	Mattapan Line Total:	18	4.7%
North Station-G	19	4.8%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	32	8.1%	Green Line Total:	84	21.4%
Park Street-G	0	0.0%	Overall Total	393	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	15	3.9%			
Copley	18	4.5%			
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	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:	84	21.4%			

* 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

Expanded Results

RED LINE

Exit Station: Ashmont

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	7	0.7%		Oak Grove	0	0.0%	
Davis	0	0.0%		Malden	17	1.7%	
Porter	6	0.6%		Wellington	0	0.0%	
Harvard	77	7.8%		Sullivan Square	14	1.4%	
Central	88	9.0%		Community College	0	0.0%	
Kendall/MIT	47	4.7%		North Station-O	0	0.0%	
Charles/MGH	54	5.5%		Haymarket-O	13	1.3%	
Park Street-R	78	7.9%	92	State-O	0	0.0%	
Downtown Crossing-R	65	6.6%	80	Downtown Crossing-O	0	0.0%	
South Station	94	9.5%		Chinatown	0	0.0%	
Broadway	0	0.0%		NE Medical Center	0	0.0%	
Andrew	76	7.7%		Back Bay	0	0.0%	
JFK/UMass	105	10.7%	11	Massachusetts Ave	24	2.4%	
Savin Hill	13	1.3%		Ruggles	0	0.0%	
Fields Corner	79	8.0%		Roxbury Crossing	13	1.3%	
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	1.1%		Orange Line Total:	80	8.2%	
Braintree	13	1.3%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	813	82.5%					

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.

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



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Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

RED LINE

Expanded Results

Exit Station: Ashmont

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Transfers:*	Entries:
Lechmere	0	0.0%	Red Line Total:	813	82.5%
Science Park	0	0.0%	Mattapan Line Total:	0	0.0%
North Station-G	19	1.9%	Orange Line Total:	80	8.2%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	32	3.2%	Green Line Total:	92	9.3%
Park Street-G	0	0.0%	Overall Total	985	100.0%
Boylston	0	0.0%	No Response	0	
Arlington	15	1.6%			
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.	23	2.3%			
B Washington St.-BC	0	0.0%			
C St.Mary's-Summit/Winchest	3	0.3%			
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:	92	9.3%			

* 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

MATTAPAN HIGH SPEED LINE

Exit Station: Ashmont

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	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:	0	0.0%
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	0	0.0%	Cedar Grove	4	1.6%
Beachmont	0	0.0%	Butler	4	1.3%
Suffolk Downs	0	0.0%	Milton	8	2.9%
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	265	94.2%
Aquarium	0	0.0%	Mattapan Line Total:	281	100.0%
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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Ashmont

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	0	0.0%
Science Park	0	0.0%	Mattapan Line Total:	281	100.0%
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:	0	0.0%
Park Street-G	0	0.0%	Overall Total	281	100.0%
Boylston	0	0.0%	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	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	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:	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

Expanded Results

MATTAPAN HIGH SPEED LINE

Exit Station: Cedar Grove

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	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	32	100.0%	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:	32	100.0%			

Blue Line	Percent of		Mattapan High Speed Line	Percent of	
	Entries:	Riders		Entries:	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 entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Cedar Grove

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	32	100.0%
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:	0	0.0%
Park Street-G	0	0.0%	Overall Total	32	100.0%
Boylston	0	0.0%	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	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	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:	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

Expanded Results

MATTAPAN HIGH SPEED LINE

Exit Station: Butler

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	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	13	17.4%	Downtown Crossing-O	0	0.0%
South Station	63	82.6%	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:	76	100.0%			

Blue Line	Percent of		Mattapan High Speed Line	Percent of	
	Entries:	Riders		Entries:	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 entry data tables is explained in section 7.1.



MBTA Surveys: 2008-09

Rapid Transit Survey

Entries to the Rapid Transit System

(cont'd)

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Butler

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	76	100.0%
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:	0	0.0%
Park Street-G	0	0.0%	Overall Total	76	100.0%
Boylston	0	0.0%	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	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	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:	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

Expanded Results

MATTAPAN HIGH SPEED LINE

Exit Station: Milton

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	14	6.7%	
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	39	18.8%	18	State-O	0	0.0%	
Downtown Crossing-R	65	31.4%	14	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	38	18.4%		Back Bay	0	0.0%	
JFK/UMass	0	0.0%		Massachusetts Ave	0	0.0%	
Savin Hill	26	12.7%		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	0	0.0%		Orange Line: Unspecified	0	0.0%	
Quincy Adams	0	0.0%		Orange Line Total:	14	6.7%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	168	81.4%					

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	6	3.0%	200
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:	6	3.0%	

* 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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Milton

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	168	81.4%
Science Park	0	0.0%	Mattapan Line Total:	6	3.0%
North Station-G	0	0.0%	Orange Line Total:	14	6.7%
Haymarket-G	0	0.0%	Blue Line Total:	0	0.0%
Government Center-G	0	0.0%	Green Line Total:	18	8.9%
Park Street-G	0	0.0%	Overall Total	207	100.0%
Boylston	0	0.0%	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	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	8.9%			
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:	18	8.9%			

* 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

MATTAPAN HIGH SPEED LINE

Exit Station: Central Avenue

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	14	18.7%		North Station-O	0	0.0%	
Charles/MGH	0	0.0%		Haymarket-O	0	0.0%	
Park Street-R	19	25.4%		State-O	0	0.0%	23
Downtown Crossing-R	0	0.0%	23	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:	34	44.1%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	57
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	23	29.8%		Mattapan	20	26.1%	
Aquarium	0	0.0%		Mattapan Line Total:	20	26.1%	
State-B	0	0.0%					
Government Center-B	0	0.0%					
Bowdoin	0	0.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	23	29.8%					

* 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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Central Avenue

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	34	44.1%
Science Park	0	0.0%	Mattapan Line Total:	20	26.1%
North Station-G	0	0.0%	Orange Line Total:	0	0.0%
Haymarket-G	0	0.0%	Blue Line Total:	23	29.8%
Government Center-G	0	0.0%	Green Line Total:	0	0.0%
Park Street-G	0	0.0%	Overall Total	77	100.0%
Boylston	0	0.0%	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	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	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:	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

Expanded Results

MATTAPAN HIGH SPEED LINE

Exit Station: Valley Road

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%	10	State-O	0	0.0%	
Downtown Crossing-R	32	77.0%		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:	32	77.0%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	0	0.0%	42
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	10	23.0%					
Blue Line: Unspecified	0	0.0%					
Blue Line Total:	10	23.0%					

* 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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Valley Road

Green Line	Percent of		Transfers:*	Summary	Percent of	
	Entries:	Riders			Entries:	Riders
Lechmere	0	0.0%		Red Line Total:	32	77.0%
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:	10	23.0%
Government Center-G	0	0.0%	10	Green Line Total:	0	0.0%
Park Street-G	0	0.0%		Overall Total	42	100.0%
Boylston	0	0.0%		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	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	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:	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

Expanded Results

MATTAPAN HIGH SPEED LINE

Exit Station: Capen Street

Red Line	Percent of		Orange Line	Percent of	
	Entries:	Riders		Entries:	Riders
		Transfers:*			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	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:	0	0.0%			
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	0	0.0%	Mattapan	9	100.0%
Aquarium	0	0.0%	Mattapan Line Total:	9	100.0%
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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Capen Street

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Transfers:*	Entries:
Lechmere	0	0.0%	Red Line Total:	0	0.0%
Science Park	0	0.0%	Mattapan Line Total:	9	100.0%
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:	0	0.0%
Park Street-G	0	0.0%	Overall Total	9	100.0%
Boylston	0	0.0%	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	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	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:	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

Expanded Results

MATTAPAN HIGH SPEED LINE

Exit Station: Mattapan

Red Line	Percent of			Orange Line	Percent of		
	Entries:	Riders	Transfers:*		Entries:	Riders	Transfers:*
Alewife	0	0.0%		Oak Grove	0	0.0%	
Davis	9	3.6%		Malden	17	6.6%	
Porter	6	2.4%		Wellington	0	0.0%	
Harvard	15	6.0%		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%	8	State-O	0	0.0%	
Downtown Crossing-R	0	0.0%	17	Downtown Crossing-O	0	0.0%	
South Station	31	12.1%		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	53	20.5%		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	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	6.6%	
Braintree	0	0.0%					
Red Line: Unspecified	0	0.0%					
Red Line Total:	115	44.7%					
Blue Line				Mattapan High Speed Line			
Wonderland	0	0.0%		Ashmont-M	45	17.3%	140
Revere Beach	0	0.0%		Cedar Grove	7	2.7%	
Beachmont	8	3.2%		Butler	0	0.0%	
Suffolk Downs	0	0.0%		Milton	0	0.0%	
Orient Heights	0	0.0%		Central Avenue	65	25.4%	
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:	117	45.4%	
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	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)

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Mattapan

Green Line	Percent of		Summary	Percent of	
	Entries:	Riders		Entries:	Riders
Lechmere	0	0.0%	Red Line Total:	115	44.7%
Science Park	0	0.0%	Mattapan Line Total:	117	45.4%
North Station-G	0	0.0%	Orange Line Total:	17	6.6%
Haymarket-G	0	0.0%	Blue Line Total:	8	3.2%
Government Center-G	0	0.0%	Green Line Total:	0	0.0%
Park Street-G	0	0.0%	Overall Total	257	100.0%
Boylston	0	0.0%	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	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	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:	0	0.0%			

* 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 Red Line stations 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 Red Line; for riders who used more than one mode following their Red Line trips, this “egress mode” is the one used immediately after leaving the Red Line station. 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 Red Line station to their trip destinations.

For trips from the Red 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 Red Line to the Blue, Orange, or Green Line are reported on in the survey reports for those rapid transit lines, rather than in this Red Line volume.

The tables (at the end of the chapter) present all of these data by station. For each station, 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 are based on the survey responses from riders who completed the rapid transit portions of their trips at that station. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Red 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 shows the distribution of trips among 12 transportation modes that riders used immediately after departing that station. Seven of the modes are private: walk, drive/park, pick-up, 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 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

Walking was the single-most-common means of egress from stations on each Red Line station, but its importance varied both among segments and among stations within each segment. Further details by segment are provided below.

Northern Segment

Overall, 77% of the riders exiting at northern segment stations walked away from them. At Davis through Central inclusive, 79% to 83% of egress trips were made by walking. At Harvard, Central, and Davis, about 14% of the passengers transferred to MBTA buses to reach their destinations.

At Kendal/MIT, nearly all of the alighting riders (97%) completed their trips by walking. In contrast, at Alewife, less than half (42%) of egress trips were made on foot, with the two next-largest means being MBTA buses (25%) and private vehicles parked there earlier (20%). After the end of the survey hours, drive-away egress would have been even more important as more riders completed round-trips and returned to parked vehicles.

Central Segment

Overall, 86% of the riders exiting at central segment stations walked away from them. At Park Street, Downtown Crossing, and Charles/MGH, 94% to 96% of riders who were exiting from the rapid transit system (that is, excluding those transferring to other rapid transit lines) walked to their destinations. At South Station, 72% of exiting riders reported walking egress, but 26% transferred to buses or commuter rail. At Broadway, 64% of riders walked away and 32% transferred to buses. Broadway was the only station in this segment with more than 1% of exiting riders reporting driving away, and even there less than 2% did so.

Dorchester Branch

Overall, 45% of the riders exiting at Dorchester branch stations walked away from them. Walking egress rates were highest at Savin Hill (91%) and Shawmut (87%). Riders exiting at JFK/UMass had the lowest walk-away rate on the branch (27%) because of the large share of riders (58%) who transferred to shuttle buses running between there and the University of Massachusetts

Boston campus. At Andrew, Ashmont, and Fields Corner, 30% to 31% of egress trips were made by MBTA buses. Riders who transferred at Ashmont from heavy rail Red Line trains to the Mattapan High-Speed Line (light rail) were included in the exit totals for the stations on the latter line but not in those for Ashmont Station.

Drive-away egress was reported by less than 1% of riders exiting at Andrew or JFK/UMass, but it ranged from 5% at Ashmont and Fields Corner to 13% at Shawmut.

South Shore Branch

Overall, 57% of the riders exiting at South Shore branch stations walked away from them. Walking egress rates were highest at North Quincy and Wollaston (71% each). Walk-away rates were lowest at Quincy Adams (28%) and Braintree (30%), with 34% of the riders at each of these stations driving away in vehicles that had been parked there earlier. Riders exiting at Braintree also had a high incidence of being met at the station and driven away in private vehicles (26%), compared with 1% to 7% reported for riders exiting at each of the other South Shore branch stations.

Riders exiting at Quincy Center Station had the highest rate of bus egress on the branch (19%), compared with 7% or less at other stations. Quincy Adams exit riders had a high rate of egress by private shuttles (25%), with riders at North Quincy (16%) and Braintree (10%) having the next-largest rate of use of this mode.

Mattapan High-Speed Line

Overall, 66% of the riders exiting at Mattapan High-Speed Line stations walked away from them. The number of responses from riders exiting on this line was too small to allow for meaningful conclusions on egress modes at individual stations. Overall, the most common means of egress after walking were buses (17%) and driving away in vehicles that had been parked (12%). All of the reported bus transfers occurred at Mattapan and at Ashmont. Riders who transferred from the High-Speed Line to the heavy rail Red Line at Ashmont were included in the egress summaries for their final exit stations, but not in those for the High-Speed Line at Ashmont.

8.2 TRIP TIME FOR EGRESS VIA PRIVATE TRANSPORTATION

8.2.1 DESCRIPTION OF TABLE

For each station, this table summarizes the reported egress times, from Red Line station to trip destination, for riders who made their egress trips entirely by private transportation. Trips in which riders transferred from the Red 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 pick-up egress modes individually and for all other private egress modes combined. Within each of these four groups, it also shows the percent of egress trips in each time range and the average egress time for the mode.

8.2.2 OVERVIEW OF RESULTS

In general, egress times from a given station are closely related to the size of the area in which most of the destinations are located. Walking-egress trip lengths are constrained both by the distances that riders are typically willing and able to walk, and by the availability of other transit facilities closer to the destinations. Drive-away egress is an option mostly for riders who are on return halves of round-trips that began with park-and-ride access.

Northern Segment

Mean walking-egress times were similar at all northern segment stations, ranging from about 6 to 8 minutes. Driving-egress times showed greater variation, ranging from 10 minutes at Porter Station to 22 minutes at Alewife. However, the results for driving-egress times at most stations were based on very small numbers of survey returns.

Central Segment

Mean walking-egress times were similar at all central segment stations, ranging from about 6 to 8 minutes. Driving egress times showed greater variation, ranging from 10 minutes at Park Street and Charles/MGH to 28 minutes at South Station. However, the results for driving-egress times at most stations were based on very small numbers of survey returns.

Dorchester Branch

Mean walking-egress times were similar at all Dorchester branch stations, ranging from about 8 to 10 minutes. The mean driving-egress time from all stations combined was just under 10 minutes. However, the total number of survey returns reporting driving egress even from all the stations combined was too low to allow for meaningful results.

South Shore Branch

Mean walking-egress times at South Shore branch stations ranged from about 7 minutes at North Quincy and Braintree to about 10 minutes at each of the other three stations. The mean driving-egress time from all stations combined was just over 20 minutes. However, the results for driving-egress times at most stations were based on very small numbers of survey returns.

Mattapan High-Speed Line

The mean reported walking-egress time from all stations combined on the High-Speed Line was just under 7 minutes. The mean reported driving-egress

time from all stations combined was about 16 minutes. However, the total number of survey returns reporting driving egress even from all the stations combined was too low to allow for meaningful results.

8.3 TRANSFERS FROM THE RED LINE TO COMMUTER RAIL, BUS, OR BOAT

8.3.1 DESCRIPTION OF TABLES

For each station, 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 Red 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 Red Line to, respectively, an MBTA or non-MBTA bus. Non-MBTA routes are identified as shown below:

TABLE 8-1

Designations Used for Private and Other Non-MBTA Bus Services

Designation	Other Non-MBTA Bus Services
BAT	Brocton Area Transit
BEX	Boston Express Bus
BNZ	Bonanza Bus Lines
CON	Concord Coach Lines
PB	Plymouth & Brockton Street Railway Co.
UMB	UMass Boston shuttle
Unspecified	Respondent checked bus, but listed no route

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 Red Line. In cases involving multiple transfers, the intermediate link is not specified. For example, the Central Station table on MBTA bus routes shows seven transfers to Route 57, which does not go to that station. It may be presumed that those riders transferred to Route 57 from Route 47, but they would not be included in the transfer total for that route. Few riders make such double transfers.

8.3.2 OVERVIEW OF RESULTS

Northern Segment

At most northern segment stations, some transfers were reported to each of the connecting MBTA bus routes, but usually some routes accounted for much larger shares of the transfers than others did. At Harvard Station, which had the

largest absolute number of transfers to buses, the top 2 of 13 connecting routes (Routes 71 and 73) accounted for 53% of the egress transfers. At Alewife, where bus transfers were the mode with the highest percentage of total egress trips, the top 2 of 7 connecting routes (Routes 350 and 62) accounted for 57% of the egress transfers. At Porter Station, which has a direct connection with the Fitchburg commuter rail line, transfers were reported going to eight of the stations on that line, but 51% of these were going to either Brandeis/Roberts or Waltham.

Central Segment

Of the stations on this segment, only Charles/MGH has no directly connecting bus routes and had no reported bus egress trips. At Park Street and Downtown Crossing, only about 3% of the reported egress trips were made via bus. South Station had the largest absolute reported bus egress transfer activity on the segment. Transfers were reported to four of the eight MBTA bus routes connecting there, but 96% of the transfers went to Silver Line Waterfront routes SL1 and SL2. (In the database, all passengers with destinations at stops in South Boston served by both of these routes were shown as using Route SL2; only passengers going to stops at Logan Airport were shown as using Route SL1).

At Broadway Station, where the percentage of egress trips made by bus was highest (32%), some transfers were reported to each of the three bus routes stopping there, but Route 9 alone accounted for 61% of the transfers.

At South Station, about 4% of the exiting riders reported transferring to commuter rail. A total of 28 different stations were shown as the final exiting locations, but the actual number of survey responses from riders going to each of these stations ranged from one to four.

Dorchester Branch

At Andrew Station, which had the largest absolute number of egress trips by bus on this segment during the survey hours, transfers were reported to five of the six bus routes stopping there. Route CT3 alone accounted for 50% of the transfers, with Routes 10 and 17 tied for the next-largest shares, at 14% each. At Ashmont, transfers were reported to only five of the nine routes stopping there, along with indirect transfers to two other routes. Transfers to Routes 26 and 22 together accounted for 51% of the total.

At JFK/UMass, which is directly served by two MBTA bus routes, almost all of the reported transfers to either of these were to Route 8. However, more than 13 times as many riders transferred to UMass Boston shuttle buses there as to Route 8.

South Shore Branch

Egress trips by bus were fairly low at all each of the South Shore branch stations during the survey hours. At Quincy Center, where transfer activity was

heaviest, transfers were reported to only 7 of the 15 routes stopping there. Routes 222 and 225 together accounted for 62% of the transfers.

Mattapan High-Speed Line

The number of survey returns showing transfers to buses at stations on the Mattapan High-Speed Line was insufficient to allow for meaningful conclusions.

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

Egress from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Alewife

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,095	42.1%
Drive/Park Egress	506	19.5%
Pick-up Egress	131	5.0%
Taxi Egress	13	0.5%
Shuttle/Van Egress	197	7.6%
Bicycle Egress	14	0.6%
Other Egress	0	0.0%
Total Private Trans.	1,957	75.3%
MBTA Bus	643	24.7%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	643	24.7%
TOTAL	2,600	100.0%
No Answer	32	

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	460	45.3%	0	0.0%	42	34.9%	0	0.0%	502	29.3%
6-10	370	36.5%	78	19.6%	23	19.3%	26	14.8%	498	29.1%
11-15	126	12.4%	117	29.2%	0	0.0%	99	55.8%	343	20.0%
16-20	32	3.2%	46	11.6%	0	0.0%	9	5.2%	88	5.1%
21-30	26	2.6%	74	18.5%	21	17.5%	36	20.4%	157	9.2%
31-45	0	0.0%	75	18.9%	34	28.3%	7	3.8%	116	6.8%
Over 45	0	0.0%	9	2.2%	0	0.0%	0	0.0%	9	0.5%
TOTAL	1,015	100.0%	399	100.0%	120	100.0%	178	100.0%	1,712	100.0%
No Answer	80		107		11		46		244	
Avg. Time (min)	8.3		22.3		21.5		17.8		13.5	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Alewife

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

350	256
62	112
76	103
79	79
351	78
67	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

RED LINE

Expanded Results

Exit Station: Davis

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	2,419	79.3%
Drive/Park Egress	90	3.0%
Pick-up Egress	39	1.3%
Taxi Egress	0	0.0%
Shuttle/Van Egress	48	1.6%
Bicycle Egress	20	0.7%
Other Egress	0	0.0%
Total Private Trans.	2,616	85.7%
MBTA Bus	415	13.6%
Other Bus	20	0.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	435	14.3%
TOTAL	3,050	100.0%
No Answer	73	

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	1,030	49.0%	11	16.9%	0	0.0%	20	34.8%	1,062	47.4%
6-10	609	29.0%	31	46.2%	0	0.0%	26	45.7%	666	29.8%
11-15	350	16.6%	9	13.2%	0	0.0%	0	0.0%	359	16.0%
16-20	88	4.2%	16	23.7%	0	0.0%	11	19.5%	115	5.1%
21-30	26	1.2%	0	0.0%	0	0.0%	0	0.0%	26	1.1%
31-45	0	0.0%	0	0.0%	11	100.0%	0	0.0%	11	0.5%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	2,103	100.0%	67	100.0%	11	100.0%	58	100.0%	2,239	100.0%
No Answer	315		23		28		10		377	
Avg. Time (min)	7.7		11.5		40.0		10.2		8.0	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Davis

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

96	182
94	90
88	69
87	51
89	23

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	20
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T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Porter

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,645	79.0%
Drive/Park Egress	20	1.0%
Pick-up Egress	24	1.2%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	1,690	81.1%
MBTA Bus	132	6.3%
Other Bus	0	0.0%
Commuter Rail	253	12.2%
Boat	0	0.0%
Other	9	0.4%
Total Public Trans.	394	18.9%
TOTAL	2,084	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	755	55.3%	0	0.0%	10	41.5%			765	54.3%
6-10	457	33.5%	20	100.0%	0	0.0%			477	33.8%
11-15	119	8.7%	0	0.0%	14	58.5%	(No		133	9.4%
16-20	7	0.5%	0	0.0%	0	0.0%	responses)		7	0.5%
21-30	28	2.1%	0	0.0%	0	0.0%			28	2.0%
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	1,365	100.0%	20	100.0%	24	100.0%			1,410	100.0%
No Answer	280		0		0				280	
Avg. Time (min)	7.0		10.0		10.8				7.1	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Porter

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
Brandeis/Roberts	86
Waltham	42
Belmont	32
Concord	26
South Acton	23
West Concord	23
Ayer	14
North Station	7

MBTA Bus Routes:	Number of Riders
77	102
83	30

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

RED LINE

Expanded Results

Exit Station: Harvard

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	10,128	82.7%
Drive/Park Egress	22	0.2%
Pick-up Egress	29	0.2%
Taxi Egress	11	0.1%
Shuttle/Van Egress	161	1.3%
Bicycle Egress	6	0.1%
Other Egress	45	0.4%
Total Private Trans.	10,402	85.0%
MBTA Bus	1,771	14.5%
Other Bus	52	0.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	15	0.1%
Total Public Trans.	1,838	15.0%
TOTAL	12,240	100.0%
No Answer	207	

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	5,059	57.3%	0	0.0%	0	0.0%	18	9.8%	5,077	56.1%
6-10	2,665	30.2%	6	28.9%	15	100.0%	42	23.3%	2,729	30.1%
11-15	938	10.6%	0	0.0%	0	0.0%	53	29.3%	991	10.9%
16-20	167	1.9%	15	71.1%	0	0.0%	13	7.3%	195	2.2%
21-30	7	0.1%	0	0.0%	0	0.0%	54	30.3%	62	0.7%
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	8,836	100.0%	22	100.0%	15	100.0%	180	100.0%	9,053	100.0%
No Answer	1,292		0		14		44		1,349	
Avg. Time (min)	6.8		17.1		10.0		16.8		7.1	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Harvard

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

71	525
73	421
78	135
72	129
74	101
77	93
66	85
69	84
96	68
86	61
1	29
75	29
68	11

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	52
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T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Central

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	5,483	82.2%
Drive/Park Egress	37	0.6%
Pick-up Egress	43	0.6%
Taxi Egress	0	0.0%
Shuttle/Van Egress	98	1.5%
Bicycle Egress	27	0.4%
Other Egress	19	0.3%
Total Private Trans.	5,706	85.5%
MBTA Bus	945	14.2%
Other Bus	14	0.2%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	8	0.1%
Total Public Trans.	967	14.5%
TOTAL	6,674	100.0%
No Answer	133	

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	2,192	46.9%	0	0.0%	0	0.0%	49	41.3%	2,241	46.5%
6-10	1,753	37.5%	9	59.3%	0	0.0%	23	19.8%	1,785	37.1%
11-15	611	13.1%	0	0.0%	0	0.0%	23	19.2%	634	13.2%
16-20	85	1.8%	6	40.7%	14	100.0%	13	11.1%	118	2.5%
21-30	23	0.5%	0	0.0%	0	0.0%	10	8.6%	33	0.7%
31-45	7	0.1%	0	0.0%	0	0.0%	0	0.0%	7	0.1%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	4,670	100.0%	15	100.0%	14	100.0%	118	100.0%	4,817	100.0%
No Answer	813		22		29		25		889	
Avg. Time (min)	7.4		14.1		20.0		10.8		7.5	

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Central

Transferring to:

Commuter Rail, Alighted at Station Indicated:

(None identified)

MBTA Bus Routes:

	Number of Riders
47	337
70	217
1	200
CT1	88
91	52
83	32
57	7
64	6
70A	6

Boat, Alighted at Dock Indicated:

(None identified)

Other Bus Routes:

	Number of Riders
Unspecified Bus	14

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

Egress from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Kendall/MIT

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	13,810	96.7%
Drive/Park Egress	16	0.1%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	213	1.5%
Bicycle Egress	6	0.0%
Other Egress	71	0.5%
Total Private Trans.	14,116	98.8%
MBTA Bus	156	1.1%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	15	0.1%
Total Public Trans.	171	1.2%
TOTAL	14,287	100.0%
No Answer	109	

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	7,273	61.2%	0	0.0%			52	27.7%	7,325	60.6%
6-10	3,711	31.2%	9	56.1%			81	43.2%	3,801	31.5%
11-15	686	5.8%	7	43.9%	(No		39	20.9%	732	6.1%
16-20	209	1.8%	0	0.0%	responses)		15	8.2%	224	1.9%
21-30	0	0.0%	0	0.0%			0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	11,880	100.0%	16	100.0%			187	100.0%	12,083	100.0%
No Answer	1,930		0				102		2,033	
Avg. Time (min)	6.3		12.2				10.0		6.4	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Kendall/MIT

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

CT2	71
68	52
85	27
749	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

RED LINE

Expanded Results

Exit Station: Charles/MGH

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	7,968	96.4%
Drive/Park Egress	36	0.4%
Pick-up Egress	27	0.3%
Taxi Egress	0	0.0%
Shuttle/Van Egress	174	2.1%
Bicycle Egress	24	0.3%
Other Egress	27	0.3%
Total Private Trans.	8,257	99.9%
MBTA Bus	0	0.0%
Other Bus	0	0.0%
Commuter Rail	10	0.1%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	10	0.1%
TOTAL	8,267	100.0%
No Answer	68	

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	4,152	63.0%	0	0.0%			7	5.4%	4,158	61.9%
6-10	1,674	25.4%	10	100.0%			54	42.2%	1,738	25.9%
11-15	531	8.1%	0	0.0%	(No		6	4.9%	537	8.0%
16-20	201	3.1%	0	0.0%	responses)		50	39.4%	251	3.7%
21-30	15	0.2%	0	0.0%			10	8.1%	26	0.4%
31-45	12	0.2%	0	0.0%			0	0.0%	12	0.2%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	6,585	100.0%	10	100.0%			127	100.0%	6,722	100.0%
No Answer	1,383		26		27		99		1,535	
Avg. Time (min)	6.6		10.0				14.2		6.7	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Charles/MGH

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
Andover	10

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

RED LINE

Expanded Results

Exit Station: Park Street

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	9,808	94.4%
Drive/Park Egress	54	0.5%
Pick-up Egress	21	0.2%
Taxi Egress	0	0.0%
Shuttle/Van Egress	20	0.2%
Bicycle Egress	10	0.1%
Other Egress	8	0.1%
Total Private Trans.	9,921	95.5%
MBTA Bus	390	3.8%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	75	0.7%
Total Public Trans.	466	4.5%
TOTAL	10,387	100.0%
No Answer	223	

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	4,596	59.2%	27	49.7%			0	0.0%	4,622	58.9%
6-10	2,513	32.4%	15	28.7%			20	70.9%	2,549	32.5%
11-15	408	5.3%	0	0.0%	(No		8	29.1%	416	5.3%
16-20	219	2.8%	0	0.0%	responses)		0	0.0%	219	2.8%
21-30	9	0.1%	12	21.6%			0	0.0%	21	0.3%
31-45	19	0.3%	0	0.0%			0	0.0%	19	0.2%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	7,764	100.0%	54	100.0%			28	100.0%	7,846	100.0%
No Answer	2,044		0		21		10		2,076	
Avg. Time (min)	6.7		9.8				11.5		6.8	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Park Street

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

749	266
43	55
55	49
39	12
111	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

RED LINE

Expanded Results

Exit Station: Downtown Crossing

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	10,663	95.5%
Drive/Park Egress	73	0.7%
Pick-up Egress	55	0.5%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	24	0.2%
Total Private Trans.	10,814	96.8%
MBTA Bus	334	3.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	21	0.2%
Total Public Trans.	355	3.2%
TOTAL	11,169	100.0%
No Answer	363	

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	5,195	60.5%	25	47.2%	0	0.0%	0	0.0%	5,220	59.9%
6-10	2,580	30.1%	0	0.0%	35	63.9%	0	0.0%	2,615	30.0%
11-15	586	6.8%	0	0.0%	20	36.1%	24	100.0%	630	7.2%
16-20	201	2.3%	28	52.8%	0	0.0%	0	0.0%	229	2.6%
21-30	20	0.2%	0	0.0%	0	0.0%	0	0.0%	20	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	8,582	100.0%	53	100.0%	55	100.0%	24	100.0%	8,714	100.0%
No Answer	2,081		20		0		0		2,101	
Avg. Time (min)	6.5		12.9		11.8		15.0		6.6	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Downtown Crossing

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

749	229
459	26
97	18
504	17
93	16
119	12
7	10
505	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

RED LINE

Expanded Results

Exit Station: South Station

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	12,752	71.7%
Drive/Park Egress	123	0.7%
Pick-up Egress	105	0.6%
Taxi Egress	10	0.1%
Shuttle/Van Egress	128	0.7%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	13,118	73.8%
MBTA Bus	3,803	21.4%
Other Bus	101	0.6%
Commuter Rail	751	4.2%
Boat	2	0.0%
Other	0	0.0%
Total Public Trans.	4,658	26.2%
TOTAL	17,775	100.0%
No Answer	171	

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	6,439	60.4%	0	0.0%	0	0.0%	20	19.9%	6,459	59.1%
6-10	3,513	32.9%	21	24.4%	0	0.0%	43	42.3%	3,576	32.8%
11-15	486	4.6%	19	22.7%	10	14.7%	10	10.1%	526	4.8%
16-20	175	1.6%	23	26.8%	52	74.9%	12	11.4%	262	2.4%
21-30	36	0.3%	0	0.0%	7	10.4%	16	16.3%	60	0.5%
31-45	15	0.1%	0	0.0%	0	0.0%	0	0.0%	15	0.1%
Over 45	0	0.0%	22	26.0%	0	0.0%	0	0.0%	22	0.2%
TOTAL	10,663	100.0%	86	100.0%	69	100.0%	101	100.0%	10,919	100.0%
No Answer	2,088		38		35		37		2,198	
Avg. Time (min)	6.2		29.0		20.3		12.7		6.5	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: South Station

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
Providence	69
Route 128	53
Mansfield	41
Worcester/Union Station	40
Framingham	39
Roslindale Village	37
Canton Junction	37
Plymouth	35
Norwood Central	34
Cohasset	34
Hanson	32
Middleborough/Lakeville	29
Wellesley Square	28
Southborough	27
Franklin/Dean College	27
Sharon	26
Bridgewater	21
Islington	16
Brockton	14
Kingston	14
Norfolk	14
Walpole	14
West Hingham	14
Montello	11
Stoughton	11
Natick	9
Hersey	9
Newtonville	8
Commuter Rail: Unspecified	7

MBTA Bus Routes:	Number of Riders
SL2	2,994
SL1	651
7	66
11	45
111	38
505	10

Other Bus Routes:	Number of Riders
PB	41
BEX	22
CON	11
BNZ	6
Unspecified Bus	21

Boat, Alighted at Dock Indicated:	Number of Riders
Charlestown Navy Yard	2

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

Egress from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Broadway

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,088	64.4%
Drive/Park Egress	27	1.6%
Pick-up Egress	39	2.3%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	1,154	68.3%
MBTA Bus	535	31.7%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	535	31.7%
TOTAL	1,689	100.0%
No Answer	31	

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	466	47.9%	0	0.0%	0	0.0%			466	46.3%
6-10	338	34.8%	0	0.0%	7	44.6%			345	34.3%
11-15	149	15.3%	0	0.0%	0	0.0%	(No		149	14.8%
16-20	19	2.0%	19	100.0%	0	0.0%	responses)		39	3.9%
21-30	0	0.0%	0	0.0%	0	0.0%			0	0.0%
31-45	0	0.0%	0	0.0%	9	55.4%			9	0.8%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	971	100.0%	19	100.0%	15	100.0%			1,006	100.0%
No Answer	117		7		24				148	
Avg. Time (min)	7.7		20.0		26.6				8.3	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Broadway

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

9	327
47	119
11	89

**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

RED LINE

Expanded Results

Exit Station: Andrew

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	848	66.9%
Drive/Park Egress	0	0.0%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	4	0.3%
Bicycle Egress	0	0.0%
Other Egress	17	1.3%
Total Private Trans.	868	68.5%
MBTA Bus	392	30.9%
Other Bus	7	0.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	400	31.5%
TOTAL	1,268	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	174	25.2%					0	0.0%	174	24.5%
6-10	351	51.0%					20	100.0%	372	52.4%
11-15	139	20.3%	(No responses)		(No responses)		0	0.0%	139	19.7%
16-20	24	3.5%					0	0.0%	24	3.4%
21-30	0	0.0%					0	0.0%	0	0.0%
31-45	0	0.0%					0	0.0%	0	0.0%
Over 45	0	0.0%					0	0.0%	0	0.0%
TOTAL	689	100.0%					20	100.0%	709	100.0%
No Answer	159						0		159	
Avg. Time (min)	9.8						10.0		9.8	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Andrew

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

CT3	196
17	56
10	56
16	47
18	37

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	7
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T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: JFK/UMass

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,186	26.8%
Drive/Park Egress	20	0.4%
Pick-up Egress	31	0.7%
Taxi Egress	0	0.0%
Shuttle/Van Egress	424	9.6%
Bicycle Egress	0	0.0%
Other Egress	9	0.2%
Total Private Trans.	1,668	37.8%
MBTA Bus	196	4.4%
Other Bus	2,547	57.6%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	8	0.2%
Total Public Trans.	2,751	62.2%
TOTAL	4,420	100.0%
No Answer	116	

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	346	43.8%	0	0.0%	22	73.0%	74	24.0%	442	38.8%
6-10	301	38.1%	0	0.0%	0	0.0%	52	17.0%	353	31.0%
11-15	117	14.9%	12	100.0%	0	0.0%	58	18.9%	187	16.4%
16-20	9	1.2%	0	0.0%	8	27.0%	48	15.6%	66	5.8%
21-30	15	2.0%	0	0.0%	0	0.0%	65	21.1%	80	7.1%
31-45	0	0.0%	0	0.0%	0	0.0%	10	3.3%	10	0.9%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	789	100.0%	12	100.0%	31	100.0%	307	100.0%	1,139	100.0%
No Answer	397		8		0		125		530	
Avg. Time (min)	8.6		12.0		9.1		15.3		10.5	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: JFK/UMass

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

8	188
41	8

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

UMB	2,547
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T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: North Quincy

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,157	71.6%
Drive/Park Egress	10	0.6%
Pick-up Egress	18	1.1%
Taxi Egress	0	0.0%
Shuttle/Van Egress	256	15.9%
Bicycle Egress	51	3.2%
Other Egress	13	0.8%
Total Private Trans.	1,506	93.2%
MBTA Bus	110	6.8%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	110	6.8%
TOTAL	1,616	100.0%
No Answer	19	

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	561	54.9%	0	0.0%	0	0.0%	57	28.8%	618	49.5%
6-10	350	34.2%	10	100.0%	18	100.0%	38	19.3%	416	33.4%
11-15	70	6.8%	0	0.0%	0	0.0%	66	33.3%	136	10.9%
16-20	41	4.0%	0	0.0%	0	0.0%	18	9.0%	58	4.7%
21-30	0	0.0%	0	0.0%	0	0.0%	19	9.6%	19	1.5%
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	1,021	100.0%	10	100.0%	18	100.0%	198	100.0%	1,247	100.0%
No Answer	136		0		0		123		259	
Avg. Time (min)	6.9		10.0		10.0		12.0		7.8	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: North Quincy

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

210	72
212	32
211	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

RED LINE

Expanded Results

Exit Station: Wollaston

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	484	71.6%
Drive/Park Egress	143	21.1%
Pick-up Egress	50	7.3%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	677	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	677	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	112	33.9%	32	22.7%	12	27.1%			156	30.3%
6-10	134	40.6%	55	38.3%	0	0.0%			189	36.6%
11-15	26	8.0%	36	25.3%	0	0.0%	(No		63	12.1%
16-20	58	17.5%	0	0.0%	0	0.0%	responses)		58	11.2%
21-30	0	0.0%	19	13.6%	0	0.0%			19	3.8%
31-45	0	0.0%	0	0.0%	31	72.9%			31	6.1%
Over 45	0	0.0%	0	0.0%	0	0.0%			0	0.0%
TOTAL	330	100.0%	143	100.0%	43	100.0%			515	100.0%
No Answer	155		0		7				161	
Avg. Time (min)	9.7		12.7		26.9				12.0	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Wollaston

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

RED LINE

Expanded Results

Exit Station: Quincy Center

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	1,148	62.7%
Drive/Park Egress	174	9.5%
Pick-up Egress	59	3.2%
Taxi Egress	0	0.0%
Shuttle/Van Egress	74	4.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	1,455	79.4%
MBTA Bus	318	17.4%
Other Bus	32	1.8%
Commuter Rail	26	1.4%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	377	20.6%
TOTAL	1,831	100.0%
No Answer	100	

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	443	44.5%	11	7.9%	0	0.0%	47	79.8%	501	40.6%
6-10	197	19.7%	39	28.6%	14	33.8%	4	6.2%	254	20.6%
11-15	226	22.6%	15	11.3%	28	66.2%	0	0.0%	269	21.8%
16-20	83	8.4%	39	28.5%	0	0.0%	0	0.0%	122	9.9%
21-30	48	4.8%	0	0.0%	0	0.0%	8	14.0%	56	4.5%
31-45	0	0.0%	32	23.7%	0	0.0%	0	0.0%	32	2.6%
Over 45	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	996	100.0%	137	100.0%	42	100.0%	59	100.0%	1,234	100.0%
No Answer	152		37		17		15		220	
Avg. Time (min)	9.5		19.2		13.3		7.8		10.6	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Quincy Center

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
Bridgewater	26

MBTA Bus Routes:	Number of Riders
222	108
225	88
220	73
214	17
216	12
245	11
238	9

Boat, Alighted at Dock Indicated:

(None identified)

Other Bus Routes:	Number of Riders
Unspecified Bus	32

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

Egress from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Quincy Adams

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	221	28.2%
Drive/Park Egress	268	34.1%
Pick-up Egress	58	7.4%
Taxi Egress	0	0.0%
Shuttle/Van Egress	199	25.3%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	747	95.0%
MBTA Bus	31	4.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	8	1.0%
Total Public Trans.	39	5.0%
TOTAL	786	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	39	35.5%	0	0.0%	31	75.3%	8	7.5%	79	17.4%
6-10	35	31.9%	54	27.6%	0	0.0%	31	29.2%	120	26.5%
11-15	29	26.2%	31	15.9%	0	0.0%	35	33.4%	95	21.0%
16-20	7	6.4%	15	7.7%	10	24.7%	31	29.8%	63	14.1%
21-30	0	0.0%	31	16.1%	0	0.0%	0	0.0%	31	6.9%
31-45	0	0.0%	53	27.3%	0	0.0%	0	0.0%	53	11.7%
Over 45	0	0.0%	11	5.4%	0	0.0%	0	0.0%	11	2.3%
TOTAL	111	100.0%	194	100.0%	42	100.0%	105	100.0%	451	100.0%
No Answer	110		74		17		94		296	
Avg. Time (min)	10.2		24.6		8.7		13.8		17.1	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Quincy Adams

Transferring to:

Commuter Rail, Alighted at
Station Indicated:

(None identified)

MBTA Bus Routes:

Number of
Riders

238

31

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

RED LINE

Expanded Results

Exit Station: Braintree

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	216	29.4%
Drive/Park Egress	248	33.8%
Pick-up Egress	192	26.2%
Taxi Egress	0	0.0%
Shuttle/Van Egress	71	9.6%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	726	99.0%
MBTA Bus	7	1.0%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	7	1.0%
TOTAL	734	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	65	66.9%	0	0.0%	0	0.0%	0	0.0%	65	14.4%
6-10	32	33.1%	69	43.8%	63	37.4%	0	0.0%	164	36.4%
11-15	0	0.0%	14	9.0%	55	32.9%	21	73.8%	90	20.0%
16-20	0	0.0%	19	12.3%	8	4.8%	7	26.2%	35	7.7%
21-30	0	0.0%	28	17.9%	22	13.3%	0	0.0%	51	11.2%
31-45	0	0.0%	0	0.0%	19	11.6%	0	0.0%	19	4.3%
Over 45	0	0.0%	27	17.0%	0	0.0%	0	0.0%	27	6.0%
TOTAL	97	100.0%	158	100.0%	167	100.0%	28	100.0%	451	100.0%
No Answer	119		90		25		42		276	
Avg. Time (min)	6.7		22.9		17.0		16.3		16.8	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Braintree

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

230

7

**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

RED LINE

Expanded Results

Exit Station: Savin Hill

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	309	90.8%
Drive/Park Egress	31	9.2%
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.	340	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	340	100.0%
No Answer	26	

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	136	44.1%	0	0.0%					136	40.1%
6-10	98	31.7%	31	100.0%					129	38.0%
11-15	75	24.2%	0	0.0%	(No responses)		(No responses)		75	21.9%
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	309	100.0%	31	100.0%					340	100.0%
No Answer	0		0						0	
Avg. Time (min)	8.0		8.0						8.0	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Savin 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

RED LINE

Expanded Results

Exit Station: Fields Corner

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	461	59.8%
Drive/Park Egress	36	4.7%
Pick-up Egress	16	2.1%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	24	3.1%
Other Egress	0	0.0%
Total Private Trans.	536	69.6%
MBTA Bus	234	30.4%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	234	30.4%
TOTAL	770	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	130	33.9%					0	0.0%	130	32.0%
6-10	123	32.2%					24	100.0%	147	36.2%
11-15	71	18.7%	(No responses)		(No responses)		0	0.0%	71	17.6%
16-20	58	15.1%					0	0.0%	58	14.2%
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	382	100.0%					24	100.0%	406	100.0%
No Answer	79		36		16		0		130	
Avg. Time (min)	10.0						10.0		10.0	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Fields Corner

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

17	97
201	62
19	33
210	28
202	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

RED LINE

Expanded Results

Exit Station: Shawmut

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	342	86.9%
Drive/Park Egress	51	13.1%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	393	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	393	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	125	47.3%	51	100.0%					176	55.8%
6-10	104	39.5%	0	0.0%					104	33.1%
11-15	20	7.5%	0	0.0%	(No responses)		(No responses)		20	6.3%
16-20	15	5.8%	0	0.0%					15	4.9%
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	264	100.0%	51	100.0%					316	100.0%
No Answer	77		0						77	
Avg. Time (min)	7.9		4.2						7.3	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Shawmut

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

RED LINE

Expanded Results

Exit Station: Ashmont

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	507	53.5%
Drive/Park Egress	45	4.8%
Pick-up Egress	9	0.9%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	58	6.1%
Total Private Trans.	618	65.3%
MBTA Bus	287	30.3%
Other Bus	42	4.4%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	329	34.7%
TOTAL	947	100.0%
No Answer	38	

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	149	38.8%	0	0.0%	9	100.0%	0	0.0%	157	33.7%
6-10	123	32.1%	0	0.0%	0	0.0%	0	0.0%	123	26.4%
11-15	75	19.6%	0	0.0%	0	0.0%	46	100.0%	121	25.8%
16-20	36	9.5%	30	100.0%	0	0.0%	0	0.0%	66	14.1%
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	384	100.0%	30	100.0%	9	100.0%	46	100.0%	468	100.0%
No Answer	123		15		0		12		151	
Avg. Time (min)	9.1		20.0		5.0		15.0		10.3	

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

Transfers from the Rapid Transit System

RED LINE

Expanded Results

Exit Station: Ashmont

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

26	89
22	58
24	51
215	32
33	26
240	20
27	11

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

BAT	42
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T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Ashmont

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	68	32.0%
Drive/Park Egress	39	18.2%
Pick-up Egress	34	15.9%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	9	4.4%
Total Private Trans.	149	70.4%
MBTA Bus	59	27.6%
Other Bus	4	1.9%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	63	29.6%
TOTAL	212	100.0%
No Answer	69	

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	44	68.6%			0	0.0%	0	0.0%	44	41.0%
6-10	0	0.0%			9	27.5%	9	100.0%	18	17.3%
11-15	20	31.4%	(No		0	0.0%	0	0.0%	20	18.8%
16-20	0	0.0%	responses)		0	0.0%	0	0.0%	0	0.0%
21-30	0	0.0%			24	72.5%	0	0.0%	24	22.9%
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	64	100.0%			34	100.0%	9	100.0%	107	100.0%
No Answer	4		39		0		0		43	
Avg. Time (min)	6.7				23.9		10.0		12.4	

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

Transfers from the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Ashmont

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

23	20
26	20
18	9
215	9

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

Number of
Riders

Unspecified Bus	4
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T **MBTA Surveys: 2008-09**
Rapid Transit Survey

Egress from the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Cedar Grove

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	32	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.	32	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	32	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	0	0.0%							0	0.0%
6-10	0	0.0%							0	0.0%
11-15	32	100.0%	(No responses)		(No responses)		(No responses)		32	100.0%
16-20	0	0.0%							0	0.0%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	32	100.0%							32	100.0%
No Answer	0								0	
Avg. Time (min)	15.0								15.0	

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

Transfers from the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Cedar Grove

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

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Butler

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	44	58.7%
Drive/Park Egress	31	41.3%
Pick-up Egress	0	0.0%
Taxi Egress	0	0.0%
Shuttle/Van Egress	0	0.0%
Bicycle Egress	0	0.0%
Other Egress	0	0.0%
Total Private Trans.	76	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	76	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	44	100.0%	0	0.0%					44	58.7%
6-10	0	0.0%	0	0.0%					0	0.0%
11-15	0	0.0%	31	100.0%	(No responses)		(No responses)		31	41.3%
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	44	100.0%	31	100.0%					76	100.0%
No Answer	0		0						0	
Avg. Time (min)		1.3		15.0						7.0

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

Transfers from the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Butler

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

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Milton

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	187	90.6%
Drive/Park Egress	19	9.4%
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.	207	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	207	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	148	85.2%	0	0.0%					148	76.7%
6-10	0	0.0%	0	0.0%					0	0.0%
11-15	19	11.2%	19	100.0%	(No responses)		(No responses)		39	20.1%
16-20	6	3.6%	0	0.0%					6	3.2%
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	174	100.0%	19	100.0%					193	100.0%
No Answer	13		0						13	
Avg. Time (min)	5.0		12.0						5.7	

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

Transfers from the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Milton

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

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Central Avenue

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	57	74.6%
Drive/Park Egress	19	25.4%
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.	77	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	77	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	23	61.5%	0	0.0%					23	40.3%
6-10	14	38.5%	0	0.0%					14	25.3%
11-15	0	0.0%	0	0.0%					0	0.0%
16-20	0	0.0%	19	100.0%	(No responses)		(No responses)		19	34.4%
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	37	100.0%	19	100.0%					57	100.0%
No Answer	20		0						20	
Avg. Time (min)	6.9		20.0						11.4	



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

MATTAPAN HIGH SPEED LINE

Exit Station: Central Avenue

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

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Valley Road

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	42	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.	42	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	42	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	0	0.0%							0	0.0%
6-10	42	100.0%							42	100.0%
11-15	0	0.0%	(No responses)		(No responses)		(No responses)		0	0.0%
16-20	0	0.0%							0	0.0%
21-30	0	0.0%							0	0.0%
31-45	0	0.0%							0	0.0%
Over 45	0	0.0%							0	0.0%
TOTAL	42	100.0%							42	100.0%
No Answer	0								0	
Avg. Time (min)		6.0								6.0

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

Transfers from the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Valley Road

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

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Capen Street

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	9	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.	9	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	9	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	9	100.0%							9	100.0%
6-10	0	0.0%							0	0.0%
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	9	100.0%							9	100.0%
No Answer	0								0	
Avg. Time (min)	5.0								5.0	



MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

MATTAPAN HIGH SPEED LINE

Exit Station: Capen Street

Transferring to:

No responders provided information about their modes of egress.

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

Egress from the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Mattapan

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	129	50.1%
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	33	12.7%
Total Private Trans.	162	62.8%
MBTA Bus	96	37.2%
Other Bus	0	0.0%
Commuter Rail	0	0.0%
Boat	0	0.0%
Other	0	0.0%
Total Public Trans.	96	37.2%
TOTAL	257	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	16	18.3%							16	18.3%
6-10	25	27.7%							25	27.7%
11-15	48	54.1%	(No responses)		(No responses)		(No responses)		48	54.1%
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	89	100.0%							89	100.0%
No Answer	39						33		72	
Avg. Time (min)	10.5								10.5	

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

Transfers from the Rapid Transit System

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Mattapan

Transferring to:

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

(None identified)

MBTA Bus Routes:

Number of
Riders

24	32
716	28
30	19
33	16

**Boat, Alighted at
Dock Indicated:**

(None identified)

Other Bus Routes:

(None identified)



Destination Locations and Activities

The data in this chapter show where Red 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 Red Line stations and for understanding the types of trips made on the Red 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; 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 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, 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 Red 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 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 Red 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 riders at a station were aggregated and placed in the “other” category; therefore, not all cities, towns, and neighborhoods in which Red 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 Park Street and Downtown Crossing Stations only include riders who exited the rapid transit system there after alighting from the Red Line. Appendix B contains data on all riders who exited the system at these stations (including those who had alighted from the Green or Orange Line).

9.1.2 OVERVIEW OF RESULTS

Northern Segment

Destinations that accounted for at least 0.5% of the total exits at Alewife included two neighborhoods of Cambridge and 15 other cities and towns. About 6% of the exiting riders were destined to other, scattered locations.

At Porter, 12% of the exiting riders transferred to the Fitchburg commuter rail line. Destinations that accounted for at least 0.5% of the total exits there included six neighborhoods of Cambridge and Somerville and six other cities and towns. Less than 1% of the exiting riders were destined to other, scattered locations.

At Harvard Station, 15% of the exiting Red Line riders transferred to buses, but the bus network covered a relatively limited geographical area. Destinations that accounted for at least 0.5% of the total exits at Harvard included seven neighborhoods of Boston, Cambridge, and Somerville and four other cities and towns, with less than 2% going to other locations.

At Davis, Central, and Kendall/MIT, the tables of destinations accounting for at least 0.5% of the totals each included three to eight neighborhoods and at most three other cities or towns, with only 1% to 2% going to other locations. Kendall/MIT had the most concentrated destinations, with 94% in the “Cambridge: Kendall/MIT” neighborhood. At least 65% of the destinations of riders exiting at each of the other northern segment stations except Alewife were in the same neighborhood where the station is located.

Central Segment

Despite the many commuter rail, commuter bus, and intercity bus connections at South Station, six Boston neighborhoods were the only locations that individually accounted for over 0.5% of the destinations of riders exiting the Red Line at South Station. The top three neighborhoods together accounted for 88% of the destinations. About 6% of the riders had other, scattered

destinations, including about 4% who used commuter rail trains to complete their trips.

At Charles/MGH, Park Street, and Downtown Crossing, all destinations accounting for at least 0.5% of exits were in Boston, with six to ten neighborhoods reported at each station. An additional 1% to 4% of the destinations of riders exiting at each station were at other, scattered locations. At Broadway, five Boston neighborhoods and two other towns accounted for all of the destinations of exiting passengers, but destinations outside Boston were based on only one actual survey response each.

Partly because of the relatively small areas of some Boston neighborhoods, the central segment stations did not all have high concentrations of destinations in a single neighborhood. At Charles/MGH, 84% of the exiting riders were destined for the Beacon Hill neighborhood, and at Downtown Crossing, 76% were destined for the Financial/Retail District, but at the other three stations only 33% to 46% of exiting riders had destinations in the same neighborhood as the station.

Dorchester Branch

All of the Dorchester Branch stations except Andrew are located in either the South Dorchester or North Dorchester neighborhood. At JFK/UMass, Savin Hill, and Shawmut, 90% to 100% of the exiting riders had destinations within the same neighborhood as the station. Even at Ashmont, which has more bus connections than the other stations on the segment, 79% of the trips were nevertheless going to South Dorchester. At Fields Corner, on the border of South Dorchester and North Dorchester, 96% of exiting riders ended their trips in one of those neighborhoods. Andrew Station is in the South Boston residential neighborhood, but is close to the border of North Dorchester. Those two neighborhoods were the destinations of 60% of the exits at Andrew.

South Shore Branch

At North Quincy Station, 99% of the exiting riders reported destinations within Quincy. At Wollaston, 87% specified destinations in Quincy, and 8% specified destinations in two other cities and towns. At Quincy Center, 79% of the exiting riders were destined for points in Quincy and most of the rest to six other cities and towns.

At Quincy Adams, on the border of Quincy and Braintree, 72% of the exiting riders were going to one of those two municipalities, and most of the rest to one of nine others. Only 49% of the riders alighting at Braintree completed their trips in that town. Nine other cities and towns were specified as destinations, but about 8% of the exiting riders did not provide enough information to identify their destination locations.

Mattapan High-Speed Line

The number of survey responses from riders exiting the rapid transit system at each individual station on the Mattapan High-Speed Line was insufficient to allow meaningful conclusions about distributions of final destinations. For the line as a whole, 32% of the reported destinations were in South Dorchester, 28% in Milton, and 21% in Mattapan. Most of the rest were either in other Boston neighborhoods or in cities or towns with bus connections from stations on the High-Speed Line.

9.2 DESTINATION ACTIVITIES

9.2.1 DESCRIPTION OF THE DESTINATION ACTIVITIES SECTION OF THE TABLE

In each station'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, 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

Northern Segment

At most northern segment stations, "work" accounted for the largest individual share of destination activities. At the inner three stations, the "work" share of exiting riders ranged from 60% at Central to 83% at Kendall/MIT. Among the outer three stations, the "work" share was largest at Alewife (48%), with "home" destinations being the second-most-important activity there (34%). At Davis, "work" was only slightly ahead of "home" (37% to 36%), and at Porter, "home" was ahead of "work" 38% to 32%.

Activities of exiting riders other than work or home were divided among the other check-off choices, with most of these accounting for less than 5% of the trips to any station. "Personal business" accounted for 10% of the exits at

Davis and for 7% at Porter and Central. “School” was the destination of 7% of the exits at Harvard and 8% at Kendall/MIT. Work-related trips made up 6% of those exiting at Harvard.

Central Segment

“Work” was the destination activity for the majority of riders exiting at each of the central segment stations. The percentage of riders going to work ranged from 71% at Broadway to 81% at Downtown Crossing. Activities of exiting riders other than work were divided among the other check-off choices, with most of these accounting for less than 5% of the trips to any station. However, at Charles/MGH, trips for “personal business,” including medical appointments, made up 19% of the destination activities. At Broadway, 16% of the exiting riders were going home, and at Park Street, 6% were going to school.

Dorchester Branch

The relative importance of destination activities of exiting passengers varied widely among Dorchester branch stations. At the outer four stations, “home” was the most common activity, ranging from 42% of the exiting riders at Fields Corner to 78% at Shawmut. Work was the second-largest destination activity at each of these four stations, but ranged from only 8% at Shawmut to 42% at Savin Hill. At Andrew, trips to work were most common (47%), followed by trips to home (26%). At JFK/UMass, trips to work were only slightly ahead of trips to school (46% to 44%).

Activities of exiting riders other than those discussed above were divided among the other check-off choices, with most of these accounting for less than 5% of the trips to any station. Trips for personal business accounted for 5% to 9% of the exits at each station except Shawmut, where none were reported. At Andrew, 6% of exiting riders were making “social/recreational trips,” and at Ashmont, 6% were going to a store.

South Shore Branch

At each South Shore branch station, the top two destination activities were “work” and “home,” but their relative importance varied widely among the stations. The work percentage was highest at North Quincy (59%), with trips home accounting for 24% of the exiting riders there. At Quincy Adams, work was only slightly ahead of home as a destination activity (46% to 41%). At the other three stations, home destinations had the largest activity shares. At Wollaston, 70% of exiting riders were going home, and only 14% to work. At Braintree, the split between home and work trips was 50% to 25%, and at Quincy Center it was 44% to 33%.

Most other activity check-off choices accounted for less than 5% of the destinations at each station. However, trips for personal business were reported by 14% of exiting riders at Braintree and by 6% at Quincy Center. Trips to

school accounted for 8% of exits at North Quincy and for 6% at Quincy Center.

Mattapan High-Speed Line

The number of survey responses from riders exiting at stations on the Mattapan High-Speed Line was too low to allow for meaningful results at the station level. For the line overall, 34% of exiting riders were going home and 25% to work. The only other activities accounting for over 5% of exits were going to a store (7%) and work-related trips (6%).

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Alewife

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: North Cambridge	954	36.2%	2.4%	9.9%	1.2%	71.6%		1.2%	6.4%	0.9%	6.3%
Arlington	372	14.1%		83.1%	3.8%	5.4%		3.8%			3.8%
Lexington	315	12.0%		55.7%	0.9%	36.9%			4.1%	2.4%	
Burlington	217	8.2%	10.8%	10.8%		71.2%		7.1%			
Bedford	116	4.4%		9.7%	7.6%	68.9%		13.9%			
Unspecified	115	4.4%	16.4%		28.0%	55.6%					
Cambridge: Fresh Pond	102	3.9%			9.2%	90.8%					
Waltham	98	3.7%		49.7%		43.3%					6.9%
Belmont	76	2.9%		91.7%		8.3%					
Woburn	66	2.5%		100.0%							
Acton	36	1.3%		56.5%				43.5%			
Concord	32	1.2%		27.2%							72.8%
Brockton	23	0.9%								100.0%	
Carlisle	23	0.9%									100.0%
Hudson	15	0.6%		100.0%							
Marlborough	14	0.5%		100.0%							
Medford	14	0.5%		100.0%							
Newton	14	0.5%						100.0%			
Other (< 0.5 % of riders)	31	1.2%		28.0%	36.0%			36.0%			
OVERALL TOTAL	2,635	100.0%	2.5%	33.4%	3.4%	47.8%		3.7%	2.8%	1.5%	4.9%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Davis

City/Neighborhood Destinations	DESTINATION LOCATIONS			DESTINATION ACTIVITIES							
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Somerville: Davis Square	2,171	68.9%	0.9%	35.9%	0.2%	32.3%	4.2%	13.3%	2.1%	7.0%	4.0%
Medford	513	16.3%		27.7%	6.4%	53.3%		2.0%	7.3%		3.3%
Cambridge: North Cambridge	339	10.8%		51.6%	10.9%	32.8%		4.7%			
Somerville: Winter Hill	47	1.5%		100.0%							
Somerville: Spring Hill	32	1.0%		27.0%		73.0%					
Arlington	26	0.8%				100.0%					
Other (< 0.5 % of riders)	22	0.7%				100.0%					
OVERALL TOTAL	3,149	100.0%	0.6%	36.6%	2.3%	36.7%	2.9%	10.0%	2.6%	4.8%	3.3%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Porter

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: North Cambridge	1,395	65.6%	2.3%	37.5%	3.1%	29.6%	5.9%	5.9%	3.5%	7.0%	5.2%
Somerville: Spring Hill	163	7.7%		32.3%		31.1%		16.6%			19.9%
Waltham	127	6.0%		20.7%		67.2%					12.1%
Somerville: Davis Square	116	5.4%		68.2%		13.0%	12.6%	6.2%			
Cambridge: Harvard Square	101	4.7%		21.3%	34.5%	44.2%					
Arlington	77	3.6%		50.4%		38.2%					11.4%
Acton	38	1.8%		37.8%		62.2%					
Belmont	32	1.5%						100.0%			
Concord	26	1.2%		55.9%	44.1%						
Groton	14	0.7%		100.0%							
Cambridge: Fresh Pond	11	0.5%				100.0%					
Somerville: Winter Hill	11	0.5%		100.0%							
Other (< 0.5 % of riders)	16	0.7%		56.1%		43.9%					
OVERALL TOTAL	2,127	100.0%	1.5%	37.8%	4.2%	32.0%	4.5%	7.0%	2.3%	4.6%	6.1%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Harvard

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Cambridge: Harvard Square	10,109	80.8%	2.4%	3.6%	8.2%	67.9%	2.1%	2.7%	6.8%	4.4%	1.8%
Cambridge: Fresh Pond	566	4.5%		36.5%	2.0%	46.1%		9.3%	4.0%	2.1%	
Watertown	440	3.5%		19.1%		58.5%		15.0%	7.4%		
Boston: Allston	333	2.7%		8.4%	4.4%	74.6%					12.6%
Belmont	265	2.1%	3.3%	45.8%	4.3%	34.9%		7.6%			4.3%
Cambridge: Central Square	187	1.5%	8.9%	16.2%		41.9%		22.8%		10.1%	
Cambridge: North Cambridge	98	0.8%		76.0%		9.4%		14.6%			
Somerville: Spring Hill	90	0.7%				53.0%				47.0%	
Waltham	75	0.6%		62.3%	22.7%						15.0%
Arlington	73	0.6%		54.3%		27.6%					18.0%
Boston: Brighton	73	0.6%		15.4%		70.6%		13.9%			
Other (< 0.5 % of riders)	200	1.6%	4.7%	24.0%		58.9%		5.1%			7.3%
OVERALL TOTAL	12,509	100.0%	2.2%	8.4%	7.1%	64.4%	1.7%	3.9%	6.0%	4.1%	2.2%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: 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
Cambridge: Central Square	4,834	70.6%	1.7%	16.5%	1.2%	51.2%	4.0%	9.7%	6.1%	5.2%	4.5%
Cambridge: Kendall/MIT	959	14.0%		1.6%	4.2%	91.4%		2.0%		0.7%	
Boston: Longwood Med Area	322	4.7%			8.0%	92.0%					
Cambridge: Harvard Square	237	3.5%	3.5%	31.2%	5.8%	46.2%			7.7%		5.6%
Watertown	75	1.1%		20.6%		67.0%		12.4%			
Newton	71	1.0%				100.0%					
Boston: B U	68	1.0%		27.8%	19.3%	42.8%					10.1%
Boston: South End	56	0.8%				100.0%					
Boston: Back Bay	42	0.6%				40.9%		36.8%		22.3%	
Waltham	37	0.5%				100.0%					
Other (< 0.5 % of riders)	148	2.2%	4.2%	16.7%		79.0%					
OVERALL TOTAL	6,848	100.0%	1.4%	13.8%	2.2%	60.3%	2.8%	7.5%	4.6%	3.9%	3.5%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Kendall/MIT

City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Cambridge: Kendall/MIT	13,633	94.1%	0.8%	1.4%	8.1%	83.1%	0.4%	1.0%	3.6%	1.2%	0.5%
Cambridge: East Cambridge	496	3.4%		14.7%		73.9%	6.2%		3.1%	2.0%	
Cambridge: Central Square	280	1.9%		5.5%		84.2%			10.4%		
Other (< 0.5 % of riders)	74	0.5%		34.5%		44.7%					20.8%
OVERALL TOTAL	14,483	100.0%	0.7%	2.1%	7.6%	82.6%	0.6%	0.9%	3.7%	1.2%	0.5%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Charles/MGH

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: Beacon Hill	7,027	84.0%	0.4%	1.7%		70.0%	0.1%	21.3%	2.3%	3.0%	1.2%
Boston: Govt Center	738	8.8%	1.9%	1.9%	5.1%	73.8%		14.7%	2.6%		
Boston: North End	190	2.3%		19.6%		74.6%		5.8%			
Boston: Charlestown	169	2.0%		8.4%		91.6%					
Boston: Back Bay	98	1.2%				88.9%					11.1%
Boston: Park Square	85	1.0%				81.0%		7.4%	11.6%		
Other (< 0.5 % of riders)	61	0.7%		16.5%		83.5%					
OVERALL TOTAL	8,368	100.0%	0.5%	2.3%	0.5%	71.3%	0.1%	19.4%	2.3%	2.5%	1.1%

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

Destination Locations and Activities

RED LINE

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: Govt Center	4,642	45.6%	0.3%		8.7%	79.7%		2.2%	6.8%	1.0%	1.3%
Boston: Financial/Retail	2,560	25.1%	0.3%	2.9%	1.1%	72.5%	2.6%	3.8%	4.0%	7.0%	5.8%
Boston: Park Square	1,216	11.9%			16.3%	65.8%	3.1%	3.4%	2.1%	7.5%	1.8%
Boston: Dwntrwn Unspecified	569	5.6%	9.4%	9.6%	2.3%	55.9%		5.4%	6.4%	7.1%	3.8%
Boston: Beacon Hill	389	3.8%				82.4%		9.6%	5.2%	2.8%	
Boston: South End	357	3.5%		29.4%		47.3%		17.8%		5.6%	
Boston: Back Bay	243	2.4%				76.2%	6.3%			11.1%	6.3%
Boston: Prudential/Hancock	104	1.0%	12.6%			87.4%					
Other (< 0.5 % of riders)	103	1.0%		8.3%	9.9%	81.8%					
OVERALL TOTAL	10,183	100.0%	0.9%	2.4%	6.4%	73.9%	1.2%	3.7%	4.9%	4.1%	2.7%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Downtown Crossing

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	8,577	76.0%	1.8%	0.5%	1.1%	83.5%	2.6%	3.5%	3.3%	1.6%	2.1%
Boston: Govt Center	1,037	9.2%			1.4%	86.1%	1.6%	1.9%	5.7%	1.4%	1.9%
Boston: Park Square	967	8.6%	1.2%		8.7%	73.0%	1.1%	3.4%	2.8%	8.3%	1.6%
Boston: Waterfront	230	2.0%				100.0%					
Boston: South End	185	1.6%		37.4%		47.1%		15.5%			
Other (< 0.5 % of riders)	287	2.5%			9.2%	36.7%		31.1%	9.8%	13.2%	
OVERALL TOTAL	11,283	100.0%	1.5%	1.0%	1.9%	81.4%	2.2%	4.2%	3.5%	2.4%	1.9%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: South 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: Waterfront	5,908	32.9%	2.2%	1.0%	0.2%	75.6%	0.4%	2.0%	5.8%	1.5%	11.3%
Boston: So Bos Indust	5,226	29.1%	1.0%		0.2%	87.8%	0.8%	1.2%	5.0%	2.5%	1.5%
Boston: Financial/Retail	4,661	25.9%	0.4%	0.6%	0.5%	93.9%	0.3%	2.4%	1.4%		0.6%
Boston: Logan Airport	667	3.7%	2.3%			20.9%		2.1%	8.0%	1.5%	65.1%
Boston: Park Square	257	1.4%			5.1%	64.7%	4.5%		25.7%		
Boston: Govt Center	159	0.9%				83.0%			8.7%		8.3%
Other (< 0.5 % of riders)	1,096	6.1%	2.5%	60.4%		25.6%		1.0%	5.1%		5.4%
OVERALL TOTAL	17,973	100.0%	1.3%	4.2%	0.3%	78.7%	0.5%	1.7%	4.8%	1.3%	7.1%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Broadway

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: So Bos Res	710	41.3%		33.3%	5.7%	43.5%	2.6%	3.3%	4.4%	4.6%	2.8%
Boston: So Bos Indust	544	31.7%		8.3%		88.3%				2.1%	1.3%
Boston: South End	279	16.2%		5.2%	5.5%	83.8%			5.5%		
Boston: Park Square	87	5.1%				100.0%					
Boston: Back Bay	72	4.2%				100.0%					
Stoneham	19	1.1%				100.0%					
Other (< 0.5 % of riders)	9	0.5%							100.0%		
OVERALL TOTAL	1,720	100.0%		17.2%	3.2%	69.8%	1.1%	1.4%	3.2%	2.6%	1.6%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Andrew

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: So Bos Res	450	34.2%		36.3%	6.3%	36.7%	3.6%		2.9%	3.4%	10.7%
Boston: North Dorchester	342	26.0%		41.4%		29.4%	9.3%		4.2%	15.8%	
Boston: South End	271	20.6%				78.5%		21.5%			
Unspecified	74	5.6%		35.6%		64.4%					
Boston: So Bos Indust	71	5.4%	14.2%	27.3%		44.2%		14.2%			
Boston: Roxbury	68	5.2%				86.4%		13.6%			
Boston: Longwood Med Area	28	2.2%	25.9%		25.4%			48.7%			
Boston: Jamaica Plain	11	0.8%								100.0%	
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,315	100.0%	1.3%	26.7%	2.7%	46.9%	3.7%	7.0%	2.1%	6.1%	3.6%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: JFK/UMass

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 Dorchester	4,102	90.0%	0.6%	6.0%	48.4%	39.9%	0.5%	0.3%	1.8%	0.4%	2.1%
Boston: Longwood Med Area	363	8.0%				100.0%					
Boston: South End	34	0.8%				42.3%		57.7%			
Other (< 0.5 % of riders)	56	1.2%				79.3%				20.7%	
OVERALL TOTAL	4,555	100.0%	0.5%	5.4%	43.6%	45.2%	0.4%	0.7%	1.7%	0.6%	1.9%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: North Quincy

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
Quincy	1,650	98.9%	5.8%	23.8%	7.4%	59.2%		1.8%	2.0%		
Milton	10	0.6%				100.0%					
Boston: South Dorchester	9	0.5%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	1,669	100.0%	5.7%	23.5%	7.3%	59.7%		1.8%	1.9%		

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Wollaston

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
Quincy	590	87.2%		70.6%	4.7%	16.2%			2.0%		6.4%
Weymouth	36	5.3%		100.0%							
Unspecified	31	4.6%	100.0%								
Scituate	19	2.9%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	677	100.0%	4.6%	69.8%	4.1%	14.2%			1.7%		5.6%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Quincy 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
Quincy	1,527	78.8%		41.8%	5.5%	36.3%	3.2%	6.4%		2.5%	4.3%
Weymouth	181	9.3%		70.4%		20.5%					9.1%
Hingham	63	3.2%		31.1%		44.8%					24.1%
Unspecified	47	2.4%					80.7%			19.3%	
Scituate	32	1.7%		100.0%							
Bridgewater	26	1.4%			100.0%						
Hull	26	1.4%		100.0%							
Brockton	19	1.0%						100.0%			
Other (< 0.5 % of riders)	17	0.9%		50.9%		49.1%					
OVERALL TOTAL	1,939	100.0%		43.9%	5.7%	32.4%	4.5%	6.0%		2.5%	5.0%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Quincy Adams

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
Quincy	475	59.5%	2.8%	22.4%		60.7%	5.5%		3.2%	3.5%	1.8%
Braintree	102	12.7%		45.9%		30.7%			23.4%		
Hingham	38	4.7%		40.9%		59.1%					
Berkley	31	3.9%		100.0%							
Franklin	31	3.9%		100.0%							
Mattapoisett	22	2.8%		100.0%							
Raynham	22	2.7%		100.0%							
Unspecified	22	2.8%				100.0%					
Fairhaven	15	1.9%		100.0%							
Walpole	15	1.9%		100.0%							
Weymouth	15	1.9%		100.0%							
Barnstable	11	1.3%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	799	100.0%	1.7%	41.4%		45.6%	3.3%		4.9%	2.1%	1.0%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Braintree

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
Braintree	365	48.8%	10.0%	38.0%	3.8%	22.6%		14.2%	3.7%		7.7%
Weymouth	107	14.3%		83.8%		16.2%					
Hingham	95	12.7%		40.1%		39.3%		20.6%			
Unspecified	32	4.3%						100.0%			
Abington	28	3.7%				100.0%					
Cape Cod: Unspecified	27	3.6%		100.0%							
Duxbury	22	3.0%		100.0%							
West Bridgewater	19	2.6%		100.0%							
Brockton	17	2.3%				100.0%					
Mansfield	14	1.9%		100.0%							
Norwell	14	1.9%		100.0%							
Holbrook	7	1.0%			100.0%						
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	747	100.0%	4.9%	48.6%	2.8%	24.3%		13.8%	1.8%		3.8%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Savin Hill

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: North Dorchester	335	91.5%		48.9%		45.4%		5.7%			
Quincy	31	8.5%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	366	100.0%		53.3%		41.5%		5.2%			

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Fields Corner

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: North Dorchester	451	58.5%		39.7%	1.6%	36.9%		11.3%		3.2%	7.2%
Boston: South Dorchester	286	37.1%		51.5%	5.5%	27.5%		7.1%	3.4%		4.9%
Boston: Financial/Retail	27	3.5%				27.4%			72.6%		
Worcester	7	0.9%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	770	100.0%		42.4%	3.0%	33.7%		9.3%	3.8%	1.9%	6.0%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Shawmut

DESTINATION LOCATIONS			DESTINATION ACTIVITIES								
City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work-rel.	Social/Rec.	Other
Boston: South Dorchester	393	100.0%		77.5%		8.2%	3.6%			5.0%	5.7%
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	393	100.0%		77.5%		8.2%	3.6%			5.0%	5.7%

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

Destination Locations and Activities

RED LINE

Expanded Results

Exit Station: Ashmont

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: South Dorchester	719	79.2%	2.7%	53.5%		17.8%	5.9%	7.6%	1.9%	2.1%	8.5%
Unspecified	56	6.1%	27.7%			34.1%	22.9%			15.4%	
Boston: Mattapan	45	5.0%	31.7%			19.0%			29.1%		20.2%
Brockton	42	4.6%		63.1%							36.9%
Boston: Roxbury	26	2.9%		100.0%							
Randolph	20	2.2%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	908	100.0%	5.4%	50.3%		17.2%	6.0%	6.0%	3.0%	2.6%	9.4%

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

Destination Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Ashmont

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: South Dorchester	185	65.8%	17.8%	28.9%	20.8%	10.8%			10.8%	10.8%	
Unspecified	83	29.5%	35.3%			35.3%				5.3%	24.1%
Quincy	9	3.3%				100.0%					
Boston: Allston	4	1.5%							100.0%		
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	281	100.0%	22.1%	19.0%	13.7%	20.8%			8.6%	8.7%	7.1%

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Cedar Grove

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
Milton	32	100.0%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	32	100.0%				100.0%					

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Butler

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: South Dorchester	63	67.0%		100.0%							
Boston: Hyde Park	31	33.0%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	95	100.0%		100.0%							

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Milton

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
Milton	124	60.0%		68.1%		16.2%					15.7%
Boston: South Dorchester	83	40.0%	45.9%			54.1%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	207	100.0%	18.4%	40.9%		31.4%					9.4%

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

Destination Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Central Avenue

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
Milton	54	70.2%		62.8%				37.2%			
Boston: Mattapan	23	29.8%		100.0%							
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	77	100.0%		73.9%				26.1%			

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Valley Road

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	
Milton	42	100.0%		100.0%								
Other (< 0.5 % of riders)	0	0.0%										
OVERALL TOTAL	42	100.0%		100.0%								

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Destination Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Capen Street

DESTINATION LOCATIONS			DESTINATION ACTIVITIES								
City/Neighborhood Destinations	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Milton	9	100.0%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	9	100.0%				100.0%					

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

Destination Locations and Activities

MATTAPAN HIGH SPEED LINE

Expanded Results

Exit Station: Mattapan

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: Mattapan	180	53.9%	17.6%	10.6%		12.5%	39.2%	10.6%	9.5%		
Boston: Hyde Park	101	30.1%		26.1%		6.9%					66.9%
Canton	22	6.5%				100.0%					
Boston: Jamaica Plain	16	4.9%				100.0%					
Milton	16	4.7%				100.0%					
Other (< 0.5 % of riders)	0	0.0%									
OVERALL TOTAL	335	100.0%	9.5%	13.6%		24.8%	21.1%	5.7%	5.1%		20.1%

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 Red Line stations, 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 Red Line stations. The two corresponding chapters in the Blue, Orange, and Green 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 Red Line station, 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 Blue, Orange, and Green Line volumes presents the same type of cross-tabulation. A table is presented for each Red Line entry station 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 Red Line as a whole. It includes tables and discussion.

10.1 DESCRIPTION OF TABLE

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

In the systemwide passenger survey of which this Red 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, 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, the destination most frequently reported by all riders combined was often, though not always, the same as the one most frequently reported by the riders who were coming from the most frequently reported origin. Therefore, the most common origin-destination pair was often, though not always, the one in the first column of the first row in the table.

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

10.2 OVERVIEW OF RESULTS

Northern Segment

For passengers entering all northern segment stations combined, the largest single origin-destination combination was from the Central Square neighborhood of Cambridge to the Boston Financial/Retail District. However, with the large number of origin-destination combinations reported, this one accounted for less than 3% of the total entries. Most of the passengers reporting this pair boarded at Central Square, and each other station in the northern segment had a different top origin-destination pair.

The second-largest origin-destination pair for northern segment stations was from the Davis Square neighborhood of Somerville to the Kendall/MIT neighborhood of Cambridge. Most of the riders making such trips boarded at Davis Station, and most of the rest of them boarded at Porter.

Trips from the Davis Square neighborhood to the Financial/Retail District were third overall, with most of these entering at Davis and most of the rest at Porter. No other origin-destination pair accounted for as much as 2% of the total northern segment entries. However, of riders boarding at Harvard Station alone, 5% were destined for the Kendall/MIT neighborhood, and of riders boarding at the Kendall/MIT Station, 9% were destined for the Harvard Square neighborhood.

Central Segment

For passengers entering all central segment stations combined, the largest single origin-destination combination was from the Beacon Hill neighborhood of Boston to the Kendall/MIT neighborhood of Cambridge. However, with the large number of origin-destination combinations reported, this one accounted for less than 3% of the total entries on the northern segment. Most of the passengers reporting this pair boarded at Charles/MGH, and each other station in the central segment had a different top origin-destination pair.

The second-largest origin-destination pair for central segment stations was from the Boston Financial/Retail District to the city of Quincy. Most riders making such trips entered either at Downtown Crossing or at South Station.

Trips from Beacon Hill to the Harvard Square neighborhood of Cambridge were third overall, with most of these entering at Charles/MGH and most of the rest at Porter. The only other origin-destination pair accounting for as much as 2% of the total central segment entries was from the South Boston residential neighborhood to the Government Center neighborhood. All of these trips boarded at Broadway.

Dorchester Branch

For passengers entering all Dorchester branch stations combined, the largest single origin-destination combination was from the South Dorchester neighborhood of Boston to the Financial/Retail District. This pair accounted for nearly 8% of the total entries. Just over one-third of these trips entered at Ashmont, with most of the rest almost evenly divided between Shawmut and Fields Corner.

The second-largest origin-destination pair for Dorchester branch stations was from North Dorchester to the Financial/Retail District. About half of these riders (53%) boarded at JFK/UMass Station, and most of the rest at Savin Hill, Andrew, and Fields Corner.

Trips from South Dorchester to Government Center were third overall, with most of the boardings at Ashmont, Shawmut, and Fields Corner. No other origin-destination pair accounted for as much as 3% of the total Dorchester branch station entries.

South Shore Branch

For passengers entering all South Shore branch stations combined, the largest single origin-destination combination was from the city of Quincy to the Boston Financial/Retail District. This pair accounted for over 10% of the total entries. Over one-third of these trips entered at North Quincy, with most of the rest at Quincy Center and Wollaston, but some at Quincy Adams.

The second-largest origin-destination pair for South Shore branch stations was from Quincy to Government Center in Boston. Quincy Center had the largest share of these, followed by North Quincy, Wollaston, and Quincy Adams.

Trips from Quincy to the Boston Waterfront were third overall, with nearly half of these boarding at North Quincy. The only other origin-destination pairs accounting for at least 3% of the South Shore branch entries were from Quincy to the Boston Park Square neighborhood and to the Cambridge Kendall/MIT neighborhood.

Mattapan High-Speed Line

For passengers entering all Mattapan High-Speed Line stations combined, the largest single origin-destination combination was from the Mattapan neighborhood of Boston to the Financial/Retail District. This pair accounted for nearly 8% of the total entries. About 40% of these trips entered at Mattapan Station, with the rest divided among several other stations.

The second-largest origin-destination pair for High-Speed Line stations was from the town of Milton to the Financial/Retail District. About half of these trips boarded at Mattapan Station, with most of the rest boarding at Central Avenue or Milton Station.

The third-largest group was trips from Milton to the Harvard Square neighborhood of Cambridge. Almost all of these boarded at Mattapan Station. Several other origin-destination pairs each accounted for between 3% and 5% of High-Speed Line boardings.

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

Origin-Destination Cross-tabulation

RED LINE

Expanded Results

Entry Station: Alewife

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Cambridge : Kendall/MI	Cambridge : Harvard Square	Boston: Govt Center	Boston: Waterfront	Boston: Beacon Hill	Boston: Park Square	Boston: So Bos Indust	Boston: Back Bay	Cambridge : Central Square	Other & % of Row	Row Total & % of Overall
Arlington	641	467	211	221	133	133	170	113	116	78	443	2808
											15.8%	36.5%
Cambridge: North Cambridge	143	191	211	92	41	55	51	24	24	34	368	1278
											28.8%	16.6%
Lexington	273	147	125	109	106	31	82	27	54	44	147	1156
											12.7%	15.0%
Belmont	58	27	10	51	17	21	0	0	21	7	47	269
											17.7%	3.5%
Bedford	41	31	10	38	7	7	10	24	0	7	58	245
											23.5%	3.2%
Waltham	61	14	0	20	14	31	14	17	0	0	21	215
											9.6%	2.8%
Concord	24	14	0	37	21	24	7	0	10	10	7	153
											4.5%	2.0%
Unspecified	17	24	10	14	7	27	0	0	14	10	27	150
											18.3%	2.0%
Woburn	17	34	7	17	14	10	17	10	0	0	10	146
											6.9%	1.9%
Acton	24	10	24	20	24	0	0	7	0	0	0	116
											0.0%	1.5%
Winchester	14	0	20	0	31	0	0	7	0	17	10	99
											10.3%	1.3%
Lincoln	21	0	20	17	7	7	0	7	0	0	14	92
											14.9%	1.2%
Burlington	14	27	0	0	0	0	17	0	0	0	34	92
											37.0%	1.2%
Cambridge: Fresh Pond	10	0	0	0	0	7	10	14	0	0	34	75
											45.4%	1.0%
Sudbury	51	0	7	0	7	7	0	0	0	0	0	72
											0.0%	0.9%
Billerica	0	7	17	0	0	31	7	0	0	0	7	68
											10.0%	0.9%
Lowell	27	0	14	0	0	10	0	0	0	0	10	61
											16.6%	0.8%
Maynard	27	0	7	0	7	7	0	0	7	0	0	55
											0.0%	0.7%
Other & % of Column	89	68	61	61	27	31	24	7	10	7	105	502
	5.7%	6.4%	8.1%	8.6%	5.9%	7.0%	5.8%	2.7%	4.0%	3.2%	21.0%	6.5%
Column Total & % of Overall	1559	1060	755	718	468	437	409	256	256	214	1353	7696
	20.3%	13.8%	9.8%	9.3%	6.1%	5.7%	5.3%	3.3%	3.3%	2.8%	17.6%	

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Davis

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Kendall/MI	Boston : Financial/Retail	Cambridge : Harvard Square	Cambridge : Central Square	Boston : Park Square	Boston : Govt Center	Boston : Beacon Hill	Boston : Back Bay	Boston : So Bos Indust	Boston : Waterfront	Other & % of Row	Row Total & % of Overall
Somerville: Davis Square	827	692	525	229	297	329	261	253	237	232	1318 24.6%	5365 61.7%
Medford	197	228	263	86	67	28	65	24	19	38	148 12.1%	1221 14.1%
Cambridge: North Cambridge	144	219	67	96	57	61	33	15	62	19	196 19.9%	984 11.3%
Somerville: Winter Hill	86	24	106	43	15	0	0	15	0	9	84 22.1%	381 4.4%
Somerville: Spring Hill	28	57	62	0	29	9	24	24	0	19	19 6.7%	280 3.2%
Arlington	33	76	15	15	9	0	0	15	0	9	85 31.4%	271 3.1%
Unspecified	15	0	0	15	0	0	0	9	0	0	48 55.4%	86 1.0%
Somerville: East Somerville	15	0	0	0	0	0	0	0	0	0	0 0.0%	15 0.2%
Cambridge: Harvard Square	0	0	0	0	0	0	0	0	15	0	0 0.0%	15 0.2%
Cambridge: Fresh Pond	0	0	0	0	0	0	0	0	0	15	0 0.0%	15 0.2%
Billerica	0	0	15	0	0	0	0	0	0	0	0 0.0%	15 0.2%
Andover	0	0	0	0	0	0	0	0	15	0	0 0.0%	15 0.2%
Winchester	0	0	0	0	0	9	0	0	0	0	0 0.0%	15 0.2%
North Reading	0	0	0	0	0	0	0	9	0	0	0 0.0%	9 0.1%
Acton	0	0	9	0	0	0	0	0	0	0	0 0.0%	9 0.1%
Column Total & % of Overall	1345 15.5%	1295 14.9%	1062 12.2%	483 5.6%	474 5.5%	437 5.0%	384 4.4%	363 4.2%	347 4.0%	341 3.9%	1898 21.8%	8688

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Porter

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Kendall/MI	Boston: Financial/Retail	Cambridge : Harvard Square	Boston: Govt Center	Boston: Beacon Hill	Boston: Park Square	Cambridge : Central Square	Boston: Waterfront	Boston: So Bos Indust	Boston: Longwood Med Area	Other & % of Row	Row Total & % of Overall
Cambridge: North Cambridge	360	387	139	145	103	136	72	105	95	126	392 18.3%	2141 35.2%
Somerville: Spring Hill	210	190	88	131	121	85	29	64	75	29	251 18.6%	1350 22.2%
Somerville: Davis Square	233	149	76	50	50	33	37	35	13	46	155 17.1%	909 14.9%
Arlington	68	47	10	13	10	17	46	6	0	23	121 31.6%	383 6.3%
Cambridge: Harvard Square	31	93	20	0	10	17	20	0	13	0	58 21.4%	272 4.5%
Acton	104	6	29	0	6	0	39	0	13	0	6 3.1%	204 3.3%
Unspecified	43	17	0	17	0	10	0	0	6	0	13 11.9%	105 1.7%
Concord	31	17	20	0	0	0	0	13	0	6	0 0.0%	87 1.4%
Waltham	17	0	37	0	10	0	0	0	0	0	20 24.3%	84 1.4%
Maynard	25	0	20	0	0	0	0	0	0	0	0 0.0%	46 0.7%
Leominster	27	0	0	6	0	0	0	0	0	0	13 27.5%	46 0.7%
Boxborough	6	6	0	0	0	6	0	6	0	0	0 0.0%	25 0.4%
Sudbury	6	0	0	0	0	0	0	6	0	0	10 44.9%	25 0.4%
Stow	17	0	0	0	0	0	6	0	0	0	0 0.0%	23 0.4%
Cambridge: Fresh Pond	0	23	0	0	0	0	0	0	0	0	0 0.0%	23 0.4%
Lynn	0	0	20	0	0	0	0	0	0	0	0 0.0%	20 0.3%
Tewksbury	0	0	10	0	10	0	0	0	0	0	0 0.0%	20 0.3%
Groton	6	0	0	0	0	0	0	0	6	6	0 0.0%	19 0.3%
Other & % of Column	97 7.5%	29 3.0%	64 12.0%	0 0.0%	0 0.0%	10 3.2%	6 2.4%	19 7.4%	19 7.9%	0 0.0%	42 14.5%	287 4.7%
Column Total & % of Overall	1294 21.3%	964 15.8%	537 8.8%	360 5.9%	321 5.3%	320 5.3%	256 4.2%	255 4.2%	239 3.9%	236 3.9%	1081 17.8%	6085

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Harvard

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Kendall/MI	Boston: Financial/R etail	Boston: Govt Center	Boston: Beacon Hill	Somerville : Davis Square	Boston: Park Square	Boston: Back Bay	Cambridge : North Cambridge	Cambridge : Central Square	Boston: Waterfront	Other & % of Row	Row Total & % of Overall
Cambridge: Harvard Square	554	498	300	392	423	224	260	258	266	178	1467	4927
											29.8%	47.5%
Watertown	146	244	120	39	0	97	35	70	0	35	362	1219
											29.7%	11.7%
Belmont	302	150	126	74	23	60	25	0	41	29	256	1152
											22.2%	11.1%
Cambridge: Fresh Pond	178	122	140	55	0	66	56	23	31	35	357	1128
											31.7%	10.9%
Boston: Allston	71	71	0	0	70	25	15	0	0	0	200	469
											42.6%	4.5%
Boston: Brighton	66	20	0	10	0	0	0	23	10	0	101	245
											41.3%	2.4%
Arlington	45	31	29	35	0	0	0	0	0	15	64	230
											28.0%	2.2%
Somerville: Spring Hill	20	56	41	0	0	0	15	0	0	0	79	211
											37.7%	2.0%
Cambridge: Central Square	46	31	10	0	0	10	0	0	15	25	70	207
											33.7%	2.0%
Cambridge: North Cambridge	31	20	10	10	0	25	0	0	15	15	20	146
											13.5%	1.4%
Waltham	15	25	0	0	0	0	10	23	15	0	25	114
											22.0%	1.1%
Newton	15	0	0	15	0	0	0	0	0	31	0	62
											0.0%	0.6%
Unspecified	0	15	15	0	0	0	15	0	0	0	10	62
											17.5%	0.6%
Medford	15	10	0	10	0	15	0	0	0	0	0	50
											0.0%	0.5%
Boston: Roxbury	0	0	0	0	23	0	0	0	0	0	15	39
											39.6%	0.4%
Brookline: North Brookline	0	0	0	0	0	0	0	0	0	0	23	23
											100.0%	0.2%
Boston: Fenway	0	0	0	0	23	0	0	0	0	0	0	23
											0.0%	0.2%
Cambridge: East Cambridge	0	0	0	0	0	0	0	0	0	0	23	23
											100.0%	0.2%
Other & % of Column	0	15	0	0	0	0	0	0	0	0	25	41
	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	62.1%	0.4%
Column Total & % of Overall	1505	1307	791	640	564	522	433	399	393	364	3115	10381
	14.5%	12.6%	7.6%	6.2%	5.4%	5.0%	4.2%	3.8%	3.8%	3.5%	30.0%	

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

Origin-Destination Cross-tabulation

RED LINE

Expanded Results

Entry Station: Central

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Cambridge : Kendall/MI	Boston: Beacon Hill	Boston: Govt Center	Cambridge : Harvard Square	Boston: Park Square	Somerville : Davis Square	Cambridge : North Cambridge	Boston: Waterfront	Boston: So Bos Indust	Other & % of Row	Row Total & % of Overall
Cambridge: Central Square	1095	715	461	492	384	300	214	203	285	209	1858	6434
											28.9%	81.1%
Cambridge: Harvard Square	22	43	39	52	11	0	0	0	0	17	60	245
											24.7%	3.1%
Somerville: Spring Hill	63	19	11	0	11	9	0	0	17	19	84	242
											34.7%	3.0%
Cambridge: Kendall/MIT	0	0	33	0	45	0	45	23	0	0	67	212
											31.5%	2.7%
Waltham	50	11	30	0	0	17	0	0	0	0	83	210
											39.4%	2.6%
Boston: Brighton	9	22	9	9	11	0	0	11	0	17	48	135
											35.4%	1.7%
Boston: Fenway	0	0	0	0	0	0	23	45	0	0	11	79
											14.3%	1.0%
Boston: Allston	11	11	9	19	0	0	0	0	0	9	0	69
											0.0%	0.9%
Watertown	9	9	17	0	0	0	0	0	0	0	33	67
											48.8%	0.8%
Unspecified	11	0	0	9	11	0	11	0	0	0	11	53
											21.2%	0.7%
Boston: Longwood Med Area	0	0	0	0	23	0	11	11	0	0	0	45
											0.0%	0.6%
Cambridge: Fresh Pond	0	0	19	9	0	0	0	0	0	0	0	28
											0.0%	0.4%
Boston: Back Bay	0	0	0	0	0	0	11	0	0	0	11	28
											50.0%	0.4%
Cambridge: East Cambridge	0	0	0	0	0	0	0	0	0	9	11	20
											56.9%	0.2%
Brookline: North Brookline	0	0	0	0	0	0	0	0	0	0	11	11
											100.0%	0.1%
Boston: Roxbury	0	0	0	0	0	0	0	11	0	0	0	11
											0.0%	0.1%
Arlington	0	11	0	0	0	0	0	0	0	0	0	11
											0.0%	0.1%
Cambridge: North Cambridge	0	0	0	0	0	0	0	0	0	0	11	11
											100.0%	0.1%
Other & % of Column	19	0	0	0	0	0	0	0	0	0	0	19
	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Column Total & % of Overall	1298	841	627	588	497	326	316	305	302	279	2300	7935
	16.4%	10.6%	7.9%	7.4%	6.3%	4.1%	4.0%	3.8%	3.8%	3.5%	29.0%	

MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Kendall/MIT

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Cambridge : Harvard Square	Boston: Beacon Hill	Boston: Waterfront	Boston: Park Square	Cambridge : Central Square	Boston: Govt Center	Cambridge : North Cambridge	Boston: Logan Airport	Boston: So Bos Indust	Other & % of Row	Row Total & % of Overall
Cambridge: Kendall/MIT	208	386	151	156	95	157	142	152	129	70	983	2729
											36.0%	65.2%
Cambridge: East Cambridge	112	29	108	78	57	57	32	43	0	23	164	717
											22.8%	17.1%
Cambridge: Central Square	56	14	38	18	86	0	14	0	14	9	131	381
											34.5%	9.1%
Somerville: Spring Hill	36	0	0	0	0	0	9	0	0	29	42	115
											36.0%	2.8%
Unspecified	0	0	14	14	0	0	14	0	0	0	14	57
											25.0%	1.4%
Wellesley	14	0	0	0	0	0	0	0	0	0	14	29
											50.0%	0.7%
Somerville: Davis Square	14	0	0	14	0	0	0	0	0	0	0	29
											0.0%	0.7%
Boston: Longwood Med Area	0	0	0	0	0	14	0	0	0	0	0	29
											0.0%	0.7%
Medford	14	0	0	0	0	0	9	0	0	0	0	23
											0.0%	0.6%
Melrose	0	0	0	9	0	0	0	0	0	0	9	18
											50.0%	0.4%
Cambridge: Harvard Square	14	0	0	0	0	0	0	0	0	0	0	14
											0.0%	0.3%
Boston: Allston	0	0	0	0	0	0	0	0	0	0	14	14
											100.0%	0.3%
Western Suburb: unspecified	9	0	0	0	0	0	0	0	0	0	0	14
											0.0%	0.3%
Tewksbury	0	0	0	0	0	0	0	0	0	0	9	9
											100.0%	0.2%
Fitchburg	0	0	0	0	0	0	0	0	0	0	9	9
											100.0%	0.2%
Column Total & % of Overall	478	429	311	290	238	229	221	195	143	131	1390	4183
	11.4%	10.3%	7.4%	6.9%	5.7%	5.5%	5.3%	4.7%	3.4%	3.1%	33.2%	

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Charles/MGH

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Kendall/MI	Cambridge : Harvard Square	Cambridge : Central Square	Boston: Waterfront	Boston: North Dorchester	Boston: Financial/R etail	Boston: Back Bay	Cambridge : North Cambridge	Quincy	Somerville : Davis Square	Other & % of Row	Row Total & % of Overall
Boston: Beacon Hill	503	417	201	160	140	143	125	46	88	77	1173	3162
											37.1%	77.1%
Boston: Govt Center	54	46	24	27	17	0	0	15	27	15	73	299
											24.5%	7.3%
Boston: Back Bay	81	15	0	0	0	0	0	15	0	0	0	111
											0.0%	2.7%
Beverly	35	15	0	0	0	0	0	0	0	0	0	51
											0.0%	1.2%
Salem	0	31	0	0	0	0	0	0	0	0	15	46
											33.3%	1.1%
Boston: North End	0	15	0	0	0	0	0	15	0	15	0	46
											0.0%	1.1%
Boston: Park Square	0	0	0	0	0	0	0	15	0	0	31	46
											66.7%	1.1%
Gloucester	27	15	0	0	0	0	0	0	0	0	0	42
											0.0%	1.0%
Boston: South End	35	0	0	0	0	0	0	0	0	0	0	35
											0.0%	0.9%
Boston: Charlestown	0	15	0	0	0	0	0	0	0	0	15	31
											50.0%	0.8%
Lynn	0	15	15	0	0	0	0	0	0	0	0	31
											0.0%	0.8%
Unspecified	0	0	0	0	0	0	0	0	0	0	27	27
											100.0%	0.7%
Georgetown	0	0	15	0	0	0	0	0	0	0	0	27
											0.0%	0.7%
Boston: Fenway	0	0	0	0	0	0	0	0	0	0	15	15
											100.0%	0.4%
Danvers	0	15	0	0	0	0	0	0	0	0	0	15
											0.0%	0.4%
Winthrop	0	15	0	0	0	0	0	0	0	0	0	15
											0.0%	0.4%
Ipswich	0	15	0	0	0	0	0	0	0	0	0	15
											0.0%	0.4%
Methuen	0	15	0	0	0	0	0	0	0	0	0	15
											0.0%	0.4%
Other & % of Column	17	31	0	0	0	0	0	15	0	0	0	63
	2.3%	4.4%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	1.5%
Column Total & % of Overall	753	696	256	187	157	143	125	124	115	108	1351	4101
	18.4%	17.0%	6.2%	4.6%	3.8%	3.5%	3.0%	3.0%	2.8%	2.6%	32.9%	

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Park Street

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Harvard Square	Quincy	Cambridge : Kendall/MI	Cambridge : Central Square	Boston: South Dorchester	Boston: So Bos Indust	Cambridge : North Cambridge	Somerville : Davis Square	Boston: Waterfront	Somerville : Spring Hill	Other & % of Row	Row Total & % of Overall
Boston: Govt Center	53	97	44	44	68	48	26	9	39	26	233	707
											33.0%	35.5%
Boston: Financial/Retail	61	29	44	61	39	39	44	9	0	18	168	550
											30.5%	27.6%
Boston: Park Square	26	39	26	18	0	0	26	53	19	0	55	262
											20.8%	13.2%
Boston: Beacon Hill	18	0	18	9	0	9	0	0	0	9	67	129
											52.0%	6.5%
Unspecified	9	19	0	0	0	0	0	0	0	0	36	64
											55.8%	3.2%
Chelsea	18	0	0	9	19	0	0	0	0	0	9	55
											16.1%	2.7%
Boston: Back Bay	18	0	0	0	0	0	0	0	0	0	28	46
											61.7%	2.3%
Boston: North End	0	0	0	9	0	0	0	9	0	0	27	44
											60.5%	2.2%
Boston: South End	0	0	26	0	0	0	0	0	0	0	0	26
											0.0%	1.3%
Boston: Downtwn Unspecified	0	0	0	0	0	0	0	0	0	0	19	19
											100.0%	1.0%
Boston: Fenway	0	0	0	0	0	9	0	0	9	0	0	19
											0.0%	0.9%
Boston: Prudential/Hancock	9	0	0	0	0	0	0	0	0	9	0	18
											0.0%	0.9%
Weston	0	0	0	0	0	0	0	0	0	0	9	18
											100.0%	0.9%
Arlington	9	0	0	0	0	0	0	0	0	0	0	9
											0.0%	0.4%
Everett	0	0	0	9	0	0	0	0	0	0	0	9
											0.0%	0.4%
Hull	9	0	0	0	0	0	0	0	0	0	0	9
											0.0%	0.4%
North Andover	0	0	0	0	0	0	0	9	0	0	0	9
											0.0%	0.4%
Portsmouth, NH	9	0	0	0	0	0	0	0	0	0	0	9
											0.0%	0.4%
Other & % of Column	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Column Total & % of Overall	237	184	158	158	126	106	97	88	68	61	651	1993
	11.9%	9.3%	7.9%	7.9%	6.3%	5.3%	4.8%	4.4%	3.4%	3.1%	32.7%	

MBTA Surveys: 2008-09

Rapid Transit Survey

Origin-Destination Cross-tabulation

RED LINE

Expanded Results

Entry Station: Downtown Crossing

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Kendall/MI	Cambridge : Central Square	Quincy	Cambridge : Harvard Square	Boston: North Dorchester	Boston: Beacon Hill	Boston: So Bos Res	Milton	Cambridge : North Cambridge	Boston: South Dorchester	Other & % of Row	Row Total & % of Overall
Boston: Financial/Retail	241	292	254	162	46	162	97	97	65	65	370 19.3%	1917 57.8%
Boston: Park Square	65	65	13	32	65	32	0	32	0	0	32 9.6%	338 10.2%
Boston: Govt Center	46	32	0	32	32	0	0	0	32	32	78 24.5%	319 9.6%
Boston: South End	97	46	0	32	13	0	0	0	0	0	13 6.5%	202 6.1%
Boston: Roxbury	0	0	0	0	32	51	32	0	0	0	26 18.6%	142 4.3%
Unspecified	0	0	32	0	65	0	0	0	13	0	0 0.0%	111 3.3%
Boston: Beacon Hill	32	0	32	32	0	0	0	0	0	0	0 0.0%	97 2.9%
Boston: Charlestown	0	0	26	13	0	0	32	0	0	13	0 0.0%	85 2.6%
Newton	32	0	0	0	0	13	0	0	0	0	0 0.0%	46 1.4%
Malden	0	0	32	0	0	0	0	0	0	0	0 0.0%	32 1.0%
Boston: So Bos Res	0	0	0	0	0	0	0	0	0	0	13 100.0%	13 0.4%
Boston: North End	0	0	0	0	13	0	0	0	0	0	0 0.0%	13 0.4%
Column Total & % of Overall	514 15.5%	435 13.1%	391 11.8%	305 9.2%	267 8.1%	259 7.8%	162 4.9%	130 3.9%	111 3.3%	111 3.3%	534 16.1%	3315

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: South Station

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Cambridge : Kendall/MI	Cambridge : Harvard Square	Quincy	Boston: Govt Center	Boston: Beacon Hill	Boston: North Dorchester	Cambridge : Central Square	Boston: Financial/R etail	Boston: Fenway	Boston: Longwood Med Area	Other & % of Row	Row Total & % of Overall
Boston: Waterfront	94	87	94	54	40	31	0	40	0	0	587	1068
											55.0%	12.6%
Boston: Financial/Retail	20	0	188	0	20	31	20	20	40	20	357	737
											48.5%	8.7%
Boston: So Bos Indust	40	47	63	0	13	31	60	0	20	20	286	661
											43.2%	7.8%
Unspecified	47	27	0	13	0	31	13	13	0	0	136	281
											48.4%	3.3%
Brockton	47	13	0	27	40	0	20	0	33	27	47	254
											18.4%	3.0%
Sharon	53	94	0	13	0	0	20	0	0	0	20	214
											9.4%	2.5%
Canton	33	47	0	20	0	31	0	0	0	0	71	203
											35.1%	2.4%
Providence, RI	33	114	0	27	20	0	0	0	0	0	0	194
											0.0%	2.3%
Natick	100	0	0	0	60	31	0	0	0	0	0	192
											0.0%	2.3%
Newton	13	20	94	0	27	31	0	0	0	0	0	185
											0.0%	2.2%
Mansfield	74	27	0	13	47	0	0	0	0	0	13	174
											7.7%	2.1%
Attleboro	74	40	0	0	0	31	0	0	0	0	0	165
											0.0%	2.0%
Stoughton	40	20	0	0	27	0	0	54	0	0	20	165
											12.5%	2.0%
Pembroke	0	20	0	13	33	0	0	0	0	20	51	138
											37.1%	1.6%
Framingham	27	27	31	0	0	31	20	0	0	0	0	136
											0.0%	1.6%
Boston: So Bos Res	33	20	0	0	27	0	13	0	13	0	20	127
											15.8%	1.5%
Boston: Hyde Park	13	0	31	13	0	0	33	13	0	0	20	125
											16.1%	1.5%
Plymouth	40	13	0	13	13	0	0	0	20	0	13	114
											11.7%	1.3%
Other & % of Column	837	355	156	355	187	219	127	80	74	114	705	3222
	51.2%	35.8%	23.8%	59.6%	32.9%	43.8%	38.7%	36.4%	36.7%	56.7%	21.9%	38.1%
Column Total & % of Overall	1633	991	657	596	569	500	328	221	201	201	2380	8464
	19.3%	11.7%	7.8%	7.0%	6.7%	5.9%	3.9%	2.6%	2.4%	2.4%	28.1%	


MBTA Surveys: 2008-09
Rapid Transit Survey
Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Broadway

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Govt Center	Boston: Financial/R etail	Cambridge : Kendall/MI	Boston: Waterfront	Cambridge : Harvard Square	Boston: Beacon Hill	Quincy	Boston: North End	Boston: Fenway	Boston: So Bos Indust	Other & % of Row	Row Total & % of Overall
Boston: So Bos Res	425	404	186	159	58	95	47	69	42	16	382 19.8%	1926 73.5%
Boston: So Bos Indust	32	74	42	27	27	0	16	0	27	27	96 26.1%	366 14.0%
Boston: South End	0	0	0	0	53	0	0	0	0	27	0 0.0%	80 3.0%
Boston: North Dorchester	42	16	0	0	0	0	0	0	0	0	16 21.3%	74 2.8%
Unspecified	16	0	27	16	0	0	0	0	0	0	0 0.0%	58 2.2%
Milton	27	0	0	0	0	0	0	0	0	0	0 0.0%	27 1.0%
Boston: South Dorchester	0	0	0	0	0	27	0	0	0	0	0 0.0%	27 1.0%
Marshfield	0	0	0	0	0	0	0	0	0	0	0 0.0%	16 0.6%
Lakeville	16	0	0	0	0	0	0	0	0	0	0 0.0%	16 0.6%
Boston: West Roxbury	16	0	0	0	0	0	0	0	0	0	0 0.0%	16 0.6%
Boston: Roxbury	0	0	0	0	0	0	16	0	0	0	0 0.0%	16 0.6%
Column Total & % of Overall	573 21.9%	494 18.8%	255 9.7%	201 7.7%	138 5.3%	122 4.6%	79 3.0%	69 2.6%	69 2.6%	69 2.6%	494 18.8%	2621

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Andrew

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Cambridge : Harvard Square	Boston: North End	Boston: Back Bay	Cambridge : Kendall/MI	Quincy	Boston: Beacon Hill	Boston: So Bos Indust	Boston: Waterfront	Other & % of Row	Row Total & % of Overall
Boston: So Bos Res	354	225	129	149	0	74	111	93	18	93	392	1674
											23.4%	45.0%
Boston: North Dorchester	131	94	74	76	94	18	36	76	55	38	472	1202
											39.3%	32.3%
Boston: South End	0	0	0	0	38	0	38	0	0	0	76	228
											33.3%	6.1%
Boston: Roxbury	38	0	38	0	0	38	0	0	0	18	56	188
											29.8%	5.1%
Unspecified	76	0	0	0	18	0	0	0	38	18	0	150
											0.0%	4.0%
Boston: So Bos Indust	0	0	0	0	38	56	0	0	0	0	56	150
											37.1%	4.0%
Boston: South Dorchester	38	0	0	0	0	0	0	0	0	0	0	38
											0.0%	1.0%
Boston: Mattapan	0	0	0	0	0	0	0	0	38	0	0	38
											0.0%	1.0%
Weymouth	0	0	18	0	0	0	0	0	0	0	0	18
											0.0%	0.5%
Rockland	0	0	0	0	0	0	0	0	18	0	0	18
											0.0%	0.5%
Quincy	0	0	0	0	0	0	0	0	0	0	18	18
											100.0%	0.5%
Column Total & % of Overall	636	319	260	225	188	187	185	168	167	167	1070	3723
	17.1%	8.6%	7.0%	6.0%	5.1%	5.0%	5.0%	4.5%	4.5%	4.5%	28.7%	

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: JFK/UMass

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Beacon Hill	Boston: Park Square	Cambridge : Harvard Square	Quincy	Cambridge : Central Square	Boston: Back Bay	Boston: Govt Center	Cambridge : Kendall/MI	Malden	Other & % of Row	Row Total & % of Overall
Boston: North Dorchester	622	206	235	158	157	183	182	130	132	105	1862	4051
											46.0%	87.1%
Unspecified	53	0	0	26	0	0	0	0	0	0	105	183
											57.2%	3.9%
Boston: South Dorchester	52	0	0	0	0	0	0	0	0	0	77	129
											59.9%	2.8%
Rochester	26	0	0	0	0	0	0	0	0	0	0	26
											0.0%	0.6%
Holbrook	0	0	0	26	0	0	0	0	0	0	0	26
											0.0%	0.6%
Brockton	0	0	0	0	0	0	0	0	0	0	26	26
											100.0%	0.6%
Boston: So Bos Res	0	0	0	0	0	0	0	0	0	0	0	26
											0.0%	0.6%
Boston: Roxbury	0	0	0	0	0	0	0	0	0	0	26	26
											100.0%	0.6%
Boston: Jamaica Plain	0	0	0	0	26	0	0	0	0	0	0	26
											0.0%	0.6%
Randolph	0	26	0	0	0	0	0	0	0	0	0	26
											0.0%	0.5%
New Bedford	0	26	0	0	0	0	0	0	0	0	0	26
											0.0%	0.5%
Milton	0	0	0	0	0	0	0	26	0	0	0	26
											0.0%	0.5%
Boston: Roslindale	0	0	0	0	0	0	0	0	0	0	26	26
											100.0%	0.5%
Boston: Longwood Med Area	0	0	0	0	0	0	0	0	0	0	26	26
											100.0%	0.5%
Column Total & % of Overall	752	257	235	210	184	183	182	156	132	105	2148	4649
	16.2%	5.5%	5.1%	4.5%	3.9%	3.9%	3.9%	3.3%	2.8%	2.3%	46.2%	

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: North Quincy

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Waterfront	Boston: Prudential/ Hancock	Boston: Beacon Hill	Boston: So Bos Indust	Quincy	Cambridge : Harvard Square	Boston: Park Square	Cambridge : Kendall/MI	Other & % of Row	Row Total & % of Overall
Quincy	811	400	353	193	265	188	224	193	195	170	1051	4190
											25.1%	77.3%
Milton	86	28	35	40	0	12	0	28	12	0	124	391
											31.6%	7.2%
Unspecified	56	28	12	28	0	0	0	0	0	0	56	180
											31.2%	3.3%
Braintree	28	28	28	0	0	0	0	0	0	0	12	107
											10.8%	2.0%
Boston: South Dorchester	23	35	0	0	12	0	0	0	0	12	23	104
											22.2%	1.9%
Weymouth	40	0	23	0	0	0	0	0	0	12	12	97
											11.9%	1.8%
Randolph	0	0	0	0	0	0	0	0	0	0	56	56
											100.0%	1.0%
Rockland	40	0	0	0	0	0	0	0	0	0	0	40
											0.0%	0.7%
Falmouth	28	0	0	0	0	0	0	0	0	0	0	28
											0.0%	0.5%
Hanover	28	0	0	0	0	0	0	0	0	0	0	28
											0.0%	0.5%
Plymouth	0	0	0	28	0	0	0	0	0	0	0	28
											0.0%	0.5%
West Bridgewater	0	0	0	0	0	28	0	0	0	0	0	28
											0.0%	0.5%
Norwell	28	0	0	0	0	0	0	0	0	0	0	28
											0.0%	0.5%
Hull	12	0	0	0	0	0	0	0	12	0	0	23
											0.0%	0.4%
Brockton	23	0	0	0	0	0	0	0	0	0	0	23
											0.0%	0.4%
Boston: Roxbury	12	0	0	0	0	0	0	0	0	0	0	12
											0.0%	0.2%
Whitman	0	0	0	0	0	0	0	0	0	0	12	12
											100.0%	0.2%
Raynham	0	12	0	0	0	0	0	0	0	0	0	12
											0.0%	0.2%
Other & % of Column	12	0	0	12	0	0	0	0	0	0	0	23
	0.9%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
Column Total & % of Overall	1225	530	451	300	277	228	224	221	218	205	1344	5420
	22.6%	9.8%	8.3%	5.5%	5.1%	4.2%	4.1%	4.1%	4.0%	3.8%	24.8%	

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Wollaston

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Waterfront	Cambridge : Kendall/MI	Boston: Beacon Hill	Boston: Prudential/ Hancock	Boston: Park Square	Boston: Longwood Med Area	Boston: Back Bay	Cambridge : Harvard Square	Other & % of Row	Row Total & % of Overall
Quincy	609	255	222	206	157	165	173	132	140	99	749	3022
											24.8%	83.2%
Weymouth	49	33	0	17	16	0	8	16	0	16	8	165
											5.0%	4.5%
Milton	41	16	17	8	0	0	0	8	0	16	25	132
											18.8%	3.6%
Braintree	17	25	0	0	0	0	0	0	0	0	8	49
											16.7%	1.4%
Unspecified	8	0	0	0	0	0	0	8	0	0	25	41
											59.9%	1.1%
Scituate	8	0	0	0	0	17	0	0	8	0	0	33
											0.0%	0.9%
Cohasset	8	8	0	0	0	0	0	0	0	0	16	33
											49.9%	0.9%
Randolph	8	16	0	0	0	0	0	0	0	0	0	25
											0.0%	0.7%
Hull	16	0	0	0	0	0	0	0	0	0	8	25
											33.4%	0.7%
Hingham	0	0	0	0	16	0	0	0	0	0	8	25
											33.4%	0.7%
Rockland	0	0	0	0	16	0	0	0	0	0	0	16
											0.0%	0.5%
Pembroke	0	16	0	0	0	0	0	0	0	0	0	16
											0.0%	0.5%
Foxborough	16	0	0	0	0	0	0	0	0	0	0	16
											0.0%	0.5%
Brockton	0	0	8	0	0	0	0	0	0	0	0	8
											0.0%	0.2%
East Bridgewater	0	0	0	0	0	8	0	0	0	0	0	8
											0.0%	0.2%
Middleborough	8	0	0	0	0	0	0	0	0	0	0	8
											0.0%	0.2%
Marshfield	0	0	0	0	0	0	0	0	0	0	8	8
											100.0%	0.2%
Column Total & % of Overall	791	370	247	230	206	189	181	165	148	132	856	3631
	21.8%	10.2%	6.8%	6.3%	5.7%	5.2%	5.0%	4.5%	4.1%	3.6%	23.6%	

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Quincy Center

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Park Square	Cambridge : Kendall/MI	Boston: North Dorchester	Quincy	Boston: Longwood Med Area	Boston: Back Bay	Boston: Prudential/ Hancock	Boston: Waterfront	Other & % of Row	Row Total & % of Overall
Quincy	658	490	331	313	229	237	185	207	220	147	1547	4677
											33.1%	76.4%
Weymouth	89	53	54	12	30	30	48	41	36	36	240	718
											33.4%	11.7%
Braintree	48	0	0	30	18	0	0	0	0	30	35	161
											21.7%	2.6%
Hull	30	0	0	0	0	0	30	0	0	12	12	83
											14.0%	1.4%
Hingham	0	18	0	0	12	0	0	0	0	0	12	78
											15.0%	1.3%
Brockton	0	0	0	0	12	30	0	12	0	0	12	65
											18.0%	1.1%
Unspecified	0	0	12	0	0	0	0	0	0	0	30	53
											56.2%	0.9%
Cohasset	12	0	0	0	0	0	0	0	0	0	30	41
											71.9%	0.7%
Randolph	0	30	0	0	0	0	0	0	0	0	0	30
											0.0%	0.5%
Marshfield	12	0	0	0	18	0	0	0	0	0	0	30
											0.0%	0.5%
Halifax	12	0	18	0	0	0	0	0	0	0	0	30
											0.0%	0.5%
Scituate	0	0	0	0	0	0	0	0	0	0	23	23
											100.0%	0.4%
Fall River	0	0	0	0	0	0	0	0	0	0	23	23
											100.0%	0.4%
Taunton	0	0	0	0	0	0	0	0	0	0	18	18
											100.0%	0.3%
Easton	0	18	0	0	0	0	0	0	0	0	0	18
											0.0%	0.3%
Boston: South Dorchester	0	0	0	0	0	0	0	0	0	18	0	18
											0.0%	0.3%
New Bedford	0	0	12	0	0	0	0	0	0	0	0	12
											0.0%	0.2%
Norwell	0	0	0	0	0	0	0	0	0	0	12	12
											100.0%	0.2%
Other & % of Column	0	0	0	0	0	0	0	0	0	0	23	23
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.4%
Column Total & % of Overall	860	609	427	366	318	296	263	260	256	243	2016	6124
	14.0%	9.9%	7.0%	6.0%	5.2%	4.8%	4.3%	4.2%	4.2%	4.0%	32.9%	

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Quincy Adams

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Park Square	Boston: Waterfront	Boston: Beacon Hill	Cambridge : Kendall/MI	Boston: So Bos Indust	Cambridge : Harvard Square	Boston: North End	Boston: Back Bay	Other & % of Row	Row Total & % of Overall
Quincy	158	42	20	52	21	30	30	0	31	30	223 34.3%	648 20.1%
Braintree	84	72	52	20	20	21	32	32	20	10	42 10.4%	406 12.6%
Randolph	62	73	10	10	10	10	10	31	0	20	82 25.6%	318 9.9%
Weymouth	104	52	30	11	21	0	21	10	0	11	32 10.6%	303 9.4%
Unspecified	20	0	11	20	10	0	0	0	11	0	33 31.1%	105 3.3%
Plymouth	33	10	10	10	0	0	10	10	0	0	11 11.6%	94 2.9%
Norwell	10	10	0	11	0	11	11	0	11	10	10 12.1%	84 2.6%
Marshfield	32	10	11	10	0	0	0	0	0	0	20 24.3%	84 2.6%
Easton	30	11	0	0	0	22	0	10	0	0	0 0.0%	73 2.3%
Taunton	10	0	11	0	10	0	0	0	0	0	20 28.0%	73 2.3%
Brockton	21	11	0	0	0	0	20	0	0	0	11 17.3%	63 2.0%
Abington	22	22	0	0	10	0	0	0	0	0	0 0.0%	54 1.7%
Hingham	11	21	0	0	11	0	0	0	10	0	0 0.0%	54 1.7%
Canton	0	21	10	10	0	10	0	0	0	0	0 0.0%	52 1.6%
Duxbury	22	0	0	0	0	10	0	0	0	0	0 0.0%	43 1.3%
Middleborough	0	0	11	0	21	0	0	0	0	0	10 24.1%	42 1.3%
Scituate	10	11	0	0	0	0	0	0	0	0	21 50.0%	42 1.3%
Hanover	10	21	0	11	0	0	0	0	0	0	0 0.0%	42 1.3%
Other & % of Column	168 20.8%	124 24.3%	41 19.0%	10 5.5%	41 23.5%	30 21.0%	10 7.0%	41 30.6%	33 28.2%	10 9.9%	62 10.2%	615 19.0%
Column Total & % of Overall	807 25.0%	511 15.8%	218 6.8%	186 5.8%	177 5.5%	145 4.5%	145 4.5%	135 4.2%	116 3.6%	103 3.2%	588 18.2%	3227

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Braintree

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Beacon Hill	Boston: Park Square	Cambridge : Kendall/MI	Boston: So Bos Indust	Boston: North Dorchester	Boston: Prudential/ Hancock	Boston: Longwood Med Area	Boston: South End	Other & % of Row	Row Total & % of Overall
Braintree	279	158	53	50	47	55	60	26	45	45	400	1252
											31.9%	40.0%
Weymouth	92	89	32	24	55	32	8	29	24	16	103	511
											20.1%	16.3%
Randolph	16	16	16	8	40	8	8	0	8	13	50	198
											25.3%	6.3%
Holbrook	24	13	8	24	0	13	8	16	0	0	63	169
											37.5%	5.4%
Brockton	29	8	8	0	0	0	8	0	0	13	40	132
											30.1%	4.2%
Abington	21	24	0	13	8	8	0	0	0	0	55	129
											42.8%	4.1%
Marshfield	16	8	0	21	0	0	21	13	0	0	16	95
											16.7%	3.0%
Duxbury	8	8	0	8	0	8	0	24	0	0	29	84
											34.3%	2.7%
Unspecified	24	13	0	0	0	0	0	0	0	0	29	74
											39.3%	2.4%
Rockland	0	13	8	0	0	8	13	0	8	8	16	74
											21.5%	2.4%
Pembroke	16	8	0	0	13	0	0	0	0	0	32	68
											46.2%	2.2%
Plymouth	8	8	8	0	0	0	0	0	0	0	13	37
											35.6%	1.2%
Hanson	0	0	8	0	0	0	0	0	21	0	0	37
											0.0%	1.2%
Nantucket	0	0	26	0	0	0	0	0	0	0	0	26
											0.0%	0.8%
Canton	13	0	0	13	0	0	0	0	0	0	0	26
											0.0%	0.8%
Norwell	0	0	8	0	0	0	0	8	0	0	8	24
											33.3%	0.8%
Avon	0	13	8	0	0	0	0	0	0	0	0	21
											0.0%	0.7%
East Bridgewater	13	0	8	0	0	0	0	0	0	0	0	21
											0.0%	0.7%
Other & % of Column	8	45	13	0	0	0	0	8	8	16	45	142
	1.4%	10.6%	6.5%	0.0%	0.0%	0.0%	0.0%	6.4%	7.0%	14.3%	31.5%	4.5%
Column Total & % of Overall	566	424	203	168	163	132	126	124	113	110	897	3132
	18.1%	13.5%	6.5%	5.4%	5.2%	4.2%	4.0%	3.9%	3.6%	3.5%	28.6%	

T MBTA Surveys: 2008-09
Rapid Transit Survey

Origin-Destination Cross-tabulation

RED LINE

Expanded Results

Entry Station: Savin Hill

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/Retail	Boston: Govt Center	Cambridge : Harvard Square	Cambridge : Kendall/MI	Boston: Waterfront	Boston: So Bos Indust	Boston: Beacon Hill	Boston: Back Bay	Boston: Prudential/ Hancock	Boston: South Dorchester	Other & % of Row	Row Total & % of Overall
Boston: North Dorchester	244	133	113	88	50	57	57	54	44	39	398	1314
											30.3%	91.7%
Boston: South Dorchester	13	0	0	0	0	10	10	10	0	0	0	44
											0.0%	3.1%
Unspecified	10	0	0	0	13	0	0	0	0	0	10	34
											30.5%	2.4%
Quincy	10	0	0	0	10	0	0	0	0	0	0	21
											0.0%	1.4%
Randolph	0	0	0	0	10	0	0	0	0	0	0	10
											0.0%	0.7%
Middleborough	0	0	0	10	0	0	0	0	0	0	0	10
											0.0%	0.7%
Column Total & % of Overall	278	133	113	98	83	67	67	64	44	39	408	1433
	19.4%	9.3%	7.9%	6.8%	5.8%	4.7%	4.7%	4.5%	3.1%	2.8%	28.5%	

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Fields Corner

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Cambridge : Kendall/MI	Boston: Beacon Hill	Boston: South End	Boston: Park Square	Boston: Waterfront	Boston: Brighton	Cambridge : Harvard Square	Boston: North Dorchester	Other & % of Row	Row Total & % of Overall
Boston: South Dorchester	406	245	119	73	99	99	80	106	80	73	863 37.8%	2281 74.1%
Boston: North Dorchester	113	92	33	53	27	0	13	0	0	0	140 27.7%	504 16.4%
Unspecified	47	13	0	0	0	0	13	0	0	0	106 53.2%	199 6.5%
Boston: West Roxbury	0	0	0	0	0	0	0	0	0	20	0 0.0%	20 0.6%
Boston: Mattapan	0	0	0	20	0	0	0	0	0	0	0 0.0%	20 0.6%
Randolph	13	0	0	0	0	0	0	0	0	0	0 0.0%	13 0.4%
Quincy	0	13	0	0	0	0	0	0	0	0	0 0.0%	13 0.4%
Boston: South End	0	0	0	0	0	13	0	0	0	0	0 0.0%	13 0.4%
Boston: Roxbury	0	0	0	0	0	0	0	0	13	0	0 0.0%	13 0.4%
Column Total & % of Overall	579 18.8%	364 11.8%	152 4.9%	146 4.7%	126 4.1%	113 3.7%	106 3.5%	106 3.4%	93 3.0%	92 3.0%	1108 36.0%	3078

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

Origin-Destination Cross-tabulation

RED LINE

Expanded Results

Entry Station: Shawmut

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Park Square	Boston: Beacon Hill	Boston: Longwood Med Area	Boston: Back Bay	Cambridge : Central Square	Boston: So Bos Indust	Quincy	Boston: Waterfront	Other & % of Row	Row Total & % of Overall
Boston: South Dorchester	428	327	82	41	102	102	82	41	61	61	266 16.1%	1652 91.0%
Boston: Mattapan	0	0	21	41	0	0	0	20	0	0	0 0.0%	82 4.5%
Randolph	0	0	0	21	0	0	0	0	0	0	0 0.0%	21 1.1%
Milton	0	0	21	0	0	0	0	0	0	0	0 0.0%	21 1.1%
Braintree	21	0	0	0	0	0	0	0	0	0	0 0.0%	21 1.1%
Easton	20	0	0	0	0	0	0	0	0	0	0 0.0%	20 1.1%
Column Total & % of Overall	468 25.8%	327 18.0%	123 6.8%	102 5.6%	102 5.6%	102 5.6%	82 4.5%	61 3.4%	61 3.4%	61 3.3%	266 14.7%	1815

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

Origin-Destination Cross-tabulation

Expanded Results

RED LINE

Entry Station: Ashmont

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Cambridge : Harvard Square	Boston: Waterfront	Boston: Beacon Hill	Boston: North Dorchester	Cambridge : Central Square	Boston: So Bos Indust	Cambridge : Kendall/MI	Boston: Prudential/ Hancock	Other & % of Row	Row Total & % of Overall
Boston: South Dorchester	544	360	204	203	120	188	141	107	157	147	800	3062
											26.1%	66.3%
Randolph	64	36	49	14	14	36	14	21	7	0	99	382
											25.8%	8.3%
Boston: Mattapan	21	29	21	22	70	7	35	7	7	21	93	334
											27.9%	7.2%
Unspecified	21	35	0	7	21	0	7	0	0	0	64	170
											37.8%	3.7%
Milton	78	7	0	7	14	0	0	22	0	0	22	163
											13.3%	3.5%
Brockton	21	7	21	0	14	0	28	0	0	0	57	155
											36.6%	3.3%
Quincy	21	14	0	0	0	0	0	0	0	0	57	99
											57.0%	2.1%
Boston: North Dorchester	7	14	21	0	0	0	7	21	0	0	21	91
											23.0%	2.0%
Boston: Jamaica Plain	0	0	0	0	0	0	0	14	0	0	14	28
											50.0%	0.6%
Boston: Hyde Park	0	0	0	0	7	0	0	0	0	0	14	22
											66.7%	0.5%
Unspecified,	14	0	0	0	0	0	0	0	0	0	7	21
											34.3%	0.5%
Avon	0	0	0	7	0	0	0	0	0	0	14	21
											65.7%	0.5%
Boston: Roxbury	0	0	0	0	7	7	0	0	0	0	0	21
											0.0%	0.5%
Attleboro	0	0	0	14	0	0	0	0	0	0	0	14
											0.0%	0.3%
Stoughton	14	0	0	0	0	0	0	0	0	0	0	14
											0.0%	0.3%
Plymouth	7	0	0	0	0	0	0	0	0	0	0	7
											0.0%	0.2%
Norwood	0	0	0	7	0	0	0	0	0	0	0	7
											0.0%	0.2%
Rhode Island: Unspecified, RI	0	0	0	7	0	0	0	0	0	0	0	7
											0.0%	0.2%
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	812	502	316	289	276	238	232	191	171	168	1262	4620
	17.6%	10.9%	6.8%	6.3%	6.0%	5.1%	5.0%	4.1%	3.7%	3.6%	27.3%	

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

Origin-Destination Cross-tabulation

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Ashmont

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Mattapan	Milton										Row Total & % of Overall
	Unspecified	19	0									
Boston: Roxbury	19	0										19 37.8%
Boston: South Dorchester	0	6										6 12.2%
Boston: North Dorchester	6	0										6 12.2%
Column Total & % of Overall	45 87.8%	6 12.2%										51

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

Origin-Destination Cross-tabulation

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Cedar Grove

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: South End	Boston: Waterfront	Boston: North Dorchester	Boston: Hyde Park	Unspecifie d	Quincy	Brookline: North Brookline	Boston: Fenway	Other & % of Row	Row Total & % of Overall
Boston: South Dorchester	33	16	9	7	7	7	4	4	4	4	4	106 4.2% 96.0%
Milton	0	4	0	0	0	0	0	0	0	0	0	4 0.0% 4.0%
Column Total & % of Overall	33 30.4%	20 18.4%	9 8.0%	7 6.4%	7 6.4%	7 6.4%	4 4.0%	4 4.0%	4 4.0%	4 4.0%	4 4.0%	110

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

Origin-Destination Cross-tabulation

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Butler

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: North End	Boston: Govt Center	Concord	Cambridge : Kendall/MI	Boston: North Dorchester	Boston: Waterfront	Boston: Park Square	Cambridge : Central Square	Boston: South End	Other & % of Row	Row Total & % of Overall
Boston: Mattapan	18	14	4	0	0	14	0	0	0	0	11 17.1%	65 37.4%
Milton	22	4	14	0	0	0	7	7	4	0	0 0.0%	58 33.4%
Boston: South Dorchester	4	0	0	14	0	0	0	0	0	4	0 0.0%	22 12.5%
Unspecified	0	0	0	0	14	0	0	0	0	0	0 0.0%	14 8.2%
Randolph	11	0	0	0	0	0	0	0	0	0	0 0.0%	11 6.4%
Boston: Hyde Park	4	0	0	0	0	0	0	0	0	0	0 0.0%	4 2.1%
Column Total & % of Overall	58 33.4%	18 10.3%	18 10.3%	14 8.2%	14 8.2%	14 8.2%	7 4.3%	7 4.3%	4 2.1%	4 2.1%	11 6.4%	174

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

Origin-Destination Cross-tabulation

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Milton

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Govt Center	Boston: Beacon Hill	Boston: Prudential/ Hancock	Cambridge : Central Square	Boston: So Bos Indust	Boston: Waterfront	Cambridge : Harvard Square	Somerville : Spring Hill	Boston: North End	Other & % of Row	Row Total & % of Overall
Milton	44	16	10	4	7	2	5	7	0	0	11 10.8%	106 56.8%
Boston: Mattapan	13	2	0	7	4	2	2	0	5	5	16 25.7%	60 32.3%
Unspecified	0	4	2	0	0	2	0	0	0	0	2 21.4%	11 6.1%
Canton	2	2	0	0	0	0	0	0	0	0	0 0.0%	5 2.6%
Randolph	0	4	0	0	0	0	0	0	0	0	0 0.0%	4 2.2%
Column Total & % of Overall	60 31.9%	29 15.7%	12 6.5%	11 5.7%	11 5.7%	7 3.9%	7 3.9%	7 3.5%	5 2.6%	5 2.6%	29 15.7%	187

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

Origin-Destination Cross-tabulation

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Central Avenue

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: Waterfront	Boston: Govt Center	Boston: Mattapan	Cambridge : Kendall/MI	Boston: Fenway	Boston: Longwood Med Area	Boston: Park Square	Cambridge : Central Square	Boston: Logan Airport	Other & % of Row	Row Total & % of Overall
Milton	38	77	15	0	15	7	24	24	24	16	46 15.2%	301 55.8%
Boston: Mattapan	71	0	16	16	16	16	0	0	0	0	69 33.7%	206 38.1%
Natick	0	0	16	0	0	0	0	0	0	0	0 0.0%	16 3.0%
Brockton	0	0	0	16	0	0	0	0	0	0	0 0.0%	16 3.0%
Column Total & % of Overall	109 20.3%	77 14.2%	47 8.8%	33 6.1%	31 5.7%	24 4.4%	24 4.4%	24 4.4%	24 4.4%	16 3.0%	115 21.3%	540

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

Origin-Destination Cross-tabulation

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Valley Road

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Govt Center	Boston: Financial/R etail	Cambridge : Central Square	Boston: Prudential/ Hancock	Boston: Park Square	Boston: Beacon Hill						Row Total & % of Overall
Milton	14	8	3	3	3	3						33 100.0%
Column Total & % of Overall	14 41.7%	8 25.0%	3 8.3%	3 8.3%	3 8.3%	3 8.3%						33

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

Origin-Destination Cross-tabulation

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Capen Street

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Park Square	Boston: North Dorchester	Boston: Waterfront	Boston: Financial/R etail	Boston: So Bos Indust	Boston: Govt Center	Cambridge : Kendall/MI	Cambridge : Harvard Square	Boston: South End	Boston: Back Bay		Row Total & % of Overall
Milton	12	10	9	9	5	5	2	2	2	2		60 100.0%
Column Total & % of Overall	12 20.6%	10 16.7%	9 15.7%	9 15.7%	5 7.8%	5 7.8%	2 3.9%	2 3.9%	2 3.9%	2 3.9%		60

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

Origin-Destination Cross-tabulation

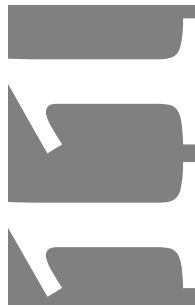
Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Mattapan

Destination Town/Neighborhood:

Origin Town/ Neighborhood:	Boston: Financial/R etail	Boston: South Dorchester	Cambridge : Harvard Square	Boston: Govt Center	Unspecif ed	Boston: Waterfront	Boston: North Dorchester	Boston: So Bos Indust	Boston: Beacon Hill	Cambridge : Central Square	Other & % of Row	Row Total & % of Overall
Boston: Mattapan	85	137	9	88	89	79	20	59	9	48	157	789
											19.9%	52.4%
Milton	57	20	139	18	0	9	20	0	48	0	97	445
											21.8%	29.6%
Boston: Hyde Park	49	29	9	0	0	0	29	0	0	0	9	126
											7.3%	8.4%
Boston: Roslindale	0	9	20	0	0	0	9	0	0	0	0	39
											0.0%	2.6%
Unspecified	9	0	0	0	0	0	0	0	0	0	20	29
											68.4%	1.9%
Canton	9	0	0	0	0	0	0	0	0	0	20	29
											68.4%	1.9%
Providence, RI	20	0	0	0	0	0	0	0	0	0	0	20
											0.0%	1.3%
Quincy	0	0	0	0	0	0	0	0	0	0	9	9
											100.0%	0.6%
Boston: Roxbury	0	0	0	0	0	0	0	0	0	0	9	9
											100.0%	0.6%
Boston: Jamaica Plain	0	0	0	0	9	0	0	0	0	0	0	9
											0.0%	0.6%
Column Total & % of Overall	230	196	177	106	99	88	79	59	57	48	322	1505
	15.3%	13.0%	11.8%	7.1%	6.5%	5.8%	5.2%	3.9%	3.8%	3.2%	21.4%	



Socioeconomic Characteristics

This chapter presents data on the age, gender, income, and ethnicity of Red Line riders. Tables (at the end of the chapter) present these data by station. For each station, three tables presenting, respectively, the age, gender, and income data are grouped on one page. Ethnicity data for that station's riders are shown in two tables on the following 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. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Red 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 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

Northern Segment

For northern segment stations overall, the largest single age group, at 37% of entering riders, was the "25-34" category. The highest percentages in this group were reported at Davis (48%), Porter (44%), and Central (42%), reflecting high rates of transit use by young professionals with homes in Cambridge or Somerville.

The second-largest age group was "45-64," at 29% overall. The highest percentages in this group were reported at Alewife (47%) and Harvard (32%). Because of a large parking facility and several bus connections, the majority of ridership at Alewife comes from outside the neighborhood where it is located.

The “19-24” category accounted for 10% to 14% of the riders, except at Alewife (3%). These percentages are relatively high due to the presence of colleges and universities along this segment of the Red Line. Percentages of riders in the “65 and older” category ranged from 3% at Davis to 8% at Harvard. This group was smaller than the “19-24” category at every station except Alewife.

Central Segment

Except at South Station, percentages of riders in the “25-34” and “45-64” categories ranged from about 25% to 34%, and were within 6 percentage points of each other at each station. In contrast, at South Station only 18% of respondents were age 25 to 34, and 49% were age 45 to 64. These differences reflect the large number of South Station riders transferring from commuter rail, commuter buses, and intercity buses from points well beyond the station neighborhood. At Charles/MGH and Downtown Crossing, there were relatively larger numbers of passengers in the “65 and older” category (15% and 17%, respectively). At Charles/MGH, over one-third of the riders in this category were returning from medical appointments at the Massachusetts General Hospital complex. At Downtown Crossing, most of the riders over age 65 were returning from shopping, personal business, or various “other” activities.

Dorchester Branch

On the Dorchester Branch, the “45-64” age category was the one most frequently checked, at 30% overall, accounting for 21% to 35% of the riders at each station. At JFK/UMass station, where many of the riders were students at the University of Massachusetts Boston campus, 29% were age 19 to 24, compared with 7% to 15% of those entering other Dorchester branch stations. Percentages of riders 35 to 45 were above the branch average at Shawmut (30%) and Ashmont (26%) compared with a range of 14% to 22% at the other stations.

South Shore Branch

Among the stations on the South Shore branch, there was relatively little variation in the average percentages of riders in each age category. The most common category at every station was “45-64,” with shares ranging from 32% at North Quincy to 44% at Quincy Adams and Braintree. The latter two stations are mainly regional facilities, drawing the majority of their ridership from beyond the communities where they are located. The second-largest ridership group at each station was in the “25-34” age category. Percentages in this group ranged from 30% at North Quincy down to 22% at Braintree.

Mattapan High-Speed Line

At most of the individual stations on the Mattapan High-Speed Line, the number of survey responses was too low to provide reliable information on age

distribution. For the line overall, the most common age category was 45 to 64, with 40% of the overall total. The age “25-34” category was a distant second, at 18% overall.

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

Northern Segment

Female respondents outnumbered males at every northern segment station. The percentage of female riders ranged from 53% at Alewife to 63% at Davis.

Central Segment

Female respondents outnumbered males at each central segment station except Park Street, where 53% were males. At Charles/MGH, the percentage of females was only slightly higher than that of males (59% versus 51%). Females accounted for 54% of responses at both South Station and Broadway, and for 59% at Downtown Crossing.

Dorchester Branch

Female respondents outnumbered males at every Dorchester branch station. Female percentages were lowest at Andrew (52%) and Savin Hill (53%). They were highest at Ashmont (61%) and Shawmut (63%).

South Shore Branch

The percentage of female passengers varied very little among South Shore branch stations, ranging from 60% at Quincy Center to 61% at North Quincy.

Mattapan High-Speed Line

At most of the individual stations on the Mattapan High-Speed Line, the number of survey responses was too low to provide reliable information on the gender of riders. For the line overall, 61% of the respondents were female. (This was consistent with the percentages at outer stations on the Dorchester branch and at all stations on the South Shore branch.)

11.3 ANNUAL HOUSEHOLD INCOME

11.3.1 DESCRIPTION OF TABLE

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

11.3.2 OVERVIEW OF RESULTS

Northern Segment

At each of the northern segment stations, the highest percentage of respondents checked the top household income range of "100,000 or more." At Alewife Station, which attracts much of its ridership from suburbs to the west and northwest, 56% of riders were in this category. At the other stations, percentages of riders in the "\$100,000 or more" category ranged from 33% at Central and Davis to 43% at Porter.

Percentages of riders with household incomes under \$20,000 were highest at Central (10%) and Harvard (9%) and ranged from 4% to 8% at the other stations. For the northern segment overall, the mean household size was 2.40; this number ranged from 2.32 at Central to 2.62 at Alewife.

Central Segment

At each of the central segment stations, the highest percentage of respondents checked the top household income range of "100,000 or more." At South Station, where a majority of riders transferred from commuter rail, commuter buses, or intercity buses, 45% of riders were in this category. At the other stations, percentages of riders in the "\$100,000 or more" category ranged from 29% at Downtown Crossing to 40% at Broadway.

Percentages of riders with household incomes under \$20,000 were highest at Downtown Crossing (13%) and lowest at South Station (4%), and ranged from 8% to 11% at the other stations.

For the central segment overall, the mean household size was 2.39. This number ranged from 2.02 at Charles/MGH to 2.62 at South Station.

Dorchester Branch

Average incomes varied much more among stations on the Dorchester Branch than among those on the northern and central segments or the South Shore

branch. Riders with household incomes under \$20,000 were the largest group at JFK/UMass (21%) and Andrew (22%), but at both stations, the group with incomes over \$100,000 were not far behind (20% at each station). Riders with incomes of \$100,000 or more accounted for the largest groups at Savin Hill (36%), Shawmut (26%), and Ashmont (23%). At Fields Corner, the largest income group was \$30,000-\$39,999 (18%).

For the Dorchester branch overall, the mean household size was 2.68. This number ranged from 2.46 at Andrew to 2.85 at Ashmont.

South Shore Branch

At each of the South Shore branch stations, the highest percentage of respondents checked the top household income range of “100,000 or more.” At Quincy Adams and Braintree, where the majority of riders originate at locations outside of Quincy or Braintree, riders in the “100,000 or more” category accounted for 46%, and 35%, respectively, of total entries. At the other three stations, where over 75% of trips originated in Quincy, 21% to 36% of riders were in this income category.

The percentage of riders with household incomes under \$20,000 was highest at Wollaston and Quincy Center (8% each) and lowest at Quincy Adams (3%).

For the South Shore branch overall, the mean household size was 2.56. This number ranged from 2.33 at Quincy Center to 2.79 at Quincy Adams.

Mattapan High-Speed Line

At most of the individual stations on the Mattapan High-Speed Line, the number of survey responses was too low to provide reliable information on the household incomes of riders. For the line overall, the largest group (26%) reported incomes of “100,000 or more.” Incomes under \$20,000 were reported by 12%. Both figures were somewhat higher than the percentages in the corresponding categories for riders boarding the Red Line at Ashmont without transferring from the High-Speed Line. The mean reported household size for High-Speed Line riders was 2.85.

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, 52% checked “other,” 41% checked “white,” and 14% checked “black or African-American” in question 21a.

11.4.2 OVERVIEW OF RESULTS

Northern Segment

The majority (80%) of riders entering stations on the northern segment self-identified as white. This percentage ranged from 76% at Central to 85% at Davis. The second-largest group overall (9%) checked “Asian,” ranging from 7% at Davis to 13% at Kendall/MIT. The third-largest group overall (5%) was “black or African-American,” ranging from 3% at Davis and Porter to 10% at Central.

Overall, 4% of northern segment riders identified themselves as “Hispanic/Latino,” ranging from 3% at the three outermost stations to 5% at the other three stations.

Central Segment

The majority (79%) of riders entering stations on the central segment self-identified as white. This percentage ranged from 72% at Downtown Crossing to 83% at Broadway. The second-largest group overall (9%) checked “Asian,” ranging from 6% at Broadway to 14% at Downtown Crossing (near Chinatown). The third-largest group overall (8%) was “black or African-American,” ranging from 5% at Charles/MGH to 12% at Park Street.

Overall, 5% of central segment riders identified themselves as “Hispanic/Latino,” ranging from 2% at Park Street to 7% at Broadway.

Dorchester Branch

Slightly over half (53%) of riders entering stations on the Dorchester branch self-identified as white. At the inner three stations, this percentage ranged from 59% at JFK/UMass to 73% at Savin Hill. At the outer three stations, it ranged from 39% at Fields Corner to 43% at Shawmut. The second-largest group overall (28%) checked “black or African-American.” At the inner three stations, this percentage ranged from 10% at JFK/UMass to 17% at Andrew. At the outer three stations, it ranged from 37% at Shawmut to 45% at Ashmont. The third-largest group overall (5%) was “Asian,” ranging from under 1% at Andrew to 15% at JFK/UMass.

Overall, 10% of Dorchester branch riders identified themselves as “Hispanic/Latino,” ranging from 6% at Ashmont and Savin Hill to 13% at JFK/UMass and Fields Corner.

South Shore Branch

The majority (77%) of riders entering stations on the South Shore branch self-identified as white. This percentage ranged from 72% at North Quincy to 83% at Quincy Adams. The second-largest group overall (13%) checked “Asian,” ranging from 6% at Quincy Adams to 19% at North Quincy. The third-largest group overall (5%) was “black or African-American,” ranging from 2% at Wollaston to 7% at Quincy Center.

Overall, 3% of South Shore branch riders identified themselves as “Hispanic/Latino,” ranging from 1% at Wollaston to 5% at Braintree.

Mattapan High-Speed Line

At most of the individual stations on the Mattapan High-Speed Line, the number of survey responses was too low to provide reliable information on ethnicity of riders. For the line overall, just under half (49%) of riders self-identified as “white.” The second largest group (38%) checked “black or African-American.” The third-largest group was “American Indian or Alaska Native” (4%). Overall, 7% self-identified as “Hispanic/Latino.”



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Alewife

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	68	0.9%	0.9%
19 - 24	259	3.4%	4.3%
25 - 34	1,782	23.3%	27.6%
35 - 44	1,517	19.9%	47.5%
45 - 64	3,594	47.0%	94.5%
65 and Older	421	5.5%	100.0%
TOTAL	7,641	100.0%	100.0%
No Answer	55		

Gender of Riders:	Number of Riders	Percent of Riders
Male	3,492	46.7%
Female	3,980	53.3%
Transgender	0	0.0%
TOTAL	7,472	100.0%
No Answer	225	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	275	4.1%	4.1%
\$20,000 - \$29,999	156	2.3%	6.4%
\$30,000 - \$39,999	184	2.7%	9.2%
\$40,000 - \$49,999	279	4.1%	13.3%
\$50,000 - \$59,999	337	5.0%	18.3%
\$60,000 - \$74,999	623	9.3%	27.6%
\$75,000 - \$99,999	1,128	16.8%	44.4%
\$100,000 or more	3,742	55.6%	100.0%
TOTAL	6,725	100.0%	100.0%
No Answer	971		

Mean Household Size: 2.62



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Alewife

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	38	0.5%
Black or African-American	388	5.2%
Native Hawaiian or Other Pacific Islander	14	0.2%
Asian	755	10.2%
White	6,007	81.0%
Other	282	3.8%
 Riders who gave at least 1 response	 7,416	

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	211	2.9%
No	7,075	97.1%
TOTAL	7,287	100.0%
No Answer	409	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Davis

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	15	0.2%	0.2%
19 - 24	892	10.4%	10.5%
25 - 34	4,119	47.9%	58.5%
35 - 44	1,457	17.0%	75.4%
45 - 64	1,891	22.0%	97.5%
65 and Older	219	2.5%	100.0%
TOTAL	8,592	100.0%	100.0%
No Answer	96		

Gender of Riders:	Number of Riders	Percent of Riders
Male	3,130	37.2%
Female	5,281	62.7%
Transgender	9	0.1%
TOTAL	8,421	100.0%
No Answer	268	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	443	5.6%	5.6%
\$20,000 - \$29,999	258	3.3%	8.9%
\$30,000 - \$39,999	348	4.4%	13.3%
\$40,000 - \$49,999	749	9.5%	22.9%
\$50,000 - \$59,999	692	8.8%	31.7%
\$60,000 - \$74,999	1,061	13.5%	45.2%
\$75,000 - \$99,999	1,725	21.9%	67.1%
\$100,000 or more	2,585	32.9%	100.0%
TOTAL	7,861	100.0%	100.0%
No Answer	827		

Mean Household Size: 2.36



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Davis

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	48	0.6%
Black or African-American	263	3.2%
Native Hawaiian or Other Pacific Islander	38	0.5%
Asian	556	6.7%
White	7,153	86.2%
Other	353	4.2%
 Riders who gave at least 1 response	 8,296	

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	233	2.8%
No	8,165	97.2%
TOTAL	8,398	100.0%
No Answer	290	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Porter

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	6	0.1%	0.1%
19 - 24	759	12.6%	12.7%
25 - 34	2,646	43.8%	56.4%
35 - 44	996	16.5%	72.9%
45 - 64	1,398	23.1%	96.0%
65 and Older	239	4.0%	100.0%
TOTAL	6,044	100.0%	100.0%
No Answer	42		

Gender of Riders:	Number of Riders	Percent of Riders
Male	2,446	41.4%
Female	3,449	58.4%
Transgender	6	0.1%
TOTAL	5,901	100.0%
No Answer	185	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	251	4.5%	4.5%
\$20,000 - \$29,999	132	2.4%	6.9%
\$30,000 - \$39,999	280	5.1%	12.0%
\$40,000 - \$49,999	359	6.5%	18.5%
\$50,000 - \$59,999	450	8.1%	26.7%
\$60,000 - \$74,999	690	12.5%	39.1%
\$75,000 - \$99,999	1,014	18.4%	57.5%
\$100,000 or more	2,347	42.5%	100.0%
TOTAL	5,523	100.0%	100.0%
No Answer	562		

Mean Household Size: 2.37



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

RED LINE

Expanded Results

Entry Station: Porter

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	10	0.2%
Black or African-American	173	2.9%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	647	11.0%
White	4,899	83.5%
Other	239	4.1%
Riders who gave at least 1 response	5,870	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	188	3.3%
No	5,571	96.7%
TOTAL	5,759	100.0%
No Answer	326	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Harvard

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	39	0.4%	0.4%
19 - 24	1,256	12.2%	12.6%
25 - 34	3,138	30.5%	43.1%
35 - 44	1,745	17.0%	60.0%
45 - 64	3,258	31.7%	91.7%
65 and Older	854	8.3%	100.0%
TOTAL	10,290	100.0%	100.0%
No Answer	91		

Gender of Riders:	Number of Riders	Percent of Riders
Male	4,099	41.1%
Female	5,874	58.9%
Transgender	0	0.0%
TOTAL	9,973	100.0%
No Answer	407	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	866	9.4%	9.4%
\$20,000 - \$29,999	575	6.2%	15.6%
\$30,000 - \$39,999	580	6.3%	21.8%
\$40,000 - \$49,999	939	10.1%	31.9%
\$50,000 - \$59,999	714	7.7%	39.7%
\$60,000 - \$74,999	935	10.1%	49.7%
\$75,000 - \$99,999	1,314	14.2%	63.9%
\$100,000 or more	3,341	36.1%	100.0%
TOTAL	9,265	100.0%	100.0%
No Answer	1,116		

Mean Household Size: 2.33



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Harvard

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	88	0.9%
Black or African-American	581	5.8%
Native Hawaiian or Other Pacific Islander	15	0.2%
Asian	875	8.8%
White	7,954	79.7%
Other	648	6.5%
 Riders who gave at least 1 response	 9,983	

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	488	4.9%
No	9,475	95.1%
TOTAL	9,963	100.0%
No Answer	417	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Central

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	53	0.7%	0.7%
19 - 24	1,022	13.0%	13.6%
25 - 34	3,280	41.6%	55.2%
35 - 44	1,208	15.3%	70.5%
45 - 64	1,928	24.4%	95.0%
65 and Older	398	5.0%	100.0%
TOTAL	7,889	100.0%	100.0%
No Answer	45		

Gender of Riders:	Number of Riders	Percent of Riders
Male	3,355	43.8%
Female	4,308	56.2%
Transgender	0	0.0%
TOTAL	7,662	100.0%
No Answer	272	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	732	10.2%	10.2%
\$20,000 - \$29,999	314	4.4%	14.5%
\$30,000 - \$39,999	370	5.1%	19.6%
\$40,000 - \$49,999	517	7.2%	26.8%
\$50,000 - \$59,999	685	9.5%	36.3%
\$60,000 - \$74,999	950	13.2%	49.5%
\$75,000 - \$99,999	1,291	17.9%	67.4%
\$100,000 or more	2,354	32.6%	100.0%
TOTAL	7,213	100.0%	100.0%
No Answer	722		

Mean Household Size: 2.32



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Central

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	72	1.0%
Black or African-American	727	9.7%
Native Hawaiian or Other Pacific Islander	20	0.3%
Asian	713	9.5%
White	5,813	77.7%
Other	308	4.1%
 Riders who gave at least 1 response	 7,485	

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	410	5.5%
No	7,088	94.5%
TOTAL	7,498	100.0%
No Answer	436	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Kendall/MIT

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	43	1.0%	1.0%
19 - 24	601	14.4%	15.4%
25 - 34	1,557	37.3%	52.8%
35 - 44	819	19.6%	72.4%
45 - 64	912	21.9%	94.3%
65 and Older	238	5.7%	100.0%
TOTAL	4,169	100.0%	100.0%
No Answer	14		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,802	45.4%
Female	2,168	54.6%
Transgender	0	0.0%
TOTAL	3,970	100.0%
No Answer	213	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	285	7.6%	7.6%
\$20,000 - \$29,999	215	5.7%	13.3%
\$30,000 - \$39,999	127	3.4%	16.7%
\$40,000 - \$49,999	289	7.7%	24.4%
\$50,000 - \$59,999	359	9.5%	33.9%
\$60,000 - \$74,999	351	9.3%	43.2%
\$75,000 - \$99,999	602	16.0%	59.3%
\$100,000 or more	1,530	40.7%	100.0%
TOTAL	3,757	100.0%	100.0%
No Answer	426		

Mean Household Size: 2.49



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Kendall/MIT

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	23	0.6%
Black or African-American	225	5.6%
Native Hawaiian or Other Pacific Islander	29	0.7%
Asian	520	13.1%
White	3,138	78.9%
Other	138	3.5%
Riders who gave at least 1 response	3,979	

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	207	5.3%
No	3,708	94.7%
TOTAL	3,914	100.0%
No Answer	269	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Charles/MGH

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	281	7.0%	7.0%
25 - 34	1,311	32.5%	39.5%
35 - 44	592	14.7%	54.1%
45 - 64	1,264	31.3%	85.5%
65 and Older	587	14.5%	100.0%
TOTAL	4,034	100.0%	100.0%
No Answer	66		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,918	49.2%
Female	1,981	50.8%
Transgender	0	0.0%
TOTAL	3,899	100.0%
No Answer	202	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	317	8.8%	8.8%
\$20,000 - \$29,999	113	3.1%	11.9%
\$30,000 - \$39,999	253	7.0%	18.9%
\$40,000 - \$49,999	267	7.4%	26.2%
\$50,000 - \$59,999	313	8.6%	34.9%
\$60,000 - \$74,999	432	11.9%	46.8%
\$75,000 - \$99,999	623	17.2%	64.0%
\$100,000 or more	1,305	36.0%	100.0%
TOTAL	3,622	100.0%	100.0%
No Answer	479		

Mean Household Size: 2.02



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Charles/MGH

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	31	0.8%
Black or African-American	209	5.3%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	364	9.2%
White	3,152	79.8%
Other	219	5.5%
 Riders who gave at least 1 response	 3,948	

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	243	6.2%
No	3,667	93.8%
TOTAL	3,910	100.0%
No Answer	190	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

RED LINE

Expanded Results

Entry Station: Park Street

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	296	15.0%	15.0%
25 - 34	563	28.5%	43.5%
35 - 44	258	13.1%	56.6%
45 - 64	680	34.4%	91.0%
65 and Older	177	9.0%	100.0%
TOTAL	1,975	100.0%	100.0%
No Answer	18		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,008	52.5%
Female	910	47.5%
Transgender	0	0.0%
TOTAL	1,918	100.0%
No Answer	75	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	203	11.0%	11.0%
\$20,000 - \$29,999	131	7.1%	18.1%
\$30,000 - \$39,999	143	7.8%	25.8%
\$40,000 - \$49,999	100	5.4%	31.3%
\$50,000 - \$59,999	147	8.0%	39.2%
\$60,000 - \$74,999	175	9.5%	48.7%
\$75,000 - \$99,999	254	13.7%	62.4%
\$100,000 or more	695	37.6%	100.0%
TOTAL	1,848	100.0%	100.0%
No Answer	144		

Mean Household Size: 2.42



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Park Street

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	9	0.5%
Black or African-American	224	11.6%
Native Hawaiian or Other Pacific Islander	9	0.5%
Asian	159	8.2%
White	1,471	76.3%
Other	74	3.8%
 Riders who gave at least 1 response	 1,928	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	35	1.9%
No	1,857	98.1%
TOTAL	1,892	100.0%
No Answer	101	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Downtown Crossing

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	32	1.0%	1.0%
19 - 24	273	8.3%	9.3%
25 - 34	813	24.8%	34.1%
35 - 44	599	18.3%	52.4%
45 - 64	996	30.4%	82.8%
65 and Older	565	17.2%	100.0%
TOTAL	3,278	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,282	40.6%
Female	1,872	59.4%
Transgender	0	0.0%
TOTAL	3,154	100.0%
No Answer	124	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	384	13.1%	13.1%
\$20,000 - \$29,999	254	8.7%	21.8%
\$30,000 - \$39,999	215	7.4%	29.2%
\$40,000 - \$49,999	234	8.0%	37.2%
\$50,000 - \$59,999	292	10.0%	47.2%
\$60,000 - \$74,999	260	8.9%	56.1%
\$75,000 - \$99,999	449	15.4%	71.5%
\$100,000 or more	832	28.5%	100.0%
TOTAL	2,920	100.0%	100.0%
No Answer	358		

Mean Household Size: 2.23



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

RED LINE

Expanded Results

Entry Station: Downtown Crossing

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	32	1.0%
Black or African-American	280	8.9%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	462	14.7%
White	2,334	74.5%
Other	124	4.0%
 Riders who gave at least 1 response	 3,135	

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	176	5.6%
No	2,946	94.4%
TOTAL	3,122	100.0%
No Answer	156	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: South Station

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	648	7.7%	7.7%
25 - 34	1,520	18.0%	25.7%
35 - 44	1,683	19.9%	45.6%
45 - 64	4,111	48.6%	94.2%
65 and Older	489	5.8%	100.0%
TOTAL	8,451	100.0%	100.0%
No Answer	13		

Gender of Riders:	Number of Riders	Percent of Riders
Male	3,685	45.6%
Female	4,395	54.4%
Transgender	0	0.0%
TOTAL	8,081	100.0%
No Answer	384	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	302	4.0%	4.0%
\$20,000 - \$29,999	272	3.6%	7.6%
\$30,000 - \$39,999	261	3.5%	11.1%
\$40,000 - \$49,999	464	6.2%	17.2%
\$50,000 - \$59,999	627	8.3%	25.5%
\$60,000 - \$74,999	889	11.8%	37.3%
\$75,000 - \$99,999	1,315	17.4%	54.8%
\$100,000 or more	3,413	45.2%	100.0%
TOTAL	7,543	100.0%	100.0%
No Answer	922		

Mean Household Size: 2.62



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: South Station

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	103	1.3%
Black or African-American	674	8.3%
Native Hawaiian or Other Pacific Islander	13	0.2%
Asian	576	7.1%
White	6,784	83.5%
Other	232	2.9%
 Riders who gave at least 1 response	 8,127	

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	275	3.5%
No	7,538	96.5%
TOTAL	7,813	100.0%
No Answer	652	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Broadway

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	42	1.6%	1.6%
19 - 24	271	10.3%	11.9%
25 - 34	833	31.8%	43.7%
35 - 44	738	28.2%	71.9%
45 - 64	641	24.5%	96.3%
65 and Older	96	3.7%	100.0%
TOTAL	2,621	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,150	45.6%
Female	1,370	54.4%
Transgender	0	0.0%
TOTAL	2,520	100.0%
No Answer	101	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	191	8.0%	8.0%
\$20,000 - \$29,999	149	6.2%	14.2%
\$30,000 - \$39,999	281	11.7%	25.9%
\$40,000 - \$49,999	42	1.8%	27.6%
\$50,000 - \$59,999	196	8.2%	35.8%
\$60,000 - \$74,999	222	9.2%	45.0%
\$75,000 - \$99,999	361	15.0%	60.1%
\$100,000 or more	960	39.9%	100.0%
TOTAL	2,404	100.0%	100.0%
No Answer	217		

Mean Household Size: 2.38



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Broadway

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	53	2.1%
Black or African-American	165	6.6%
Native Hawaiian or Other Pacific Islander	53	2.1%
Asian	170	6.8%
White	2,223	89.3%
Other	27	1.1%
 Riders who gave at least 1 response	 2,489	

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	160	6.5%
No	2,297	93.5%
TOTAL	2,457	100.0%
No Answer	164	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Andrew

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	565	15.2%	15.2%
25 - 34	1,026	27.6%	42.7%
35 - 44	730	19.6%	62.3%
45 - 64	1,288	34.6%	96.9%
65 and Older	114	3.1%	100.0%
TOTAL	3,723	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,684	48.4%
Female	1,794	51.6%
Transgender	0	0.0%
TOTAL	3,479	100.0%
No Answer	244	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	736	21.5%	21.5%
\$20,000 - \$29,999	375	11.0%	32.5%
\$30,000 - \$39,999	338	9.9%	42.3%
\$40,000 - \$49,999	372	10.9%	53.2%
\$50,000 - \$59,999	208	6.1%	59.3%
\$60,000 - \$74,999	317	9.2%	68.5%
\$75,000 - \$99,999	407	11.9%	80.4%
\$100,000 or more	671	19.6%	100.0%
TOTAL	3,424	100.0%	100.0%
No Answer	299		

Mean Household Size: 2.46



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Andrew

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	114	3.3%
Black or African-American	619	17.9%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	18	0.5%
White	2,468	71.3%
Other	355	10.3%
Riders who gave at least 1 response	3,460	

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	375	11.1%
No	3,013	88.9%
TOTAL	3,388	100.0%
No Answer	335	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: JFK/UMass

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	132	2.9%	2.9%
19 - 24	1,315	28.8%	31.7%
25 - 34	1,224	26.8%	58.4%
35 - 44	624	13.7%	72.1%
45 - 64	964	21.1%	93.2%
65 and Older	312	6.8%	100.0%
TOTAL	4,570	100.0%	100.0%
No Answer	78		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,854	43.5%
Female	2,404	56.5%
Transgender	0	0.0%
TOTAL	4,258	100.0%
No Answer	390	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	894	21.4%	21.4%
\$20,000 - \$29,999	390	9.3%	30.7%
\$30,000 - \$39,999	420	10.1%	40.8%
\$40,000 - \$49,999	312	7.5%	48.3%
\$50,000 - \$59,999	235	5.6%	53.9%
\$60,000 - \$74,999	418	10.0%	63.9%
\$75,000 - \$99,999	653	15.6%	79.5%
\$100,000 or more	855	20.5%	100.0%
TOTAL	4,178	100.0%	100.0%
No Answer	471		

Mean Household Size: 2.66



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: JFK/UMass

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	26	0.6%
Black or African-American	470	10.6%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	680	15.3%
White	2,715	61.2%
Other	679	15.3%
 Riders who gave at least 1 response	 4,439	

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	550	12.8%
No	3,761	87.2%
TOTAL	4,310	100.0%
No Answer	338	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: North Quincy

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	236	4.4%	4.4%
19 - 24	430	8.0%	12.4%
25 - 34	1,619	30.2%	42.6%
35 - 44	1,253	23.4%	66.0%
45 - 64	1,702	31.8%	97.8%
65 and Older	119	2.2%	100.0%
TOTAL	5,358	100.0%	100.0%
No Answer	63		

Gender of Riders:	Number of Riders	Percent of Riders
Male	2,032	38.8%
Female	3,207	61.2%
Transgender	0	0.0%
TOTAL	5,239	100.0%
No Answer	181	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	282	5.7%	5.7%
\$20,000 - \$29,999	35	0.7%	6.4%
\$30,000 - \$39,999	460	9.3%	15.8%
\$40,000 - \$49,999	379	7.7%	23.5%
\$50,000 - \$59,999	409	8.3%	31.8%
\$60,000 - \$74,999	691	14.0%	45.8%
\$75,000 - \$99,999	904	18.4%	64.2%
\$100,000 or more	1,764	35.8%	100.0%
TOTAL	4,925	100.0%	100.0%
No Answer	495		

Mean Household Size: 2.62



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: North Quincy

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	12	0.2%
Black or African-American	237	4.6%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	965	18.7%
White	3,751	72.5%
Other	265	5.1%
 Riders who gave at least 1 response	 5,174	

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	149	2.9%
No	4,991	97.1%
TOTAL	5,140	100.0%
No Answer	281	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Wollaston

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	17	0.5%	0.5%
19 - 24	304	8.5%	8.9%
25 - 34	1,021	28.4%	37.4%
35 - 44	725	20.2%	57.6%
45 - 64	1,293	36.0%	93.6%
65 and Older	230	6.4%	100.0%
TOTAL	3,590	100.0%	100.0%
No Answer	41		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,366	39.8%
Female	2,067	60.2%
Transgender	0	0.0%
TOTAL	3,433	100.0%
No Answer	198	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	255	8.0%	8.0%
\$20,000 - \$29,999	115	3.6%	11.6%
\$30,000 - \$39,999	115	3.6%	15.3%
\$40,000 - \$49,999	370	11.7%	26.9%
\$50,000 - \$59,999	280	8.8%	35.7%
\$60,000 - \$74,999	552	17.4%	53.1%
\$75,000 - \$99,999	552	17.4%	70.5%
\$100,000 or more	939	29.5%	100.0%
TOTAL	3,178	100.0%	100.0%
No Answer	453		

Mean Household Size: 2.50



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Wollaston

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	16	0.5%
Black or African-American	82	2.4%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	552	16.1%
White	2,758	80.7%
Other	66	1.9%
 Riders who gave at least 1 response	 3,417	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	33	1.0%
No	3,417	99.0%
TOTAL	3,450	100.0%
No Answer	181	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Quincy Center

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	71	1.2%	1.2%
19 - 24	560	9.4%	10.6%
25 - 34	1,359	22.7%	33.3%
35 - 44	1,171	19.6%	52.9%
45 - 64	2,474	41.4%	94.3%
65 and Older	340	5.7%	100.0%
TOTAL	5,975	100.0%	100.0%
No Answer	149		

Gender of Riders:	Number of Riders	Percent of Riders
Male	2,393	40.1%
Female	3,568	59.9%
Transgender	0	0.0%
TOTAL	5,962	100.0%
No Answer	162	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	421	7.9%	7.9%
\$20,000 - \$29,999	278	5.2%	13.1%
\$30,000 - \$39,999	487	9.1%	22.2%
\$40,000 - \$49,999	563	10.5%	32.7%
\$50,000 - \$59,999	641	12.0%	44.7%
\$60,000 - \$74,999	846	15.8%	60.5%
\$75,000 - \$99,999	1,003	18.7%	79.2%
\$100,000 or more	1,112	20.8%	100.0%
TOTAL	5,352	100.0%	100.0%
No Answer	772		

Mean Household Size: 2.33



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Quincy Center

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	126	2.2%
Black or African-American	419	7.2%
Native Hawaiian or Other Pacific Islander	36	0.6%
Asian	815	14.0%
White	4,394	75.7%
Other	207	3.6%
 Riders who gave at least 1 response	 5,803	

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	230	4.1%
No	5,433	95.9%
TOTAL	5,664	100.0%
No Answer	460	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Quincy Adams

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	20	0.6%	0.6%
19 - 24	208	6.5%	7.2%
25 - 34	773	24.3%	31.4%
35 - 44	608	19.1%	50.5%
45 - 64	1,405	44.1%	94.7%
65 and Older	170	5.3%	100.0%
TOTAL	3,185	100.0%	100.0%
No Answer	42		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,221	39.0%
Female	1,889	60.3%
Transgender	21	0.7%
TOTAL	3,131	100.0%
No Answer	95	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	83	2.9%	2.9%
\$20,000 - \$29,999	22	0.8%	3.7%
\$30,000 - \$39,999	93	3.3%	7.0%
\$40,000 - \$49,999	184	6.5%	13.4%
\$50,000 - \$59,999	179	6.3%	19.7%
\$60,000 - \$74,999	332	11.7%	31.4%
\$75,000 - \$99,999	645	22.7%	54.1%
\$100,000 or more	1,304	45.9%	100.0%
TOTAL	2,842	100.0%	100.0%
No Answer	385		

Mean Household Size: 2.79



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

RED LINE

Expanded Results

Entry Station: Quincy Adams

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	63	2.0%
Black or African-American	169	5.4%
Native Hawaiian or Other Pacific Islander	11	0.4%
Asian	187	6.0%
White	2,652	85.2%
Other	103	3.3%
 Riders who gave at least 1 response	 3,112	

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	4.4%
No	2,922	95.6%
TOTAL	3,058	100.0%
No Answer	169	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Braintree

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	13	0.4%	0.4%
19 - 24	279	9.0%	9.4%
25 - 34	674	21.7%	31.1%
35 - 44	545	17.6%	48.7%
45 - 64	1,369	44.1%	92.8%
65 and Older	223	7.2%	100.0%
TOTAL	3,103	100.0%	100.0%
No Answer	29		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,207	39.6%
Female	1,843	60.4%
Transgender	0	0.0%
TOTAL	3,050	100.0%
No Answer	82	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	139	5.1%	5.1%
\$20,000 - \$29,999	79	2.9%	8.0%
\$30,000 - \$39,999	121	4.4%	12.4%
\$40,000 - \$49,999	182	6.6%	19.0%
\$50,000 - \$59,999	247	9.0%	28.0%
\$60,000 - \$74,999	460	16.8%	44.8%
\$75,000 - \$99,999	563	20.6%	65.4%
\$100,000 or more	947	34.6%	100.0%
TOTAL	2,739	100.0%	100.0%
No Answer	392		

Mean Household Size: 2.74



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Braintree

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	34	1.1%
Black or African-American	195	6.4%
Native Hawaiian or Other Pacific Islander	13	0.4%
Asian	229	7.6%
White	2,545	83.9%
Other	97	3.2%
 Riders who gave at least 1 response	 3,032	

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	137	4.6%
No	2,834	95.4%
TOTAL	2,971	100.0%
No Answer	161	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Savin Hill

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	34	2.4%	2.4%
19 - 24	167	11.8%	14.2%
25 - 34	512	36.3%	50.5%
35 - 44	240	17.0%	67.5%
45 - 64	389	27.6%	95.0%
65 and Older	70	5.0%	100.0%
TOTAL	1,412	100.0%	100.0%
No Answer	13		

Gender of Riders:	Number of Riders	Percent of Riders
Male	636	46.9%
Female	722	53.1%
Transgender	0	0.0%
TOTAL	1,358	100.0%
No Answer	67	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	81	6.0%	6.0%
\$20,000 - \$29,999	73	5.4%	11.4%
\$30,000 - \$39,999	86	6.4%	17.8%
\$40,000 - \$49,999	78	5.8%	23.6%
\$50,000 - \$59,999	120	8.9%	32.5%
\$60,000 - \$74,999	189	14.0%	46.6%
\$75,000 - \$99,999	234	17.4%	64.0%
\$100,000 or more	484	36.0%	100.0%
TOTAL	1,345	100.0%	100.0%
No Answer	81		

Mean Household Size: 2.51



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Savin Hill

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	23	1.8%
Black or African-American	182	13.6%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	126	9.4%
White	1,017	76.4%
Other	44	3.3%
 Riders who gave at least 1 response	 1,332	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	78	6.1%
No	1,204	93.9%
TOTAL	1,282	100.0%
No Answer	143	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Fields Corner

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	92	3.1%	3.1%
19 - 24	383	12.7%	15.8%
25 - 34	922	30.6%	46.3%
35 - 44	658	21.8%	68.1%
45 - 64	777	25.7%	93.9%
65 and Older	185	6.1%	100.0%
TOTAL	3,017	100.0%	100.0%
No Answer	47		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,162	40.3%
Female	1,723	59.7%
Transgender	0	0.0%
TOTAL	2,885	100.0%
No Answer	179	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	402	14.3%	14.3%
\$20,000 - \$29,999	391	13.9%	28.3%
\$30,000 - \$39,999	505	18.0%	46.3%
\$40,000 - \$49,999	311	11.1%	57.3%
\$50,000 - \$59,999	271	9.7%	67.0%
\$60,000 - \$74,999	259	9.2%	76.3%
\$75,000 - \$99,999	313	11.2%	87.4%
\$100,000 or more	353	12.6%	100.0%
TOTAL	2,806	100.0%	100.0%
No Answer	258		

Mean Household Size: 2.80



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

RED LINE

Expanded Results

Entry Station: Fields Corner

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	60	2.1%
Black or African-American	1,293	44.8%
Native Hawaiian or Other Pacific Islander	13	0.5%
Asian	166	5.7%
White	1,166	40.4%
Other	279	9.7%
Riders who gave at least 1 response	2,885	

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	345	12.5%
No	2,415	87.5%
TOTAL	2,760	100.0%
No Answer	304	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Shawmut

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	21	1.1%	1.1%
19 - 24	123	6.8%	8.0%
25 - 34	426	23.7%	31.7%
35 - 44	531	29.6%	61.3%
45 - 64	634	35.3%	96.6%
65 and Older	61	3.4%	100.0%
TOTAL	1,795	100.0%	100.0%
No Answer	20		

Gender of Riders:	Number of Riders	Percent of Riders
Male	671	37.4%
Female	1,123	62.6%
Transgender	0	0.0%
TOTAL	1,795	100.0%
No Answer	20	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	122	7.8%	7.8%
\$20,000 - \$29,999	122	7.8%	15.5%
\$30,000 - \$39,999	61	3.9%	19.4%
\$40,000 - \$49,999	184	11.7%	31.1%
\$50,000 - \$59,999	184	11.7%	42.8%
\$60,000 - \$74,999	204	13.0%	55.8%
\$75,000 - \$99,999	286	18.2%	74.0%
\$100,000 or more	408	26.0%	100.0%
TOTAL	1,570	100.0%	100.0%
No Answer	245		

Mean Household Size: 2.74



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Shawmut

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	634	37.9%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	122	7.3%
White	753	45.0%
Other	226	13.5%
Riders who gave at least 1 response	1,672	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	184	11.0%
No	1,489	89.0%
TOTAL	1,673	100.0%
No Answer	142	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

RED LINE

Entry Station: Ashmont

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	107	2.4%	2.4%
19 - 24	491	10.8%	13.2%
25 - 34	962	21.2%	34.4%
35 - 44	1,171	25.9%	60.3%
45 - 64	1,581	34.9%	95.2%
65 and Older	217	4.8%	100.0%
TOTAL	4,528	100.0%	100.0%
No Answer	113		

Gender of Riders:	Number of Riders	Percent of Riders
Male	1,735	38.7%
Female	2,744	61.3%
Transgender	0	0.0%
TOTAL	4,479	100.0%
No Answer	162	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	371	9.1%	9.1%
\$20,000 - \$29,999	304	7.4%	16.5%
\$30,000 - \$39,999	453	11.1%	27.6%
\$40,000 - \$49,999	418	10.2%	37.8%
\$50,000 - \$59,999	389	9.5%	47.4%
\$60,000 - \$74,999	437	10.7%	58.1%
\$75,000 - \$99,999	779	19.1%	77.2%
\$100,000 or more	932	22.8%	100.0%
TOTAL	4,082	100.0%	100.0%
No Answer	558		

Mean Household Size: 2.85



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

RED LINE

Entry Station: Ashmont

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	98	2.2%
Black or African-American	2,083	47.1%
Native Hawaiian or Other Pacific Islander	7	0.2%
Asian	247	5.6%
White	1,942	43.9%
Other	241	5.4%
 Riders who gave at least 1 response	 4,423	

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	261	6.1%
No	4,000	93.9%
TOTAL	4,260	100.0%
No Answer	381	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Ashmont

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	19	37.8%	37.8%
19 - 24	6	12.2%	50.0%
25 - 34	19	37.8%	87.8%
35 - 44	6	12.2%	100.0%
45 - 64	0	0.0%	100.0%
65 and Older	0	0.0%	100.0%
TOTAL	51	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	0	0.0%
Female	51	100.0%
Transgender	0	0.0%
TOTAL	51	100.0%
No Answer	0	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	19	60.7%	60.7%
\$20,000 - \$29,999	6	19.7%	80.3%
\$30,000 - \$39,999	6	19.7%	100.0%
\$40,000 - \$49,999	0	0.0%	100.0%
\$50,000 - \$59,999	0	0.0%	100.0%
\$60,000 - \$74,999	0	0.0%	100.0%
\$75,000 - \$99,999	0	0.0%	100.0%
\$100,000 or more	0	0.0%	100.0%
TOTAL	32	100.0%	100.0%
No Answer	19		

Mean Household Size: 5.39



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Ashmont

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	19	43.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	0	0.0%
White	6	13.9%
Other	19	43.0%
Riders who gave at least 1 response	45	

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	45	100.0%
TOTAL	45	100.0%
No Answer	6	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Cedar Grove

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	11	10.4%	10.4%
25 - 34	18	16.0%	26.4%
35 - 44	18	16.0%	42.5%
45 - 64	63	57.5%	100.0%
65 and Older	0	0.0%	100.0%
TOTAL	110	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	47	46.9%
Female	54	53.1%
Transgender	0	0.0%
TOTAL	101	100.0%
No Answer	9	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	0	0.0%	0.0%
\$20,000 - \$29,999	14	13.8%	13.8%
\$30,000 - \$39,999	0	0.0%	13.8%
\$40,000 - \$49,999	4	4.4%	18.2%
\$50,000 - \$59,999	4	4.4%	22.6%
\$60,000 - \$74,999	13	13.1%	35.6%
\$75,000 - \$99,999	29	28.7%	64.4%
\$100,000 or more	36	35.6%	100.0%
TOTAL	101	100.0%	100.0%
No Answer	9		

Mean Household Size: 2.94



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Cedar Grove

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	11	11.3%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	4	4.4%
White	78	77.4%
Other	7	6.9%
Riders who gave at least 1 response	101	

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	9	8.9%
No	90	91.1%
TOTAL	99	100.0%
No Answer	11	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Butler

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	7	4.3%	4.3%
25 - 34	47	27.1%	31.3%
35 - 44	40	22.8%	54.1%
45 - 64	58	33.4%	87.5%
65 and Older	22	12.5%	100.0%
TOTAL	174	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	30	19.0%
Female	126	81.0%
Transgender	0	0.0%
TOTAL	156	100.0%
No Answer	18	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	0	0.0%	0.0%
\$20,000 - \$29,999	0	0.0%	0.0%
\$30,000 - \$39,999	0	0.0%	0.0%
\$40,000 - \$49,999	4	2.7%	2.7%
\$50,000 - \$59,999	22	15.7%	18.4%
\$60,000 - \$74,999	0	0.0%	18.4%
\$75,000 - \$99,999	40	28.7%	47.1%
\$100,000 or more	73	52.9%	100.0%
TOTAL	138	100.0%	100.0%
No Answer	36		

Mean Household Size: 2.46



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Butler

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	18	11.3%
Black or African-American	43	27.2%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	4	2.3%
White	120	74.8%
Other	4	2.3%
Riders who gave at least 1 response	160	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	7	4.7%
No	149	95.3%
TOTAL	156	100.0%
No Answer	18	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Milton

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	2	1.3%	1.3%
19 - 24	16	8.3%	9.6%
25 - 34	17	9.2%	18.8%
35 - 44	50	26.6%	45.4%
45 - 64	94	50.2%	95.6%
65 and Older	8	4.4%	100.0%
TOTAL	187	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	76	42.0%
Female	105	58.0%
Transgender	0	0.0%
TOTAL	180	100.0%
No Answer	7	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	7	4.4%	4.4%
\$20,000 - \$29,999	2	1.6%	6.0%
\$30,000 - \$39,999	11	7.2%	13.2%
\$40,000 - \$49,999	13	8.8%	22.0%
\$50,000 - \$59,999	9	6.0%	28.1%
\$60,000 - \$74,999	18	12.1%	40.2%
\$75,000 - \$99,999	19	12.6%	52.8%
\$100,000 or more	70	47.2%	100.0%
TOTAL	149	100.0%	100.0%
No Answer	38		

Mean Household Size: 2.41



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Milton

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	7	3.6%
Black or African-American	25	14.1%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	11	5.9%
White	144	80.0%
Other	7	3.6%
Riders who gave at least 1 response	180	

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	2.4%
No	165	97.6%
TOTAL	169	100.0%
No Answer	18	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Central Avenue

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	33	6.1%	6.1%
25 - 34	144	26.6%	32.7%
35 - 44	31	5.7%	38.4%
45 - 64	309	57.2%	95.6%
65 and Older	24	4.4%	100.0%
TOTAL	540	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	208	42.4%
Female	283	57.6%
Transgender	0	0.0%
TOTAL	491	100.0%
No Answer	49	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	33	6.2%	6.2%
\$20,000 - \$29,999	16	3.1%	9.3%
\$30,000 - \$39,999	47	9.0%	18.4%
\$40,000 - \$49,999	96	18.4%	36.7%
\$50,000 - \$59,999	89	17.0%	53.7%
\$60,000 - \$74,999	47	9.0%	62.7%
\$75,000 - \$99,999	91	17.4%	80.1%
\$100,000 or more	104	19.9%	100.0%
TOTAL	525	100.0%	100.0%
No Answer	15		

Mean Household Size: 2.65



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Central Avenue

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	16	3.0%
Black or African-American	109	20.3%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	7	1.4%
White	358	66.3%
Other	49	9.1%
 Riders who gave at least 1 response	 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	24	4.7%
No	476	95.3%
TOTAL	500	100.0%
No Answer	40	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Valley Road

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	0	0.0%	0.0%
25 - 34	3	8.3%	8.3%
35 - 44	14	41.7%	50.0%
45 - 64	17	50.0%	100.0%
65 and Older	0	0.0%	100.0%
TOTAL	33	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	14	45.5%
Female	17	54.5%
Transgender	0	0.0%
TOTAL	30	100.0%
No Answer	3	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	0	0.0%	0.0%
\$20,000 - \$29,999	0	0.0%	0.0%
\$30,000 - \$39,999	0	0.0%	0.0%
\$40,000 - \$49,999	0	0.0%	0.0%
\$50,000 - \$59,999	3	8.3%	8.3%
\$60,000 - \$74,999	3	8.3%	16.7%
\$75,000 - \$99,999	3	8.3%	25.0%
\$100,000 or more	25	75.0%	100.0%
TOTAL	33	100.0%	100.0%
No Answer	0		

Mean Household Size: 2.75



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Valley Road

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	6	18.2%
Black or African-American	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	0	0.0%
White	25	81.8%
Other	0	0.0%
 Riders who gave at least 1 response	 30	

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	28	100.0%
TOTAL	28	100.0%
No Answer	6	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Capen Street

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	0	0.0%	0.0%
19 - 24	10	16.7%	16.7%
25 - 34	0	0.0%	16.7%
35 - 44	16	27.5%	44.1%
45 - 64	24	39.2%	83.3%
65 and Older	10	16.7%	100.0%
TOTAL	60	100.0%	100.0%
No Answer	0		

Gender of Riders:	Number of Riders	Percent of Riders
Male	48	87.2%
Female	7	12.8%
Transgender	0	0.0%
TOTAL	55	100.0%
No Answer	5	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	0	0.0%	0.0%
\$20,000 - \$29,999	0	0.0%	0.0%
\$30,000 - \$39,999	0	0.0%	0.0%
\$40,000 - \$49,999	0	0.0%	0.0%
\$50,000 - \$59,999	0	0.0%	0.0%
\$60,000 - \$74,999	15	27.8%	27.8%
\$75,000 - \$99,999	9	17.8%	45.6%
\$100,000 or more	29	54.4%	100.0%
TOTAL	53	100.0%	100.0%
No Answer	7		

Mean Household Size: 3.19



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Capen Street

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	0	0.0%
Black or African-American	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
Asian	0	0.0%
White	55	100.0%
Other	0	0.0%
 Riders who gave at least 1 response	 55	

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	45	100.0%
TOTAL	45	100.0%
No Answer	15	



MBTA Surveys: 2008-09

Rapid Transit Survey

Socioeconomic Characteristics

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Mattapan

Age of Riders:	Number of Riders	Percent of Riders	Cumulative Percentage
18 and Under	126	8.9%	8.9%
19 - 24	236	16.5%	25.4%
25 - 34	213	14.9%	40.3%
35 - 44	250	17.5%	57.8%
45 - 64	471	33.1%	90.9%
65 and Older	129	9.1%	100.0%
TOTAL	1,425	100.0%	100.0%
No Answer	80		

Gender of Riders:	Number of Riders	Percent of Riders
Male	536	38.4%
Female	861	61.6%
Transgender	0	0.0%
TOTAL	1,397	100.0%
No Answer	108	

Annual Household Income of Riders:

	Number of Riders	Percent of Riders	Cumulative Percentage
Under \$20,000	200	16.4%	16.4%
\$20,000 - \$29,999	68	5.5%	21.9%
\$30,000 - \$39,999	143	11.7%	33.6%
\$40,000 - \$49,999	97	7.9%	41.6%
\$50,000 - \$59,999	205	16.8%	58.3%
\$60,000 - \$74,999	116	9.4%	67.8%
\$75,000 - \$99,999	142	11.6%	79.3%
\$100,000 or more	253	20.7%	100.0%
TOTAL	1,223	100.0%	100.0%
No Answer	282		

Mean Household Size: 2.90



MBTA Surveys: 2008-09

Rapid Transit Survey

Ethnicity of Riders

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Mattapan

Self-Identified Race:	Number of Responses	Percent of Responses
American Indian/Alaskan Native	68	5.4%
Black or African-American	772	61.7%
Native Hawaiian or Other Pacific Islander	9	0.7%
Asian	40	3.2%
White	459	36.7%
Other	69	5.5%
 Riders who gave at least 1 response	 1,251	

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

Are You Hispanic/Latino?:	Number of Responses	Percent of Responses
Yes	116	9.5%
No	1,095	90.5%
TOTAL	1,211	100.0%
No Answer	294	



Usage Rates and Fare Types

The data in this chapter show how frequently Red 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. For each station, 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 Red 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 Red Line. 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.

Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Red 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 Red 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 along the Red Line, the most common reported usage frequency was five days per week. Those reporting use rates other than five days could have reported either more frequent or less frequent 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, comparisons of reported

usage of five or more days provide a better picture of usage frequency than comparisons of five-day usage alone.

Northern Segment

For the northern segment overall, 71% of the riders reported usage rates of five or more days per week. At individual stations, these rates ranged from 62% at Kendall/MIT to 82% at Porter. Differences in six- or seven-day use accounted for a larger part of the variation among stations than differences in five-day use did. Riders who were “just visiting” accounted for less than 2% of the entries at every station except Kendall/MIT (4%). Riders using the Red Line less than one day per week accounted for 5% or less at every station except Kendall/MIT (11%) and Harvard (9%).

Central Segment

For the central segment overall, 62% of the riders reported usage rates of five or more days per week. At Charles/MGH, Park Street, and Downtown Crossing, this rate ranged from 50% to 56%. However, use on five or more days was much higher at South Station (67%) and Broadway (77%). The percentage of visitors ranged from under 1% at Broadway and Downtown Crossing to over 2% at Charles/MGH and Park Street. Usage rates of less than one day per week ranged from under 2% at Broadway to 17% at Park Street, with rates between 8% and 10% at the other three stations.

Dorchester Branch

For the Dorchester branch overall, 78% of the riders reported usage rates of five or more days per week. At individual stations, this rate ranged from 78% at Ashmont to 82% at Savin Hill, except at JFK/UMass, where it was only 71%, and at Shawmut, where it was 86%. At Savin Hill, Fields Corner, and Shawmut, no riders reported that they were “just visiting,” and only 1% to 2% of riders at the other three stations were in that category. Usage rates of less than one day per week ranged from 2% to 6%, except at Shawmut, where no riders checked this choice.

South Shore Branch

For the South Shore branch overall, 79% of the riders reported usage rates of five or more days per week. At individual stations, this rate ranged from 72% at Braintree to 84% at North Quincy. The low rate at Braintree was mostly attributable to below-average six- or seven-day use. At North Quincy, five-day use was higher than at the other stations. Riders who were “just visiting” accounted for less than 2% of the entries at each station. Riders using the Red Line less than one day per week ranged from 3% at North Quincy to 5% at Quincy Adams.

Mattapan High-Speed Line

On the Mattapan High-Speed Line overall, 70% of riders reported usage rates of five or more days per week. The number of responses from most of the individual stations was too low to allow for meaningful results. Overall, 3% were “just visiting” and 7% used the line less than one day per week.

12.2 WEEKEND USAGE

12.2.1 DESCRIPTION OF TABLE

The weekend usage table for each station summarizes the results of survey question 12, which asked how frequently riders used the Red 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 Red 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 Red 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

Northern Segment

On the northern segment overall, the most common combination of Saturday and Sunday use was occasional use on both days, reported by 60% of entering riders, followed by regular use on both weekend days (16%) and no use on either weekend day (14%). The rate of occasional use on both weekend days was fairly consistent among stations, ranging from 56% at Alewife and Kendall/MIT to 62% at Harvard and Davis. At Alewife, only 8% of riders reported regular use on both Saturday and Sunday, and 27% reported no use on either weekend day. At the other stations, regular use on both Saturday and Sunday ranged from 15% at Harvard to 20% at Davis and Central. Except at Alewife, the percentage of riders not riding on either Saturday or Sunday ranged from 7% at Davis to 16% at Kendall/MIT.

Central Segment

On the central segment overall, the most common combination of Saturday and Sunday use was occasional use on both days, reported by 49% of entering riders, followed by no use on either weekend day (26%) and regular use on

both weekend days (13%). However, there was substantial variation among stations in all three of these rates. Passengers at South Station had the lowest rates of occasional use on Saturday and Sunday (45%), as well as the lowest rate of regular use on both weekend days (6%) and the highest rate of no weekend use (38%).

The rate of occasional use on both Saturday and Sunday was highest at Charles/MGH (59%) and Park Street (56%). Regular use on both weekend days was highest at Broadway (23%). The lowest rate of no use on weekends was reported at Charles/MGH (17%) and Broadway (18%).

Dorchester Branch

On the Dorchester branch overall, the most common combination of Saturday and Sunday use was occasional use on both days, reported by 47% of entering riders, followed by no use on either weekend day (20%) and regular use on both weekend days (16%). At individual stations, the reported rates of occasional use on Saturday and Sunday varied relatively little from the branch average, ranging from 41% at Ashmont to 51% at Andrew.

The other two common combinations showed much greater variation among stations. Regular use on both Saturday and Sunday was highest at Andrew (24%) and lowest at Shawmut (7%). “No use” on Saturday or Sunday was highest at Shawmut (31%) and Ashmont (30%), and lowest at Andrew (11%) and Savin Hill (12%).

South Shore Branch

On the South Shore branch overall, the most common combination of Saturday and Sunday use was occasional use on both days, reported by 49% of entering riders, followed by no use on either weekend day (32%) and regular use on both weekend days (8%). These distributions varied significantly between the three innermost stations (North Quincy, Wollaston, and Quincy Center) and the two outermost stations (Quincy Adams and Braintree). At the three innermost stations, occasional use on both Saturday and Sunday ranged from 52% to 55%, regular use on both weekend days ranged from 10% to 11%, and no use on weekend days ranged from 23% to 26%. In contrast, occasional use on both Saturday and Sunday was reported by only 41% of the riders at Quincy Adams and 45% at Braintree. Regular use on both weekend days was reported by only 3% of the riders at Quincy Adams and 5% at Braintree. At both of these stations, 45% of the riders reported no use of the Red Line on either weekend day.

Mattapan High-Speed Line

On the Mattapan High-Speed Line overall, the most common combination of Saturday and Sunday use was occasional use on both days, reported by 42% of entering riders, followed by no use on either weekend day (32%) and regular use on both weekend days (12%). The number of responses from most of the individual stations was too low to allow for meaningful results.

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 Red 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 Red Line in question 11.

12.3.2 OVERVIEW OF RESULTS

Northern Segment

For the northern segment 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 22% overall. Monthly pass and CharlieCard use were also first and second at each station, but their usage rates varied inversely with each other, and the percentages of each varied greatly from the northern segment averages. At one extreme, at Kendall/MIT 57% of riders used passes and 31% used CharlieCards. At the other extreme, at Porter 80% used passes and only 13% used CharlieCards.

By far the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 61% of the northern segment 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. The next-most-common reported monthly pass category, reported by 5% of the riders, was Zone passes. These are used by passengers who also use MBTA commuter rail or Inner Harbor ferry services. At Porter Station, which has a direct connection with the Fitchburg commuter rail line, 16% of entering riders used Zone passes. Senior monthly passes, used by riders age 65 or older, were reported by just over 1% of northern segment riders, with Student and Disability monthly passes accounting for less than 1% each.

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 4%, and 7-Day Link Passes and pay-per-ride CharlieTickets, at 3%. These percentages varied only slightly among stations.

Central Segment

For the central segment overall, the most common method of fare payment was some form of monthly pass, reported by 62% of all riders. Pay-per-ride using a CharlieCard was second, at 24% overall. Monthly pass and CharlieCard use were also first and second at each station, but their usage rates varied inversely with each other. At one extreme, at Park Street 50% of riders used passes and 30% used CharlieCards. At the other extreme, at South Station 68% used passes and 20% used CharlieCards.

By far the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 35% of the central segment riders. The next-most-common reported monthly pass category, reported by 22% of the riders, was Zone passes. At South Station, which has direct connections with all South Side commuter rail lines, 47% of entering riders used Zone passes and only 18% used LinkPasses. Senior monthly passes were reported by just over 1% of central segment riders, with Student and Disability monthly passes accounting for under 1% each.

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 8%, pay-per-ride CharlieTickets, at 4%, and 7-Day LinkPasses, at 2%. These percentages varied somewhat among stations.

Dorchester Branch

For the Dorchester branch overall, the most common method of fare payment was some form of monthly pass, reported by 61% of all riders. Pay-per-ride using a CharlieCard was second, at 22% overall. Monthly pass and CharlieCard use were also first and second at each station, but their use rates varied among stations. Unlike on the other segments, the usage rates of these two fare payment forms did not always vary inversely with each other.

By far the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 55% of the Dorchester branch riders. The next-most-common reported monthly pass category, reported by 3% of the riders, was Zone passes. Senior monthly passes were reported by just over 1% of Dorchester branch riders, with Student and Disability monthly passes accounting for under 1% each.

After monthly passes and pay-per-ride using CharlieCards, the three most common fare types overall were 7-Day LinkPasses, at 7%, reduced-fare pay-per-ride (including Student, Senior, and Disability), at 6%, and pay-per-ride CharlieTickets, at 3%. These percentages varied somewhat among stations.

South Shore Branch

For the South Shore branch overall, the most common method of fare payment was some form of monthly pass, reported by 66% of all riders. Pay-per-ride using a CharlieCard was second, at 22% overall. Monthly pass and CharlieCard use were also first and second at each station, but their usage rates

varied inversely with each other. At one extreme, at Braintree 59% of riders used passes and 28% used CharlieCards. At the other extreme, at Wollaston 70% used passes and 21% used CharlieCards.

By far the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 60% of the South Shore branch riders. The next-most-common reported monthly pass category, reported by 3% of the riders, was Zone passes. Senior, Student, and Disability monthly passes were each reported by less than 1% of South Shore branch riders.

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 5%, pay-per-ride CharlieTickets, at 4%, and 7-Day LinkPasses, at 3%. These percentages varied somewhat among stations.

Mattapan High-Speed Line

For the Mattapan High-Speed Line overall, the most common method of fare payment was some form of monthly pass, reported by 53% of all riders. Pay-per-ride using a CharlieCard was second, at 28% overall. The number of survey responses from individual stations was insufficient to conclude that there were meaningful differences in fare payment methods.

By far the most commonly used type of monthly pass was the LinkPass for subway and bus, which was reported by 49% of the Mattapan High-Speed Line riders. The next-most-common reported monthly pass categories, each reported by just over 1%, were reduced-fare Senior and Student passes. Reduced-fare Disability passes and Zone passes each accounted for just under 1%.

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 8%, 7-Day LinkPasses, at 4%, and pay-per-ride CharlieTickets, at 2%. Another 1% of riders paid full cash fares on-board trolleys.

12.4 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 Red 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).

On the Red Line and Mattapan High-Speed Line overall, the average reported usage rate for CharlieCard users was 3.7 days per week. By segment, the

average usage rate was below the line average on the northern and central segments (at 3.4 and 3.3 days per week), and higher on the Dorchester and South Shore branches and the Mattapan High-Speed Line (at 4.3, 4.2, and 4.4 days per week.)

Pay-per-Ride CharlieTicket

The CharlieTicket, a paper ticket with a magnetic strip, has been in use since early 2005. On the Red Line and Mattapan High-Speed Line overall, the average reported usage rate for CharlieTicket users was 3.0 days per week. By segment, the average usage rate was below the line average on the northern and central segments and the High-Speed Line (at 2.2, 2.4 and 2.4 days per week), and higher than the average on the Dorchester and South Shore branches (at 4.5 and 3.3 days per week.)

Monthly Pass

On the Red Line and Mattapan High-Speed Line overall, the average reported usage rate for all monthly pass forms combined was 5.1 days per week. There was little variation in this average by segment. The northern segment average was the same (5.1 days) as the overall line average. The Dorchester branch had a slightly higher average usage rate (5.3 days per week). The average pass use was slightly below the line average on the South Shore branch (5.0 days), the High-Speed Line (4.9 days), and the central segment (4.8 days).

Full Cash Fare On-Board Trolley

The only Red Line segment on which this fare payment form was applicable was the Mattapan High-Speed Line. On that line, only three surveys were received from passengers paying such fares. Their average use rate was 2.1 days per week.

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 Red Line and Mattapan High-Speed Line overall, the users of pay-per-ride reduced fares used them an average of 3.4 days per week. The northern segment average was the same (3.4 days) as the overall line average. The Dorchester branch and the High-Speed Line had somewhat higher average use rates (4.1 and 3.8 days per week). Average pay-per-ride reduced fare use was slightly below the line average on the South Shore branch (3.3 days), and the central segment (3.0 days).

Child Under Age 12 Free Fare

Children under age 12 seldom fill out passenger surveys, so little information is available about riders in that group. The sample size of riders reporting "Child Under Age 12 Free Fare" was exceptionally low: only one on the entire Red

Line and Mattapan High-Speed Line combined. That respondent reported using the line less than one day per week.

Blind Access Card

Only 11 surveys were returned by Red Line or High-Speed Line riders using a Blind Access Card as the fare type. Among those riders, the average use was 4.4 days per week, or midway between the average rates for riders using monthly passes and those using pay-per-ride CharlieCards.

1-Day LinkPass

Only six surveys were returned by Red Line and High-Speed Line riders using a 1-Day LinkPass as the fare type, and only four of these riders reported the frequency of use. Among those riders, the average use was 2.3 days per week.

7-Day LinkPass

On the Red Line and Mattapan High-Speed Line overall, the average reported usage rate for the 7-Day LinkPass was 5.4 days per week. There was little variation in this average by segment, with a range of 5.2 to 5.6, although averages at some stations were outside this range. On every segment, average use of the 7-Day LinkPass was greater than that of the monthly 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.

Other

On the rapid transit system overall, most riders who checked the box for “other” fare type and also wrote in which type were authorized free riders, including MBTA employees. On the Red Line and High-Speed line, only 16 of the riders who checked the “other” fare type also specified their frequency of use. For these respondents, the average use rate was 3.9 days per week.



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Alewife

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	366	4.8%	4.8%
One Day	214	2.8%	7.6%
Two Days	330	4.3%	11.9%
Three Days	538	7.0%	19.0%
Four Days	824	10.8%	29.8%
Five Days	4,351	57.0%	86.8%
Six Days	508	6.7%	93.4%
Seven Days	429	5.6%	99.0%
Only Visiting	75	1.0%	100.0%
TOTAL	7,635	100.0%	100.0%
No Answer	61		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	551 7.6%	187 2.6%	27 0.4%	106	765 10.6%
Occasionally	41 0.6%	4,035 55.9%	361 5.0%	228	4,437 61.5%
Not at all	10 0.1%	61 0.9%	1,938 26.9%	51	2,010 27.9%
No Answer	21	14	7	58	
Sunday Total	602 8.4%	4,283 59.4%	2,327 32.3%		7,212 *

* 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

RED LINE

Expanded Results

Entry Station: Alewife

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)	1,938	25.2%	3.4
Pay-per-ride CharlieTicket (paper)	191	2.5%	2.3
Monthly pass	5,034	65.6%	5.0
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	357	4.6%	3.2
<i>Student</i>	14	0.2%	5.0
<i>Senior</i>	278	3.6%	2.6
<i>Disability</i>	65	0.8%	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	10	0.1%	7.0
1-Day LinkPass	10	0.1%	2.0
7-Day LinkPass	119	1.6%	5.3
Other	17	0.2%	5.0
No Fare Payment Type Selected	21		
All Payment Types	7,676	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)	4,601	59.9%	5.0
Zone	253	3.3%	4.3
Boat	0	0.0%	0.0
Inner Express Bus	27	0.4%	4.1
Outer Express Bus	0	0.0%	0.0
Student	27	0.4%	5.5
Senior	54	0.7%	4.8
Disability	47	0.6%	6.0
No Pass Selected	24	0.3%	5.9
Total Riders Using Monthly Passes	5,034	65.6%	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	68	0.9%	4.0
1	34	0.4%	3.7
2	41	0.5%	5.2
3	0	0.0%	0.0
4	31	0.4%	3.7
5	24	0.3%	5.0
6	14	0.2%	3.0
7	7	0.1%	5.0
8	10	0.1%	5.0
Interzone	10	0.1%	5.0
No Zone Selected	14	0.2%	4.0
Total Riders Using Zone Passes	253	3.3%	4.3



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Davis

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	140	1.6%	1.6%
One Day	106	1.2%	2.8%
Two Days	200	2.3%	5.2%
Three Days	518	6.0%	11.1%
Four Days	601	7.0%	18.1%
Five Days	4,190	48.4%	66.5%
Six Days	1,546	17.9%	84.4%
Seven Days	1,304	15.1%	99.5%
Only Visiting	44	0.5%	100.0%
TOTAL	8,649	100.0%	100.0%
No Answer	38		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	1,620 19.5%	510 6.1%	33 0.4%	95	2,163 26.0%
Occasionally	94 1.1%	5,176 62.3%	232 2.8%	214	5,503 66.2%
Not at all	0 0.0%	29 0.3%	617 7.4%	15	646 7.8%
No Answer	9	15	0	29	
Sunday Total	1,714 20.6%	5,715 68.8%	882 10.6%		8,312 *

* 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

RED LINE

Expanded Results

Entry Station: Davis

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)	1,476	17.0%	4.1
Pay-per-ride CharlieTicket (paper)	101	1.2%	3.1
Monthly pass	6,806	78.3%	5.3
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	81	0.9%	5.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	57	0.7%	4.2
<i>Disability</i>	24	0.3%	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	15	0.2%	6.0
1-Day LinkPass	9	0.1%	5.0
7-Day LinkPass	201	2.3%	5.6
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	8,688	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)	6,415	73.8%	5.4
Zone	162	1.9%	5.4
Boat	0	0.0%	0.0
Inner Express Bus	15	0.2%	3.0
Outer Express Bus	0	0.0%	0.0
Student	24	0.3%	6.6
Senior	138	1.6%	4.4
Disability	38	0.4%	4.5
No Pass Selected	15	0.2%	5.0
Total Riders Using Monthly Passes	6,806	78.3%	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	86	1.0%	5.3
1	24	0.3%	6.0
2	19	0.2%	5.0
3	15	0.2%	6.0
4	9	0.1%	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	9	0.1%	5.0
Total Riders Using Zone Passes	162	1.9%	5.4



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

RED LINE

Entry Station: Porter

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	142	2.3%	2.3%
One Day	64	1.1%	3.4%
Two Days	184	3.0%	6.4%
Three Days	278	4.6%	11.0%
Four Days	408	6.8%	17.8%
Five Days	3,226	53.4%	71.2%
Six Days	895	14.8%	86.0%
Seven Days	811	13.4%	99.4%
Only Visiting	37	0.6%	100.0%
TOTAL	6,045	100.0%	100.0%
No Answer	41		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	995 16.9%	250 4.3%	10 0.2%	37	1,256 21.4%
Occasionally	149 2.5%	3,479 59.3%	232 4.0%	94	3,860 65.7%
Not at all	0 0.0%	17 0.3%	740 12.6%	29	756 12.9%
No Answer	0	17	0	37	
Sunday Total	1,144 19.5%	3,746 63.8%	982 16.7%		5,872 *

* 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

RED LINE

Expanded Results

Entry Station: Porter

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)	762	12.6%	4.0
Pay-per-ride CharlieTicket (paper)	98	1.6%	2.5
Monthly pass	4,851	80.3%	5.3
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	179	3.0%	3.8
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	140	2.3%	3.6
<i>Disability</i>	39	0.7%	4.3
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	140	2.3%	5.9
Other	10	0.2%	6.0
No Fare Payment Type Selected	43		
All Payment Types	6,042	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)	3,831	63.4%	5.4
Zone	938	15.5%	4.8
Boat	0	0.0%	0.0
Inner Express Bus	23	0.4%	5.2
Outer Express Bus	10	0.2%	6.0
Student	23	0.4%	5.4
Senior	17	0.3%	5.1
Disability	10	0.2%	3.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	4,851	80.3%	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	58	1.0%	5.0
1	43	0.7%	5.0
2	111	1.8%	4.3
3	33	0.5%	5.2
4	60	1.0%	4.8
5	100	1.7%	4.9
6	285	4.7%	4.8
7	48	0.8%	4.9
8	200	3.3%	4.7
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	938	15.5%	4.8



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Harvard

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	914	8.9%	8.9%
One Day	531	5.2%	14.0%
Two Days	580	5.6%	19.7%
Three Days	849	8.2%	27.9%
Four Days	799	7.8%	35.7%
Five Days	4,249	41.2%	76.9%
Six Days	1,158	11.2%	88.1%
Seven Days	1,062	10.3%	98.5%
Only Visiting	159	1.5%	100.0%
TOTAL	10,301	100.0%	100.0%
No Answer	79		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	1,385 14.5%	523 5.5%	25 0.3%	169	1,933 20.2%
Occasionally	105 1.1%	5,891 61.6%	447 4.7%	416	6,442 67.4%
Not at all	15 0.2%	70 0.7%	1,098 11.5%	101	1,183 12.4%
No Answer	15	35	15	71	
Sunday Total	1,505 15.7%	6,483 67.8%	1,570 16.4%		9,558 *

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

Fare Types and Pass Usage
RED LINE

Expanded Results

Entry Station: Harvard

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)	2,566	25.1%	2.9
Pay-per-ride CharlieTicket (paper)	298	2.9%	1.8
Monthly pass	6,503	63.6%	5.0
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	467	4.6%	3.1
<i>Student</i>	23	0.2%	2.0
<i>Senior</i>	347	3.4%	2.9
<i>Disability</i>	97	0.9%	4.4
<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	10	0.1%	5.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	389	3.8%	5.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	148		
All Payment Types	10,232	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)	5,800	56.7%	5.1
Zone	197	1.9%	4.8
Boat	0	0.0%	0.0
Inner Express Bus	155	1.5%	4.6
Outer Express Bus	10	0.1%	1.0
Student	49	0.5%	4.8
Senior	236	2.3%	4.1
Disability	41	0.4%	4.4
No Pass Selected	15	0.2%	0.5
Total Riders Using Monthly Passes	6,503	63.6%	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	56	0.5%	6.1
1	70	0.7%	4.9
2	25	0.2%	5.4
3	15	0.2%	1.0
4	15	0.2%	0.5
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	15	0.2%	7.0
Total Riders Using Zone Passes	197	1.9%	4.8



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Central

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	290	5.2%	5.2%
One Day	178	3.2%	8.3%
Two Days	294	5.2%	13.5%
Three Days	434	7.7%	21.3%
Four Days	395	7.0%	28.3%
Five Days	2,436	43.3%	71.5%
Six Days	799	14.2%	85.7%
Seven Days	740	13.1%	98.9%
Only Visiting	65	1.1%	100.0%
TOTAL	5,631	100.0%	100.0%
No Answer	2,303		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	1,037 19.7%	258 4.9%	42 0.8%	44	1,337 25.4%
Occasionally	59 1.1%	3,121 59.4%	150 2.9%	256	3,329 63.4%
Not at all	0 0.0%	31 0.6%	556 10.6%	48	587 11.2%
No Answer	0	0	0	2,333	
Sunday Total	1,096 20.9%	3,410 64.9%	747 14.2%		5,253 *

* 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

RED LINE

Expanded Results

Entry Station: 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)	1,945	24.6%	3.6
Pay-per-ride CharlieTicket (paper)	237	3.0%	3.1
Monthly pass	5,141	65.0%	5.1
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	308	3.9%	4.5
<i>Student</i>	31	0.4%	5.6
<i>Senior</i>	204	2.6%	4.4
<i>Disability</i>	74	0.9%	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	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	262	3.3%	5.1
Other	19	0.2%	4.0
No Fare Payment Type Selected	22		
All Payment Types	7,913	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)	4,618	58.4%	5.1
Zone	225	2.8%	5.2
Boat	43	0.5%	0.0
Inner Express Bus	33	0.4%	2.0
Outer Express Bus	0	0.0%	0.0
Student	83	1.0%	5.2
Senior	89	1.1%	5.3
Disability	50	0.6%	5.3
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	5,141	65.0%	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	53	0.7%	4.0
1	48	0.6%	5.4
2	45	0.6%	5.7
3	0	0.0%	0.0
4	11	0.1%	5.0
5	19	0.2%	5.4
6	30	0.4%	5.0
7	9	0.1%	5.0
8	11	0.1%	5.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	225	2.8%	5.2



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Kendall/MIT

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	438	10.6%	10.6%
One Day	261	6.3%	17.0%
Two Days	267	6.5%	23.4%
Three Days	255	6.2%	29.6%
Four Days	204	4.9%	34.5%
Five Days	1,719	41.7%	76.2%
Six Days	438	10.6%	86.8%
Seven Days	389	9.4%	96.2%
Only Visiting	156	3.8%	100.0%
TOTAL	4,127	100.0%	100.0%
No Answer	57		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	624 16.1%	195 5.0%	0 0.0%	32	819 21.2%
Occasionally	38 1.0%	2,180 56.4%	174 4.5%	88	2,392 61.9%
Not at all	0 0.0%	23 0.6%	633 16.4%	38	656 17.0%
No Answer	0	29	0	129	
Sunday Total	662 17.1%	2,399 62.0%	807 20.9%		3,868 *

* 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

RED LINE

Expanded Results

Entry Station: Kendall/MIT

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)	1,302	31.1%	3.0
Pay-per-ride CharlieTicket (paper)	181	4.3%	1.1
Monthly pass	2,363	56.5%	5.0
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	218	5.2%	2.6
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	195	4.7%	2.6
<i>Disability</i>	23	0.6%	2.9
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	14	0.3%	5.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	104	2.5%	4.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	4,183	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)	2,026	48.4%	5.0
Zone	237	5.7%	4.7
Boat	0	0.0%	0.0
Inner Express Bus	29	0.7%	5.5
Outer Express Bus	0	0.0%	0.0
Student	43	1.0%	5.7
Senior	29	0.7%	6.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,363	56.5%	5.0

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	86	2.1%	5.0
1	29	0.7%	6.5
2	0	0.0%	0.0
3	28	0.7%	5.0
4	14	0.3%	5.0
5	14	0.3%	0.5
6	29	0.7%	4.5
7	0	0.0%	0.0
8	38	0.9%	4.2
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	237	5.7%	4.7



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Charles/MGH

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	369	9.0%	9.0%
One Day	285	7.0%	16.0%
Two Days	304	7.4%	23.4%
Three Days	372	9.1%	32.6%
Four Days	383	9.4%	41.9%
Five Days	1,411	34.5%	76.5%
Six Days	492	12.1%	88.5%
Seven Days	369	9.0%	97.6%
Only Visiting	100	2.4%	100.0%
TOTAL	4,085	100.0%	100.0%
No Answer	15		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	731 19.3%	137 3.6%	27 0.7%	69	894 23.7%
Occasionally	0 0.0%	2,101 55.6%	111 3.0%	89	2,213 58.6%
Not at all	9 0.2%	35 0.9%	627 16.6%	54	671 17.8%
No Answer	27	27	0	58	
Sunday Total	739 19.6%	2,273 60.2%	765 20.3%		3,778 *

* 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

RED LINE

Expanded Results

Entry Station: Charles/MGH

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)	910	22.2%	3.1
Pay-per-ride CharlieTicket (paper)	124	3.0%	1.9
Monthly pass	2,536	62.0%	4.8
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	400	9.8%	2.5
<i>Student</i>	27	0.7%	5.0
<i>Senior</i>	346	8.5%	2.4
<i>Disability</i>	27	0.7%	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	9	0.2%	0.5
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	99	2.4%	4.2
Other	15	0.4%	5.0
No Fare Payment Type Selected	9		
All Payment Types	4,092	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)	1,846	45.1%	5.1
Zone	425	10.4%	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	81	2.0%	5.3
Senior	142	3.5%	3.7
Disability	42	1.0%	2.6
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,536	62.0%	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	9	0.2%	6.0
1	42	1.0%	6.0
2	73	1.8%	2.5
3	63	1.6%	4.4
4	59	1.5%	5.0
5	54	1.3%	2.3
6	15	0.4%	5.0
7	42	1.0%	3.4
8	39	1.0%	4.8
Interzone	0	0.0%	0.0
No Zone Selected	27	0.7%	6.0
Total Riders Using Zone Passes	425	10.4%	4.1



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Park Street

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	326	16.8%	16.8%
One Day	100	5.2%	21.9%
Two Days	120	6.2%	28.1%
Three Days	196	10.1%	38.1%
Four Days	184	9.5%	47.6%
Five Days	609	31.3%	78.9%
Six Days	157	8.1%	87.0%
Seven Days	209	10.7%	97.7%
Only Visiting	44	2.3%	100.0%
TOTAL	1,945	100.0%	100.0%
No Answer	46		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	283 15.3%	84 4.5%	0 0.0%	46	367 19.8%
Occasionally	28 1.5%	955 51.4%	56 3.0%	63	1,040 56.0%
Not at all	0 0.0%	19 1.0%	431 23.2%	0	450 24.3%
No Answer	0	18	0	9	
Sunday Total	312 16.8%	1,058 57.0%	487 26.2%		1,857 *

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

Fare Types and Pass Usage
RED LINE

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)	591	29.7%	3.0
Pay-per-ride CharlieTicket (paper)	174	8.8%	2.0
Monthly pass	1,004	50.4%	4.8
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	170	8.5%	2.8
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	151	7.6%	2.3
<i>Disability</i>	19	1.0%	6.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	53	2.7%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	1,993	100.0%	3.8

Monthly Pass Users by Type of Pass: Pass Type	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
Link (Subway + Bus)	886	44.5%	5.0
Zone	46	2.3%	1.8
Boat	9	0.4%	4.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	28	1.4%	5.0
Senior	18	0.9%	0.5
Disability	9	0.4%	4.0
No Pass Selected	9	0.4%	7.0
Total Riders Using Monthly Passes	1,004	50.4%	4.8

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	18	0.9%	3.0
1	0	0.0%	0.0
2	19	1.0%	1.0
3	9	0.4%	1.0
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	46	2.3%	1.8



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Downtown Crossing

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	305	9.4%	9.4%
One Day	162	5.0%	14.4%
Two Days	435	13.4%	27.8%
Three Days	332	10.2%	38.1%
Four Days	286	8.8%	46.9%
Five Days	1,152	35.5%	82.4%
Six Days	208	6.4%	88.8%
Seven Days	351	10.8%	99.6%
Only Visiting	13	0.4%	100.0%
TOTAL	3,244	100.0%	100.0%
No Answer	32		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	364 12.2%	195 6.5%	0 0.0%	78	559 18.7%
Occasionally	78 2.6%	1,521 50.8%	305 10.2%	46	1,905 63.7%
Not at all	0 0.0%	0 0.0%	528 17.6%	65	528 17.6%
No Answer	32	32	0	32	
Sunday Total	443 14.8%	1,716 57.4%	833 27.9%		2,992 *

* 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

RED LINE

Expanded Results

Entry Station: Downtown Crossing

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)	943	28.9%	3.1
Pay-per-ride CharlieTicket (paper)	46	1.4%	1.8
Monthly pass	1,744	53.4%	4.7
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	455	13.9%	2.7
<i>Student</i>	32	1.0%	7.0
<i>Senior</i>	357	10.9%	2.1
<i>Disability</i>	65	2.0%	4.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	32	1.0%	4.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	46	1.4%	5.8
Other	0	0.0%	0.0
No Fare Payment Type Selected	13		
All Payment Types	3,265	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)	1,444	44.2%	5.1
Zone	143	4.4%	2.3
Boat	0	0.0%	0.0
Inner Express Bus	78	2.4%	3.8
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	32	1.0%	5.0
Disability	46	1.4%	4.1
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,744	53.4%	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	46	1.4%	1.9
2	0	0.0%	0.0
3	32	1.0%	5.0
4	32	1.0%	2.0
5	32	1.0%	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	143	4.4%	2.3



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: South Station

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	670	8.0%	8.0%
One Day	176	2.1%	10.1%
Two Days	453	5.4%	15.5%
Three Days	551	6.6%	22.0%
Four Days	790	9.4%	31.4%
Five Days	5,046	60.0%	91.4%
Six Days	221	2.6%	94.0%
Seven Days	331	3.9%	98.0%
Only Visiting	172	2.0%	100.0%
TOTAL	8,410	100.0%	100.0%
No Answer	54		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	489 6.2%	103 1.3%	58 0.7%	60	650 8.3%
Occasionally	0 0.0%	3,489 44.6%	674 8.6%	344	4,163 53.2%
Not at all	0 0.0%	51 0.7%	2,966 37.9%	65	3,017 38.5%
No Answer	31	40	0	94	
Sunday Total	489 6.2%	3,643 46.5%	3,698 47.2%		7,830 *

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

Fare Types and Pass Usage
RED LINE

Expanded Results

Entry Station: South Station

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)	1,684	20.1%	3.1
Pay-per-ride CharlieTicket (paper)	427	5.1%	3.0
Monthly pass	5,693	67.8%	4.7
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	417	5.0%	3.6
<i>Student</i>	20	0.2%	4.0
<i>Senior</i>	290	3.5%	3.5
<i>Disability</i>	107	1.3%	3.7
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	31	0.4%	0.5
7-Day LinkPass	141	1.7%	5.2
Other	0	0.0%	0.0
No Fare Payment Type Selected	71		
All Payment Types	8,393	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)	1,529	18.2%	4.8
Zone	3,925	46.8%	4.7
Boat	27	0.3%	5.0
Inner Express Bus	141	1.7%	5.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	71	0.9%	3.5
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	5,693	67.8%	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	33	0.4%	5.0
1	344	4.1%	4.8
2	272	3.2%	4.7
3	426	5.1%	4.9
4	1,000	11.9%	4.8
5	362	4.3%	4.9
6	643	7.7%	4.2
7	357	4.3%	4.6
8	489	5.8%	4.8
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	3,925	46.8%	4.7



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Broadway

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	42	1.6%	1.6%
One Day	42	1.6%	3.2%
Two Days	53	2.0%	5.3%
Three Days	143	5.5%	10.7%
Four Days	297	11.3%	22.1%
Five Days	1,331	50.8%	72.8%
Six Days	255	9.7%	82.6%
Seven Days	441	16.8%	99.4%
Only Visiting	16	0.6%	100.0%
TOTAL	2,620	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	579 23.2%	112 4.5%	0 0.0%	16	691 27.6%
Occasionally	0 0.0%	1,231 49.3%	132 5.3%	74	1,363 54.5%
Not at all	0 0.0%	27 1.1%	419 16.8%	16	445 17.8%
No Answer	0	0	0	16	
Sunday Total	579 23.2%	1,369 54.8%	551 22.0%		2,499 *

* 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

RED LINE

Expanded Results

Entry Station: Broadway

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)	796	30.4%	4.6
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	1,549	59.1%	5.2
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	143	5.5%	3.6
<i>Student</i>	16	0.6%	7.0
<i>Senior</i>	85	3.2%	2.6
<i>Disability</i>	42	1.6%	4.1
<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	133	5.1%	6.6
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	2,621	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)	1,507	57.5%	5.2
Zone	16	0.6%	3.0
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	27	1.0%	4.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,549	59.1%	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	0	0.0%	0.0
1	16	0.6%	3.0
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	0.6%	3.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Andrew

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	188	5.1%	5.1%
One Day	38	1.0%	6.1%
Two Days	152	4.1%	10.2%
Three Days	76	2.0%	12.2%
Four Days	206	5.5%	17.7%
Five Days	1,789	48.1%	65.8%
Six Days	505	13.6%	79.4%
Seven Days	730	19.6%	99.0%
Only Visiting	38	1.0%	100.0%
TOTAL	3,722	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	841 24.2%	149 4.3%	0 0.0%	18	990 28.4%
Occasionally	76 2.2%	1,761 50.6%	261 7.5%	167	2,098 60.3%
Not at all	0 0.0%	0 0.0%	394 11.3%	38	394 11.3%
No Answer	0	0	0	18	
Sunday Total	917 26.3%	1,910 54.8%	655 18.8%		3,482 *

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

Fare Types and Pass Usage
RED LINE

Expanded Results

Entry Station: Andrew

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)	826	22.6%	4.2
Pay-per-ride CharlieTicket (paper)	206	5.7%	5.5
Monthly pass	2,106	57.8%	5.4
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	208	5.7%	3.6
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	0	0.0%	0.0
<i>Disability</i>	208	5.7%	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	301	8.2%	6.1
Other	0	0.0%	0.0
No Fare Payment Type Selected	76		
All Payment Types	3,647	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)	1,899	52.1%	5.5
Zone	94	2.6%	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	0	0.0%	0.0
Senior	76	2.1%	5.0
Disability	38	1.0%	4.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,106	57.8%	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	38	1.0%	7.0
1	37	1.0%	5.0
2	0	0.0%	0.0
3	18	0.5%	4.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	94	2.6%	5.6

Usage Rates
RED LINE

Expanded Results

Entry Station: JFK/UMass

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	156	3.4%	3.4%
One Day	78	1.7%	5.0%
Two Days	183	3.9%	9.0%
Three Days	393	8.5%	17.4%
Four Days	442	9.5%	26.9%
Five Days	2,008	43.2%	70.2%
Six Days	550	11.8%	82.0%
Seven Days	732	15.8%	97.7%
Only Visiting	105	2.3%	100.0%
TOTAL	4,647	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	629 14.5%	236 5.4%	78 1.8%	53	943 21.8%
Occasionally	79 1.8%	2,114 48.8%	314 7.3%	156	2,508 57.9%
Not at all	0 0.0%	26 0.6%	858 19.8%	26	884 20.4%
No Answer	0	0	26	53	
Sunday Total	708 16.3%	2,377 54.8%	1,250 28.8%		4,335 *

* 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

RED LINE

Expanded Results

Entry Station: JFK/UMass

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)	912	19.7%	3.7
Pay-per-ride CharlieTicket (paper)	131	2.8%	2.8
Monthly pass	2,846	61.6%	5.3
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	365	7.9%	4.1
<i>Student</i>	26	0.6%	5.0
<i>Senior</i>	208	4.5%	3.0
<i>Disability</i>	131	2.8%	5.6
<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	369	8.0%	5.4
Other	0	0.0%	0.0
No Fare Payment Type Selected	26		
All Payment Types	4,623	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)	2,399	51.9%	5.3
Zone	290	6.3%	5.1
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	53	1.1%	6.5
Senior	53	1.1%	4.0
Disability	26	0.6%	6.0
No Pass Selected	26	0.6%	5.0
Total Riders Using Monthly Passes	2,846	61.6%	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	105	2.3%	5.3
1	0	0.0%	0.0
2	26	0.6%	5.0
3	53	1.1%	4.5
4	0	0.0%	0.0
5	26	0.6%	7.0
6	26	0.6%	5.0
7	26	0.6%	5.0
8	26	0.6%	4.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	290	6.3%	5.1



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: North Quincy

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	168	3.1%	3.1%
One Day	0	0.0%	3.1%
Two Days	175	3.2%	6.4%
Three Days	193	3.6%	10.0%
Four Days	249	4.6%	14.6%
Five Days	3,726	69.2%	83.8%
Six Days	318	5.9%	89.7%
Seven Days	496	9.2%	99.0%
Only Visiting	56	1.0%	100.0%
TOTAL	5,381	100.0%	100.0%
No Answer	40		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	554 10.9%	191 3.8%	12 0.2%	40	757 14.9%
Occasionally	28 0.6%	2,613 51.5%	335 6.6%	160	2,976 58.6%
Not at all	0 0.0%	0 0.0%	1,342 26.4%	91	1,342 26.4%
No Answer	0	0	0	56	
Sunday Total	582 11.5%	2,804 55.3%	1,688 33.3%		5,074 *

* 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

RED LINE

Expanded Results

Entry Station: North Quincy

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)	1,056	19.5%	4.4
Pay-per-ride CharlieTicket (paper)	214	4.0%	3.8
Monthly pass	3,745	69.1%	5.1
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	219	4.0%	4.0
<i>Student</i>	84	1.5%	5.7
<i>Senior</i>	79	1.5%	2.3
<i>Disability</i>	56	1.0%	4.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	28	0.5%	5.0
1-Day LinkPass	12	0.2%	5.0
7-Day LinkPass	124	2.3%	6.6
Other	23	0.4%	5.0
No Fare Payment Type Selected	0		
All Payment Types	5,420	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)	3,496	64.5%	5.1
Zone	153	2.8%	4.5
Boat	12	0.2%	3.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	0	0.0%	0.0
Student	56	1.0%	5.5
Senior	28	0.5%	7.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	3,745	69.1%	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	51	0.9%	5.0
1	51	0.9%	4.3
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	28	0.5%	5.0
7	0	0.0%	0.0
8	12	0.2%	3.0
Interzone	0	0.0%	0.0
No Zone Selected	12	0.2%	4.0
Total Riders Using Zone Passes	153	2.8%	4.5



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Wollaston

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	131	3.7%	3.7%
One Day	33	0.9%	4.6%
Two Days	123	3.4%	8.0%
Three Days	206	5.7%	13.8%
Four Days	181	5.1%	18.8%
Five Days	2,356	65.8%	84.6%
Six Days	321	9.0%	93.6%
Seven Days	214	6.0%	99.5%
Only Visiting	16	0.5%	100.0%
TOTAL	3,581	100.0%	100.0%
No Answer	49		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	329 9.6%	156 4.5%	8 0.2%	17	494 14.3%
Occasionally	16 0.5%	1,894 55.0%	190 5.5%	74	2,100 61.0%
Not at all	0 0.0%	25 0.7%	824 23.9%	33	848 24.7%
No Answer	25	16	0	25	
Sunday Total	345 10.0%	2,075 60.3%	1,022 29.7%		3,441 *

* 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

RED LINE

Expanded Results

Entry Station: Wollaston

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)	741	20.5%	4.1
Pay-per-ride CharlieTicket (paper)	49	1.4%	4.7
Monthly pass	2,512	69.5%	5.0
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	181	5.0%	3.1
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	115	3.2%	2.3
<i>Disability</i>	66	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	16	0.5%	7.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	99	2.7%	4.4
Other	16	0.5%	4.0
No Fare Payment Type Selected	16		
All Payment Types	3,615	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)	2,306	63.8%	5.1
Zone	50	1.4%	3.5
Boat	16	0.5%	0.5
Inner Express Bus	17	0.5%	5.0
Outer Express Bus	0	0.0%	0.0
Student	33	0.9%	5.8
Senior	74	2.0%	4.9
Disability	0	0.0%	0.0
No Pass Selected	16	0.5%	5.0
Total Riders Using Monthly Passes	2,512	69.5%	5.0

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	17	0.5%	4.5
1	8	0.2%	5.0
2	17	0.5%	3.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	8	0.2%	1.0
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%	3.5



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Quincy Center

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	111	4.1%	4.1%
One Day	76	2.8%	6.9%
Two Days	53	2.0%	8.9%
Three Days	116	4.3%	13.2%
Four Days	147	5.5%	18.7%
Five Days	1,775	65.7%	84.3%
Six Days	182	6.7%	91.1%
Seven Days	195	7.2%	98.3%
Only Visiting	47	1.7%	100.0%
TOTAL	2,702	100.0%	100.0%
No Answer	3,420		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	230 9.8%	113 4.8%	0 0.0%	53	343 14.7%
Occasionally	12 0.5%	1,207 51.6%	228 9.8%	192	1,447 61.8%
Not at all	0 0.0%	12 0.5%	538 23.0%	30	550 23.5%
No Answer	0	0	12	3,498	
Sunday Total	242 10.3%	1,331 56.9%	767 32.8%		2,340 *

* 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

RED LINE

Expanded Results

Entry Station: Quincy 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)	1,333	21.8%	4.6
Pay-per-ride CharlieTicket (paper)	201	3.3%	2.9
Monthly pass	3,943	64.5%	5.1
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	363	5.9%	3.0
<i>Student</i>	65	1.1%	4.2
<i>Senior</i>	187	3.1%	2.4
<i>Disability</i>	111	1.8%	3.1
<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	272	4.4%	4.9
Other	0	0.0%	0.0
No Fare Payment Type Selected	12		
All Payment Types	6,112	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)	3,594	58.8%	5.1
Zone	209	3.4%	4.7
Boat	76	1.2%	3.0
Inner Express Bus	30	0.5%	5.0
Outer Express Bus	0	0.0%	0.0
Student	0	0.0%	0.0
Senior	12	0.2%	5.0
Disability	23	0.4%	6.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	3,943	64.5%	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	36	0.6%	5.0
1	36	0.6%	5.0
2	12	0.2%	0.0
3	0	0.0%	0.0
4	41	0.7%	4.2
5	18	0.3%	0.0
6	30	0.5%	0.0
7	12	0.2%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	23	0.4%	0.0
Total Riders Using Zone Passes	209	3.4%	4.7



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Quincy Adams

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	151	4.7%	4.7%
One Day	53	1.7%	6.4%
Two Days	150	4.7%	11.1%
Three Days	166	5.2%	16.3%
Four Days	272	8.5%	24.8%
Five Days	2,276	71.2%	96.0%
Six Days	52	1.6%	97.7%
Seven Days	42	1.3%	99.0%
Only Visiting	32	1.0%	100.0%
TOTAL	3,194	100.0%	100.0%
No Answer	32		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	82 2.8%	0 0.0%	0 0.0%	31	82 2.8%
Occasionally	21 0.7%	1,218 40.8%	291 9.7%	104	1,530 51.2%
Not at all	0 0.0%	41 1.4%	1,334 44.7%	52	1,375 46.0%
No Answer	0	21	10	22	
Sunday Total	103 3.5%	1,259 42.2%	1,624 54.4%		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

RED LINE

Expanded Results

Entry Station: Quincy Adams

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)	631	19.8%	3.9
Pay-per-ride CharlieTicket (paper)	252	7.9%	2.8
Monthly pass	2,088	65.4%	4.8
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	75	2.3%	3.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	54	1.7%	2.7
<i>Disability</i>	21	0.7%	4.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	11	0.3%	0.0
7-Day LinkPass	115	3.6%	4.5
Other	22	0.7%	5.0
No Fare Payment Type Selected	32		
All Payment Types	3,195	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)	1,897	59.4%	4.8
Zone	123	3.8%	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	0	0.0%	0.0
Senior	48	1.5%	5.0
Disability	21	0.7%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	2,088	65.4%	4.8

Zones Reported by Users of Zone Passes: Zone	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	10	0.3%	5.0
1	20	0.6%	5.0
2	62	1.9%	3.6
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	10	0.3%	5.0
7	0	0.0%	0.0
8	20	0.6%	3.5
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	123	3.8%	4.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Braintree

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	137	4.4%	4.4%
One Day	81	2.6%	7.0%
Two Days	116	3.7%	10.8%
Three Days	266	8.6%	19.4%
Four Days	216	7.0%	26.3%
Five Days	2,030	65.6%	91.9%
Six Days	87	2.8%	94.7%
Seven Days	110	3.6%	98.3%
Only Visiting	52	1.7%	100.0%
TOTAL	3,095	100.0%	100.0%
No Answer	37		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	129 4.5%	29 1.0%	8 0.3%	37	166 5.7%
Occasionally	0 0.0%	1,284 44.6%	111 3.8%	116	1,395 48.4%
Not at all	0 0.0%	13 0.5%	1,308 45.4%	71	1,322 45.9%
No Answer	13	0	0	13	
Sunday Total	129 4.5%	1,326 46.0%	1,427 49.5%		2,882 *

* 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

RED LINE

Expanded Results

Entry Station: Braintree

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)	876	28.0%	3.8
Pay-per-ride CharlieTicket (paper)	116	3.7%	3.3
Monthly pass	1,851	59.1%	4.9
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	173	5.5%	2.9
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	126	4.0%	2.8
<i>Disability</i>	47	1.5%	3.3
<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	108	3.4%	5.4
Other	8	0.3%	5.0
No Fare Payment Type Selected	0		
All Payment Types	3,132	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)	1,664	53.1%	4.9
Zone	163	5.2%	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	0	0.0%	0.0
Senior	16	0.5%	4.5
Disability	0	0.0%	0.0
No Pass Selected	8	0.3%	5.0
Total Riders Using Monthly Passes	1,851	59.1%	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	16	0.5%	5.0
1	16	0.5%	5.0
2	32	1.0%	4.0
3	55	1.8%	4.6
4	13	0.4%	0.0
5	8	0.3%	0.5
6	16	0.5%	5.0
7	8	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	163	5.2%	4.4



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Savin Hill

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	23	1.7%	1.7%
One Day	0	0.0%	1.7%
Two Days	34	2.4%	4.0%
Three Days	89	6.3%	10.4%
Four Days	107	7.6%	17.9%
Five Days	758	53.7%	71.6%
Six Days	187	13.3%	84.9%
Seven Days	214	15.1%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	1,412	100.0%	100.0%
No Answer	13		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	281 20.7%	99 7.3%	13 1.0%	47	394 29.0%
Occasionally	26 1.9%	632 46.7%	124 9.2%	23	783 57.8%
Not at all	13 1.0%	10 0.8%	155 11.5%	0	179 13.2%
No Answer	0	0	0	0	
Sunday Total	320 23.6%	742 54.7%	293 21.6%		1,355 *

* 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

RED LINE

Expanded Results

Entry Station: Savin 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)	309	21.9%	4.5
Pay-per-ride CharlieTicket (paper)	26	1.9%	5.0
Monthly pass	973	68.9%	5.2
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	34	2.4%	5.8
<i>Student</i>	10	0.7%	5.0
<i>Senior</i>	13	0.9%	7.0
<i>Disability</i>	10	0.7%	5.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	70	5.0%	5.3
Other	0	0.0%	0.0
No Fare Payment Type Selected	13		
All Payment Types	1,412	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)	900	63.7%	5.2
Zone	10	0.7%	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	50	3.5%	5.9
Disability	13	0.9%	5.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	973	68.9%	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	10	0.7%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	10	0.7%	5.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Fields Corner

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	92	3.1%	3.1%
One Day	0	0.0%	3.1%
Two Days	112	3.7%	6.8%
Three Days	125	4.2%	11.0%
Four Days	252	8.4%	19.3%
Five Days	1,701	56.5%	75.8%
Six Days	357	11.9%	87.7%
Seven Days	371	12.3%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	3,010	100.0%	100.0%
No Answer	53		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	452 16.3%	185 6.7%	33 1.2%	119	670 24.1%
Occasionally	59 2.1%	1,226 44.2%	192 6.9%	92	1,478 53.3%
Not at all	0 0.0%	13 0.5%	612 22.1%	33	625 22.5%
No Answer	13	0	0	33	
Sunday Total	511 18.4%	1,424 51.4%	837 30.2%		2,773 *

* 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

RED LINE

Expanded Results

Entry Station: Fields Corner

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)	517	17.0%	4.6
Pay-per-ride CharlieTicket (paper)	86	2.8%	4.5
Monthly pass	1,792	58.7%	5.2
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	316	10.4%	4.3
<i>Student</i>	59	1.9%	5.7
<i>Senior</i>	171	5.6%	3.1
<i>Disability</i>	86	2.8%	5.5
<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	33	1.1%	2.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	306	10.0%	5.5
Other	0	0.0%	0.0
No Fare Payment Type Selected	13		
All Payment Types	3,050	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)	1,692	55.5%	5.2
Zone	33	1.1%	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	20	0.6%	5.0
Senior	20	0.6%	3.0
Disability	13	0.4%	7.0
No Pass Selected	13	0.4%	7.0
Total Riders Using Monthly Passes	1,792	58.7%	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	20	0.6%	5.0
1	13	0.4%	5.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	33	1.1%	5.0



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Shawmut

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	0	0.0%	0.0%
One Day	0	0.0%	0.0%
Two Days	40	2.3%	2.3%
Three Days	61	3.5%	5.7%
Four Days	144	8.1%	13.8%
Five Days	1,101	62.1%	75.9%
Six Days	204	11.5%	87.4%
Seven Days	224	12.6%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	1,774	100.0%	100.0%
No Answer	41		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	101 6.7%	102 6.7%	0 0.0%	61	203 13.5%
Occasionally	40 2.7%	735 48.7%	61 4.1%	163	836 55.4%
Not at all	0 0.0%	0 0.0%	469 31.1%	21	469 31.1%
No Answer	0	21	0	41	
Sunday Total	142 9.4%	836 55.4%	531 35.2%		1,509 *

* 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

RED LINE

Expanded Results

Entry Station: Shawmut

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)	347	19.1%	4.9
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	1,325	73.0%	5.3
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	21	1.1%	0.0
<i>Student</i>	21	1.1%	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	102	5.6%	5.0
Other	20	1.1%	2.0
No Fare Payment Type Selected	0		
All Payment Types	1,815	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)	1,243	68.5%	5.3
Zone	61	3.4%	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	0	0.0%	0.0
Senior	20	1.1%	5.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	1,325	73.0%	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	21	1.1%	5.0
1	20	1.1%	5.0
2	21	1.1%	4.0
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	61	3.4%	4.7



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

RED LINE

Expanded Results

Entry Station: Ashmont

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	162	6.1%	6.1%
One Day	49	1.9%	8.0%
Two Days	28	1.1%	9.1%
Three Days	77	2.9%	12.0%
Four Days	232	8.8%	20.8%
Five Days	1,488	56.4%	77.3%
Six Days	338	12.8%	90.1%
Seven Days	226	8.6%	98.7%
Only Visiting	35	1.3%	100.0%
TOTAL	2,635	100.0%	100.0%
No Answer	2,005		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	276 11.6%	78 3.3%	21 0.9%	77	374 15.8%
Occasionally	28 1.2%	978 41.3%	268 11.3%	155	1,274 53.8%
Not at all	0 0.0%	14 0.6%	705 29.8%	49	720 30.4%
No Answer	0	0	0	1,992	
Sunday Total	304 12.8%	1,070 45.2%	994 42.0%		2,368 *

* 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

RED LINE

Expanded Results

Entry Station: Ashmont

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)	1,210	26.1%	4.4
Pay-per-ride CharlieTicket (paper)	162	3.5%	3.0
Monthly pass	2,736	59.1%	5.0
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	265	5.7%	4.1
<i>Student</i>	36	0.8%	5.0
<i>Senior</i>	132	2.9%	3.5
<i>Disability</i>	97	2.1%	4.6
<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	14	0.3%	0.0
7-Day LinkPass	240	5.2%	5.2
Other	0	0.0%	0.0
No Fare Payment Type Selected	14		
All Payment Types	4,627	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)	2,496	53.9%	5.2
Zone	58	1.2%	3.9
Boat	0	0.0%	0.0
Inner Express Bus	0	0.0%	0.0
Outer Express Bus	14	0.3%	0.5
Student	43	0.9%	5.2
Senior	28	0.6%	0.0
Disability	41	0.9%	6.5
No Pass Selected	56	1.2%	2.7
Total Riders Using Monthly Passes	2,736	59.1%	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	14	0.3%	5.0
1	7	0.2%	0.0
2	0	0.0%	0.0
3	7	0.2%	0.5
4	7	0.2%	4.0
5	0	0.0%	0.0
6	7	0.2%	5.0
7	0	0.0%	0.0
8	14	0.3%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	58	1.2%	3.9



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Ashmont

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	0	0.0%	0.0%
One Day	0	0.0%	0.0%
Two Days	0	0.0%	0.0%
Three Days	0	0.0%	0.0%
Four Days	0	0.0%	0.0%
Five Days	32	62.2%	62.2%
Six Days	0	0.0%	62.2%
Seven Days	19	37.8%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	51	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	19 75.5%	0 0.0%	0 0.0%	0	19 75.5%
Occasionally	0 0.0%	0 0.0%	0 0.0%	6	0 0.0%
Not at all	0 0.0%	0 0.0%	6 24.5%	0	6 24.5%
No Answer	0	0	0	19	
Sunday Total	19 75.5%	0 0.0%	6 24.5%		25 *

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

Fare Types and Pass Usage
MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Ashmont

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)	32	62.2%	6.2
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	19	37.8%	5.0
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	0		
All Payment Types	51	100.0%	5.8

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)	0	0.0%	0.0
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	19	37.8%	5.0
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	19	37.8%	5.0

**Zones Reported by
Users of Zone Passes:**

(No Zones Reported)



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Cedar Grove

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	0	0.0%	0.0%
One Day	0	0.0%	0.0%
Two Days	0	0.0%	0.0%
Three Days	14	12.7%	12.7%
Four Days	11	10.4%	23.1%
Five Days	85	76.9%	100.0%
Six Days	0	0.0%	100.0%
Seven Days	0	0.0%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	110	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	0 0.0%	4 5.1%	0 0.0%	7	4 5.1%
Occasionally	0 0.0%	32 36.3%	13 15.2%	4	45 51.5%
Not at all	0 0.0%	0 0.0%	38 43.5%	0	38 43.5%
No Answer	0	11	0	0	
Sunday Total	0 0.0%	36 41.4%	51 58.6%		87 *

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

Fare Types and Pass Usage
MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Cedar Grove

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)	40	36.8%	4.4
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	61	55.2%	4.8
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	4	4.0%	5.0
Other	4	4.0%	5.0
No Fare Payment Type Selected	0		
All Payment Types	110	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)	61	55.2%	4.8
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	61	55.2%	4.8

Zones Reported by Users of Zone Passes:

(No Zones Reported)



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Butler

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	0	0.0%	0.0%
One Day	0	0.0%	0.0%
Two Days	4	2.1%	2.1%
Three Days	22	12.5%	14.6%
Four Days	22	12.5%	27.1%
Five Days	87	50.1%	77.2%
Six Days	36	20.7%	97.9%
Seven Days	4	2.1%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	175	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	14 8.4%	4 2.2%	0 0.0%	0	18 10.6%
Occasionally	0 0.0%	101 59.3%	0 0.0%	0	101 59.3%
Not at all	0 0.0%	0 0.0%	51 30.1%	0	51 30.1%
No Answer	0	4	0	0	
Sunday Total	14 8.4%	105 61.5%	51 30.1%		170 *

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

Fare Types and Pass Usage
MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Butler

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)	29	16.7%	4.4
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	120	68.7%	5.1
Full cash fare on-board trolley	4	2.1%	6.0
Reduced fare	22	12.5%	3.8
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	22	12.5%	3.8
<i>Disability</i>	0	0.0%	0.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	0		
All Payment Types	174	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)	120	68.7%	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	0	0.0%	0.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	120	68.7%	5.1

Zones Reported by
Users of Zone Passes:

(No Zones Reported)



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Milton

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	4	2.2%	2.2%
One Day	4	2.2%	4.5%
Two Days	7	3.6%	8.1%
Three Days	13	7.2%	15.2%
Four Days	11	6.2%	21.5%
Five Days	113	61.6%	83.0%
Six Days	22	12.1%	95.1%
Seven Days	9	4.9%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	183	100.0%	100.0%
No Answer	4		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	12 7.4%	7 4.0%	0 0.0%	8	19 11.4%
Occasionally	0 0.0%	91 54.9%	14 8.4%	9	104 63.4%
Not at all	0 0.0%	0 0.0%	42 25.3%	5	42 25.3%
No Answer	0	0	0	0	
Sunday Total	12 7.4%	97 58.9%	56 33.7%		165 *

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

Fare Types and Pass Usage
MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Milton

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)	39	21.5%	3.5
Pay-per-ride CharlieTicket (paper)	7	3.6%	2.2
Monthly pass	135	73.6%	5.2
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	2	1.3%	6.0
Other	0	0.0%	0.0
No Fare Payment Type Selected	4		
All Payment Types	183	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)	130	71.0%	5.2
Zone	2	1.3%	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	2	1.3%	5.0
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	135	73.6%	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	2	1.3%	5.0
1	0	0.0%	0.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	2	1.3%	5.0



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Rapid Transit Survey

Usage Rates

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Central Avenue

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	24	4.6%	4.6%
One Day	7	1.4%	6.0%
Two Days	0	0.0%	6.0%
Three Days	40	7.8%	13.8%
Four Days	62	12.0%	25.8%
Five Days	256	49.5%	75.3%
Six Days	24	4.6%	79.9%
Seven Days	87	16.9%	96.8%
Only Visiting	16	3.2%	100.0%
TOTAL	516	100.0%	100.0%
No Answer	24		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	65 13.7%	7 1.5%	0 0.0%	0	73 15.3%
Occasionally	0 0.0%	203 42.5%	49 10.3%	47	252 52.8%
Not at all	0 0.0%	0 0.0%	152 31.9%	0	152 31.9%
No Answer	0	0	0	16	
Sunday Total	65 13.7%	210 44.1%	201 42.2%		476 *

* 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

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Central Avenue

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)	95	17.8%	4.5
Pay-per-ride CharlieTicket (paper)	24	4.4%	2.5
Monthly pass	365	68.5%	5.2
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	33	6.1%	3.5
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	16	3.1%	3.0
<i>Disability</i>	16	3.1%	4.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	0	0.0%	0.0
Blind Access Card	0	0.0%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	0	0.0%	0.0
Other	16	3.1%	5.0
No Fare Payment Type Selected	7		
All Payment Types	533	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)	341	64.1%	5.2
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	16	3.1%	0.0
Senior	7	1.4%	5.0
Disability	0	0.0%	0.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	365	68.5%	5.2

Zones Reported by

Users of Zone Passes:

(No Zones Reported)



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Valley Road

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	3	8.3%	8.3%
One Day	0	0.0%	8.3%
Two Days	0	0.0%	8.3%
Three Days	3	8.3%	16.7%
Four Days	0	0.0%	16.7%
Five Days	25	75.0%	91.7%
Six Days	3	8.3%	100.0%
Seven Days	0	0.0%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	34	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	0 0.0%	0 0.0%	0 0.0%	0	0 0.0%
Occasionally	0 0.0%	25 75.0%	0 0.0%	0	25 75.0%
Not at all	0 0.0%	3 8.3%	6 16.7%	0	8 25.0%
No Answer	0	0	0	0	
Sunday Total	0 0.0%	28 83.3%	6 16.7%		33 *

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

Fare Types and Pass Usage
MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Valley Road

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)	8	25.0%	3.2
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	25	75.0%	5.0
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	0		
All Payment Types	33	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)	25	75.0%	5.0
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	25	75.0%	5.0

**Zones Reported by
Users of Zone Passes:**

(No Zones Reported)



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Capen Street

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	0	0.0%	0.0%
One Day	20	33.3%	33.3%
Two Days	0	0.0%	33.3%
Three Days	2	3.9%	37.3%
Four Days	9	15.7%	52.9%
Five Days	26	43.1%	96.1%
Six Days	2	3.9%	100.0%
Seven Days	0	0.0%	100.0%
Only Visiting	0	0.0%	100.0%
TOTAL	59	100.0%	100.0%
No Answer	0		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	0 0.0%	0 0.0%	0 0.0%	0	0 0.0%
Occasionally	0 0.0%	41 71.4%	2 4.1%	0	44 75.5%
Not at all	0 0.0%	0 0.0%	14 24.5%	0	14 24.5%
No Answer	0	0	0	2	
Sunday Total	0 0.0%	41 71.4%	16 28.6%		58 *

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

Fare Types and Pass Usage
MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Capen 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)	9	15.7%	4.3
Pay-per-ride CharlieTicket (paper)	0	0.0%	0.0
Monthly pass	31	51.0%	4.8
Full cash fare on-board trolley	0	0.0%	0.0
Reduced fare	10	16.7%	1.0
<i>Student</i>	0	0.0%	0.0
<i>Senior</i>	10	16.7%	1.0
<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	10	16.7%	1.0
No Fare Payment Type Selected	0		
All Payment Types	60	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)	31	51.0%	4.8
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	31	51.0%	4.8

**Zones Reported by
Users of Zone Passes:**

(No Zones Reported)



MBTA Surveys: 2008-09

Rapid Transit Survey

Usage Rates

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Mattapan

Number of Days per Week Riders Use the Service:	Number of Riders	Percent of Riders	Cumulative Percentage
Less than One	148	10.6%	10.6%
One Day	20	1.4%	12.0%
Two Days	20	1.4%	13.4%
Three Days	109	7.8%	21.3%
Four Days	105	7.5%	28.8%
Five Days	624	44.7%	73.4%
Six Days	166	11.9%	85.3%
Seven Days	136	9.7%	95.0%
Only Visiting	69	5.0%	100.0%
TOTAL	1,397	100.0%	100.0%
No Answer	108		

Weekend Usage:	Sunday Usage*				Saturday Total
	Regularly	Occasionally	Not at All	No Answer	
Saturday Usage*					
Regularly	139 12.0%	106 9.2%	0 0.0%	49	245 21.3%
Occasionally	0 0.0%	414 36.0%	97 8.4%	146	511 44.4%
Not at all	9 0.8%	0 0.0%	385 33.5%	39	394 34.3%
No Answer	0	40	0	80	
Sunday Total	148 12.8%	521 45.2%	482 41.9%		1,151 *

* 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

MATTAPAN HIGH SPEED LINE

Expanded Results

Entry Station: Mattapan

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)	491	32.6%	4.4
Pay-per-ride CharlieTicket (paper)	20	1.3%	0.0
Monthly pass	659	43.8%	4.8
Full cash fare on-board trolley	29	1.9%	0.5
Reduced fare	139	9.2%	4.1
<i>Student</i>	29	1.9%	5.0
<i>Senior</i>	80	5.3%	3.2
<i>Disability</i>	29	1.9%	5.0
<i>No Reduced Fare Selected</i>	0	0.0%	0.0
Child under age 12 free fare	20	1.3%	0.5
Blind Access Card	20	1.3%	0.0
1-Day LinkPass	0	0.0%	0.0
7-Day LinkPass	106	7.1%	5.7
Other	20	1.3%	0.5
No Fare Payment Type Selected	0		
All Payment Types	1,505	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)	592	39.3%	4.8
Zone	18	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	29	1.9%	3.3
Disability	20	1.3%	6.0
No Pass Selected	0	0.0%	0.0
Total Riders Using Monthly Passes	659	43.8%	4.8

Zones Reported by

Users of Zone Passes:

Zone

	Number of Riders	Percent of All Riders Responding to Fare Question	Avg. No. of Days Line Used/Wk.
1A	9	0.6%	5.0
1	9	0.6%	5.0
2	0	0.0%	0.0
3	0	0.0%	0.0
4	0	0.0%	0.0
5	0	0.0%	0.0
6	0	0.0%	0.0
7	0	0.0%	0.0
8	0	0.0%	0.0
Interzone	0	0.0%	0.0
No Zone Selected	0	0.0%	0.0
Total Riders Using Zone Passes	18	1.2%	5.0



Vehicle Availability

The four types of data presented in this chapter describe the potential for Red 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. For each station, four tables presenting the four 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. Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Red 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 Red 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

Northern Segment

Overall, 90% of the passengers at northern segment stations were licensed drivers. Alewife and Kendall/MIT had the highest rates of licensed drivers, at 93% each. The lowest reported rates were at Harvard (86%) and Central (87%)

Central Segment

Overall, 90% of the passengers at central segment stations were licensed drivers. South Station had the highest rate of licensed drivers, at 93%. About one-quarter of the riders boarding the Red Line there transferred from commuter rail trains that they had accessed by driving and parking. The lowest reported license rate was at Downtown Crossing (83%). This was partly attributable to the number of riders aged 65 or older without licenses at this station.

Dorchester Branch

The rates of licensed drivers were relatively low among riders entering each Dorchester branch station. Overall, 79% of these riders were licensed. The highest reported rate was at Shawmut (84%). The lowest reported rate was at Fields Corner (75%). These low rates contribute to the relatively high transit dependence of riders on this segment.

South Shore Branch

Overall, 89% of riders entering South Shore branch stations were licensed drivers, but the rates varied widely among stations. The highest rates were reported at Braintree (95%) and Quincy Adams (94%). Both of these are regional facilities with high levels of park-and-ride access. Quincy Center Station had the lowest rate of licensed drivers on the segment (83%). This station has an extensive network of feeder buses, both from points within Quincy and from other South Shore communities.

Mattapan High-Speed Line

At most of the individual stations on the Mattapan High-Speed Line, the number of survey responses was too low to provide reliable information on the percentage of licensed drivers. For the line overall, only 71% of the riders were licensed. This was lower than the reported rate at any individual station on the heavy rail segments of the Red Line.

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

Northern Segment

On the northern segment overall, 28% of riders had two or more vehicles per household, 44% one vehicle, and 28% no vehicle. Riders boarding at Alewife Station had by far the highest vehicle ownership, with 52% having two or more vehicles per household and only 10% having no vehicles. Riders boarding at Central Station had by far the lowest vehicle ownership, with only 18% having two or more vehicles per household and 39% having no vehicles. At the other four northern segment stations, 23% to 27% of riders were from households with two or more vehicles, and 27% to 32% were from households with no vehicles.

Central Segment

On the central segment overall, 38% of riders had two or more vehicles per household, 39% one vehicle, and 22% no vehicle. However, these percentages varied widely among the stations. At South Station, where many of the entering riders came from suburban origins via commuter rail or buses, 58% of the total came from households with two or more vehicles and only 10% from households with none. Riders entering Broadway Station had the lowest rate of households, with two or more vehicles (19%), but Downtown Crossing and Charles/MGH had the highest rates of no-vehicle households (37% and 38%). To some extent, low vehicle ownership in the central segment reflects choices of urban core residents not to own vehicles, rather than economic necessity.

Dorchester Branch

On the Dorchester branch overall, 29% of riders had two or more vehicles per household, 42% one vehicle, and 29% no vehicle. This was very similar to the overall distribution of vehicle ownership on the northern segment. However, as on other segments, these percentages varied widely among the stations. Ashmont had the highest percentage of riders with two or more household vehicles (34%), but only the second-lowest percentage of no-vehicle households (22%), after Shawmut (16%). Andrew Station had both the lowest percentage of riders with two or more household vehicles (23%) and the highest percentage with no vehicles (42%).

South Shore Branch

Overall, auto ownership rates were higher among riders on the South Shore branch than among those on any of the other Red Line segments. At South Shore stations, 47% of riders had two or more vehicles per household, 41% one vehicle, and only 12% no vehicle. The percentage of riders with two or more household vehicles was highest at Quincy Adams (70%), followed by Braintree (66%). Only 4% of the riders at each of these stations had no household vehicles. Riders at Quincy Center had both the highest rate of no-vehicle

households (19%) and the lowest rate of households with two or more vehicles (32%).

Mattapan High-Speed Line

Overall, auto ownership among riders on the Mattapan High-Speed Line was most similar to that on the central segment. On the High-Speed Line, 39% of riders were from households with two or more vehicles, and 23% were from households with no vehicles.

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 Red 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

Northern Segment

At most of the northern segment stations, 41% to 48% of passengers had vehicles available for their trips. At Alewife, where 36% of the riders used park-and-ride access, nearly twice this number (71%) had vehicles available.

Central Segment

At most central segment stations, 46% to 51% of passengers had vehicles available for their trips. At South Station, where a majority of riders transferred from commuter rail or bus services from outlying origins, 69% had vehicles available.

Dorchester Branch

Among Red Line segments, the Dorchester branch had the lowest overall vehicle ability rate (45%), but the figure varied widely within the branch. At Fields Corner, Andrew, and JFK/UMass, 39% to 42% of riders had vehicles available. At Ashmont, Savin Hill, and Shawmut, vehicle availability ranged from 48% to 56%.

South Shore Branch

South Shore branch riders had the highest vehicle ability rates on the Red Line, at 68% overall. Riders at Quincy Adams had the highest vehicle availability (82%). Riders at Quincy Center had the lowest vehicle availability (54%), but

even this was higher than the availability at most individual stations on other Red Line segments.

Mattapan High-Speed Line

On the Mattapan High-Speed Line overall, 48% of riders had vehicles available for their trips. This was higher than the overall rate on the Dorchester branch, and only slightly below the overall rate on the northern segment.

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

Northern Segment

On the northern segment overall, 24% of riders were from households with 1.0 or more vehicles per capita. The percentage of riders in this category was highest by far at Alewife (35%) and lowest at Central and Kendall/MIT (18%). At the other three stations, 22% to 26% of riders had 1.0 or more vehicles per capita.

Central Segment

On the central segment overall, 34% of riders were from households with 1.0 or more vehicles per capita. The percentages at Park Street and Broadway were very close to this average. At South Station 40% of riders were from households with 1.0 or more vehicles per capita, but at Downtown Crossing and Charles/MGH only 26% to 27% were.

Dorchester Branch

Per capita vehicle ownership on the Dorchester branch was lower than that on any other segment. Overall, 20% of Dorchester branch riders were from households with 1.0 or more vehicles per capita. This rate ranged from 13% at Shawmut to 22% at Ashmont and Savin Hill. These results reflected both lower household vehicle ownership and higher mean household size on the Dorchester branch than on other segments.

South Shore Branch

Per capita vehicle ownership was relatively high at every station on the South Shore branch. For the segment overall, 39% of riders were from households with 1.0 or more vehicles per capita. This was nearly twice the rate on the Dorchester branch. Quincy Adams had the highest rate of riders with more than 1.0 vehicle per capita (47%), and North Quincy had the lowest rate, 33%.

Mattapan High-Speed Line

Overall, 23% of riders on the Mattapan High-Speed Line were from households with per capita vehicle ownership of 1.0 or more. This was higher than the rate at any individual station on the Dorchester branch.

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Alewife

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	7,097	92.5%
Not Licensed	579	7.5%
TOTAL	7,676	100.0%
No Answer	21	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	796	10.4%
1 vehicle	2,863	37.5%
2 vehicles	2,988	39.1%
3 or more vehicles	989	13.0%
TOTAL	7,635	100.0%
No Answer	61	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	5,372	70.5%
No	2,249	29.5%
TOTAL	7,621	100.0%
No Answer	75	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	782	10.5%	10.5%
0.01 to 0.49 vehicles	1,098	14.8%	25.3%
0.50 to 0.99 vehicles	2,943	39.6%	64.8%
1.00 to 1.49 vehicles	2,352	31.6%	96.4%
1.50 to 1.99 vehicles	218	2.9%	99.4%
2 or more vehicles	47	0.6%	100.0%
TOTAL RESPONSES	7,440		



MBTA Surveys: 2008-09

Rapid Transit Survey

Vehicle Availability

Expanded Results

RED LINE

Entry Station: Davis

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	7,942	91.8%
Not Licensed	708	8.2%
TOTAL	8,650	100.0%
No Answer	38	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	2,312	27.0%
1 vehicle	4,150	48.5%
2 vehicles	1,659	19.4%
3 or more vehicles	443	5.2%
TOTAL	8,564	100.0%
No Answer	124	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	4,176	48.4%
No	4,450	51.6%
TOTAL	8,626	100.0%
No Answer	62	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	2,216	26.7%	26.7%
0.01 to 0.49 vehicles	1,469	17.7%	44.4%
0.50 to 0.99 vehicles	2,485	30.0%	74.4%
1.00 to 1.49 vehicles	2,026	24.4%	98.8%
1.50 to 1.99 vehicles	66	0.8%	99.6%
2 or more vehicles	29	0.4%	100.0%
TOTAL RESPONSES	8,292		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Porter

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	5,584	92.4%
Not Licensed	460	7.6%
TOTAL	6,044	100.0%
No Answer	41	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	1,708	28.3%
1 vehicle	2,844	47.2%
2 vehicles	1,135	18.8%
3 or more vehicles	344	5.7%
TOTAL	6,032	100.0%
No Answer	54	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	2,905	48.4%
No	3,100	51.6%
TOTAL	6,005	100.0%
No Answer	80	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,648	28.2%	28.2%
0.01 to 0.49 vehicles	854	14.6%	42.8%
0.50 to 0.99 vehicles	1,998	34.2%	76.9%
1.00 to 1.49 vehicles	1,230	21.0%	97.9%
1.50 to 1.99 vehicles	94	1.6%	99.5%
2 or more vehicles	27	0.5%	100.0%
TOTAL RESPONSES	5,850		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Harvard

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	8,853	86.2%
Not Licensed	1,421	13.8%
TOTAL	10,274	100.0%
No Answer	106	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	3,337	32.4%
1 vehicle	4,611	44.7%
2 vehicles	1,911	18.5%
3 or more vehicles	446	4.3%
TOTAL	10,305	100.0%
No Answer	76	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	4,328	42.2%
No	5,925	57.8%
TOTAL	10,254	100.0%
No Answer	127	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	3,228	32.2%	32.2%
0.01 to 0.49 vehicles	1,570	15.7%	47.9%
0.50 to 0.99 vehicles	3,073	30.6%	78.5%
1.00 to 1.49 vehicles	2,027	20.2%	98.7%
1.50 to 1.99 vehicles	66	0.7%	99.4%
2 or more vehicles	63	0.6%	100.0%
TOTAL RESPONSES	10,027		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Central

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	4,829	86.8%
Not Licensed	732	13.2%
TOTAL	5,561	100.0%
No Answer	2,373	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	3,057	39.2%
1 vehicle	3,352	43.0%
2 vehicles	1,184	15.2%
3 or more vehicles	208	2.7%
TOTAL	7,800	100.0%
No Answer	135	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	2,273	40.8%
No	3,295	59.2%
TOTAL	5,568	100.0%
No Answer	2,367	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	3,001	39.7%	39.7%
0.01 to 0.49 vehicles	971	12.8%	52.6%
0.50 to 0.99 vehicles	2,163	28.6%	81.2%
1.00 to 1.49 vehicles	1,381	18.3%	99.5%
1.50 to 1.99 vehicles	20	0.3%	99.7%
2 or more vehicles	22	0.3%	100.0%
TOTAL RESPONSES	7,557		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Kendall/MIT

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	3,886	92.9%
Not Licensed	298	7.1%
TOTAL	4,183	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	1,335	32.2%
1 vehicle	1,709	41.3%
2 vehicles	841	20.3%
3 or more vehicles	255	6.2%
TOTAL	4,140	100.0%
No Answer	43	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,904	45.7%
No	2,265	54.3%
TOTAL	4,169	100.0%
No Answer	14	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,312	32.4%	32.4%
0.01 to 0.49 vehicles	525	13.0%	45.4%
0.50 to 0.99 vehicles	1,469	36.3%	81.7%
1.00 to 1.49 vehicles	716	17.7%	99.4%
1.50 to 1.99 vehicles	14	0.4%	99.8%
2 or more vehicles	9	0.2%	100.0%
TOTAL RESPONSES	4,046		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Charles/MGH

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	3,591	88.2%
Not Licensed	479	11.8%
TOTAL	4,070	100.0%
No Answer	31	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	1,524	37.7%
1 vehicle	1,633	40.4%
2 vehicles	610	15.1%
3 or more vehicles	277	6.8%
TOTAL	4,043	100.0%
No Answer	58	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,843	45.3%
No	2,227	54.7%
TOTAL	4,070	100.0%
No Answer	31	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,484	37.7%	37.7%
0.01 to 0.49 vehicles	306	7.8%	45.5%
0.50 to 0.99 vehicles	1,072	27.3%	72.8%
1.00 to 1.49 vehicles	943	24.0%	96.7%
1.50 to 1.99 vehicles	129	3.3%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	3,934		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Park Street

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,772	88.9%
Not Licensed	221	11.1%
TOTAL	1,993	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	415	21.2%
1 vehicle	804	41.1%
2 vehicles	571	29.2%
3 or more vehicles	168	8.6%
TOTAL	1,958	100.0%
No Answer	35	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,005	50.7%
No	979	49.3%
TOTAL	1,984	100.0%
No Answer	9	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	378	19.7%	19.7%
0.01 to 0.49 vehicles	293	15.3%	35.0%
0.50 to 0.99 vehicles	590	30.7%	65.7%
1.00 to 1.49 vehicles	564	29.4%	95.0%
1.50 to 1.99 vehicles	37	1.9%	97.0%
2 or more vehicles	58	3.0%	100.0%
TOTAL RESPONSES	1,921		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Downtown Crossing

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	2,719	82.9%
Not Licensed	559	17.1%
TOTAL	3,278	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	1,197	36.5%
1 vehicle	1,301	39.7%
2 vehicles	586	17.9%
3 or more vehicles	195	5.9%
TOTAL	3,278	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	1,412	43.1%
No	1,866	56.9%
TOTAL	3,278	100.0%
No Answer	0	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,105	35.0%	35.0%
0.01 to 0.49 vehicles	397	12.6%	47.6%
0.50 to 0.99 vehicles	839	26.6%	74.2%
1.00 to 1.49 vehicles	767	24.3%	98.6%
1.50 to 1.99 vehicles	32	1.0%	99.6%
2 or more vehicles	13	0.4%	100.0%
TOTAL RESPONSES	3,154		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: South Station

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	7,900	93.3%
Not Licensed	565	6.7%
TOTAL	8,464	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	849	10.1%
1 vehicle	2,701	32.1%
2 vehicles	3,457	41.1%
3 or more vehicles	1,406	16.7%
TOTAL	8,413	100.0%
No Answer	51	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	5,790	69.1%
No	2,585	30.9%
TOTAL	8,375	100.0%
No Answer	89	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	797	9.8%	9.8%
0.01 to 0.49 vehicles	958	11.8%	21.7%
0.50 to 0.99 vehicles	3,051	37.7%	59.4%
1.00 to 1.49 vehicles	2,899	35.8%	95.2%
1.50 to 1.99 vehicles	265	3.3%	98.5%
2 or more vehicles	125	1.5%	100.0%
TOTAL RESPONSES	8,096		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Broadway

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,313	88.3%
Not Licensed	308	11.7%
TOTAL	2,621	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	574	21.9%
1 vehicle	1,554	59.3%
2 vehicles	376	14.4%
3 or more vehicles	117	4.4%
TOTAL	2,621	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,198	46.2%
No	1,397	53.8%
TOTAL	2,594	100.0%
No Answer	27	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	558	22.0%	22.0%
0.01 to 0.49 vehicles	355	14.0%	36.0%
0.50 to 0.99 vehicles	737	29.0%	65.1%
1.00 to 1.49 vehicles	822	32.4%	97.5%
1.50 to 1.99 vehicles	47	1.9%	99.4%
2 or more vehicles	16	0.6%	100.0%
TOTAL RESPONSES	2,536		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Andrew

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,975	80.7%
Not Licensed	710	19.3%
TOTAL	3,685	100.0%
No Answer	38	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	1,541	41.8%
1 vehicle	1,306	35.4%
2 vehicles	612	16.6%
3 or more vehicles	228	6.2%
TOTAL	3,687	100.0%
No Answer	36	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,531	42.0%
No	2,118	58.0%
TOTAL	3,649	100.0%
No Answer	74	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,485	41.5%	41.5%
0.01 to 0.49 vehicles	617	17.3%	58.8%
0.50 to 0.99 vehicles	764	21.4%	80.1%
1.00 to 1.49 vehicles	692	19.4%	99.5%
1.50 to 1.99 vehicles	0	0.0%	99.5%
2 or more vehicles	18	0.5%	100.0%
TOTAL RESPONSES	3,576		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: JFK/UMass

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	3,678	79.1%
Not Licensed	970	20.9%
TOTAL	4,649	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	1,412	31.6%
1 vehicle	1,802	40.3%
2 vehicles	808	18.1%
3 or more vehicles	444	10.0%
TOTAL	4,466	100.0%
No Answer	183	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,902	42.1%
No	2,616	57.9%
TOTAL	4,519	100.0%
No Answer	130	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,334	31.5%	31.5%
0.01 to 0.49 vehicles	785	18.6%	50.1%
0.50 to 0.99 vehicles	1,279	30.2%	80.3%
1.00 to 1.49 vehicles	756	17.9%	98.2%
1.50 to 1.99 vehicles	52	1.2%	99.4%
2 or more vehicles	26	0.6%	100.0%
TOTAL RESPONSES	4,231		



MBTA Surveys: 2008-09

Rapid Transit Survey

Vehicle Availability

RED LINE

Expanded Results

Entry Station: North Quincy

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	4,573	85.2%
Not Licensed	796	14.8%
TOTAL	5,369	100.0%
No Answer	51	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	717	13.4%
1 vehicle	2,399	44.9%
2 vehicles	1,652	30.9%
3 or more vehicles	572	10.7%
TOTAL	5,341	100.0%
No Answer	79	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	3,259	62.1%
No	1,991	37.9%
TOTAL	5,251	100.0%
No Answer	170	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	666	13.1%	13.1%
0.01 to 0.49 vehicles	1,039	20.4%	33.5%
0.50 to 0.99 vehicles	1,706	33.6%	67.1%
1.00 to 1.49 vehicles	1,627	32.0%	99.1%
1.50 to 1.99 vehicles	35	0.7%	99.8%
2 or more vehicles	12	0.2%	100.0%
TOTAL RESPONSES	5,086		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Wollaston

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	3,285	90.9%
Not Licensed	329	9.1%
TOTAL	3,615	100.0%
No Answer	17	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	477	13.3%
1 vehicle	1,515	42.3%
2 vehicles	1,170	32.7%
3 or more vehicles	420	11.7%
TOTAL	3,582	100.0%
No Answer	49	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	2,520	70.4%
No	1,062	29.6%
TOTAL	3,582	100.0%
No Answer	49	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	461	13.3%	13.3%
0.01 to 0.49 vehicles	519	14.9%	28.2%
0.50 to 0.99 vehicles	997	28.7%	56.9%
1.00 to 1.49 vehicles	1,392	40.1%	96.9%
1.50 to 1.99 vehicles	82	2.4%	99.3%
2 or more vehicles	25	0.7%	100.0%
TOTAL RESPONSES	3,475		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Quincy Center

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	2,226	83.3%
Not Licensed	448	16.7%
TOTAL	2,674	100.0%
No Answer	3,450	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	1,145	19.1%
1 vehicle	2,941	49.0%
2 vehicles	1,535	25.6%
3 or more vehicles	382	6.4%
TOTAL	6,003	100.0%
No Answer	121	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	1,425	54.3%
No	1,201	45.7%
TOTAL	2,626	100.0%
No Answer	3,498	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	1,009	18.2%	18.2%
0.01 to 0.49 vehicles	894	16.2%	34.4%
0.50 to 0.99 vehicles	1,691	30.6%	65.0%
1.00 to 1.49 vehicles	1,854	33.5%	98.5%
1.50 to 1.99 vehicles	66	1.2%	99.7%
2 or more vehicles	18	0.3%	100.0%
TOTAL RESPONSES	5,533		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Quincy Adams

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	3,023	94.3%
Not Licensed	182	5.7%
TOTAL	3,205	100.0%
No Answer	22	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	141	4.4%
1 vehicle	874	27.6%
2 vehicles	1,463	46.2%
3 or more vehicles	686	21.7%
TOTAL	3,164	100.0%
No Answer	62	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	2,566	81.7%
No	576	18.3%
TOTAL	3,142	100.0%
No Answer	85	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	119	3.9%	3.9%
0.01 to 0.49 vehicles	281	9.3%	13.3%
0.50 to 0.99 vehicles	1,206	40.0%	53.2%
1.00 to 1.49 vehicles	1,246	41.3%	94.5%
1.50 to 1.99 vehicles	84	2.8%	97.3%
2 or more vehicles	82	2.7%	100.0%
TOTAL RESPONSES	3,017		



MBTA Surveys: 2008-09

Rapid Transit Survey

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Braintree

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,958	94.5%
Not Licensed	173	5.5%
TOTAL	3,132	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	134	4.3%
1 vehicle	915	29.3%
2 vehicles	1,514	48.5%
3 or more vehicles	560	17.9%
TOTAL	3,124	100.0%
No Answer	8	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	2,277	73.1%
No	839	26.9%
TOTAL	3,116	100.0%
No Answer	16	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	121	4.0%	4.0%
0.01 to 0.49 vehicles	327	10.7%	14.7%
0.50 to 0.99 vehicles	1,268	41.7%	56.4%
1.00 to 1.49 vehicles	1,211	39.8%	96.3%
1.50 to 1.99 vehicles	84	2.8%	99.0%
2 or more vehicles	29	1.0%	100.0%
TOTAL RESPONSES	3,039		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Savin Hill

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,175	82.4%
Not Licensed	250	17.6%
TOTAL	1,425	100.0%
No Answer	0	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	367	26.4%
1 vehicle	569	41.0%
2 vehicles	408	29.4%
3 or more vehicles	44	3.2%
TOTAL	1,389	100.0%
No Answer	37	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	749	52.9%
No	666	47.1%
TOTAL	1,415	100.0%
No Answer	10	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	328	25.0%	25.0%
0.01 to 0.49 vehicles	228	17.4%	42.4%
0.50 to 0.99 vehicles	468	35.7%	78.0%
1.00 to 1.49 vehicles	268	20.4%	98.4%
1.50 to 1.99 vehicles	21	1.6%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,313		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Fields Corner

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,274	74.6%
Not Licensed	776	25.4%
TOTAL	3,050	100.0%
No Answer	13	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	880	29.9%
1 vehicle	1,221	41.5%
2 vehicles	605	20.5%
3 or more vehicles	239	8.1%
TOTAL	2,945	100.0%
No Answer	119	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,194	39.7%
No	1,810	60.3%
TOTAL	3,004	100.0%
No Answer	60	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	847	30.0%	30.0%
0.01 to 0.49 vehicles	729	25.8%	55.8%
0.50 to 0.99 vehicles	750	26.5%	82.4%
1.00 to 1.49 vehicles	445	15.8%	98.1%
1.50 to 1.99 vehicles	13	0.5%	98.6%
2 or more vehicles	39	1.4%	100.0%
TOTAL RESPONSES	2,825		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Shawmut

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	1,488	83.9%
Not Licensed	286	16.1%
TOTAL	1,774	100.0%
No Answer	41	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	284	16.0%
1 vehicle	1,000	56.3%
2 vehicles	387	21.8%
3 or more vehicles	103	5.8%
TOTAL	1,774	100.0%
No Answer	41	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	979	55.8%
No	774	44.2%
TOTAL	1,753	100.0%
No Answer	62	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	284	16.4%	16.4%
0.01 to 0.49 vehicles	389	22.4%	38.8%
0.50 to 0.99 vehicles	836	48.3%	87.1%
1.00 to 1.49 vehicles	203	11.7%	98.8%
1.50 to 1.99 vehicles	21	1.2%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	1,733		

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

Vehicle Availability

RED LINE

Expanded Results

Entry Station: Ashmont

Licensed Drivers:	Number of Riders	Percent of Riders
Licensed	2,092	79.2%
Not Licensed	551	20.8%
TOTAL	2,643	100.0%
No Answer	1,998	

Usable Vehicles per Household:	Number of Riders	Percent of Riders
No vehicles	958	21.2%
1 vehicle	2,042	45.1%
2 vehicles	1,169	25.8%
3 or more vehicles	359	7.9%
TOTAL	4,528	100.0%
No Answer	113	

Was a Household Vehicle Available to Rider?:	Number of Riders	Percent of Riders
Yes	1,261	47.5%
No	1,395	52.5%
TOTAL	2,656	100.0%
No Answer	1,985	

Vehicles Owned per Capita:	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	882	21.2%	21.2%
0.01 to 0.49 vehicles	875	21.0%	42.1%
0.50 to 0.99 vehicles	1,485	35.6%	77.8%
1.00 to 1.49 vehicles	870	20.9%	98.6%
1.50 to 1.99 vehicles	35	0.8%	99.5%
2 or more vehicles	22	0.5%	100.0%
TOTAL RESPONSES	4,168		

Vehicle Availability

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Ashmont

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	6	12.2%
Not Licensed	45	87.8%
TOTAL	51	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	25	50.0%
1 vehicle	6	12.2%
2 vehicles	0	0.0%
3 or more vehicles	19	37.8%
TOTAL	51	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	0	0.0%
No	51	100.0%
TOTAL	51	100.0%
No Answer	0	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	25	50.0%	50.0%
0.01 to 0.49 vehicles	6	12.2%	62.2%
0.50 to 0.99 vehicles	19	37.8%	100.0%
1.00 to 1.49 vehicles	0	0.0%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	51		

Vehicle Availability

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Cedar Grove

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	80	72.9%
Not Licensed	30	27.1%
TOTAL	110	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	18	16.7%
1 vehicle	31	28.1%
2 vehicles	45	40.8%
3 or more vehicles	16	14.4%
TOTAL	110	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	47	44.2%
No	59	55.8%
TOTAL	106	100.0%
No Answer	4	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	18	19.0%	19.0%
0.01 to 0.49 vehicles	13	13.7%	32.7%
0.50 to 0.99 vehicles	49	50.9%	83.6%
1.00 to 1.49 vehicles	16	16.4%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	97		

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

Vehicle Availability

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Butler

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	152	87.5%
Not Licensed	22	12.5%
TOTAL	174	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	32	18.5%
1 vehicle	72	41.3%
2 vehicles	55	31.6%
3 or more vehicles	15	8.5%
TOTAL	174	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	102	59.9%
No	68	40.1%
TOTAL	170	100.0%
No Answer	4	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	32	20.2%	20.2%
0.01 to 0.49 vehicles	25	15.9%	36.1%
0.50 to 0.99 vehicles	58	36.4%	72.5%
1.00 to 1.49 vehicles	40	25.2%	97.7%
1.50 to 1.99 vehicles	0	0.0%	97.7%
2 or more vehicles	4	2.3%	100.0%
TOTAL RESPONSES	160		

Vehicle Availability

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Milton

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	172	92.1%
Not Licensed	15	7.9%
TOTAL	187	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	33	18.3%
1 vehicle	60	33.3%
2 vehicles	66	37.0%
3 or more vehicles	20	11.4%
TOTAL	179	100.0%
No Answer	8	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	123	65.9%
No	64	34.1%
TOTAL	187	100.0%
No Answer	0	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	30	18.1%	18.1%
0.01 to 0.49 vehicles	16	9.7%	27.8%
0.50 to 0.99 vehicles	71	42.4%	70.2%
1.00 to 1.49 vehicles	45	26.8%	97.1%
1.50 to 1.99 vehicles	0	0.0%	97.1%
2 or more vehicles	5	2.9%	100.0%
TOTAL RESPONSES	167		

Vehicle Availability

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Central Avenue

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	395	73.1%
Not Licensed	145	26.9%
TOTAL	540	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	120	22.9%
1 vehicle	230	43.8%
2 vehicles	152	29.0%
3 or more vehicles	22	4.2%
TOTAL	524	100.0%
No Answer	16	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	252	46.7%
No	288	53.3%
TOTAL	540	100.0%
No Answer	0	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	104	20.8%	20.8%
0.01 to 0.49 vehicles	111	22.2%	43.0%
0.50 to 0.99 vehicles	176	35.1%	78.1%
1.00 to 1.49 vehicles	86	17.2%	95.3%
1.50 to 1.99 vehicles	0	0.0%	95.3%
2 or more vehicles	24	4.7%	100.0%
TOTAL RESPONSES	500		

Vehicle Availability

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Valley Road

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	33	100.0%
Not Licensed	0	0.0%
TOTAL	33	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	0	0.0%
1 vehicle	8	25.0%
2 vehicles	19	58.3%
3 or more vehicles	6	16.7%
TOTAL	33	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	28	83.3%
No	6	16.7%
TOTAL	33	100.0%
No Answer	0	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	0	0.0%	0.0%
0.01 to 0.49 vehicles	6	16.7%	16.7%
0.50 to 0.99 vehicles	11	33.3%	50.0%
1.00 to 1.49 vehicles	11	33.3%	83.3%
1.50 to 1.99 vehicles	3	8.3%	91.7%
2 or more vehicles	3	8.3%	100.0%
TOTAL RESPONSES	33		

Vehicle Availability

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Capen Street

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	60	100.0%
Not Licensed	0	0.0%
TOTAL	60	100.0%
No Answer	0	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	0	0.0%
1 vehicle	16	27.5%
2 vehicles	29	48.0%
3 or more vehicles	15	24.5%
TOTAL	60	100.0%
No Answer	0	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	43	71.6%
No	17	28.4%
TOTAL	60	100.0%
No Answer	0	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	0	0.0%	0.0%
0.01 to 0.49 vehicles	16	28.6%	28.6%
0.50 to 0.99 vehicles	19	32.7%	61.2%
1.00 to 1.49 vehicles	22	38.8%	100.0%
1.50 to 1.99 vehicles	0	0.0%	100.0%
2 or more vehicles	0	0.0%	100.0%
TOTAL RESPONSES	58		

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

Vehicle Availability

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Mattapan

Licensed Drivers:

	Number of Riders	Percent of Riders
Licensed	914	65.0%
Not Licensed	491	35.0%
TOTAL	1,405	100.0%
No Answer	100	

Usable Vehicles per Household:

	Number of Riders	Percent of Riders
No vehicles	350	25.6%
1 vehicle	528	38.7%
2 vehicles	362	26.5%
3 or more vehicles	126	9.2%
TOTAL	1,366	100.0%
No Answer	139	

Was a Household Vehicle Available to Rider?:

	Number of Riders	Percent of Riders
Yes	618	43.9%
No	789	56.1%
TOTAL	1,406	100.0%
No Answer	99	

Vehicles Owned per Capita:

	Number of Riders	Percent of Riders	Cumulative Percentage
No vehicles	331	25.5%	25.5%
0.01 to 0.49 vehicles	348	26.8%	52.3%
0.50 to 0.99 vehicles	328	25.2%	77.5%
1.00 to 1.49 vehicles	243	18.7%	96.2%
1.50 to 1.99 vehicles	29	2.3%	98.5%
2 or more vehicles	20	1.5%	100.0%
TOTAL RESPONSES	1,300		



Service Quality

The data in this chapter summarize the ratings that riders who began their rapid transit trips at Red 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 Red 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 Red 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 vary from station to station; 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. For each station, one table presents both the ratings and importance rankings for each of the service quality measures. 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.

Chapter 2 addresses the same categories of data that are addressed in the present chapter, but at the level of the Red 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 gives, for each attribute, the percent of respondents at that station 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

Northern Segment *Relative Importance: High*

Overall, reliability was rated as average or better by 80% of the northern segment riders, with a mean rating of 3.2. The mean rating at each individual station was either 3.2 or 3.3. At every station, reliability was the measure checked by the most riders, by far, as one of the three most important ones.

Central Segment *Relative Importance: High*

Overall, reliability was rated as average or better by 78% of the central segment riders, with a mean rating of 3.2. The mean ratings at individual stations ranged from 3.1 to 3.3. At every station, reliability was the measure checked by the most riders, by far, as one of the three most important ones.

Dorchester Branch *Relative Importance: High*

Overall, reliability was rated as average or better by 73% of the Dorchester branch riders, with a mean rating of 3.0. The mean ratings at individual stations ranged from 2.8 at Shawmut to 3.2 at Andrew. At every station, reliability was the measure checked by the most riders, by far, as one of the three most important ones.

South Shore Branch *Relative Importance: High*

Overall, reliability was rated as average or better by 75% of the South Shore branch riders, with a mean rating of 3.1. The mean rating at each individual station was 3.0 or 3.1. At every station, reliability was the measure checked by the most riders, by far, as one of the three most important ones.

Mattapan High-Speed Line *Relative Importance: High*

Overall, reliability was rated as average or better by 73% of the Mattapan High-Speed Line riders, with a mean rating of 3.0. Reliability was the measure checked by the most riders, by far, as one of the three most important ones.

Safety and Security

Northern Segment *Relative Importance: Moderate*

Overall, “safety and security” was rated as average or better by 96% of the northern segment riders, with a mean rating of 3.9. This was the highest mean on this segment for any of the measures. The mean rating at each individual station was either 3.8 or 3.9. At every station, safety/security was the measure checked by the fourth-largest number of riders as one of the three most important ones.

Central Segment *Relative Importance: High*

Overall, safety/security was rated as average or better by 92% of the central segment riders, with a mean rating of 3.6. This was the highest mean on this segment for any of the measures. The mean ratings at individual stations ranged from 3.5 to 3.7. At every station, safety/security was the measure checked by the third-largest number of riders as one of the three most important ones.

Dorchester Branch *Relative Importance: High*

Overall, safety/security was rated as average or better by 87% of the Dorchester branch riders, with a mean rating of 3.4. This was the second-highest mean on this segment for any of the measures. The mean ratings at individual stations ranged from 3.3 to 3.6. At every station, safety/security was the measure checked by the third- or fourth-largest number of riders as one of the three most important ones.

South Shore Branch *Relative Importance: High*

Overall, safety/security was rated as average or better by 90% of the South Shore branch riders, with a mean rating of 3.5. This was the second-highest mean on this segment for any of the measures. The mean ratings at individual stations ranged from 3.4 to 3.6. At every station, safety/security was the measure checked by the third- or fourth-largest number of riders as one of the three most important ones.

Mattapan High-Speed Line *Relative Importance: High*

Overall, safety/security was rated as average or better by 80% of the Mattapan High-Speed Line riders, with a mean rating of 3.3. This was the highest mean on this segment for any of the measures. Safety/security was the measure checked by the third-largest number of riders as one of the three most important ones.

Cleanliness/Condition of Vehicles

Northern Segment *Relative Importance: Moderate*

Overall, cleanliness/condition of vehicles was rated as average or better by 80% of the northern segment riders, with a mean rating of 3.2. This was among the lower mean ratings received by the 11 measures. The mean ratings at individual stations ranged from 3.1 to 3.3. Overall, cleanliness/condition of vehicles was the measure checked by the fifth-largest number of riders as one of the three most important ones.

Central Segment *Relative Importance: Moderate*

Overall, cleanliness/condition of vehicles was rated as average or better by 75% of the central segment riders, with a mean rating of 3.1. This was among the lower mean ratings received by the 11 measures. The mean rating at each individual station was 3.0 or 3.1. Overall, cleanliness/condition of vehicles was the measure checked by the fifth-largest number of riders as one of the three most important ones.

Dorchester Branch *Relative Importance: Moderate*

Overall, cleanliness/condition of vehicles was rated as average or better by 75% of the Dorchester branch riders, with a mean rating of 3.0. This was among the lower mean ratings received by the 11 measures. The mean rating at individual stations ranged from 2.8 to 3.2. Overall, cleanliness/condition of vehicles was the measure checked by the fifth-largest number of riders as one of the three most important ones.

South Shore Branch *Relative Importance: Moderate*

Overall, cleanliness/condition of vehicles was rated as average or better by 74% of the South Shore branch riders, with a mean rating of 3.0. This was among the lower mean ratings received by the 11 measures. The mean rating at individual stations ranged from 2.8 to 3.1. Overall, cleanliness/condition of vehicles was the measure checked by the sixth-largest number of riders as one of the three most important ones.

Mattapan High-Speed Line *Relative Importance: Moderate*

Overall, cleanliness/condition of vehicles was rated as average or better by only 66% of the Mattapan High-Speed Line riders, with a mean rating of 2.8. This was among the lower mean ratings received by the 11 measures. Overall, cleanliness/condition of vehicles was the measure checked by the fifth-largest number of riders as one of the three most important ones.

Courtesy of Train Crews

Northern Segment *Relative Importance: Low*

Overall, courtesy of train crews was rated as average or better by 88% of the northern segment riders, with a mean rating of 3.4. The mean rating at each individual station was 3.4 or 3.5. Overall, courtesy of train crews was the measure checked by the eighth-largest number of riders as one of the three most important ones.

Central Segment *Relative Importance: Low*

Overall, courtesy of train crews was rated as average or better by 83% of the central segment riders, with a mean rating of 3.4. The mean ratings at individual stations ranged from 3.2 to 3.5. Overall, courtesy of train crews was the measure checked by the ninth-largest number of riders as one of the three most important ones.

Dorchester Branch *Relative Importance: Low*

Overall, courtesy of train crews was rated as average or better by 80% of the Dorchester branch riders, with a mean rating of 3.2. The mean ratings at individual stations ranged from 2.9 to 3.3. Overall, courtesy of train crews was the measure checked by the seventh-largest number of riders as one of the three most important ones.

South Shore Branch *Relative Importance: Low*

Overall, courtesy of train crews was rated as average or better by 81% of the South Shore branch riders, with a mean rating of 3.3. The mean rating at each individual station was either 3.2 or 3.3. Overall, courtesy of train crews was the measure checked by the third-lowest number of riders as one of the three most important ones.

Mattapan High-Speed Line *Relative Importance: Low*

Overall, courtesy of train crews was rated as average or better by 75% of the Mattapan High-Speed Line riders, with a mean rating of 3.2. This measure was checked by the seventh-largest number of riders as one of the three most important ones.

Announcement of Stations

Northern Segment *Relative Importance: Very Low*

Overall, announcement of stations was rated as average or better by 80% of the northern segment riders, with a mean rating of 3.4. The mean ratings at individual stations ranged from 3.2 to 3.5. Overall, announcement of stations was the measure checked by the second-lowest number of riders as one of the three most important ones.

Central Segment *Relative Importance: Low*

Overall, announcement of stations was rated as average or better by 79% of the central segment riders, with a mean rating of 3.3. The mean ratings at individual stations ranged from 3.0 to 3.5. Overall, announcement of stations was the measure checked by the fifth-lowest number of riders as one of the three most important ones.

Dorchester Branch *Relative Importance: Low*

Overall, announcement of stations was rated as average or better by 81% of the Dorchester branch riders, with a mean rating of 3.4. The mean ratings at individual stations ranged from 3.3 to 3.6. Overall, announcement of stations was the measure checked by the third-lowest number of riders as one of the three most important ones.

South Shore Branch *Relative Importance: Low*

Overall, announcement of stations was rated as average or better by 77% of the South Shore branch riders, with a mean rating of 3.3. The mean ratings at individual stations ranged from 3.1 to 3.5. Overall, announcement of stations was the measure checked by the fourth-lowest number of riders as one of the three most important ones.

Mattapan High-Speed Line *Relative Importance: Low*

Overall, announcement of stations was rated as average or better by 76% of the Mattapan High-Speed Line riders, with a mean rating of 3.3. This measure was checked by the fourth-lowest number of riders as one of the three most important ones.

Availability of Seating on Trains

Northern Segment *Relative Importance: Moderate*

Overall, availability of seating on trains was rated as average or better by 82% of the northern segment riders, with a mean rating of 3.2. The mean ratings at individual stations ranged from 3.3 at Alewife and Davis, near the start of the route, to 3.1 at stations closer to the maximum load point. Overall, availability of seating was the measure checked by the sixth-largest number of riders as one of the three most important ones.

Central Segment *Relative Importance: Moderate*

Overall, availability of seating on trains was rated as average or better by 76% of the central segment riders, with a mean rating of 3.1. This was among the lower ratings received by the 11 measures. The mean rating at individual stations was either 3.1 or 3.2, except at Broadway Station, where it was only 2.7. The peak load point for most inbound AM peak trains occurs between Broadway and South Station. Overall, availability of seating was the measure

checked by the sixth-largest number of riders as one of the three most important ones.

Dorchester Branch *Relative Importance: Moderate*

Overall, availability of seating on trains was rated as average or better by 71% of the Dorchester branch riders, with a mean rating of 3.0. This was among the lower ratings received by the 11 measures. The mean rating at individual stations ranged from 2.8 to 3.2. The highest mean rating was at Ashmont, the outermost station on the branch. The lowest mean rating was at Andrew, the station where average departing loads would have been highest on most trains. Overall, availability of seating was the measure checked by the sixth-largest number of riders as one of the three most important ones.

South Shore Branch *Relative Importance: Moderate*

Overall, availability of seating on trains was rated as average or better by only 58% of the South Shore branch riders, with a mean rating of 2.6. This was the lowest rating received by any of the 11 measures. The mean rating at individual stations ranged from 2.4 to 2.9. The highest mean rating was at Braintree, the outermost station on the branch. Ratings generally declined in the order of the stations from there. Overall, availability of seating was the measure checked by the fifth-largest number of riders as one of the three most important ones.

Mattapan High-Speed Line *Relative Importance: Moderate*

Overall, availability of seating on trains was rated as average or better by only 76% of the Mattapan High-Speed Line riders, with a mean rating of 3.2. This measure was checked by the sixth-largest number of riders as one of the three most important ones.

Frequency of Service

Northern Segment *Relative Importance: High*

Overall, frequency of service was rated as average or better by 83% of the northern segment riders, with a mean rating of 3.3. The mean ratings at individual stations ranged from 3.2 to 3.4. At every station on the northern segment, frequency of service was the measure checked by the second-largest number of riders as one of the three most important ones.

Central Segment *Relative Importance: High*

Overall, frequency of service was rated as average or better by 78% of the central segment riders, with a mean rating of 3.2. The mean ratings at individual stations ranged from 3.1 to 3.3. At every station on the central segment, frequency of service was the measure checked by the second-largest number of riders as one of the three most important ones.

Dorchester Branch *Relative Importance: High*

Overall, frequency of service was rated as average or better by 72% of the Dorchester branch riders, with a mean rating of 3.0. The mean ratings at individual stations ranged from 2.8 at Savin Hill, which is served only by Ashmont trains, to 3.2 at Andrew, which is served by Ashmont and Braintree trains. At every station on the Dorchester branch, frequency of service was the measure checked by the second-largest number of riders as one of the three most important ones.

South Shore Branch *Relative Importance: High*

Overall, frequency of service was rated as average or better by 75% of the South Shore branch riders, with a mean rating of 3.1. The mean ratings at individual stations ranged from 3.0 to 3.2. At every station on the South Shore branch, frequency of service was the measure checked by the second-largest number of riders as one of the three most important ones.

Mattapan High-Speed Line *Relative Importance: High*

Overall, frequency of service was rated as average or better by 73% of the Mattapan High-Speed Line riders, with a mean rating of 3.1. This measure was checked by the second-largest number of riders as one of the three most important ones.

Travel Time/Speed

Northern Segment *Relative Importance: High*

Overall, “travel time/speed” was rated as average or better by 84% of the northern segment riders, with a mean rating of 3.3. The mean ratings at individual stations ranged from 3.2 to 3.5. At every station on the northern segment, travel time/speed was the measure checked by the third- or fourth-largest number of riders as one of the three most important ones.

Central Segment *Relative Importance: Moderate*

Overall, travel time/speed was rated as average or better by 81% of the northern segment riders, with a mean rating of 3.3. The mean ratings at individual stations ranged from 3.2 to 3.5. At every station on the central segment, travel time/speed was the measure checked by the third- or fourth-largest number of riders as one of the three most important ones.

Dorchester Branch *Relative Importance: Moderate*

Overall, travel time/speed was rated as average or better by 82% of the Dorchester branch riders, with a mean rating of 3.3. The mean ratings at individual stations ranged from 3.2 to 3.5. At every station on the Dorchester branch, travel time/speed was the measure checked by the third- or fourth-largest number of riders as one of the three most important ones.

South Shore Branch *Relative Importance: Moderate*

Overall, travel time/speed was rated as average or better by 77% of the South Shore branch riders, with a mean rating of 3.1. The mean rating at each individual station was either 3.1 or 3.2. At every station on the South Shore branch, travel time/speed was the measure checked by the third- or fourth-largest number of riders as one of the three most important ones.

Mattapan High-Speed Line *Relative Importance: Moderate*

Overall, travel time/speed was rated as average or better by 76% of the Mattapan High-Speed Line riders, with a mean rating of 3.1. This measure was checked by the fourth-largest number of riders as one of the three most important ones.

Parking Availability***Northern Segment*** *Relative Importance: Low*

Only about half of the northern segment riders who completed the service 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 2.9. This was the second-lowest mean rating on this segment for any of the 11 measures. At Alewife, the only station with dedicated parking, the mean was 3.3, with 80% rating parking availability as average or better. However, at the other stations, the mean ranged from 2.6 to 2.8. At several stations, parking availability was the measure checked by the smallest number of riders as one of the three most important ones, but at Alewife it ranked seventh.

Central Segment *Relative Importance: Very Low*

Only about half of the central segment riders who completed the service measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by only 69%, with a mean rating of 3.0. This was the second-lowest mean rating on this segment for any of the 11 measures. None of the central segment stations have dedicated parking. The highest mean rating was 3.2, at South Station, where many of the riders were probably referring, in their responses, to commuter rail stations where they had parked on the way to the Red Line. At the rest of the central segment stations, the mean ratings ranged from 2.5 to 2.9. The number of riders considering parking availability to be one of the three most important service measures varied among stations. At Charles/MGH it was checked by the smallest number of riders, but at Park Street it placed ahead of four other measures.

Dorchester Branch *Relative Importance: Very Low*

Only a little over half of the Dorchester branch riders who completed the service measures section of the survey expressed opinions about parking

availability. Among those who did, it was rated as average or better by only 57%, with a mean rating of 2.6. This was the lowest mean rating on this segment for any of the 11 measures. At individual stations, the mean ranged from 2.2 to 2.9. None of these stations have dedicated parking. Overall, parking availability was the measure checked by the second-lowest number of riders as one of the three most important ones.

South Shore Branch *Relative Importance: Low*

All of the South Shore branch stations have substantial parking capacity, and about 80% of the riders who completed the service measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by 80%, with a mean rating of 3.3. At individual stations, the mean ranged from 2.9 at Braintree to 3.7 at Quincy Adams. Overall, parking availability was the measure checked by the seventh-largest number of riders as one of the three most important ones.

Mattapan High-Speed Line *Relative Importance: Very Low*

The only stations with dedicated parking on the High-Speed Line are Mattapan and Milton. About two-thirds of the riders who completed the service measures section of the survey expressed opinions about parking availability. Among those who did, it was rated as average or better by 65%, with a mean rating of 2.9. This was among the lower-rated service measures on this line. Overall, parking availability was the measure checked by the second-lowest number of riders as one of the three most important ones.

Station Amenities

Northern Segment *Relative Importance: Very Low*

Overall, only 65% of northern segment riders rated station amenities as average or better. The mean rating of 2.8 was the lowest given to any of the 11 service measures. Opinions were fairly consistent among stations, with means ranging from 2.7 to 2.9. However, at every station this was the measure checked by the lowest or second-lowest number of riders as one of the three most important ones.

Central Segment *Relative Importance: Very Low*

Overall, only 60% of central segment riders rated station amenities as average or better. The mean rating of 2.7 was the lowest given to any of the 11 service measures. Opinions were fairly consistent among stations, with means ranging from 2.6 to 2.8 except at Broadway, where the mean was only 2.4. However, at every station this was the measure checked by the lowest or second-lowest number of riders as one of the three most important ones.

Dorchester Branch *Relative Importance: Very Low*

Overall, only 58% of Dorchester branch riders rated station amenities as average or better. The mean rating of 2.6 was the lowest given to any of the 11 service measures. Opinions were fairly consistent among stations, with means ranging from 2.4 to 2.8. However, at every station this was the measure checked by the lowest number of riders as one of the three most important ones.

South Shore Branch *Relative Importance: Very Low*

Overall, only 58% of South Shore branch riders rated station amenities as average or better. The mean rating of 2.6 was the lowest given to any of the 11 service measures. Opinions were fairly consistent among stations, with means ranging from 2.4 to 2.8. However, at every station this was the measure checked by the lowest number of riders as one of the three most important ones.

Mattapan High-Speed Line *Relative Importance: Very Low*

Overall, only 59% of Mattapan High-Speed Line riders rated station amenities as average or better. The mean rating of 2.6 was the lowest given to any of the 11 service measures. However, this measure was checked by the lowest number of riders as one of the three most important ones.

Fare Collection System***Northern Segment*** *Relative Importance: Low*

Overall, “fare collection system” was rated as average or better by 86% of the northern segment riders, with a mean rating of 3.8. This was the second-highest mean rating given to any of the 11 service measures. The mean ratings at individual stations ranged from 3.6 to 3.8. Overall on the northern segment, the fare collection system was the measure checked by the seventh-largest number of riders as one of the three most important ones.

Central Segment *Relative Importance: Low*

Overall, the fare collection system was rated as average or better by 87% of the central segment riders, with a mean rating of 3.6. This was the highest mean rating given to any of the 11 service measures. The mean ratings at individual stations ranged from 3.5 to 3.8. Overall, on the central segment, the fare collection system was the measure checked by the seventh-largest number of riders as one of the three most important ones.

Dorchester Branch *Relative Importance: Low*

Overall, the fare collection system was rated as average or better by 82% of the Dorchester branch riders, with a mean rating of 3.5. This was the highest mean rating given to any of the 11 service measures. The mean ratings at individual stations ranged from 3.4 to 3.6. Overall, on the Dorchester branch, the fare

collection system was the measure checked by the eighth-largest number of riders as one of the three most important ones.

South Shore Branch *Relative Importance: Very Low*

Overall, the fare collection system was rated as average or better by 88% of the South Shore branch riders, with a mean rating of 3.6. This was the highest mean rating given to any of the 11 service measures. The mean ratings at individual stations ranged from 3.5 to 3.7. Overall on the South Shore branch, the fare collection system was the measure checked by the second-lowest number of riders as one of the three most important ones.

Mattapan High-Speed Line *Relative Importance: Low*

Fares on the Mattapan High-Speed Line are collected on-board the cars. Passengers transferring to the heavy-rail portion of the Red Line pay no additional fares, but must use their fare cards to open the fare gates at Ashmont Station.

Overall, the fare collection system was rated as average or better by 74% of the Mattapan High-Speed Line riders, with a mean rating of 3.3. This was the highest mean rating given to any of the 11 service measures. The fare collection system was the measure checked by the third-lowest number of riders as one of the three most important ones.



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

RED LINE

Entry Station: Alewife

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	7.4%	15.0%	36.0%	32.7%	8.9%	7,533	164	4,033
Safety and security	3.9	1.0%	2.4%	27.2%	47.5%	21.8%	7,454	242	2,352
Cleanliness/condition of vehicles	3.2	4.9%	13.3%	44.0%	30.7%	7.1%	7,478	218	679
Courtesy of train crews	3.4	4.0%	11.1%	38.5%	32.0%	14.3%	7,267	430	235
Announcement of stations	3.2	7.0%	19.5%	31.7%	28.7%	13.0%	7,420	276	163
Availability of seating on trains	3.3	3.8%	11.2%	42.2%	34.3%	8.6%	7,519	177	705
Frequency of service	3.4	3.7%	9.9%	37.2%	38.2%	11.1%	7,512	184	2,898
Travel time/speed	3.3	6.0%	12.7%	36.0%	35.9%	9.4%	7,475	222	1,865
Parking availability	3.3	6.0%	14.5%	38.4%	29.3%	11.8%	5,482	2,214	655
Station amenities	2.9	8.6%	21.9%	43.5%	20.9%	5.1%	6,709	987	61
Fare collection system	3.8	2.4%	6.9%	23.0%	40.6%	27.1%	7,365	331	201

* 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

RED LINE

Entry Station: Davis

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	4.7%	17.5%	37.4%	34.6%	5.8%	8,517	171	5,313
Safety and security	3.9	1.0%	2.8%	23.4%	52.8%	20.0%	8,454	234	2,703
Cleanliness/condition of vehicles	3.2	3.5%	11.7%	46.0%	33.9%	4.8%	8,526	162	1,094
Courtesy of train crews	3.5	2.8%	7.6%	40.6%	39.4%	9.7%	8,226	462	296
Announcement of stations	3.4	4.0%	14.4%	35.2%	32.8%	13.7%	8,426	262	278
Availability of seating on trains	3.3	3.3%	12.1%	47.0%	30.8%	6.8%	8,493	195	619
Frequency of service	3.3	4.6%	11.4%	40.0%	37.1%	6.9%	8,479	209	4,264
Travel time/speed	3.3	4.9%	14.4%	37.6%	34.5%	8.6%	8,412	276	3,129
Parking availability	2.7	16.2%	22.3%	41.7%	14.9%	5.0%	3,165	5,524	90
Station amenities	2.7	10.4%	27.1%	48.8%	12.1%	1.5%	6,788	1,901	105
Fare collection system	3.7	2.3%	6.7%	27.8%	40.7%	22.4%	8,226	462	301

* 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

RED LINE

Entry Station: Porter

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	6.2%	14.5%	41.6%	32.5%	5.2%	5,944	141	3,797
Safety and security	3.8	1.3%	3.1%	24.5%	51.8%	19.3%	5,943	142	1,585
Cleanliness/condition of vehicles	3.3	3.8%	11.8%	42.9%	36.1%	5.4%	5,939	146	629
Courtesy of train crews	3.5	3.0%	7.1%	40.3%	36.9%	12.8%	5,755	330	145
Announcement of stations	3.4	3.4%	15.0%	35.1%	32.7%	13.7%	5,970	116	85
Availability of seating on trains	3.1	4.0%	16.2%	47.8%	27.5%	4.4%	5,892	194	571
Frequency of service	3.3	4.1%	14.6%	39.4%	35.6%	6.4%	5,971	114	3,119
Travel time/speed	3.2	5.4%	14.0%	39.7%	34.2%	6.8%	5,959	126	2,129
Parking availability	2.6	18.6%	26.7%	37.0%	13.0%	4.7%	2,677	3,409	128
Station amenities	2.7	11.9%	26.8%	43.8%	15.0%	2.5%	4,901	1,185	29
Fare collection system	3.7	3.4%	6.7%	26.7%	38.7%	24.4%	5,827	258	182

* 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

RED LINE

Entry Station: Harvard

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	3.9%	14.3%	34.8%	39.4%	7.6%	10,241	140	5,574
Safety and security	3.8	0.6%	4.1%	25.2%	50.9%	19.1%	10,216	165	2,702
Cleanliness/condition of vehicles	3.2	4.9%	10.9%	47.4%	32.7%	4.1%	10,158	222	1,179
Courtesy of train crews	3.5	3.3%	9.4%	37.1%	37.8%	12.5%	9,780	601	295
Announcement of stations	3.5	4.9%	12.0%	29.0%	38.3%	15.9%	9,969	411	238
Availability of seating on trains	3.1	6.0%	13.9%	46.1%	28.5%	5.5%	10,136	244	844
Frequency of service	3.3	4.4%	14.5%	36.8%	36.3%	8.1%	10,171	210	4,316
Travel time/speed	3.4	4.8%	9.5%	37.1%	39.4%	9.2%	10,129	252	2,867
Parking availability	2.8	14.3%	22.7%	42.7%	13.9%	6.4%	4,184	6,197	85
Station amenities	2.8	11.1%	22.6%	43.9%	18.6%	3.8%	8,371	2,009	170
Fare collection system	3.8	4.1%	5.5%	21.8%	39.0%	29.5%	9,942	438	419

* 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

RED LINE

Entry Station: Central

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	5.5%	11.2%	40.4%	34.9%	7.9%	5,496	2,438	3,204
Safety and security	3.8	1.1%	4.3%	25.3%	49.9%	19.4%	5,474	2,460	1,439
Cleanliness/condition of vehicles	3.1	6.2%	15.5%	45.9%	29.9%	2.6%	5,488	2,447	756
Courtesy of train crews	3.4	4.3%	9.4%	40.5%	35.1%	10.6%	5,245	2,690	135
Announcement of stations	3.3	7.5%	13.9%	32.3%	29.5%	16.7%	5,452	2,483	144
Availability of seating on trains	3.2	6.4%	12.5%	43.8%	30.9%	6.4%	5,422	2,513	345
Frequency of service	3.2	5.5%	14.9%	37.6%	35.3%	6.8%	5,485	2,450	2,809
Travel time/speed	3.5	3.0%	8.2%	33.0%	44.6%	11.2%	5,507	2,428	1,620
Parking availability	2.7	13.7%	23.9%	45.8%	12.6%	4.0%	2,112	5,823	31
Station amenities	2.7	12.7%	26.5%	42.0%	17.2%	1.6%	4,409	3,526	63
Fare collection system	3.6	5.1%	10.5%	23.8%	39.3%	21.2%	5,423	2,512	284

* 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

RED LINE

Entry Station: Kendall/MIT

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Importance*
Reliability (on-time performance)	3.3	3.8%	14.5%	40.2%	33.1%	8.4%	4,074	109	2,371
Safety and security	3.9	0.3%	3.6%	22.2%	54.0%	19.9%	4,089	95	1,254
Cleanliness/condition of vehicles	3.3	1.8%	15.7%	44.6%	31.0%	6.8%	4,083	100	507
Courtesy of train crews	3.4	4.4%	8.0%	41.4%	32.6%	13.7%	3,888	295	142
Announcement of stations	3.4	6.2%	15.9%	28.3%	33.3%	16.3%	4,083	100	161
Availability of seating on trains	3.2	4.0%	15.6%	45.6%	27.5%	7.3%	4,131	52	326
Frequency of service	3.3	5.5%	13.5%	40.9%	30.2%	9.9%	4,126	57	1,890
Travel time/speed	3.4	2.7%	10.3%	41.5%	37.2%	8.3%	4,126	57	1,273
Parking availability	2.8	16.6%	20.8%	37.7%	17.2%	7.6%	1,870	2,314	99
Station amenities	2.7	10.3%	26.4%	45.8%	13.7%	3.8%	3,140	1,044	43
Fare collection system	3.8	2.5%	9.7%	23.6%	36.4%	27.8%	3,995	188	222

* 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

RED LINE

Entry Station: Charles/MGH

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	4.8%	14.2%	36.1%	38.2%	6.7%	4,016	85	2,331
Safety and security	3.7	1.9%	3.6%	35.0%	44.8%	14.5%	3,997	104	1,337
Cleanliness/condition of vehicles	3.1	6.2%	19.8%	38.7%	32.6%	2.7%	3,985	116	645
Courtesy of train crews	3.3	2.9%	11.9%	44.5%	34.4%	6.4%	3,726	375	153
Announcement of stations	3.5	5.6%	8.9%	30.3%	40.3%	15.0%	3,985	116	205
Availability of seating on trains	3.2	4.8%	15.6%	40.5%	33.1%	6.0%	3,984	117	361
Frequency of service	3.3	5.1%	13.9%	39.1%	33.1%	8.9%	4,028	73	1,586
Travel time/speed	3.4	2.5%	12.3%	40.4%	33.2%	11.7%	3,970	131	1,084
Parking availability	2.8	16.3%	20.6%	38.3%	21.2%	3.7%	1,692	2,409	42
Station amenities	2.6	15.2%	24.6%	42.9%	16.3%	0.9%	3,262	839	59
Fare collection system	3.7	5.7%	7.8%	24.9%	36.7%	24.9%	3,942	159	175

* 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

RED LINE

Entry Station: Park Street

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	6.3%	8.9%	37.7%	39.3%	7.9%	1,910	83	1,011
Safety and security	3.7	0.9%	7.3%	33.0%	42.9%	15.9%	1,899	94	567
Cleanliness/condition of vehicles	3.1	6.8%	13.1%	48.8%	27.8%	3.4%	1,908	85	234
Courtesy of train crews	3.3	5.4%	12.0%	40.9%	32.7%	9.0%	1,836	157	74
Announcement of stations	3.0	10.2%	22.0%	29.5%	29.8%	8.6%	1,890	103	28
Availability of seating on trains	3.2	6.2%	14.0%	42.6%	31.4%	5.8%	1,938	55	233
Frequency of service	3.3	5.1%	14.4%	32.2%	41.4%	6.9%	1,928	65	711
Travel time/speed	3.5	2.7%	9.1%	32.2%	44.0%	11.9%	1,936	56	463
Parking availability	2.9	13.3%	19.0%	36.2%	26.9%	4.6%	964	1,029	120
Station amenities	2.7	13.7%	29.2%	36.6%	16.5%	4.0%	1,620	373	19
Fare collection system	3.8	7.3%	4.3%	21.0%	36.3%	31.1%	1,871	122	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

RED LINE

Entry Station: Downtown Crossing

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	5.5%	22.4%	36.0%	29.2%	7.0%	3,167	111	1,673
Safety and security	3.5	6.4%	4.5%	33.3%	46.4%	9.4%	3,181	97	788
Cleanliness/condition of vehicles	3.1	6.4%	15.7%	45.6%	27.7%	4.5%	3,148	130	378
Courtesy of train crews	3.2	10.5%	12.2%	36.5%	27.9%	13.0%	3,102	176	221
Announcement of stations	3.4	7.6%	10.7%	30.0%	34.7%	17.1%	3,167	111	208
Availability of seating on trains	3.2	5.4%	11.9%	42.8%	33.8%	6.1%	3,116	162	351
Frequency of service	3.2	4.2%	17.5%	41.1%	30.6%	6.6%	3,083	195	1,183
Travel time/speed	3.2	9.7%	10.4%	33.2%	40.7%	6.1%	3,018	260	709
Parking availability	2.9	15.5%	15.1%	40.7%	23.9%	4.7%	1,548	1,730	46
Station amenities	2.6	17.5%	25.6%	39.6%	16.0%	1.2%	2,154	1,124	32
Fare collection system	3.8	6.1%	5.0%	19.7%	43.9%	25.3%	2,875	403	195

* 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

RED LINE

Entry Station: South Station

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Importance*
Reliability (on-time performance)	3.2	8.6%	15.7%	34.9%	31.7%	9.1%	8,241	223	4,574
Safety and security	3.7	2.1%	4.2%	33.0%	41.5%	19.1%	8,201	263	2,199
Cleanliness/condition of vehicles	3.1	6.7%	20.0%	39.8%	25.5%	7.9%	8,179	286	978
Courtesy of train crews	3.5	4.9%	11.1%	33.5%	33.6%	17.0%	8,049	415	301
Announcement of stations	3.3	8.0%	14.0%	35.9%	28.3%	13.8%	8,130	335	397
Availability of seating on trains	3.2	7.0%	17.4%	36.9%	30.4%	8.3%	8,206	259	781
Frequency of service	3.2	6.6%	15.9%	39.7%	29.4%	8.3%	8,248	216	3,132
Travel time/speed	3.3	5.9%	15.9%	34.0%	34.4%	9.8%	8,179	286	2,020
Parking availability	3.2	10.8%	14.7%	28.2%	34.2%	12.0%	5,602	2,862	355
Station amenities	2.8	14.4%	21.3%	42.2%	17.7%	4.4%	7,257	1,208	94
Fare collection system	3.5	6.9%	8.4%	30.6%	33.9%	20.2%	8,071	393	270

* 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

RED LINE

Entry Station: Broadway

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	2.1%	19.2%	43.8%	26.9%	8.0%	2,520	101	1,210
Safety and security	3.5	4.8%	9.7%	29.6%	38.9%	17.0%	2,563	58	722
Cleanliness/condition of vehicles	3.0	6.2%	16.8%	49.7%	22.5%	4.8%	2,563	58	302
Courtesy of train crews	3.3	3.9%	10.9%	40.9%	35.3%	8.9%	2,430	191	90
Announcement of stations	3.5	8.1%	15.2%	19.6%	36.2%	20.8%	2,547	74	42
Availability of seating on trains	2.7	13.3%	24.8%	40.6%	19.4%	1.9%	2,547	74	85
Frequency of service	3.1	4.2%	23.3%	38.1%	27.3%	7.1%	2,547	74	849
Travel time/speed	3.3	3.8%	13.7%	38.3%	33.8%	10.3%	2,509	112	674
Parking availability	2.5	28.3%	16.7%	41.1%	7.7%	6.2%	1,109	1,512	27
Station amenities	2.4	20.4%	27.8%	46.3%	5.4%	0.0%	1,869	752	0
Fare collection system	3.7	2.2%	7.2%	25.5%	48.8%	16.3%	2,372	249	138

* 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

RED LINE

Entry Station: Andrew

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	8.5%	16.4%	40.1%	21.2%	13.7%	3,536	187	1,771
Safety and security	3.4	7.3%	8.0%	34.7%	39.0%	11.0%	3,555	168	913
Cleanliness/condition of vehicles	3.0	10.0%	14.1%	45.9%	26.8%	3.2%	3,553	170	430
Courtesy of train crews	3.2	6.3%	12.7%	44.4%	23.3%	13.2%	3,535	188	149
Announcement of stations	3.6	3.8%	11.4%	28.6%	30.3%	26.0%	3,462	261	112
Availability of seating on trains	2.8	7.8%	32.7%	34.6%	18.7%	6.3%	3,611	112	302
Frequency of service	3.2	5.3%	18.6%	33.7%	30.8%	11.6%	3,535	188	1,306
Travel time/speed	3.5	2.6%	8.9%	38.9%	37.0%	12.6%	3,553	170	858
Parking availability	2.6	23.7%	21.0%	37.2%	8.6%	9.5%	1,969	1,754	38
Station amenities	2.4	22.4%	29.4%	34.7%	8.2%	5.3%	3,181	542	18
Fare collection system	3.4	9.7%	12.0%	23.7%	33.5%	21.0%	3,462	261	94

* 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

RED LINE

Entry Station: JFK/UMass

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	4.7%	19.8%	38.5%	30.1%	7.0%	4,494	155	2,169
Safety and security	3.6	2.3%	8.1%	33.5%	41.0%	15.0%	4,519	130	1,124
Cleanliness/condition of vehicles	3.1	8.0%	14.4%	44.3%	29.8%	3.5%	4,544	105	393
Courtesy of train crews	3.3	5.4%	12.5%	38.6%	31.0%	12.5%	4,388	261	157
Announcement of stations	3.5	4.0%	13.7%	32.0%	30.9%	19.5%	4,571	77	157
Availability of seating on trains	3.1	5.1%	18.9%	48.1%	21.1%	6.9%	4,570	78	392
Frequency of service	3.1	8.1%	14.5%	41.1%	28.2%	8.1%	4,519	129	1,621
Travel time/speed	3.4	3.4%	12.0%	40.0%	31.5%	13.1%	4,570	78	1,386
Parking availability	2.9	14.7%	14.7%	43.2%	24.2%	3.2%	2,475	2,174	26
Station amenities	2.8	13.6%	21.1%	44.2%	18.3%	2.7%	3,836	813	26
Fare collection system	3.5	5.3%	10.7%	31.1%	30.6%	22.3%	4,440	209	183

* 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

RED LINE

Entry Station: North Quincy

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	9.3%	19.3%	38.1%	28.6%	4.7%	5,183	237	2,347
Safety and security	3.5	2.4%	6.4%	39.5%	38.8%	12.9%	5,267	153	1,200
Cleanliness/condition of vehicles	3.0	9.6%	14.3%	46.5%	27.6%	2.0%	5,318	102	514
Courtesy of train crews	3.3	5.5%	11.3%	43.2%	29.2%	10.7%	5,148	272	114
Announcement of stations	3.5	3.5%	11.6%	33.4%	38.6%	12.8%	5,176	244	109
Availability of seating on trains	2.5	22.9%	24.4%	34.0%	15.0%	3.7%	5,267	153	428
Frequency of service	3.0	10.1%	17.2%	40.0%	26.1%	6.6%	5,227	193	1,804
Travel time/speed	3.2	7.7%	12.1%	41.0%	31.3%	7.9%	5,318	102	1,238
Parking availability	3.5	5.2%	7.6%	35.9%	36.4%	14.9%	4,033	1,387	198
Station amenities	2.7	12.0%	25.5%	44.1%	12.8%	5.6%	4,704	716	84
Fare collection system	3.7	4.1%	4.8%	30.6%	38.3%	22.2%	5,137	284	142

* 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

RED LINE

Entry Station: Wollaston

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	8.0%	16.6%	43.5%	29.0%	3.0%	3,582	49	1,705
Safety and security	3.6	1.1%	5.3%	38.6%	41.6%	13.3%	3,582	49	1,095
Cleanliness/condition of vehicles	3.0	5.8%	18.7%	46.3%	25.7%	3.5%	3,557	74	338
Courtesy of train crews	3.3	4.9%	11.5%	41.4%	32.7%	9.4%	3,499	132	41
Announcement of stations	3.1	7.6%	20.6%	30.3%	32.2%	9.3%	3,557	74	25
Availability of seating on trains	2.4	20.6%	28.5%	39.8%	8.8%	2.3%	3,557	74	412
Frequency of service	3.0	7.6%	19.8%	46.0%	21.9%	4.8%	3,582	49	1,285
Travel time/speed	3.1	7.4%	17.3%	41.0%	30.2%	4.1%	3,573	58	881
Parking availability	3.3	8.7%	12.8%	32.2%	37.2%	9.1%	2,635	996	181
Station amenities	2.4	22.5%	26.2%	39.1%	10.1%	2.1%	3,178	453	82
Fare collection system	3.6	4.7%	7.9%	25.9%	44.9%	16.6%	3,524	107	74

* 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

RED LINE

Entry Station: Quincy Center

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	6.0%	16.4%	44.1%	24.8%	8.7%	2,586	3,538	1,018
Safety and security	3.5	3.0%	6.1%	36.8%	44.3%	9.8%	2,568	3,556	583
Cleanliness/condition of vehicles	3.1	8.6%	16.7%	41.1%	27.9%	5.6%	2,621	3,503	184
Courtesy of train crews	3.3	6.9%	12.3%	40.0%	29.0%	11.8%	2,521	3,602	53
Announcement of stations	3.3	7.5%	16.7%	32.4%	30.0%	13.5%	2,603	3,521	76
Availability of seating on trains	2.6	22.9%	20.1%	38.0%	14.6%	4.4%	2,627	3,496	359
Frequency of service	3.0	7.8%	18.7%	42.6%	25.8%	5.2%	2,609	3,515	649
Travel time/speed	3.1	6.8%	16.3%	40.9%	30.4%	5.5%	2,632	3,491	364
Parking availability	3.1	9.6%	17.1%	33.8%	27.7%	11.8%	1,808	4,316	23
Station amenities	2.5	22.5%	21.3%	43.2%	9.3%	3.7%	2,366	3,758	30
Fare collection system	3.7	5.0%	6.7%	26.4%	35.2%	26.7%	2,598	3,526	53

* 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

RED LINE

Entry Station: Quincy Adams

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	4.3%	18.5%	45.5%	26.3%	5.4%	3,143	84	1,694
Safety and security	3.4	3.2%	9.1%	38.3%	39.7%	9.6%	3,184	43	963
Cleanliness/condition of vehicles	3.0	8.2%	18.8%	45.6%	24.4%	3.0%	3,156	71	315
Courtesy of train crews	3.2	6.8%	14.5%	43.5%	25.9%	9.4%	3,016	211	59
Announcement of stations	3.2	5.2%	20.3%	36.0%	28.6%	9.8%	3,188	39	145
Availability of seating on trains	2.8	15.0%	17.3%	41.7%	21.4%	4.7%	3,165	61	397
Frequency of service	3.2	4.9%	13.6%	41.7%	32.4%	7.3%	3,144	82	1,100
Travel time/speed	3.2	5.8%	16.2%	41.7%	29.1%	7.3%	3,176	51	693
Parking availability	3.7	3.6%	6.9%	28.1%	42.6%	18.7%	2,907	319	357
Station amenities	2.8	10.2%	27.0%	40.9%	19.0%	2.8%	2,968	259	0
Fare collection system	3.6	7.0%	5.9%	28.9%	38.8%	19.3%	3,144	83	94

* 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

RED LINE

Entry Station: Braintree

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	9.5%	15.7%	40.1%	28.9%	5.8%	3,037	95	1,408
Safety and security	3.4	2.8%	10.1%	38.2%	38.9%	10.1%	3,061	71	898
Cleanliness/condition of vehicles	2.8	11.1%	21.8%	41.4%	22.5%	3.1%	3,011	121	339
Courtesy of train crews	3.2	7.6%	14.4%	39.8%	26.1%	12.2%	2,979	153	171
Announcement of stations	3.1	10.0%	17.6%	34.9%	26.6%	10.9%	3,053	79	111
Availability of seating on trains	2.9	8.6%	23.6%	40.9%	20.1%	6.8%	3,034	97	379
Frequency of service	3.2	5.6%	16.4%	42.2%	28.4%	7.3%	3,042	89	921
Travel time/speed	3.1	5.6%	19.7%	40.9%	26.9%	7.0%	3,024	108	776
Parking availability	2.9	15.2%	20.2%	35.0%	21.1%	8.5%	2,621	510	295
Station amenities	2.6	13.9%	31.2%	39.2%	12.4%	3.4%	2,808	324	34
Fare collection system	3.5	5.3%	11.2%	28.2%	37.5%	17.8%	2,958	174	32

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

RED LINE

Entry Station: Savin Hill

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	7.1%	20.6%	50.8%	18.1%	3.4%	1,389	37	670
Safety and security	3.5	1.7%	7.4%	42.4%	40.7%	7.8%	1,399	26	354
Cleanliness/condition of vehicles	3.0	8.8%	17.6%	43.9%	28.0%	1.7%	1,376	50	101
Courtesy of train crews	3.1	5.8%	15.1%	44.1%	29.4%	5.7%	1,345	81	94
Announcement of stations	3.3	6.1%	14.7%	30.9%	41.3%	7.0%	1,373	53	83
Availability of seating on trains	2.9	7.2%	22.0%	44.3%	24.6%	1.9%	1,399	26	88
Frequency of service	2.8	8.0%	24.8%	47.9%	18.3%	1.0%	1,373	53	449
Travel time/speed	3.2	5.6%	12.3%	45.3%	30.4%	6.3%	1,376	50	281
Parking availability	2.5	17.4%	26.5%	43.2%	10.1%	2.8%	824	601	60
Station amenities	2.7	6.2%	30.2%	47.4%	15.4%	0.8%	1,232	193	0
Fare collection system	3.5	4.4%	8.1%	31.0%	43.5%	13.0%	1,373	53	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

RED LINE

Entry Station: Fields Corner

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	10.3%	18.2%	42.9%	23.6%	4.9%	2,839	225	1,378
Safety and security	3.4	4.8%	8.4%	35.9%	39.8%	11.1%	2,918	146	696
Cleanliness/condition of vehicles	3.0	7.2%	15.3%	50.1%	21.4%	6.0%	2,859	205	384
Courtesy of train crews	3.2	5.6%	12.7%	44.8%	26.7%	10.2%	2,859	205	125
Announcement of stations	3.4	7.8%	12.9%	30.0%	34.9%	14.4%	2,891	173	93
Availability of seating on trains	3.0	11.6%	15.4%	41.5%	23.2%	8.3%	2,938	126	213
Frequency of service	2.9	9.7%	23.6%	40.2%	20.8%	5.8%	2,871	192	881
Travel time/speed	3.2	6.6%	12.4%	41.4%	28.8%	10.7%	2,899	165	636
Parking availability	2.5	24.8%	26.6%	30.3%	14.3%	4.1%	1,625	1,439	59
Station amenities	2.6	16.0%	23.8%	43.1%	14.0%	3.1%	2,322	741	53
Fare collection system	3.4	10.7%	8.0%	27.3%	34.7%	19.3%	2,845	218	251

* 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

RED LINE

Entry Station: Shawmut

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.8	11.3%	22.5%	41.3%	23.7%	1.2%	1,631	184	854
Safety and security	3.3	3.6%	10.5%	42.4%	37.6%	5.9%	1,733	82	447
Cleanliness/condition of vehicles	3.0	11.5%	12.6%	43.6%	29.9%	2.3%	1,774	41	367
Courtesy of train crews	2.9	12.1%	16.9%	42.1%	25.3%	3.6%	1,692	123	82
Announcement of stations	3.3	7.0%	11.6%	37.2%	32.5%	11.6%	1,753	62	21
Availability of seating on trains	3.0	10.5%	17.5%	40.7%	24.4%	7.0%	1,753	62	225
Frequency of service	2.9	12.9%	20.1%	35.2%	27.0%	4.7%	1,733	82	508
Travel time/speed	3.2	6.8%	20.6%	29.5%	35.2%	7.9%	1,794	21	305
Parking availability	2.2	36.1%	14.0%	41.9%	5.9%	2.0%	1,020	795	61
Station amenities	2.6	20.8%	19.5%	45.5%	11.7%	2.6%	1,570	245	0
Fare collection system	3.4	4.8%	18.2%	26.5%	28.9%	21.6%	1,692	123	0

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

RED LINE

Entry Station: Ashmont

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	13.6%	16.1%	37.2%	28.3%	4.8%	2,473	2,168	837
Safety and security	3.3	5.1%	9.9%	45.4%	31.2%	8.4%	2,501	2,140	510
Cleanliness/condition of vehicles	2.8	9.1%	26.0%	45.7%	17.6%	1.7%	2,565	2,076	324
Courtesy of train crews	3.1	8.7%	14.2%	38.8%	31.5%	6.9%	2,447	2,194	85
Announcement of stations	3.3	7.8%	15.7%	28.6%	30.7%	17.1%	2,523	2,118	70
Availability of seating on trains	3.2	7.1%	16.8%	38.2%	26.8%	11.1%	2,523	2,118	177
Frequency of service	3.0	9.7%	22.1%	32.8%	29.3%	6.2%	2,504	2,137	497
Travel time/speed	3.2	7.1%	14.9%	37.7%	35.2%	5.0%	2,503	2,138	326
Parking availability	2.4	33.9%	17.2%	31.1%	13.5%	4.4%	1,462	3,179	71
Station amenities	2.5	23.4%	23.2%	37.0%	13.2%	3.1%	2,023	2,618	21
Fare collection system	3.6	5.3%	8.6%	32.1%	29.2%	24.8%	2,390	2,251	97

* 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

MATTAPAN HIGH SPEED LINE

Entry Station: Ashmont

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.1	0.0%	0.0%	87.8%	12.2%	0.0%	51	0	0
Safety and security	3.0	0.0%	50.0%	0.0%	50.0%	0.0%	51	0	0
Cleanliness/condition of vehicles	3.3	0.0%	12.2%	50.0%	37.8%	0.0%	51	0	0
Courtesy of train crews	2.7	37.8%	0.0%	12.2%	50.0%	0.0%	51	0	0
Announcement of stations	3.6	12.2%	0.0%	0.0%	87.8%	0.0%	51	0	0
Availability of seating on trains	4.0	0.0%	0.0%	0.0%	100.0%	0.0%	51	0	0
Frequency of service	2.9	0.0%	37.8%	37.8%	24.5%	0.0%	51	0	0
Travel time/speed	2.7	0.0%	37.8%	50.0%	12.2%	0.0%	51	0	0
Parking availability	4.0	0.0%	0.0%	0.0%	100.0%	0.0%	19	32	0
Station amenities	3.6	0.0%	0.0%	39.3%	60.7%	0.0%	32	19	0
Fare collection system	2.7	37.8%	0.0%	12.2%	50.0%	0.0%	51	0	0

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Cedar Grove

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	4.3%	17.1%	41.8%	28.2%	8.6%	103	7	38
Safety and security	3.3	9.2%	4.6%	46.8%	23.0%	16.5%	96	14	13
Cleanliness/condition of vehicles	2.7	11.1%	33.2%	38.5%	12.8%	4.3%	103	7	4
Courtesy of train crews	3.0	12.1%	21.5%	28.9%	28.1%	9.4%	94	16	7
Announcement of stations	3.6	21.1%	0.0%	13.8%	33.0%	32.2%	96	14	0
Availability of seating on trains	3.2	12.8%	6.8%	36.8%	35.0%	8.6%	103	7	0
Frequency of service	3.3	0.0%	17.9%	43.7%	25.0%	13.4%	99	11	22
Travel time/speed	3.2	12.8%	4.3%	41.8%	32.5%	8.6%	103	7	18
Parking availability	1.8	59.4%	7.3%	26.1%	7.3%	0.0%	61	49	0
Station amenities	2.3	43.6%	13.8%	16.0%	21.3%	5.3%	83	27	0
Fare collection system	3.4	8.9%	25.0%	13.4%	18.7%	33.9%	99	11	11

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Butler

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	2.1%	20.7%	62.3%	14.9%	0.0%	174	0	76
Safety and security	3.4	0.0%	4.3%	54.1%	41.6%	0.0%	174	0	40
Cleanliness/condition of vehicles	2.7	4.3%	31.3%	58.1%	6.4%	0.0%	174	0	11
Courtesy of train crews	3.1	2.1%	28.9%	37.7%	21.0%	10.3%	174	0	4
Announcement of stations	3.1	0.0%	12.5%	68.7%	16.7%	2.1%	174	0	0
Availability of seating on trains	3.1	12.7%	8.7%	44.7%	23.3%	10.6%	170	4	29
Frequency of service	3.1	2.1%	20.7%	39.8%	37.4%	0.0%	174	0	33
Travel time/speed	3.2	2.1%	14.6%	41.6%	41.6%	0.0%	174	0	29
Parking availability	3.8	3.9%	7.8%	27.4%	22.9%	38.0%	95	79	0
Station amenities	2.3	33.3%	24.0%	21.5%	21.2%	0.0%	152	22	0
Fare collection system	3.1	14.6%	18.5%	25.2%	27.1%	14.6%	174	0	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

MATTAPAN HIGH SPEED LINE

Entry Station: Milton

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	11.6%	21.9%	31.3%	28.1%	7.2%	183	4	81
Safety and security	3.3	4.9%	6.7%	45.5%	39.3%	3.6%	183	4	47
Cleanliness/condition of vehicles	2.9	10.6%	17.1%	48.2%	20.4%	3.7%	176	11	11
Courtesy of train crews	3.3	5.1%	14.8%	33.8%	37.5%	8.8%	176	11	4
Announcement of stations	3.0	17.0%	17.4%	24.9%	29.0%	11.6%	183	4	7
Availability of seating on trains	3.1	12.5%	9.8%	37.1%	35.7%	4.9%	183	4	19
Frequency of service	3.1	11.2%	9.8%	41.5%	36.1%	1.3%	183	4	57
Travel time/speed	3.2	10.5%	8.2%	33.8%	44.8%	2.7%	179	8	41
Parking availability	3.0	22.3%	6.5%	35.2%	22.3%	13.7%	113	74	7
Station amenities	2.2	26.8%	30.5%	35.3%	5.8%	1.6%	155	32	0
Fare collection system	3.3	13.9%	3.7%	30.1%	39.4%	13.0%	176	11	0

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Central Avenue

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	2.9	9.1%	23.6%	37.5%	26.8%	3.0%	540	0	259
Safety and security	3.2	6.1%	15.1%	38.6%	30.1%	10.1%	540	0	157
Cleanliness/condition of vehicles	2.9	6.1%	20.3%	52.3%	21.3%	0.0%	540	0	53
Courtesy of train crews	3.1	8.0%	15.7%	42.7%	25.6%	8.0%	500	40	33
Announcement of stations	3.2	8.8%	23.6%	24.7%	24.0%	18.9%	540	0	15
Availability of seating on trains	3.0	10.1%	19.2%	39.9%	21.9%	8.8%	540	0	56
Frequency of service	3.0	1.4%	29.8%	39.9%	25.6%	3.2%	507	33	175
Travel time/speed	3.1	3.0%	20.6%	39.2%	32.8%	4.4%	540	0	78
Parking availability	2.5	19.7%	27.7%	40.4%	9.8%	2.3%	315	225	40
Station amenities	2.4	22.6%	27.9%	41.2%	8.4%	0.0%	478	62	0
Fare collection system	3.6	4.5%	11.8%	25.7%	34.4%	23.6%	525	15	24

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Valley Road

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.3	8.3%	8.3%	25.0%	58.3%	0.0%	33	0	17
Safety and security	3.6	8.3%	0.0%	16.7%	75.0%	0.0%	33	0	8
Cleanliness/condition of vehicles	2.3	16.7%	33.3%	50.0%	0.0%	0.0%	33	0	14
Courtesy of train crews	3.0	0.0%	16.7%	66.7%	16.7%	0.0%	33	0	0
Announcement of stations	2.7	16.7%	25.0%	33.3%	25.0%	0.0%	33	0	0
Availability of seating on trains	3.3	0.0%	8.3%	50.0%	41.7%	0.0%	33	0	6
Frequency of service	3.0	8.3%	16.7%	41.7%	33.3%	0.0%	33	0	17
Travel time/speed	3.1	8.3%	16.7%	33.3%	41.7%	0.0%	33	0	6
Parking availability	2.3	16.7%	33.3%	50.0%	0.0%	0.0%	17	17	0
Station amenities	2.6	9.1%	27.3%	54.5%	9.1%	0.0%	30	3	0
Fare collection system	2.8	18.2%	27.3%	18.2%	27.3%	9.1%	30	3	0

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Capen Street

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.2	4.4%	8.9%	50.0%	36.7%	0.0%	53	7	36
Safety and security	3.5	0.0%	4.1%	45.9%	50.0%	0.0%	58	2	19
Cleanliness/condition of vehicles	2.8	4.1%	33.7%	37.8%	24.5%	0.0%	58	2	7
Courtesy of train crews	3.5	4.3%	12.8%	17.0%	61.7%	4.3%	55	5	0
Announcement of stations	3.2	12.8%	17.0%	21.3%	30.9%	18.1%	55	5	0
Availability of seating on trains	3.3	4.1%	4.1%	58.2%	29.6%	4.1%	58	2	5
Frequency of service	3.1	4.1%	8.2%	63.3%	20.4%	4.1%	58	2	36
Travel time/speed	3.2	0.0%	14.8%	45.7%	39.5%	0.0%	48	12	19
Parking availability	2.3	16.7%	41.7%	41.7%	0.0%	0.0%	28	32	0
Station amenities	2.7	19.5%	4.9%	61.0%	14.6%	0.0%	48	12	0
Fare collection system	3.7	0.0%	4.3%	35.1%	43.6%	17.0%	55	5	0

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



MBTA Surveys: 2008-09

Rapid Transit Survey

Service Quality

Expanded Results

MATTAPAN HIGH SPEED LINE

Entry Station: Mattapan

Service Quality	Mean	1 (Poor)	2	3 (Average)	4	5 (Excellent)	Total	No Response	Impor- tance*
Reliability (on-time performance)	3.0	13.6%	13.5%	39.3%	30.0%	3.6%	1,357	148	394
Safety and security	3.2	10.4%	12.5%	34.1%	29.9%	13.1%	1,406	99	279
Cleanliness/condition of vehicles	2.8	14.3%	22.3%	37.5%	20.1%	5.8%	1,356	149	77
Courtesy of train crews	3.2	12.1%	11.8%	32.6%	29.1%	14.4%	1,366	139	96
Announcement of stations	3.3	6.9%	12.9%	40.2%	21.0%	19.0%	1,337	168	88
Availability of seating on trains	3.2	9.6%	14.8%	32.1%	32.7%	10.7%	1,376	129	57
Frequency of service	3.0	11.4%	15.8%	35.8%	32.0%	5.1%	1,357	148	243
Travel time/speed	3.1	17.1%	10.0%	29.3%	37.0%	6.5%	1,366	139	126
Parking availability	2.9	20.2%	11.1%	32.9%	26.9%	8.9%	969	536	29
Station amenities	2.7	22.8%	11.5%	37.7%	24.8%	3.2%	1,154	351	0
Fare collection system	3.2	13.2%	15.4%	22.2%	33.8%	15.3%	1,326	179	57

* 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 Park Street and Downtown Crossing have included responses only from passengers boarding or exiting the Red Line at those stations. For some purposes, distinctions between Red Line and Green Line riders at Park Street are not important; the same is true for Red and Orange Line riders at Downtown Crossing. 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 Park Street tables shown here are the same as the tables shown in Appendix B of the Green Line volume, the Downtown Crossing tables are the same as the tables shown in Appendix B of the Orange Line volume. They are included in both volumes for the reader's convenience.

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.

Origin Locations and Activities

Expanded Results

RED AND ORANGE LINES
 Entry Station: Downtown Crossing

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	4,124	61.5%	0.6%	5.9%		38.5%	22.6%	8.9%	8.6%	5.2%	9.7%
Boston: Govt Center	668	10.0%		10.6%	11.2%	16.1%	6.8%	11.2%	20.2%	9.7%	14.2%
Boston: Park Square	562	8.4%		5.8%	6.6%	40.4%		13.3%	27.2%	6.6%	
Boston: South End	314	4.7%		63.2%		14.5%			11.9%		10.3%
Boston: Roxbury	179	2.7%		81.9%		18.1%					
Boston: Waterfront	150	2.2%				100.0%					
Unspecified	148	2.2%	21.9%	8.9%		21.9%					47.2%
Boston: Beacon Hill	97	1.5%		33.3%				33.3%		33.3%	
Boston: Charlestown	85	1.3%		84.5%		15.5%					
Boston: So Bos Indust	75	1.1%				50.0%			50.0%		
Newton	46	0.7%		100.0%							
Boston: So Bos Res	38	0.6%		100.0%							
Cohasset	37	0.6%		100.0%							
Hull	37	0.6%		100.0%							
Other (< 0.5 % of riders)	147	2.2%		82.8%		17.2%					
OVERALL TOTAL	6,709	100.0%	0.9%	16.2%	1.7%	33.7%	14.6%	8.2%	10.7%	5.2%	8.9%

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 ORANGE LINES

Entry Station: Downtown Crossing

<i>Access Mode:</i>	Number of Riders	Percent of Riders
Walk Access	5,704	86.8%
Drive/Park Access	13	0.2%
Drop-off Access	0	0.0%
Taxi Access	0	0.0%
Shuttle/Van Access	32	0.5%
Bicycle Access	0	0.0%
Other Access	37	0.6%
Total Private Trans.	5,787	88.0%
MBTA Bus	662	10.1%
Other Bus	0	0.0%
Commuter Rail	25	0.4%
Boat	100	1.5%
Other	0	0.0%
Total Public Trans.	787	12.0%
TOTAL	6,573	100.0%
No Answer	136	

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	2,660	55.5%	0	0.0%			37	53.5%	2,698	55.3%
6-10	1,697	35.4%	0	0.0%			0	0.0%	1,697	34.8%
11-15	402	8.4%	0	0.0%			32	46.5%	435	8.9%
16-20	37	0.8%	13	100.0%	(No responses)		0	0.0%	51	1.0%
21-30	0	0.0%	0	0.0%			0	0.0%	0	0.0%
31-45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
Over 45	0	0.0%	0	0.0%			0	0.0%	0	0.0%
TOTAL	4,796	100.0%	13	100.0%			70	100.0%	4,880	100.0%
No Answer	907		0				0		907	
Avg. Time (min)	6.7		20.0				9.6		6.8	

MBTA Surveys: 2008-09

Rapid Transit Survey

Transfers to the Rapid Transit System

Expanded Results

RED AND ORANGE LINES

Entry Station: Downtown Crossing

Transferring from:

Commuter Rail, Boarded at Station Indicated:	Number of Riders
Abington	25

MBTA Bus Routes:	Number of Riders
749	430
7	50
553	46
92	32
93	26
504	25
554	25
11	13
43	13

Boat, Boarded at Dock Indicated:	Number of Riders
Hingham	63
Hull	37

Other Bus Routes:

(None identified)

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

Egress from the Rapid Transit System

Expanded Results

RED AND ORANGE LINES

Exit Station: Downtown Crossing

<i>Egress Mode:</i>	Number of Riders	Percent of Riders
Walk Egress	20,660	94.9%
Drive/Park Egress	155	0.7%
Pick-up Egress	95	0.4%
Taxi Egress	0	0.0%
Shuttle/Van Egress	75	0.3%
Bicycle Egress	8	0.0%
Other Egress	58	0.3%
Total Private Trans.	21,051	96.7%
MBTA Bus	622	2.9%
Other Bus	8	0.0%
Commuter Rail	17	0.1%
Boat	0	0.0%
Other	67	0.3%
Total Public Trans.	715	3.3%
TOTAL	640	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	10,990	63.9%	39	47.6%	0	0.0%	8	9.7%	11,038	63.2%
6-10	4,782	27.8%	0	0.0%	35	42.5%	0	0.0%	4,817	27.6%
11-15	1,036	6.0%	0	0.0%	20	24.1%	48	55.1%	1,104	6.3%
16-20	358	2.1%	43	52.4%	27	33.4%	30	35.2%	458	2.6%
21-30	37	0.2%	0	0.0%	0	0.0%	0	0.0%	37	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	17,203	100.0%	82	100.0%	82	100.0%	86	100.0%	17,453	100.0%
No Answer	3,457		73		13		54		3,598	
Avg. Time (min)	6.2		12.5		14.5		15.5		6.4	

T **MBTA Surveys: 2008-09**

Rapid Transit Survey

Transfers from the Rapid Transit System

Expanded Results

RED AND ORANGE LINES

Exit Station: Downtown Crossing

Transferring to:

Commuter Rail, Alighted at Station Indicated:	Number of Riders
Middleborough/Lakeville	17

MBTA Bus Routes:	Number of Riders
749	283
504	71
553	40
SL2	34
73	31
558	30
459	26
554	23
505	20
97	18
93	16
7	16
119	12

Boat, Alighted at Dock Indicated:

(None identified)

Other Bus Routes:	Number of Riders
Unspecified Bus	8

Destination Locations and Activities

RED AND ORANGE LINES

Expanded Results

Exit Station: Downtown Crossing

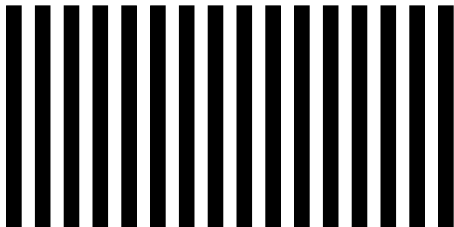
City/Neighborhood Destinations	DESTINATION LOCATIONS		DESTINATION ACTIVITIES								
	Total Riders	Pct. of Riders	No Resp.	Home	School	Work	Store	Pers. Bus.	Work- rel.	Social/ Rec.	Other
Boston: Financial/Retail	15,874	72.6%	1.5%	0.3%	1.4%	81.1%	4.0%	3.3%	3.3%	2.1%	3.0%
Boston: Govt Center	2,291	10.5%		0.7%	3.6%	86.3%	0.7%	0.9%	4.9%	0.6%	2.2%
Boston: Park Square	1,129	5.2%	1.0%		7.5%	75.4%	0.9%	2.9%	2.4%	8.6%	1.4%
Boston: Waterfront	1,071	4.9%	1.6%		0.8%	91.3%		1.4%	0.8%		4.2%
Boston: So Bos Indust	533	2.4%		3.2%		96.8%					
Boston: South End	233	1.1%		29.7%		44.6%		25.6%			
Boston: Beacon Hill	218	1.0%				71.5%			11.1%	17.4%	
Other (< 0.5 % of riders)	520	2.4%	10.1%	10.6%	6.2%	46.0%		21.6%	5.4%		
OVERALL TOTAL	21,869	100.0%	1.4%	0.9%	2.0%	80.9%	3.0%	3.5%	3.3%	2.2%	2.7%

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: